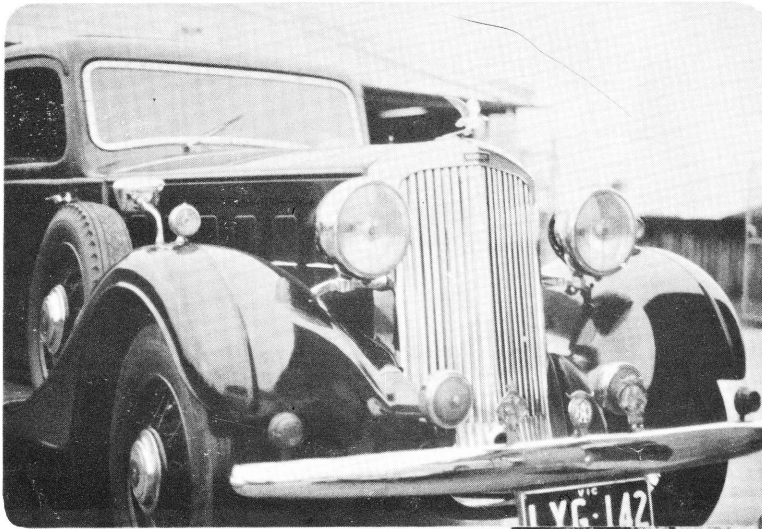


THE HUMBERETTE

OFFICIAL NEWSLETTER OF THE



June 1977



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HUMBER CAR CLUB OF VICTORIA

JUNE '77 ISSUE

COMMITTEE

PRESIDENT:	REG HATTERSLEY	877-1981
VICE PRESIDENT:	ALAN DAY	96-2341
TREASURER:	DAVID RAYNOR	791-8151
EDITOR:	JOHN BROWNE	753-7726
SOCIAL SECRETARY:	KAYLYN RAYNOR	791-8151
ASST. EDITOR:	RAY EASTON	870-5433
SPARE PARTS OFFICER:	BOB KENNEDY	783-3119

NEXT CLUB MEETING:

COMMENCING 8.00PM FRIDAY JUNE 24TH AT THE "THEATRETTE"
CAMBERWELL CIVIC CENTRE, INGLESBY ROAD, CAMBERWELL. PARKING
AVAILABLE IN THE CARPARK OPPOSITE. N.B. MEETING WILL COMMENCE
AT 8.00PM SHARP.

GUEST SPEAKER: MR PERCY OF PATONS BRAKES PTY. LTD.

NEXT CLUB FUNCTION:

THE NEXT CLUB FUNCTION WILL BE A TRIP ON THE PUFFING BILLY TRAIN
AT BELGRAVE ON SUNDAY JULY 10TH (FURTHER DETAILS SEE INSIDE)

PRESIDENTS REPORT:

UNFORTUNATELY DUE TO BUSINESS COMMITMENTS I WAS UNABLE TO ATTEND THE ECHUCA STEAM RALLY, BUT FROM REPORTS I HAVE HEARD I CAN ASSUME THAT THIS CLUB FUNCTION WAS AN ALL-ROUND SUCCESS. MY CONGRATULATIONS GO TO KAYLYN FOR DOING SUCH A FINE JOB ORGANIZING THIS EVENT.

THE COMMITTEE HAVE BEEN ENDEAVOURING TO HAVE GUEST SPEAKERS AT GENERAL MEETINGS AND LAST MONTH BILL MAGNUSSON OF THE JAGUAR CAR CLUB GAVE US A MOST INTERESTING TALK ON JAGUARS WITH SLIDES SHOWN OF SOME RECENT JAG CLUB CONCOURS EVENTS. THE H.C.C.V. WILL BE HAVING A CLOSER LIASON WITH OTHER CAR CLUBS AND HOPEFULLY IN THE NEAR FUTURE WE WILL HAVE A JOINT SOCIAL EVENT WITH CLUBS SUCH AS THE JAG CLUB. THIS MONTH OUR GUEST SPEAKER IS MR. PERCY WHO IS A REPRESENTATIVE FOR PATONS BRAKES. AS WE ALL KNOW PATONS ARE THE LARGEST ORGANIZATION IN VICTORIA DEALING WITH THE REPAIR OF VEHICLE CLUTCH AND BRAKE SYSTEMS AND THE SUPPLY OF PARTS TO SUIT, SO THIS SHOULD MAKE THIS MONTH'S MEETING A MUST.

