



Coventry Spires



**NEC RESTO SHOW ABSENCE
DRIVE IT DAY PLANS
GBCJ SPECIAL D-I-D OFFER
EAST ANGLIA AREA FOCUS
COVENTRY SPIRES ONLINE?**

*The Newsletter of the Hillman Owners Club
The Club for All Hillman Owners
Spring 2025*

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Company Secretary: Stephen Calk. The views expressed in Coventry Spire are those of the individual contributor and may not be those of
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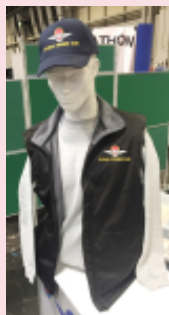
Login: **Members@hillmanownersclub.co.uk** Password: **Mhuntergl2025**

Join our Facebook Group: www.facebook.com/groups/2442577966069292

Hillman Owners Club Contact List

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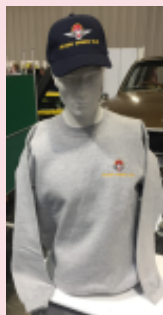
CLUB REGALIA



**Soft Shell
Gilet**



**Micro Fleece
Jacket**



Sweat shirt



Polo Shirts



**Short
Sleeved Shirt**



T-Shirts



**Club
Hat**



**Coaster and
Grill Badge**



**Lapel
pins**



**Metal Vehicle
badges**



Key rings



**Hillman
Cars book**

For prices, sizes, availability and postage costs please contact Tom Clark

Some items may have limited availability due to the NEC theft

(Embroidered items P&P £6, badges etc. £3.75 P&P, overseas extra)

eventsregalia@hillmanownersclub.co.uk or Tel. No. 07961 417310

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This Editions Cover Shot:

Jeff Lawrence and his Rootes fleet. Read his article on p26, "All Things Related To Cars"

Editors Notes:

Print deadlines are last week of February (Spring), May (Summer), August (Autumn) and November (Winter). Try to get material to me at least two weeks before the print deadline or it makes it difficult to complete the necessary layout planning and have the copy proof-read.

Articles, reports and photos can be emailed to me at: editor@hillmanownersclub.co.uk or at glenn.brackenridge@btinternet.com. I will confirm receipt of articles. If you don't get a receipt from me then please re-send. Articles can be sent as Word documents or as plain text in ordinary emails. Please include as many photos as you can where appropriate so that the finished article will be as interesting as possible to other members.

Coventry Spires is happy to publicise any meeting involving Rootes/Hillman vehicles, but the HOC Public Liability Insurance only covers members cars at HOC organized meets, or those pre-approved by the HOC committee. Non-members will not be covered by the HOC PLI.



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*Discount code is for club members, friends and followers use only. Quote the club code online to save £3.50 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 20 Mar and Show Open Ticket Prices thereafter. Full ticket information: www.necrestorationshow.com/ticket-information. Book by 27 Feb to help your club earn extra benefits.

EVENTS / CALENDAR

The following shows and events are just a selection for your consideration. Please check Classic Car Weekly magazine and Classic Shows UK (www.classicshowsuk.co.uk) for other events in your area.

Also, let me know of any you think we should be listing here, space permitting.

MARCH

- * Fri 21st - Sun 23rd – NEC Restoration Show

APRIL

- * Sun 6th - Hammerwich Pre-War Gathering (Midlands), See advert on p31
- * Sun 27th - Rootes Archive Trust open for Drive it Day
- * Sun 27th - Great British Car Journey - open for Drive it Day - <https://greatbritishcarjourney.com/events-calendar/>
- * Sun 27th - Gloucestershire & Warwick Steam Railway - <https://www.gwsr.com/>
- * Sun 27th - Simply British - Beaulieu National Motor Museum - <https://nationalmotormuseum.org.uk/>

MAY

- * Fri 14th - Sun 17th – Aston Hill Centenary Celebration (Vintage) see p16/17

JUNE

- * Sun 1st - Classic Stony, Stony Stratford

JULY

- * Sun 6th - Rootes cars at RHS Hyde Hall - If you would like to attend the car show at Hyde Hall please email your car details and contact number to Allan Jones jones-a5@sky.com or phone 01268 417855 (before 9pm please). Please note all cars must be parked up by 9.45 and are not allowed to leave until 4.30.
- * Sat 12th - Sun 13th - Powderham Rally 50th anniversary
- * Thurs 17th - Mon 21st - Hillman Singer Weekend
- * Sun 20th - Rootes Heritage Day, British Motor Museum, Gaydon

AUGUST

- * Fri 1st - Sun 3rd - Morris Fest, Pre-war feature, Thoresby Park, Notts (See p32)
- * Sun 10th - Ley Hill Classic Car Show
- * Sun 17th - Stonham Barns Classic Car Show, Suffolk . <https://www.stonhambarns.co.uk/> Please email sue.hickford1@gmail.com to be included on the Hillman stand.

SEPTEMBER

- * Sat 13th - Lytham Hall Classic Vehicle Show, <https://www.lythamhall.org.uk/>
- * Sun 28th - Distinguished Gentleman's Drive

REGULAR AREA MEETS (CHECK WITH THE ORGANISERS)

- * Classics Evening @ Whitley, Wiltshire, The Pear Tree at Whitley, each month, contact steve@teamhaven.com - Next date 19th March
- * Rootes Group East Anglia at the Sorrell Horse - check with Chris Hurlock <https://www.facebook.com/groups/212236782599797> - Also note that the RGEA folks organise several local meets and shows during the summer so please check their Facebook page for the latest news
- * Rootes in Englefield Green, The Holly Tree - 3rd Tuesday of the month from 7:30pm - (summer only) check with Jay - <https://www.facebook.com/DoigClassics>
- * Rootes of Norfolk, Whitwell & Reepham Railway Station, NR10 4GA 2nd Tuesday of the month - check with Tony 07530 410499 - <http://whitwellstation.com>

CHAIRMAN'S CHAT

Welcome to the Spring edition of Coventry Spires in what is to be the Club's 45th year of running. If it was a marriage, it would be our Sapphire Anniversary! Sadly Hillman didn't make a Sapphire but there was an Armstrong Siddeley Sapphire. 1980 seems a long time ago and a different world from today. Memorable events from 1980 had Margaret Thatcher in her first term as Prime Minister, we were playing Space Invaders and Pac-Man in pubs, being frustrated by Rubik's Cubes, saw the Mi Amigo (Radio Caroline) sink, John Lennon assassinated and the BBC signed off with the National Anthem at midnight. Of course there were many more events, but notably for us, 1980 saw the setting up of the Hillman Owners Club by a chap called Ralph Whittaker to whom we should all be grateful. At this time, the Avenger was still in production (albeit under the Talbot badge) but Ralph obviously saw the potential for interest in the Hillman marque.

Since 1980, the Club has evolved from a paper-based system for membership, funds and communication and face to face committee meetings. Now we have electronic membership, email communications, Website, social media (i.e. Facebook), with ZOOM meetings for the Committee and the AGM. On a disappointing note the Club is half the size it was at its peak in the mid-nineties; where have all the members /cars gone? It's your club, please let the Committee know how it could be improved and if you see any Hillmans/Hillman Owners out and about please try and recruit them to the HOC.