DURING OUR LAST COMMITTEE MEETING IT WAS DECIDED THAT THERE IS NEED FOR A CLUB MARSHALLING OFFICER WHO WILL ORGANIZE CARS AND MEMBERS ON OUR SOCIAL OUTINGS. BOB KENNEDY HAS ACCEPTED THIS POSITION SO ON ALL FUTURE CLUB OUTINGS BOB WILL KNOW OUR START OFF TIMES, MEETING PLACES ETC.

DURING THE NEXT GENERAL MEETING I WILL CALL FOR NOMINATIONS FOR THE POSITION OF CLUB SECRETARY. UNFORTUNATELY DUE TO WORK COMMITMENTS RALPH IS UNABLE TO CARRY ON AS SECRETARY AS HE IS CURRENTLY WORKING IN TASMANIA. I WOULD LIKE TO THANK RALPH ON BEHALF OF THE CLUB FOR THE JOB HE HAS DONE AND WE WISH HIM WELL WITH HIS NEW EMPLOYMENT.

CLUB CONSTITUTION:

OUR CLUB CONSTITUTION IS PRESENTLY UNDERGOING CLOSE SCRUTINY BY THE COMMITTEE, WE HAVE FOUND THAT SOME AREAS OF OUR CONSTITUTION NEEDS REFORMING. ONE SUCH REFORM IS FAMILY MEMBERSHIP ANOTHER REFORM THAT WILL BE PUT TO THE MEMBERS TO VOTE ON IS WHAT POSITIONS ARE "CLUB COMMITTEE" AND WHAT ARE "CLUB OFFICERS" THIS PARTICULAR ITEM WILL BE BROUGHT UP AT OUR NEXT MEETING BY THE CLUB PRESIDENT.

CLUB BADGES

THE CLUB NAME TAG ISSUED TO FINANCIAL MEMBERS, AND IT IS EXPECTED THAT MEMBERS WILL WEAR THEIR BADGE TO MEETINGS AND SOCIAL OUTINGS. SO FAR ONLY ABOUT 60% OF MEMBERS ARE WEARING THEM, SO AT THE NEXT MEETING REMEMBER YOUR BADGE.

WE HAVE TEMPORARILY RUN OUT OF STOCKS OF CAR BADGES, WE HAVE NEW BADGES ON ORDER AND THEY WILL BE AVAILABLE WITHIN THE NEXT FEW WEEKS.

ANNUAL SUBSCRIPTIONS

THIS WILL BE THE LAST NEWSLETTER THAT UNFINANCIAL MEMBERS WILL RECEIVE, SO PLEASE IF YOU HAVE OVERLOOKED YOUR MEMBERSHIP THIS WILL BE YOUR LAST CHANCE TO RENEW IT WITHOUT HAVING TO PAY THE CLUB JOINING FEE AGAIN. "NEW" PROSPECTIVE MEMBERS RECEIVE THREE NEWSLETTERS COMPLETE WITH APPLICATION FORMS.

SOCIAL NOTES:

THE FOLLOWING FUNCTIONS FOR THE CLUB WILL BE ON SUNDAY JULY 10TH AT 9.30AM STARTING FROM BRANDON PARK SHOPPING CENTRE, THE CORNER OF FERNTREE GULLY ROAD & SPRINGVALE ROAD. A TRIP TO BELGRAVE TO TAKE THE KIDS (AND BIG KIDS) FOR A TRIP ON PUFFING BILLY. COST WILL BE \$3.50 ADULTS & \$1.50 PER CHILD. WE WILL LEAVE BELGRAVE STATION AT 11.00AM AND RETURNING AT 2.00PM. PLEASE BRING A PICNIC LUNCH. FRIENDS & RELATIVES WELCOME.

ON JULY 23RD A PROPOSED TRIP TO THE ZOO WILL BE UNDERTAKEN BY AS MANY MEMBERS AS POSSIBLE, WHO ARE WILL TO TAKE CHILDREN FROM THE ALLAMBIE RECEPTION. THIS EVENT WILL BE ON A SATURDAY AFTERNOON, FOR ALL MEMBERS, WHO CAN COME FOR SURE, PLEASE RING ME AT HOME FOR FURTHER PARTICULARS. ALSO I STILL REQUIRE TOYS FOR THE ABOVE CENTRE.