Over the years many members, all volunteers, have been on the Committee giving up their time to run the Club and changes are normal. Alwyn Thorpe, our Treasurer and Webmaster for the past five, and seven years respectively, has stood down and I'd like to thank Alwyn for his massive contribution to the Club and Committee over this time. In the short-term, Steve Grimes (Membership Secretary) will take up the Treasurer role and Glenn Brackenridge (Editor) will take up the Webmaster role. Stephen Cake, our Secretary, and also myself as Chairman, will both be standing down at the AGM in June, which means the Club is looking for more volunteers to help with its running, even if it's "without portfolio". Please let Stephen or me know if you can help; your club needs you so we can go on for another 45 years!

The insurance claim for our losses at the NEC last November is still ongoing and as such we haven't been able to replace our display/show equipment yet. This has meant that despite what I said in the Winter Coventry Spires, sadly we will not be having a stand at the Practical Classics, Classic Car and Restoration Show at the NEC in March. Hopefully things will sort themselves out over the next couple of months and we will be able to replenish our show equipment ready for a stand at the NEC in November.

So on to 2025. Please can you get your Hillman out for a drive to support the Federation of British Historic Vehicles Clubs (FBHVC) "Drive it Day" on the 27th April; even if it's just around your local town or area. If you're a bit more adventurous you could have a day out, say, to the Rootes Archive Centre at Wroton (<https://rootesarchive.org>) and see some of the original Rootes drawings on display. Of course there are many more destinations to drive to, so please see the FBHVC website (<https://www.fbhvc.co.uk>) for some more suggestions. This is a great opportunity to fly the Hillman flag!

July is when the Club is meeting up with the Singer Motor Club again. This year it's in Norfolk (17th – 21st July) and is always a great event! Please note you do not have to attend all days, just the days you can. Please contact Sue Hickford for more details. If Norfolk is too far east for you,

there is always the Rootes event at Gaydon on the 20th July to meet up with the Humbers, Singers and Sunbeams.

That’s all from me for now, have a great 2025 season.

Happy Motoring
Mike Redrup
Chairman

MEMBERSHIP REPORT - STEVE GRIMES

I would like to welcome the following new members who joined the HOC after 1st September 2024. With the new membership system in place, your membership starts from the date that you join and will last for 12 months. Automatic membership renewal emails will be sent to you asking if you would like to re-join.

New members who joined since 1st December – Welcome to the Hillman Owners Club !!!

Mich Cooper	Kettleby
Oliver Cope	Weston-super-mare
Paudge Coughlan	Cloghan
David Stewart	Fife
Peter Hillidge	Prestatyn
Rory Phipps	Chippenham
David Jackson	Fyfield
Paul Titheridge	Blandford
Peter Outrim	Bognor Regis
Jeremy Ford	Matlock
Brian Fell	Barrow-in-Furness
Martyn Gilder	Coventry
Wayne Smith	Livingston
Tim Bernard	Betchworth
Paul Swaisland-Dyke	Guildford
Chris Salter	Aldershot
Barb Harper	South Dakota
Jim Potts	Wolverhampton
Nathan Jacobs	High Wycombe
Christine Hilton	Ambleside
Gillian Strange	Byfleet

Our new online membership system has now been operating for just over a year and its great to see people renewing via the Membership Mojo software.

We accept cheques, bank transfers and Paypal

In order to save money for the club membership cards will NOT be posted to members when renewing their membership. Your online membership can be seen when you login in the membership system using your email address given to HOC.

MEMBERSHIP REPORT ...

To login please go to

<https://membermojo.co.uk/hillmanownersclub>

If you don't use the internet and wish for a printed paper membership card to be sent to you, then please send a stamped addressed envelope to:

Steve Grimes Manor Field House, High Street, Seend, Wilts SN12 6NU

Membership fees after the 1st April 2025 are

Standard Single	£30	Standard Family	£35
Over 60 Single	£26	Over 60 Family	£29
Europe	£35	Rest of the World	£40

List of Registered Vehicles

If anybody would like me to upload their car details to our database, please contact me on membership@hillmanownersclub.co.uk and I will be happy to upload these for you. When I get a moment, I will also add these from the membership site. Do take a look at the car database to see how many of your model are currently known to the club. Without your help, we can not inform other members as the official sites do not state if the car is a saloon, estate or convertible.

The list of cars that we have is somewhat limited as this is being collected in this way for the first time. It would be really helpful if you could help us add to the list. This could be your car, one you see at a show or even cars listed online. If you use a smartphone, then please search at your app store for TeamHaven Mobile and download the app.

Use the following login details:

USERNAME Spotter
PASSWORD Hillman2023 (case sensitive)
ACCOUNT HOC

Full instructions were given in the Spring Edition of Coventry Spires. Members can login and see the existing database by going to www.teamhaven.com

USERNAME Reporter
PASSWORD Hillman2023
ACCOUNT HOC

Here you will have a number of interactive reports allowing you to filter and group the data by Year, Colour, Body Type, Model and much more, with photos and details shown of cars shown

This will take you to the existing reporting portal. More reports can be added by request.

Steve Grimes, Membership Secretary

Once back home I purchased an overhaul kit for the distributor and carefully cleaned it up a few days later. The overhaul did the job and the car fired up first time even with "guesstimate" timing. So what had failed? I changed the coil and the condenser and also tightened the ground wiring which had been loose. So one of those items was at fault but to be honest I didn't have the enthusiasm to find out which in the near-zero temperature.

Another bonus from this exercise was discovering that the plate holding the points was seized on the base plate. Note that this should be free to rotate as a result of the bob-weight action. A dose of WD40 and some mechanical force freed that up. I am now hoping that the car will feel a bit more responsive as I would definitely have classed it as "a bit lethargic" up to now.

One item that might be of interest is the plan to attract overseas members and let them have access to an E-book copy of the magazine. Out of interest, how many of you would read Coventry Spires online? Or would you find it useful to have an online archive of previous copies? Please let us know.

Below: David Dickinson arrived on time but had left before I got there



ROOTES HERITAGE DAY

Sunday 20th July 2025

British Motor Museum Gaydon



Join in to celebrate
the heritage of

Humber = Hillman = Sunbeam = Singer = Simca = Chrysler = Talbot
Commer = Karrier = Dodge = Sunbeam-Talbot-Darracq

Exhibit your vehicle and gain access to the show and museum
Please book early to avoid disappointment

www.britishmotormuseum.co.uk/whats-on

An event by the Rootes Archive Centre Trust

HOC ABSENCE FROM THE NEC

Presence at the two major NEC shows each year is a major statement and commitment from the HOC so we are hugely disappointed to miss out on having to cancel our stand at the March Restoration Show. The theft of Tom's van along with all the club's exhibition equipment has made it necessary to claim on insurance and wait for the claim to be resolved before sourcing replacements. The policy includes a significant excess and so will not cover the cost of everything and we will have to decide what we are going to replace and whether economies need to be made. The unique tall flags were especially useful at the NEC where they were visible across the halls above the mass of the typical feather flags which are popular with other clubs. We had also created a series of pop-up banners high-lighting various Hillman models which visitors could read even if they didn't want to actually come onto the the stand itself. Almost certainly the main priority will be to find a few comfortable chairs as we need to make sure that the two Sue's are able to survive an entire show!