ON AUGUST 27TH A NIGHT OUT AT SAMMY LEES "LES GIRLS" AT THE ESPLANADE ST. KILDA IS PLANNED. STARTING AT 7.30PM. THE COST IS \$9.00 PER HEAD WHICH IS THE COST OF YOUR MEAL & THE FLOOR SHOW - DRINKS ARE EXTRA. THIS I CAN PROMISE YOU IS A VERY ENJOYABLE EVENING, ALL MEMBERS INTERESTED PLEASE SEE ME AT THE NEXT MEETING, WHERE I WILL BE COLLECTING DEPOSITS OF \$5 PER HEAD OR THE FULL AMOUNT. NO BOOKINGS WILL BE TAKEN AFTER THE JULY MEETING.

THE ECHUCA STEAM RALLY

THE TRIP FOR ECHUCA STARTED OFF AS PLANNED, FROM THE CALDER HIGHWAY AT 10.30AM, AFTER A SLIGHTLY DELAYED JOURNEY, CAUSED BY A HOUSE BEING MOVED AND A TORN UP HIGHWAY (WHO SAID THE CALDER HWY. WOULD BE QUICKER!!), WE ARRIVED IN ECHUCA AT 3.15 PM. AFTER SETTLING INTO OUR MOTEL ROOMS WE MET OUR SYDNEY COUNTERPARTS SAM, GEORGE & BERYL WILSON AND STEPHEN & HIS FATHER. WE THEN VISITED THE LOCAL CAR MUSEUM WHERE A 1934 HUMBER WAS ON DISPLAY (SOME DOUBT ABOUT THE YEAR). WE THEN WENT TO THE BRIDGE RESTAURANT AT 8.30PM WHERE WE ALL HAD DINNER. WE ALSO MET OUR COUNTRY MEMBERS ROY MEGGS AND FAMILY, IT WAS GOOD TO MEET YOU AT LONG LAST ROY! ON SUNDAY WE ATTENDED THE STEAM RALLY WITH A LINE-UP OF 13 HUMBERS WHICH WE WERE REALLY PROUD OF. A SPECIAL THANKS TO ROLF WOERZ WHO SAVED THE DAY BY TURNING UP WITH A BARBEQUE. AFTER LOOKING AT ALL THE EXHIBITS WE THEN HAD TO PARADE AROUND THE ARENA IN THE GRAND PARADE AND I MUST SAY THE HUMBERS WERE DEFINATELY THE MOST MODERN ONES THERE. WE THEN WENT BACK TO THE STEAMPACKET MOTEL FOR DINNER, THE ATMOSPHERE THERE WAS HAPPY AND FRIENDLY. ON THE MONDAY WE ALL WENT ON A TOUR OVER THE OLD WHARF AND WE ALL HAD A PICNIC LUNCH BEFORE SETTING BACK HOME TO MELBOURNE.

A PROPOSED TRIP IS BEING PLANNED FOR EASTER NEXT YEAR TO GRIFFITH NSW. BETWEEN THE MELBOURNE, SYDNEY & ADELAIDE CAR CLUBS - MORE DETAILS LATER ON.

MEMBERS ATTENDING STEAM RALLY WERE:

JOHN & MARIE BROWNE (DATSUN)	BILL & JOAN HOLME (HUMBER)
SID & GWEN HUMPHRIES (HUMBER)	DES & DENISE JUDD (HUMBER)
PETER & HELEN DAVENPORT (HUMBER)	ALAN & GLENICE JUDD (MAZDA)
ROY & WILMA MEGGS (HUMBER)	TOM & LYN MCALPINE (HUMBER)
ROLF & BEV WOERZ (HUMBER)	HERB & CONNIE PERKINS (?)
DAVID & SUE O'DONOGHUE (HUMBER)	PAUL JULYONS (HUMBER)
DENNIS & NOREEN BROOKES (HUMBER)	LLOYD HUGHES (DATSUN)
SUE STANSMORE & RALPH SCHUMANN (HUMBER)	

A CLUB TROPHY WILL BE AWARDED TO THE BEST MEMBER THROUGHOUT THE YEAR. IT WILL BE WON ON A SERIES OF POINTS. THESE POINTS CAN BE OBTAINED BY DOING THE FOLLOWING:-

SUPPORTING A GENERAL MEETING	2 POINTS
SUPPORTING AN OUTING OR SOCIAL FUNCTION	2 POINTS
ATTENDING A SOCIAL OUTING IN A HUMBER	4 POINTS

ALL MEMBERS EXCEPT THE COMMITTEE MAY PARTICIPATE IN THIS COMPETITION.