This isn't a desperate plea for help but if you know of anyone, maybe your company, who is disposing of, or replacing their exhibition stand equipment then please let Tom know about it and he can have a think about what we need. Fortunately we still have the gazebo.



***Flags, tables, chairs, regalia, hangers
all gone. Very annoying***



I was particularly proud of these pop-up banners which only cost £50 each. Fortunately I still have the artwork. I had planned to create another set of 4 covering another selection of Hillman models. If we do make some more does anyone have any preferences?

IDEAS FOR DRIVE-IT-DAY



Great British Car Journey

The HOC is pleased to announce that the GBCJ is offering a discounted entry to the museum for HOC members who present this copy of Coventry Spires at the entrance. Also, if you just want a coffee break on your Drive-it-Day excursion then you will get free admittance to the cafe with this magazine. This offer is thanks to Oliver Hann the GBCJ Sales Manager. "Our journey features over 130 Classic cars, and takes you through the golden ages of British car design and manufacturing, starting with the Austin Seven, through to the Morris Minor, classic Mini, Ford Escort and everything in between."

<https://www.greatbritishcarjourney.com>

Address: Unit 4 Derwent Works, Ambergate DE56 2HE



Gloucester & Warwickshire Steam Railway.

Russell Smith is a volunteer at the railway and tells us that it is an ideal place to be a venue for a Drive-it-Day excursion. "I cannot see there will be any problem with members simply turning up and parking in our (free) car park at Toddington. Sundays are rarely busy for the railway in terms of passenger numbers, and I don't think there will be a shortage of car-parking spaces. There is a reasonably good Café on site for snack-type lunches or afternoon teas. There is also an excellent pub (The Pheasant) near to the railway where more substantial meals can be had". You can also take a trip on the railway and view the scenic Cotswolds.

Further details available at <https://www.gwsr.com/>



Rootes Archive Centre

The Archive Centre has several Open Days each year and will be open on Drive-it Day. Andy Bye, Matt Ollman and team may be able to find some interesting Hillman items for viewing if we give them enough notice. They can also explain the process of archiving the technical drawings and microfiche. The Centre is located in Wroxtton, a few minutes drive from Banbury. Further details at <https://www.rootesarchive.org/>



Rootes Group East Anglia

Details to be announced, please contact Chris, info@rgea.org.uk or check the the RGEA Facebook page.

BROOKLANDS MUSEUM

Brooklands Museum

Brooklands is a regular venue for Classic Car gatherings and a walk around the museum and its exhibits always throws up something new and interesting. This year we have been talking to the team that has been working on the 1934 Aero Minx and hopefully it will be back in the Campbell Shed now that the engine has been sorted. The Sunbeam Cafe will be open for meals and snacks and entry is via the Campbell Gate for Classic Cars. Remember to book in advance. Further details at <https://www.brooklandsmuseum.com/>



ASTON HILL CLIMB CENTENARY CELEBRATION

SATURDAY
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<https://astonhill100.com/>

Image courtesy of Mary Casserley



Save the date
14-17 May 2025

Aston Clinton, near Aylesbury, Bucks



Aston Hill was the scene of some of the country's most prestigious hill climb events from 1904 to 1925, with many notable drivers and motorcycle riders taking part. In celebration we will be running several related events from the 14th to 17th May 2025.

This not-for-profit event will include:

- **Exhibition on the history of Aston Hill:** 14-17 May 2025 (9.00am to 5.00pm each day)
In the Red Kite Pavillion in Aston Clinton Park. A related new book will be launched too!
- **Display of period vehicles & Demonstration run:** 17 May 2025 (9.00am to 11.30am)
In Aston Clinton Park there will be 50 cars and 20 motorcycles that competed in the 1904-25 period, or of a type that did so. The "Climb" will start from 10.00am.
- **Veteran, vintage and classic car show:** 17 May 2025 (9.00am - 5.00pm)
In the show field at the top of Aston Hill, in addition to the period cars and motorcycles, there will be hundreds of pre-1980 British and European classic vehicles. Plus local traders with craft stalls, high quality food and refreshments. SatNav address HP22 5NQ. Tickets available now, PTO.

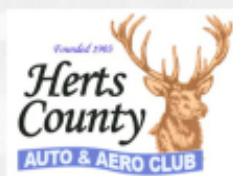
Nominated charities include: Kirby's Herd, Chilterns Neuro Centre and British Motorsport Marshals Club. Please visit our website for more details: <https://astonhill100.com/>

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ROOTES GROUP EAST ANGLIA FOCUS

There seem to be too few Hillman Owners in most geographic locations to make it worthwhile to have unique Hillman-only regular local meetings but if you include an invite to all the Rootes marques then it is possible to build up a flourishing local community of like-minded owners. Chris Hurlock is the driving force behind the "Rootes Group East Anglia" which attracts Sunbeam, Singer, Hillman and Humber owners to their regular gatherings. Chris also promotes an annual "monster" Rootes gathering at the impressive Glevering Hall as well as organising regular drive outs. I urge you to check out the RGEA calendar to see if you are close enough to attend and enjoy any of the RGEA meets. Hillmans are most welcome! As a background Chris has owned both a Sunbeam Tiger and a Sunbeam Rapier for many years.

In addition, Tony and Kate Willock have retired to Norfolk and have started to host some Rootes meetings there. This means that East Anglia is now potentially the most active geography for Hillman owners wishing to have regular meetings. You will be familiar with Tony and Kate's Alpine and Husky which both feature regularly in the Classic Car press and at various National gatherings. Tony is a serial Rootes restorer and his cars are always finished to the highest standards. Tony's newly proposed regular meeting takes place on the 2nd Tuesday of the month at Whitwell & Reepham railway station, Norfolk, NR10 4GA. For further details look at <http://whitwellstation.com> and/or call Tony on 07530 410499



Chris's and Tony's combined RGEA/Norfolk calendar is:

11/02/25 Whitwell & Reepham Railway Station, NR10 4GA ROOTES OF NORFOLK
11/03/25 Whitwell & Reepham Railway Station, NR10 4GA ROOTES OF NORFOLK
08/04/25 Whitwell & Reepham Railway Station, NR10 4GA ROOTES OF NORFOLK
27/04/2025 Drive it Day in Aid of NSPCC more details to follow
27/04/25 Debach Control Tower Museum, DEBACH. Suffolk IP13 6QS Last Sunday of month from April to Sept.
13/05/25 Whitwell & Reepham Railway Station, NR10 4GA ROOTES OF NORFOLK
10/06/25 Whitwell & Reepham Railway Station, NR10 4GA ROOTES OF NORFOLK
27 - 29/6/25 ... STC National 2025 ... 50th Anniversary. The HILTON, Northampton. NN4 0XW.
Contact: sunbeamtigernational@gmail.com for info.
10/07/2025 Classics on the Green. FRISTON, Suffolk. IP17 1NP on village green, FREE

ROOTES GROUP EAST ANGLIA FOCUS ...

13/07/2025 Alderton Fete, ALDERTON. Suffolk, IP12 3BL local traditional village fete with car show FREE

19 - 20/7/25SROC National Rally*. British Motor Museum, GAYDON. CV35 0BJ

27/04/25 Debach Control Tower Museum, DEBACH. Suffolk IP13 6QS Last Sunday of month from April to Sept.

03/08/2025 Festival of Classics & Sports Cars. Helmingham Hall, HELMINGHAM. Suffolk. IP14 6EF large charitable event. 1500 vehicles on show

07/09/2025 Classics at Glemham. GLEMHAM. Suffolk. IP13 0BT large charitable event. 1200 vehicles on show

* Sunbeam Rapier Owners Club. This will be their first National Rally for over 8 years! If you have a Series or Fastback we would like to see you there. More details to follow, if interested contact: Ralph Dalton, ralphie.dalton@gmail.com OR Chris, info@rgea.org.uk or the RGEA Facebook page.

** NB. We are also hoping that we might be able to arrange a day out further west for those who come to our Gatherings from further afield! Maybe Bottisham Airfield Museum <https://www.bottishamairfieldmuseum.org.uk/about/> to be confirmed but possibly in June. A round trip of about 100 miles. Looking forward to meeting new owners and a few more classics to our monthly Gatherings and Meetings. Wishing you ALL an Enjoyable and Busy 2025.



FBHVC SURVEY



Please participate in the crucial National Historic Vehicle Survey and keep transport heritage on our roads.

The Federation of British Historic Vehicle Clubs will have to argue even more strongly for historic vehicles to retain their current access and freedoms on our roads in the coming years as we navigate the most challenging period in our history. To defend our freedom to use yesterday's vehicles on tomorrow's roads, we need your help completing this crucial survey.

The Federation represents more than 500 clubs, museums, and individual members passionate about historic vehicles older than 30 years, such as cars, motorcycles, buses, coaches, lorries, agricultural, military, or steam vehicles.

Due to changing political and environmental influences, the historic vehicle community, events, the freedom to use the roads, and even the fuel we use are under increasing threats and pressures.

The FBHVC aims to lobby the Government against detrimental legislation and restrictions that could impact the future of historic vehicles. However, to secure a successful outcome, the organisation needs dependable data on the significance and scope of the historic vehicle movement. The responses you provide will help shape the future of historic vehicles in Great Britain over the next five years by providing crucial data.

The Federation first conducted research in 1997 and has repeated the process at least every five years since then. HM Government values this research for providing a consistent approach that demonstrates accurate traceability and the development of the historic vehicle movement over time. Such transparency fosters trust in the government and ensures that the 1.9 million historic vehicles recorded on the DVLA database are treated fairly and appropriately.

The survey encompasses all historic road vehicles, including cars, bikes, lorries, vans/motorhomes, military vehicles, buses/coaches, tractors/agricultural vehicles, and steam vehicles.

Details of the previous research can be found here: <https://www.fbhvc.co.uk/research>

Over 15,000 enthusiasts participated last time around. We want to make this survey the largest and most comprehensive of its kind in the world, so please take part, have your say, and help keep the historic vehicles that we love on the road for the benefit of everyone in the future.

Depending on your responses, the survey should take approximately 15 to 20 minutes to complete. Kindly ensure that you finish it in one sitting.

Complete it now at: www.fbhvc.co.uk/survey

HILLMAN / SINGER WEEKEND

Thursday 17th to Sunday 20th July

The 2025 SNCW will take place in East Anglia, staying at the Knights Hill Hotel & Spa, South Wootton, Kings Lynn. PE30 3HQ.

Thursday.

The Singer Motor Club AGM will be followed by a hot buffet meal including dessert and coffee £26 per person.

Friday

A scenic drive to Engine Farm, Whittlesey to view a private collection of classic cars, lorries, farm wagons and machinery. A donation of £3 to charity is requested please.

Saturday

A visit to the former Royal Railway Station at Wolferton. Then we travel on to Sandringham. If you wish to visit the house you must pre book. (www.sandringhamestate.co.uk for details). Followed by a visit to Norfolk Lavender at Heacham. Back to the hotel for the Gala Dinner at 7p.m. Menu tba.

Sunday

Our Display Day will be at Bressingham Steam Museum and Gardens. 2025 entry fee tba.

If you wish to attend please ring 01553 675566 to book your room, quoting the Singer Club to receive the special B &B rate of £160 per night for double occupancy, £130 for single occupancy.

Please let me know if you book or are interested and I will send you the attendance form when I get it.

sue.hickford1@gmail.com

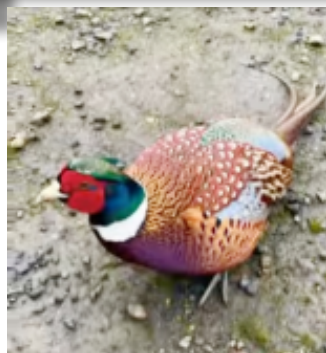


VISIT TO ARROW5

After my episode with the dodgy distributor and then a suspect fuel pump I decided to take the opportunity to accompany Jay Myles on a trip to see Paul at Arrow5 and collect some repair bits. The Rootes world is lucky to have Paul in our midst as professional Rootes mechanics are a bit thin on the ground to say the least. While Jay sorted his parts I nosed around the workshop. There were two nice Alpines, one of which had twin DCOE40's but with a Hunter GLS manifold. This resulted in the Webers being tilted down and for sure this was spoiling their function as well as causing fuel to drip dangerously from the venturis. Paul will be on the look out for a straight manifold! Either that or this one will need to be cut and welded - welding aluminium adds to the difficulty.

Another car that caught my eye was a Hillman Super Minx Mk1 Convertible in a significant state of disassembly. Paul is sorting this for a client - is it a club member? Surprisingly the engine bay is extremely clean and Paul tells me that the engine has been overhauled and runs nicely, just needing a little bit of fettling.

If you watch Paul's YouTube channel you will see a series of videos of him getting a Rolls Royce to run. It now needs a brake overhaul but he can't have it occupy the workshop for several days and block activity for his paying customers. It's yours for £4000 and only needs a respray. Who wouldn't like to drive around in their own stately home? Trouble is it would need two parking spaces at my local Lidl - and I might not be allowed in the house if took it home. Amusingly Paul had to stop a pheasant entering his workshop as it seemed convinced that he was going to be given some food. Ed.



HOW ABOUT A NEW WEBSITE?



THE HILLMAN OWNERS CLUB

The Club for All Hillman Owners

HOME NEWS EVENTS REGULAR MEETS MEMBERSHIP HISTORY MAGAZINE THE GLAMOUR PAGE
MODELS VINTAGE CLUB SERVICES FACEBOOK MUSEUMS SUPPLIERS ADVERTS REGALIA CONTACTS



Learn more about these photos on the Glamour Page

WELCOME TO THE HILLMAN OWNERS CLUB

David Welsh's Californian is just one of many cars featuring in the proposed homepage slide show

For as long as I have been a member we have had the wonderful picture of Stephen's Super Minx Convertible gracing the website homepage. The site has been managed by Alwyn, and many thanks to him for his efforts all this time. The proposed update makes a significant change to the site appearance by creating a slideshow of different vehicles so that all Hillman models get their chance to be seen! Next, all the site links have been changed so that they all appear at the top of every page. This will hopefully make it easier to find what you are looking for, as well as reminding you of things that you may have forgotten were there in the first place.

The updated site has been written in HTML so the result is considered old fashioned in comparison to the latest web site designs which use pre-formatted layouts to generate their appearance. I have compared the new site to several other car club web sites and it is very similar in feature and function so I hope you will like it and actually find it easier to use.