KAYLYN RAYNOR

RAY'S RAMBLE SECTION

FIRSTLY I WOULD LIKE TO THANK THE H.C.C.V. FOR THE BEAUTIFUL FLOWERS WE RECEIVED FROM THE CLUB FOR THE BIRTH OF OUR SECOND SON. INCIDENTALLY TO MAKE JOHN BROWNE AND OTHER INTERESTED MEMBERS HAPPY WE HAVE NAMED OUR SON CAIN, AND DIANNE ASSURES ME WE WILL DEFINATELY "NEVER" HAVE A SON CALLED ABLE.

NOW ON WITH THE RAMBLINGS. I HOPE YOU ALL HAVE TAKEN ADVANTAGE OF THE FIRMS THAT WE PREVIOUSLY GAZZETTED, AS IT WAS VERY GENEROUS OF THE FIRMS TO OFFER OUR CLUB THEIR SUPPORT, AND THE BEST WAY TO ENSURE THEIR CONTINUED SUPPORT IS BY OUR MEMBERS TAKING THE ADVANTAGES OFFERED BY OUR VERY GENEROUS SUPPORTING FIRMS.

I AM PLEASED TO ANNOUNCE THAT A FEW MORE OF OUR CLUB MEMBERS HAVE DECIDED THAT I SHOULD NOT BE THE ONLY ONE WORKING FOR THE CLUB TO ORGANIZE A WIDE RANGE OF SUPPORTING FIRMS, OF COURSE NOT FORGETTING GREG LAMING WHO HAS DONE A MARVELOUS JOB IN STARTING OUT THIS VENTURE ORIGINALLY.

OUR FIRST NEW FIRM IS "KEEP BROS. & WOOD" WHO WERE APPROACHED BY SUE STANSMORE AND THEY ADVISED SUE THAT THEY WOULD BE ONLY TOO HAPPY TO HELP OUR CLUB AND ALSO GIVE OUR MEMBERS GOOD DISCOUNTS ON THEIR ALREADY FAIR PRICES, FOR OUR MEMBERS WHO DON'T ALREADY KNOW OF THIS FRIM, THEY ARE ONE OF AUSTRALIA'S LEADING FIRMS IN SPARE PARTS AND ACCESSORIES AND I BELIEVE THAT THEY HAVE A GOOD RANGE OF PARTS FOR OUR BELOVED HUMBERS.

KEEP BROS. & WOOD ARE LOCATED IN LA TROBE STREET, MELBOURNE VIRTUALLY OPPOSITE THE NEW UNDERGROUND MUSEUM RAILWAY STATION. THANKS TO SUE, I AM SURE ALL OF OUR MEMBERS WILL AGREE THIS A A WELCOME FIRM TO OUR GROWING LIST OF AUTO TRADE OUTLETS.

THANKS MUST ALSO GO TO DAVID RAYNOR FOR TAKING THE TIME TO TRACK DOWN A SUPPLIER FOR RADIATOR HOSES. REPCO IN ELIZABETH ST, MELBOURNE HAVE HOSES FOR SERIES AND VOGUE MODELS AND ALSO A LIMITED SUPPLY OF VARIOUS MOTOR PARTS, THE GENTLEMAN TO CONTACT AT REPCO IS MR. MAX WORT, WHO WILL ASSIST YOU WITH ANY ENQUIRIES.

DAVID HAS BEEN A BUSY BOY, AS HE ALSO FOUND ANOTHER FIRM "TALCO SPARES & MOTOR RECONDITIONERS" 269 HUNTINGDALE RD., HUNTINGDALE, WHO CARRY A RANGE OF HOSES TO SUIT SOME MARK AND EARLY SERIES MODELS AND ALSO ENGINE MOUNTING BLOCKS, SHACKLE BUSHES, FRONT END PARTS, GASKET KITS, AND THEY ALSO MACHINE BRAKE DRUMS, AND I WAS INFORMED THAT EVERYTHING IS SET A A REASONABLE PRICE. ANY FURTHER INFORMATION CAN BE OBTAINED FROM OUR MAN AT TALCO MR. BERNIE TALBOT OR RING HIM ON 544-5823.

I WILL GIVE YOU A LIST OF OUR FIRMS TO DATE, WHICH I HOPE WILL BE OF ASSISTANCE TO YOU AND I WILL TRY TO KEEP YOU INFORMED OF ANY MORE FIRMS THAT ARE WILLING TO SUPPORT AND HELP US IN THE FUTURE, AND I WILL PUBLISH A NEW LIST EVERY FEW MONTHS, BUT IF YOU HAVE ANY QUERIES, PLEASE FEEL FREE TO GIVE ME A CALL ON 870-5433.