The site makes it easy to see the events calendar and where there are local meetings taking place and where Hillmans are welcome. Over time it might be possible to start adding archive material such as parts manuals and so on. Some of the menu options are yet to be populated but we felt it was important to get the site running and then do a "rolling restoration" with it. Give it a try.

We are looking for volunteers to review the new changes which are currently on my personal web site. If you want to take a look just email me and I'll send you the link.

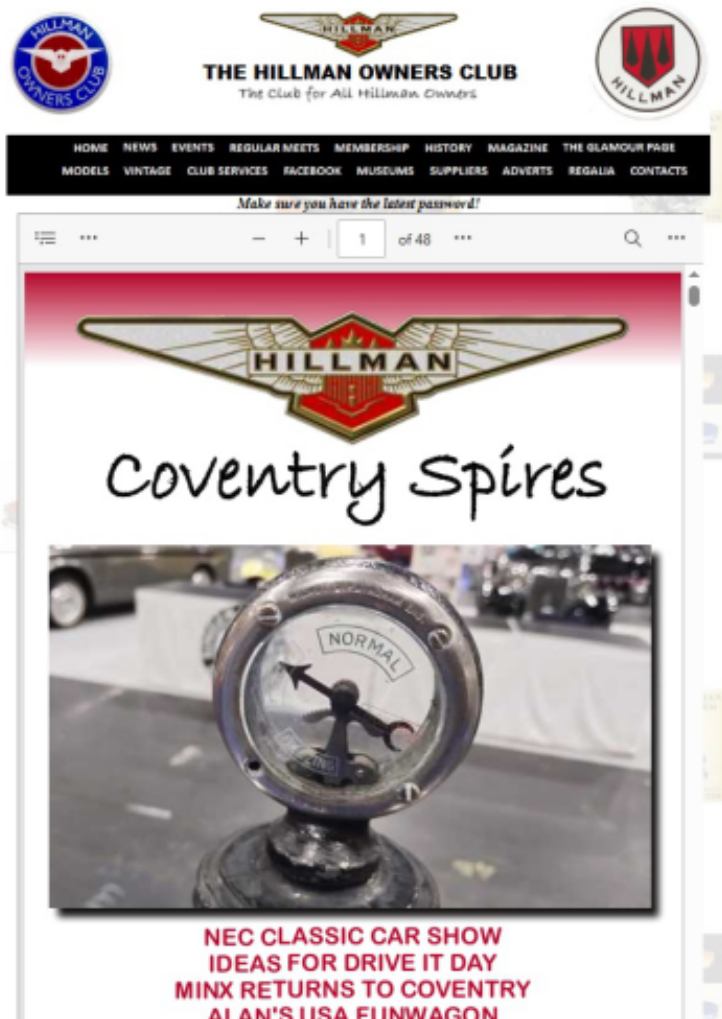
Email: editor@hillmanownersclub.co.uk

... AND COVENTRY SPIRES ONLINE?

Another change offered by a revised website will be the ability to provide a copy of the latest Coventry Spires online for those occasions when you need to refer to it while away from home. This has been formatted as a PDF to read on most portable devices. Depending on the type of device you can read it in a web browser or with a PDF Reader App. The magazine is password protected with exactly the same password as used with the members area. This is how we are going to make sure that it remains a members only service. Please let us have your comments and suggestions in case we need to make improvements.

Again, we are looking for volunteers to "test drive" the e-book which is currently held in my personal web space and please email me and I'll send you the link if you want to try it.

[Email: editor@hillmanownersclub.co.uk](mailto:editor@hillmanownersclub.co.uk)



ALL THINGS RELATED TO CARS

Following on from the previous 2-page "Man with a Passion" article featured in the Autumn 2024 Coventry Spires, as suggested by the Editor, I've written a further update and briefly expanded my personal life-long interest with all-things related to-cars.

You will have read in the earlier editorial that I purchased my very first classic car, a black 1956 Sit-up and Beg Ford Pop, at the youthful age of 40. Fast forward 30 years and now at the mature age of 70, I have owned, restored and enjoyed a wonderful collection of 14 classic vehicles. These consist of :-

3 x black Ford Pop saloons, 2 x Fordson 5cwt vans, 1 x Ford Thames 300E van, 1 x Singer Gazelle IIIA saloon, 3 x Singer Gazelle IIIB/C convertibles, 3 x Hillman Minx IIIB convertibles & 1 x Hillman Husky series I.



Fortunately with a very large garden, driveway & double garage, I've been lucky enough to own 2, 3 or 4 vehicles at any one time, keeping all of them for long periods of time. I used them all regularly and with my background as a qualified automotive engineer, I try to carry out most of the light restorations, mechanical repairs & routine maintenance myself. However I must admit that this is losing it's appeal during the long & cold winter months.....With all of my classics, I love to keep the specification standard and whenever possible in it's original state & condition. That said, on all of my Rootes Group cars, I always fit full width whitewall tyres which in my opinion, really enhance the appearance of a period 1960's saloon car.

A complimentary part of my classic car hobby is collecting period & age-related automobilia, including books, magazines, original manufacturer's car model brochures and general household items from the 1960's. These are always featured & displayed in my cars whenever I attend a

classic car show or event – something that's really well enjoyed by the browsing visitors. I have also loved going to auto-jumble fairs over the years and like most mechanically minded men, I have a large storage unit crammed with car & engine parts, full sets of wheels & tyres, car accessories, badges and loads of general motoring stuff which will probably never get used.

My other personal car collection consists of 54 classic vehicles & related motoring items of the 40's, 50's & 60's..... but this time they are Corgi & Dinky die-cast model cars! I've been collecting these for over 40 years and all of the models in my collection are the same ones I had as a young boy. They are all mainly in mint condition with their original boxes, accompanied again by period booklets & original leaflets.

My wife & I run our own business selling second hand & collectable books, initially operating out of a high street Book Shop based in a village near Peterborough. Obviously with my classic car hobby & interest, I purchased & renovated several old Ford delivery vans for promotional & advertising exposure. At this time from the early 2000's, I owned 4 classic vehicles at once, all of which were often lined-up in the street outside the shop. This certainly caused a great interest and the scene was reminiscent of the Heartbeat TV Series!

Finally time moves on again and having moved some years' ago from Peterborough to the coastal town of Sheringham in North Norfolk, I have finally lost all of my classic car storage & parking. My fleet has been culled to just one remaining classic, my beautiful 1960 Minx Series IIIB Convertible in Seacrest, which I've owned for 8 years and is perfect for driving around the local area. I still absolutely love driving, even after 53 years, and I don't mind whether it's double de-clutching in a basic classic car or being behind the wheel of my all-singing-and-dancing modern day Vauxhall, with manual transmission of course! Electric Vehicles or Automatic transmissions don't feature in my life of cars or driving.

So there it is, and to think that my life-long passion or obsession for cars, especially the love of Hillmans & Rootes Group models, all started in the 1950's as a young boy growing up and living in Bedfordshire, with my granddad & dad both working for 50 years at the Luton & Dunstable Commer Cars Ltd Truck Factories.....

Jeff Lawrence



HAMMERWICH

Pre-war Car Gathering

6 April 2025

10am to 4pm



The third Hammerwich Klaxon Hoard gathering, only open to veteran, vintage and pre-war post-vintage cars.

It is free to attend but you will need to register by phone, email, through the Facebook Group by scanning the QR Code or searching for 'Hammerwich Pre-war Car Gathering'.

The event will be raising money through voluntary donations to the Burntwood Lions.



Hammerwich Cricket Club
Burntwood Road
Hammerwich
Burntwood
WS7 0JQ

You can contact us by email at
klaxonhoard@gmail.com or on
07850 799791



PETER SAINTY'S VINTAGE RUNNING

The Fourteen continues its winter slumber, although it will be awakened shortly, at which point it will need a clean and a check-over before venturing once again on to the road. I just need decent weather for a day or so....!

Our Antipodean "vintage" members also seem to be having a quiet time of it, as they approach their winter. Andrew Millington in New Zealand wrote recently, to say that his Vortic has not been very active (but Andrew has a better excuse than most, in the form of a house move). The Vortic has misbehaved in both the fuel and ignition departments, but I understand both are sorted. I believe Tony Taylor in Australia is still hoping to sell his very nice Fourteen, but the market Down Under is no better than it is here, and most pre-war cars are getting difficult to sell. The older a car gets, the fewer people want to own them (though attendance at Classic Car events indicates no loss of interest in seeing them being used), and with a finite number of Hillmans, no doubt more and more of them will end up as static exhibits. The likely scarcity of petrol will perhaps hasten this state of affairs, which is a depressing thought – although I expect there will be ingenious ideas for alternative fuels, and certainly the older cars can probably be persuaded to consume alcohol instead. Members of my vintage will no doubt be reminded of Dinny O'Rafferty's transport, which consumed gallons of stout....

Apologies that this is a rather dull and pessimistic column this time – no doubt a result of the state of the world, combined with the weather! Hopefully both will improve by the time Drive-It Day comes along, and cheerful motoring will again prevail. News of Vintage Hillman activity in the UK would be welcomed, especially with photos.

Happy Motoring!
Peter Sainty.

**THE 1934
HILLMAN CARS**



HILLMAN MINX

Incorporating a host of outstanding new features including:—
Clutchless Gear Change and Freewheel (standard on all except
Family Models). Cushioned Power. New 'Cross-bow Curved'
Radiator. Handsome Long-Skirted Body. Anti-Splash Wings.
More Powerful Brakes. Long-Beam Lighting. Triplex Tough-
ened Safety Glass throughout, etc., etc.

FAMILY SALOON
(10 H.P.—£10 TAX)
£ 159
and many other models

THE ROOMIEST CAR AT ITS PRICE.

MORRIS FEST 2025

We struck up a conversation with the folks from the Morris Register at the NEC last year and pre-war Hillmans will be most welcome at the Morris Fest gathering at Thoresby Park near Ollerton, Notts this year. The festival runs from 1st August to the 3rd. Please go to <https://morrisfest.co.uk/> for more details. This is an excellent date for your calendars!



Get ready to celebrate at Morris Fest 2025!

As the costs of organising your own car club events rise, we extend a heartfelt invitation to your club to join The Morris Register's annual celebration. Whether you choose to attend alone, with friends, or as part of your club, we are excited to welcome you.



Open to all

Mark your calendars for an exhilarating weekend from Friday, August 1st, 2025, to Sunday, August 3rd, 2025, at the stunning Thoresby Park, nestled near Ollerton in Nottinghamshire. This event is packed with entertainment, featuring lively music on both Friday and Saturday nights, a delightful road run through the charming villages and scenic landscapes of Nottinghamshire on Saturday, engaging discussions led by industry experts, an exhilarating car gymkhana on Saturday, and an auto jumble that will run throughout the weekend. Sunday will culminate in a spectacular showcase of a diverse array of vehicles.

FBHVC CLUB EXPO

The FBHVC held their Club Expo at the British Motor Museum with the agenda as listed below. We have the full set of presentations for those who request it. I didn't attend myself this year but it seems to be very thin with regard to practical benefits for clubs like the HOC. The HOC will not be spending a fortune on archiving for example, and we already have an insurance "sponsor" who directly supports the HOC rather than giving their cut to the FBHVC. Just my opinion GB



- FBHVC Insurance – the new and revolutionary offer for clubs delivering benefits and member retention. Speakers: Phil Beck & Wayne Scott
- Federation Online Club Archive System (FOCAS) – a brand new lower-cost approach to archiving, exclusively for FBHVC clubs. Speakers: Paul Negus – Genus IT & Andy Bye, FBHVC Archiving Director
- Tree-V – the latest update on our scheme for clubs and individuals to offset emissions with managed UK tree planting. Speaker: Tom Worthington
- Michael Sedgwick Memorial Trust – An outline of how clubs, a rich source of history, can be assisted to publish motoring history. Speaker: Peter Card
- Drive-it Day – A look at what's in store for the Federation's annual event, with our fund-raising partner. Speaker: Sarah Lambley
- Classic Car Loan Project – Revealing an important development in the project to help younger people to get into classics. Speaker: Bob Wilkinson
- To be incorporated or not? Answering one of the most-asked questions by clubs in the last 12 months, the pros and cons are outlined. Speaker: Barbara Whale, FBHVC Accountant
- Production of non-available parts. A new solution, targeted at bespoke low-volume work including 'reverse engineering' using the power of 3D printing in plastic and metal. Speaker: Alan Hicks, Igus
- National Historic Vehicle Survey. It's the 'big one', the Federation's five-yearly authoritative and influential survey of the entire movement is about to launch. Speaker: Mark Harvey, Think Turquoise.
- DVLA Update. Our DVLA Manager, Ian Edmunds, exclusively outlines proposals by the DVLA, produced in the wake of last year's 'Call for Evidence' consultation.

HRCR SCENIC TOURS

For those of you who want to actually **DO** something with your cars and also to add something to the car's history file I can recommend an HRCR Scenic Tour. Tours are run by local rally clubs in various parts of the country throughout the year. Tours take most of the day and involve navigating 100 or so miles through the countryside using Tulip navigation charts and sometimes OS map co-ordinates as well, depending on the seriousness. You will definitely need a good navigator as they will have to work their way through 20 pages of turn-by-turn instructions and a driver simply cannot do that on their own. The Scenic Tours will generally involve a quick inspection to make sure the car is roadworthy (lights/brakes etc) and will then offer three or four scheduled stops during the day for breakfast/coffee/lunch/tea as well as a few photo opportunities. You get to talk to the other entrants and also enjoy a good selection of different classic cars in action. The tours are not competitive insomuch as they do not involve any timing (so there's no emphasis on speed - UK speed limits must be observed at all times) but visits to special marshall posts and making a note of special signs along the way need to be carried out throughout the day out to prove that you successfully completed the designated route. The team that completes the highest number of these tasks will be nominated as the team of the day at the end of day "prize-giving".

There's usually a professional photographer on hand at key points and you will be able to order high quality photos afterwards. Here's a shot of us [see below] in our Sunbeam going through a ford. Apart from driving through a ford and getting a bit wet, there is no abnormal stress on the cars and show-condition cars can be used on these tours. A Scenic Tour is an excellent way for a newcomer to get a taste of the world of rallying but be aware that competitive rallying requires special timing equipment and the cars take a beating - not for concours!