RAY EASTON - ASST. EDITOR

TRADE OUTLETS

AUTOMOTIVE PARTS & SERVICES AVAILABLE AT SPECIAL PRICES TO FINANCIAL MEMBERS ONLY (MEMBERS MUST PRESENT NAME BADGE TO OBTAIN DISCOUNTS)

KINGSTON TYRE SERVICE

42 KING STREET, MELBOURNE	328-1385	328-3018
608 HIGH STREET, EAST KEW	80-2632	80-1421
212 MAHONEY ROAD, THOMASTOWN	460-3799	460-4953

CENTURY BATTERIES

109 ROOKS ROAD, VERMONT	873-1122
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PATON BRAKES

788 SWANSTON STREET, CARLTON	347-5455
CNR EASTERN & COVENTRY ST, STH. MELBOURNE	699-8066
1346 NORTH RD, HUNTINGDALE	544-1233
166 QUEENSBURY ST, CARLTON	347-6411

BAYSWATER ELECTRICS PTY. LTD.

1 JERSEY RD, BAYSWATER	729-2641	729-2680	ASK FOR JERRY
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FILTERS DISTRIBUTORS AUST.

691 WHITEHORSE RD, MITCHEM	874-6352	ASK FOR JOHN BAKER
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KNOX AUTO ACCESSORIES & PARTS FOR DISCOUNTS

14A STATION ST, BAYSWATER	729-9266	ASK FOR GARY
---------------------------	----------	--------------

AUTO EXHAUST SUPPLIES

7 NEWMAN ST, RINGWOOD	870-4983	ASK FOR BARRY
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FRANTZ OIL FILTERS

320 YARRA ST, WARRENDYTE	844-3765
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KEEP BROS & WOOD ACCESSORIES & PARTS

LA TROBE ST, MELBOURNE 347-3644 ASK FOR MR. PHILLIP STANSMORE

THE NEXT TWO FIRMS DO NOT GIVE CLUB DISCOUNTS TO DATE:-

REPCO

ELIZABETH ST, MELBOURNE 347-6333 ASK FOR MR. MAX WORT

TALCO SPARES & MOTOR RECONDITIONERS

269 HUNTINGDALE RD, HUNTINGDALE 544-5828 ASK FOR BERNIE TALBOT

CARS & PARTS FOR SALE

HUMBER HAWK SER. 1 AUTO & MANUAL (TWO CARS) UNREG. \$200 LOT.
MR. GORDON 716-2474

MF1V SNIPE UNREG. GOOD CONDITION \$475 RON GAY 053- 39 4747

'64 HOMBER HAWK 135,000 MILES GOOD ORDER \$750 MR. BRASS 80-4467

SER. 1 HAWK - MAKE GOOD RESTORER VERY LITTLE RUST \$200
PETER SCHOFIELD 598-4802

MK VI HAWK GENUINE 54,000 MILES, IMMACULATE \$1250
PETER SCHOFIELD 598-4802

MK 111 SNIPE GOOD ORIGINAL CONDITION HERB PERKINS 781-3078

WANTED SER. VA WORKSHOP MANUAL - HERB PERKINS

SER. 1 SNIPE REG. JAN 78 AUTO MOTOR \$400 CHRIS MAHON 873-3185

SER. 1 STATION WAGON AUTO MECH GOOD \$300 GEOFF NICHOLSON 467-4358

MK 6 HAWK GOOD CONDITION REG. \$200 STEVE BERRY BUS. 335-1144 EXT72

SER. V SNIPE REG. 12 MONTHS EX-GOVT. \$600 KELVIN HUGHES SEE NEXT
MEETING

MK 4A SNIPE REG. FAIR CONDITION PLENTY SPARE PARTS \$495
GARY COLLIS 338-1948

MK4A SNIPE RUSTY COULD RESTORE \$100 MRS. MCLEOD 93-5199

SNIPES SNIPPETS

WHO WAS LATE FOR THE STEAM RALLY, SLEPT IN HIS CAR (REGRETS NOW THAT HE DIDN'T TAKE THE BUICK) AND WAS CAUGHT WALKING UP THE MAIN STREET OF ECHUCA IN HIS DRESSING GOWN???