Scenic Tours are growing in popularity so the advice is to book early to avoid disappointment. You may even need to register with the local club and get on their mailing list for the next year. Ed.





SCENIC TOURS

DRIVING EVENTS FOR CLASSICS



PETER JAMES
INSURANCE



The HRCR, in association with Monit Tripmeters and Peter James Insurance, promotes a Scenic Tour Series of specially selected and highly recommended events that are guaranteed to be excellent value, good fun and an enjoyable day out.

April

6 Taith Cymru

6 Cambridge Classic

HRCR South and West Wales
Cambridge Car Club

May

10 Bluebell Run

16/18 Tour of Scotland

18 Hills & Valley Scenic Tour

Ross & District Motor Sports Club
Euroclassic Club
Kidderminster Motor Club

June

8 Colin Ellis Memorial Tour

21 Falcon Classic Tour

22 Green Leaves

Herefordshire Motor Club
Falcon Motor Club Ltd
Sixty & Worcestershire MC

July

13 Aquae Sulis Classic Car Tour

20 Two Rivers Tour

27 Tour of Mann

Bath Motor Club
Forresters Car Club
Motorsport IOM

August

17 Welland Valley Wander

31 Black Mountains Tour

Loughborough Car Club
Brecon Motor Club

September

7 15th Regis TAP

14 Little Devil's Tour

28 Tour of Kent

Bognor Regis Motor Club Ltd
Kirkby Lonsdale Motor Club
Blackpalfrey Motor Club

October

25/26 Autumn Leaves

HRCR Dean & Marches

For more information contact: **Rob Baldwin, Championship Secretary**
Email: tours@hrcr.co.uk

FIX THAT SCREENWASHER!

Inspired by watching a documentary on the brilliance of Leonardo da Vinci I decided to fix my windscreen washers. How difficult could it be? The impetus behind the decision was a journey in the Convertible into the London ULEZ zone and also carefully timing the journey to avoid the Congestion Charge. My trip involved the M4, then A4 and Hogarth Roundabout and Cromwell Road then on to the embankment and finding a place to park. I soon realised I had a problem, it was damp and misty but not actually raining, and the screen was being covered by a fine spray and leaving a white film as it dried. The washer pump stopped working after a while and the wipers just scraped away some of the white residue. Horrible.

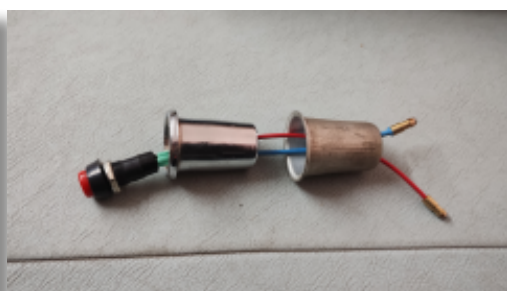
I saw an article recently in a Sunbeam magazine about dis-assembling the plunger and installing a microswitch inside it in order to retain original appearance but this seemed rather extreme. I plumped for a kit I saw on Ebay and it arrived on Xmas Eve.



I started the job on the 27th when I was sufficiently sober. Firstly I decided to investigate the nozzle itself and I removed it from the bonnet conveniently losing the nut on my gravel drive!! Both jets were blocked and so I poked them clear with a safety pin and left it all soaking in white vinegar overnight. Even without the nozzle attached the pump was ineffective though, and it didn't feel as though it was working properly anyway. I removed it and tried it on the bench. Instead of sucking and blowing it simply ejected black bubbly goo out of the inlet. That confirmed that it was no longer serviceable and the full conversion to an electric system was indeed going to be necessary.



As an ex-computer engineer I have all the soldering and electrical kit I need to do these jobs and I prepared the cabling using brass soldered bullets. I located the new water bag beside the horns



Above left: the offending plunger pump and nozzles. The nozzles cleaned up nicely with a poke from a pin and a good soak in vinegar. The plunger was beyond salvation.

Above right: the first abortive attempt to mount the switch from the kit into the old plunger housing. I had to do it all over again with a better switch.

and identified a free ignition-side tab on the fusebox. I measured the cable length and ran that through the bulkhead behind the dash to the now empty plunger hole. I also carefully soldered some wires to the push switch from the kit and installed it. I already have a convenient earth bullet connector there and this provided the earthing point for the switch. Turn the ignition on, push the button – nothing! I checked my wiring, it was very basic and I had made no mistakes.

I reluctantly removed the switch and tested it on the bench. It didn't work. It was either defective or the mere act of soldering wires to it had rendered it U/S. I remembered that I had an identical switch left over from a previous conversion on another car many years ago and I rummaged through my various spares boxes. Hey Presto! I found it. This time I tested the switch first with a test meter – it worked - and then gingerly soldered the wires on the back. However, when I re-tested it afterwards it has also gone bad. Just soldering the wires onto it had damaged the function of the switch – I was **NOT** impressed. Whilst rummaging for the spare switch I also found another one I had bought some years back for a different job, chrome and very robust, but with a larger diameter fitting. This presented my first 'Leonardo' challenge.

The original push plunger is held in place in its sunken chrome pocket by another cup that clamps it from behind the dash. The larger switch meant drilling out the back of both the pocket and cup to 22mm using a stepped hole drill bit in order to allow the switch body/thread to go through. With the switch being shorter than the original assembly it was also necessary to shorten the retaining cup by 3 or 4mm to allow the retaining nut to be able to 'bite'. This was achieved by squeezing it in a large vice, and then re-drilling to compensate for a bit of distortion. Wires were attached and then tested on the bench – all good.



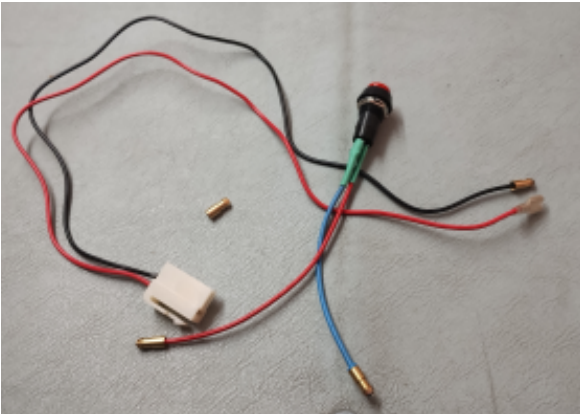
Instead of drilling out to 12mm for the switch from the kit I eventually had to drill out to 22mm to accommodate the different and larger switch. Stepped drill bits are wonderful!

FIX THAT SCREENWASHER! ...

Next job was to check the nozzle. The vinegar had done its job and it was now clear, however I didn't have the nut. I have no idea where it went. This was the result of working in freezing weather and not being able to feel or grip properly and then also having a gravel drive combined with old man's eyesight. I have a big magnet on a stick for such occasions but I gave up after 30 minutes of searching. A poor alternative would have been to use the plastic nozzle supplied in the kit but it didn't have the same size fitting and would not have looked as good. I have boxes of nuts in the garage but couldn't find any that fitted the original nozzle. As a last resort I re-tapped the thread on the nozzle (convenient that it is brass) to 5/16 UNF (I think) and used one of the many of these nuts from my stock to re-fix it to the bonnet. Using the original nozzle with the new kit meant a small change in water tube size. The original nozzle uses a smaller tube than that provided in the kit. Fortunately the kit has an extension joint which I decided would be good point to join the two tube types. A hot air gun is perfect for heating the tube a little (but only a little!) so that it is pliable enough to be pushed to the slightly larger connector. Job done! Leonardo would have been proud.