DES & DENISE JUDD WOULD LIKE TO THANK THE DAVENPORTS FOR THEIR KIND GESTURE AT ECHUCA.

COUNTRY MEMBER ROY MEGGS DESCRIBES HIS SER. 111 SNIPE AS "JUST A WORKHORSE", THIS PARTICULAR WORKHORSE LOOKED LIKE A "SHOWPONY" AT THE STEAM RALLY.

BUSHY BEARDED MEMBER SHOULD HAVE BEEN BOOKED FOR "LOW FLYING" ON THE WAY TO ECHUCA AT 140KPH IT WASN'T THE "RED BARON" BUT THE "GREEN FLASH".

GOOD TO SEE BILL BAKER "BACK ON DECK" AFTER HIS RECENT ILLNESS.

RALPH SCHUMANN'S AMBULANCE HAS OFTEN BEEN MISTAKEN FOR A HEARSE, IS IT BECAUSE RALPH LOOKS LIKE AN UNDERTAKER WHO SMOKES TOO MUCH AND HAS COFFIN TROUBLES (LUCKY FOR THE EDITOR THAT RALPHS IN TASMANIA)

classic car care

Harry Carter rolls up his sleeves and takes a look at what's involved in cleaning the outside of the car.

IN the last couple of issues we've attended to the engine room and the living quarters, so it's time to see what we've got to do to the outside of the car to make it stand out among lesser machinery.

It doesn't matter whether the car's lightly dirty, really filthy, or whether the paintwork's lost its original sheen, there's only one way to start a cleaning job. You want a hosepipe and a copious flow of water with either a brush fitting on the pipe or a big soft sponge. You don't need to go to the expense of buying a real sponge, the modern plastic "sponges" do just as good a job, and last a lot longer.

Float the dirt off with plenty of water, and finish off with a chamois leather. A good chamois is quite expensive, but it's a good investment, and will last a long time if you look after it. Don't wring the water out by hand, leathers don't like it; they should be squeezed.

I've got an old wringer from the days before washing machines, and I run my

chamois through that to get the water out, and hang it up to dry when I've finished. It goes as stiff as a board, but it soon softens up again in water. It may not be the method advocated by the leather makers, but I've had my present chamois three years now, and it's as good as new - better in fact, because you've got to use a new chamois a few times to get the dressing out before it's at its best.

When you come down to the wheels, especially spoke wheels, and under the wings where you should also wash, the bodywork brush and the sponge aren't a lot of good. For spoke wheels you can still buy the old-fashioned spoke brush which looks like a miniature Christmas tree. These get most of the dirt off, and I find an old paint brush ideal for getting round the end of the spokes in the hub, and round the rim nipples.

For cleaning under the wings at the garage we use a high-pressure water lance, which is an expensive piece of equipment

for home use, but you can make a very useful substitute from a piece of half-inch copper pipe. Fit one end into the hose with a jubilee clip, and flatten the other end out to a fan shape. If you make the pipe about three feet long, and bend it slightly about a foot from the business end, you can reach under the wings without getting yourself soaking wet. Using ordinary mains water pressure it won't clean so quickly as a power lance, but it will shift all the muck with a little patience.

If the paintwork dries out dull, with a semi-matt look or a bloom on it, don't expect wax to bring back that deep gloss which looks so rich. The dull look is dead weathered paint, and you've got to get it off.

There are quite a few preparations on the market that will do this. Perhaps the best known are Color-Bak, T-cut and Simoniz Kleener. There's not a lot to choose between them. I usually use Simoniz because I was more or less brought up on the stuff and I've got to know it. I think this is quite important. By all means try out different cleaners and polishers, but when you've found one that suits you, stick to it. You get to know the best way to use it, and what it will and won't do.

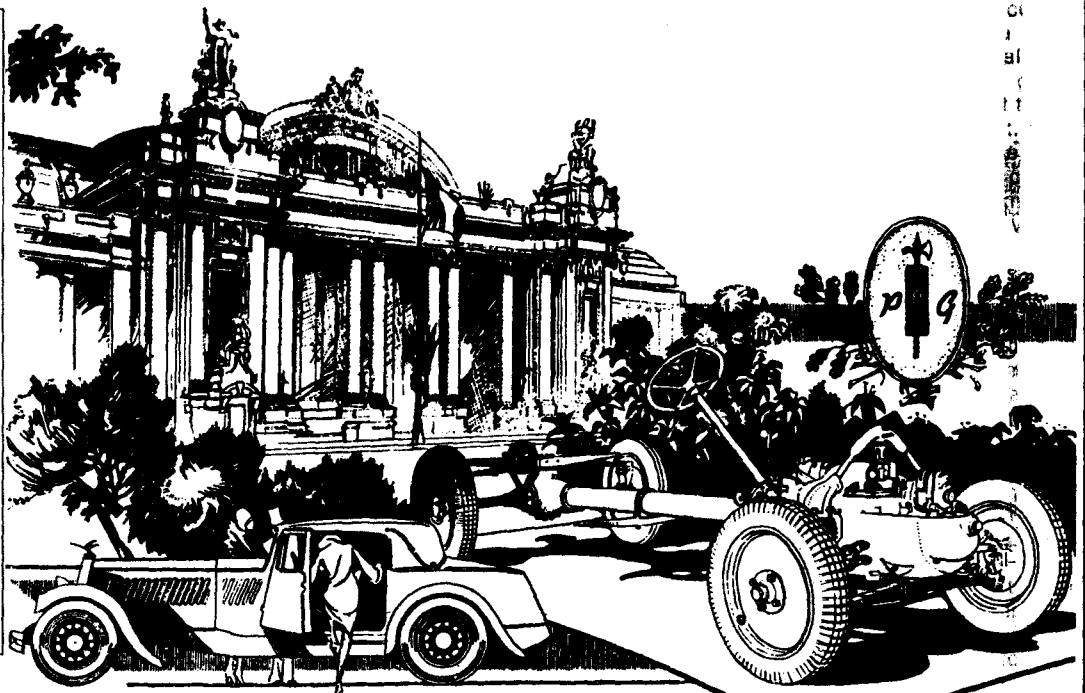
You'll find that the cleaner will start lifting colour off the paintwork, but don't get upset. None of these cleaners are powerful enough to cut deeply into good paint. They attack the old dead paint, and it's this you want to get off.

One point to remember is that they're not abrasive, or shouldn't be. They're not just thinned down cutting compounds. They work with a chemical action, so a lot of hard rubbing gets you nowhere.

Paradise Garage

specialists in Classic and Thoroughbred cars. Heathmans Road, Parsons Green, London SW6 0HT. Tel: 01-736 2302/3/4

We are not illustrating any cars in our advertisement this month due to the early copy date set for us because of the Christmas holidays. It would be inevitable that anything illustrated would be sold by the time this issue reaches you which is frustrating both for you and ourselves. However this is an excellent opportunity to wish our customers and associates a most prosperous New Year. In 1977 we shall have available a large selection of interesting cars at reasonable prices. Whatever your requirements please telephone and let us have the opportunity of discussing our present stock.



We will purchase all models of Pre and Post War Classic Cars.

Rub the cleaner into the paint till it starts to go tacky, then leave it to do its job for five minutes or so before you rub it off. Use it fairly liberally. A thin coating only goes part way through the dead paint and sticks to it when it dries. With some colours, pastel greens, blues and maroons are the worst, you'll probably find the cleaner leaves the colour patchy. The only thing to do is go over it again, and this time work in long straight lines down the panels. The first attempt may not leave you exactly enthralled with these colours, but unless the surface is chipped or damaged even old paint that looks beyond hope will come up really well after a few cleans.

The only time I've found cleaners defeated is on paint that's gone dull right through, not because it's died, but because it's been exposed to too much heat. I've found this with some pre-war cellulose on bonnet sides where the exhaust runs very close. You'll be very lucky if you can get the panel resprayed an exact match with the rest of the car, even if it's black. I've had quite a few successes here by cleaning as much as possible then spraying on a mist coat of well thinned clear cellulose. It doesn't always bring the colour back exactly, but it's worth a try before you decide to respray the whole car just for one panel.

So now we've got the paintwork clean, we want to do something to protect it and stop it going dead again for as long as possible. The traditional way to do this is with wax. I usually use a natural hard carnuba wax, and once again it's Simoniz because I'm used to it.

I've got nothing against the quick-shine chemical waxes, except that they don't seem to last quite as long as natural wax. You can always tell if the car needs waxing again, raindrops tend to run straight off instead of collecting in globules.

Some of the quick-shine polishes have a cleaner in them so you remove the dead surface paint every time you polish. If, like me, you're a bit old fashioned and like to use a natural wax you'll have to use a cleaner every spring, if the car's in everyday use, to keep the shine at its best.

Some people like to use the little sachets of wax which you dissolve in the bucket of washing water. My view is they're fine if you want to bring up a quick gloss, but the wax coating's very thin, and I've not found one that lasts more than a week or so.

Even the best paintwork won't make a car stand out if the chromium plate's dull, or worse shows rusty discoloration. I've had many a battle in the past with chromium plate, and it's surprising how well some really sad-looking plate will come up.

If it's peeling, of course, the only answer is to have it replated. But that dull brown colour comes from thousands of tiny pin-prick holes in the chromium. You can often clean it off and seal the holes quite effectively. The cleaner you used on the paintwork will probably shift most of the discoloration, or you can try wiping it over with paraffin and leaving it for an hour or so. That's the method we used years ago with quite good results.

When you've got the chrome shining again, treat it with one of the rust killing liquids if it's on steel. This will seal off the pin-pricks and stop the rust working through for quite a long time. If the plate is on brass, it won't have gone rusty, but it might have gone dull. Here, one of the many chromium cleaners on the market is the best answer. They're better than ordi-



Girling sent me this picture of a corroded brake master cylinder that burst on a panic stop. Don't try to clean up any brake parts that have gone this far. Be safe and renew them.

nary metal polish because, like the paint cleaners, they work with a chemical action to bring the clean surface back. I always like to finish chromium off with a coat of wax, even though the makers of chromium cleaners say it's not necessary.

It's annoying to find, after you've spent ages cleaning the chromium on a bumper or hub cap, that there's a mark left from a nudge some time in the past that spoils the whole effect. In many cases these scrapes haven't broken through the chromium, just scarred the surface. We often find them when we're getting a used car ready for sale, and our standard way of dealing with them is with a light buffing wheel charged with the least coarse buffing soap we can get, or even jeweller's rouge. Go gently if you try this. Chromium plate is tough, but it's very thin, and if you're too enthusiastic you could buff right through it.

I haven't found anything that will deal effectively with chromium-plated Mazak die casting that's got the plague. Once those little pimples start to come up there's little you can do except get it as clean as possible. My plater doesn't even like replating the stuff because the pitting goes so deep he has to buff the contours away to get back to sound metal. Even then, he tells me, there's a good chance of the plague breaking out again. I'm asking some chemists and metallurgists if there's anything that can be done, and if I hear of anything I'll try it out and let you know.

Dull, dirty tyres always let a nice clean car down. I've seen lads at concours scrubbing away with black boot polish after they've driven into the field, but if you've driven a fair way and the roads are dirty it's a heartbreaking job. I prefer to use one of the liquid rubber cleaners. There are several on the market. Simoniz make one, and so do Sperex. They're a clear, thin liquid, and

provided you've got the mud and muck off the tyre they bring it up as though it's just come from the mould. Some people think they bring the rubber up a little too new looking and sticky, but if you use them before you leave home, and then wipe the tyres over with a damp rag when you arrive, they come up clean and smart without that sticky look. These rubber "resurfacers", as they're sometimes called, are good for bringing up seals round boot lids, radiator hoses and engine mountings, too.

They're no good at all, though, for vinyl roofs. In the past I've always washed these with soap and water and then used a spray-on furniture wax (I get it from Sainsburys), but I've been trying a new preparation from Sperex. It's an aerosol-packed vinyl polish, and so far I'm very pleased with it. It does a good job, too, on vinyl seats and dash covering.

One group of polishes I haven't mentioned so far are the specialist treatment ones which are claimed to last for years. When they first came out you had to go to a special agent to have them put on - Ziebart and Endrust do them. Now Sound Services at Witney and Parsons, the paint people, have brought out some you can use at home. I believe they contain silicones, and I'm told that to put them on properly you should use a lambswool bonnet on a polisher. I've seen cars which have been treated, and very nice they looked, but I haven't had any personal experience of using them, so I'll reserve my comments till I have.

To those who have been waiting breathlessly for a picture of the clean MG carburettors, I must apologise. They've had their clean in Flash, but they haven't yet been buffed. I'll do my level best to have the picture next month. I have, though, got a picture with a warning which was sent to me by Girling. I bet the lad this happened to had a shock! I agree with Girling that while it's all right to tackle things like corroded carburettors, the only safe thing to do with corroded brake parts like this is to renew them. See you next month. ●



Armaglaze protects your paintwork against the effects of pollution and exterior rust. Full details are available from the Endrust Motoring Centre, Tyburn Road, Birmingham B24 9PD.