A quick test produced two perfect jets of water. Overall time = 5 hours over two days. I'm super-pleased with the result and also that I was able to overcome all the various problems but I'm not impressed with the fragility of the switch supplied in the kit. Operating the washers now involves a satisfying poke with your finger into the old plunger pocket. Freud might have an opinion on that!

Ed.



***My careful planning and preparation: brass solder-friendly bullets and connectors from Bresco and spade connector for the fuse tab and
... a non-functional push switch! I guess you get what you pay for. The rest of the kit was still good value at £9.***

Right: the 2nd - and better - chrome switch nicely lodged inside the original plunger housing.

FUEL PUMP GOTCHA!

Sorry to fill up the magazine with my stuff but I thought you might like to be aware of a fuel pump problem I had. My breakdown on the way to Brooklands was primarily due to loss of ignition, rectified by overhauling the distributor. However, when testing the distributor fix, the car died after 15 minutes idling on the drive due to lack of fuel flow. The flow rate seemed reluctant but the inline filter was clean so I decided to overhaul the pump thinking that the valves may be at fault. Struggling in near zero degrees I decided to just swap the pump for my spare. Not so fast! The new pump didn't work! After thinking about it over a cup of tea I decided to take it out and check the lever. It was not the same shape as the original and therefore must have been from a non-Rootes engine.

So I had to overhaul the original pump after all. It was possible to blow against the old valves so they were definitely sub-standard (I hadn't changed these before) although the corrosion doesn't really show in the photos. A new diaphragm was fitted at the same time and the car then started. I am going to add a petrol tank clean to my list of spring tasks but at the moment it is back running.



Top: for a non-Rootes engine? Installing it pushed the lever upwards onto the camshaft but past the point of any further leverage available with the rotation of the camshaft.

Bottom: (lever profile from a good pattern part) the lever sits about 1cm higher than the top one and so the rotation of the camshaft results in normal operation.

Hard to see but true!



Right: I dribbled some petrol into the bowl and blew into the outlet pipe (against the valve) and saw bubbles - not good! That means the pressure is reduced and so new valves were required. You can see the corrosion in the photo - just.

DOIG CLASSICS LOCAL SHOWS

2025

Englefield Green Village Fair & Classic Car Display

21st June 2025

The Village Green, St Jude's Rd, Englefield Green, Egham, Surrey, TW20 0JW

Gates Open 9am Vehicles must be in place by 11:30am Show starts at midday. Stalls please

email egvfair@gmail.com

entry fee of £8 per a vehicle

START TEXT WITH EGVF

Staines-upon-Thames Day 29th June 2025

We will be starting with a parade from the Lammas Rec Ground Wraysbury Rd, Staines, TW18 4UA. We will meet there by 10:30am to start the parade to the Iron bridge end of

High St to enjoy the day,

entry fee of £8 per a vehicle

START TEXT WITH SUTD

Blackcherry Fair & Classic Car Display

12th July 2025

There will be a parade through Chertsey start at Free Prae Rd, Chertsey KT16 8EA we will be meeting there from 8:30am & need to be there in place by 10am.

Then parking up on Abbey Fields, Staines Lane, Chertsey, KT16 8PS from 10:30am.

entry fee of £8 per a vehicle

START TEXT WITH BCF

Runnymede Classic Car Show 14th September 2025

The Village Green, St Jude's Rd, Englefield Green, Egham, Surrey, TW20 0JW

Gates open 9am & vehicles & stalls must be in place by 11:30am Show starts at midday.

Food & Trade Stall holders for RCCS £45 for a 4x4m pitch & MUST have own PL insurance. car related boot sale & autojumble £15 per a vehicle/pitch. Stalls please.

email doigclassics@hotmail.co.uk or call 07368508804

entry fee of £10 per a vehicle

START TEXT WITH RCCS

For all of the shows: All pre-2000 classic vehicles are welcome to join the display there will be an entry fee of (See above) per a vehicle. Doig Classics sponsor the classic car display. To

enter your vehicle or to receive information please contact Jay Myles at Doig classics by calling or text by starting your text with code above or ALL if you want to book all shows &

your name, contact details including a mobile number & vehicle details including the registration number to 07368508804 also WhatsApp on same number or email same details

to doigclassics@hotmail.co.uk or [Facebook.com/Doigclassics](https://www.facebook.com/Doigclassics)

Keep an eye on our Facebook page for any changes\cancellations.

All profits go to local charities including Runnymede food banks.

AUCTIONS



1937 Hillman Minx – which the vendor's great-grandmother bought new – will be sold via online auction on 6 February.

**CLASSIC
CAR
WEEKLY**
BUYING ■ SELLING ■ NEWS

Hillman Minx hits the market – 88 years later!

Mathewsons will be auctioning a 1937 Hillman Minx two-door convertible in its live online auction on 6 February – in its dusty barn find condition – with a guide price of £3-£5k.

First registered in April 1937 and wearing the registration GR 4031, it is believed that the vendor's great-grandmother bought it new and has remained in the same family's ownership ever since.

The current displayed mileage is 27,902 miles and while it comes with a buff log book and original owners'

manual, the new owner will have to apply for a V5.

Derek Mathewson said: 'It's quite an unusual car. I don't know what it is with them – they're nowhere near as popular as a Morris Eight but you could argue that they've maybe got a bit more style about them. We've sold a few over the last 25 years.

'It's a nice little motor with a nice number. I've just got this feeling that it's going to make a nice car to drive.'

Chris Frear

■ mathewsons.co.uk

Did anyone make a note of what it fetched?

LETTERS TO THE EDITOR

Hello Glenn.

The heater control valve on my 1962 Super Minx Mk 1 leaks. I have looked under the dash behind the unit but it appears to be encased in 60 year old cardboard and a metal box !

Is there any way of removing this valve without destroying the old cardboard ? Or do I just buy a good radseal?

Also I cannot as yet locate a replacement valve but I gather they can be rebuilt.

Grateful for any assistance.

Regards, Alistair

Hi Alistair,

Co-incidentally I also had this problem with my Super Minx. The valve was past salvation and I didn't fancy replacing it with another used 60-year old item. I chose to eliminate the valve completely and there was just enough tube remaining to attach the heater hose. This results in a redundant passenger-side heater slider of course and there is hot water permanently flowing to the heater matrix.

Another option might be to use a separate valve as used on Alpines and MGB's if you can fabricate a mounting bracket somewhere in the engine bay. These can be picked up from the Sunbeam spares suppliers.

As for the "cardboard" I removed the parcel shelf - it is held on by bolts at each end and a screw through cardboard to the bulkhead. I slit the cardboard on the driver's side so that it could be removed past the air vent lever - I couldn't see how to take that off. My cardboard was also in poor shape and I managed to replace it with a good 2nd hand item from Ebay. I made a new shelf floor with thin ply. I carefully removed the leathercloth from the roll - keep the clips! - and stuck on some new adhesive foam padding and then put the leathercloth back.





While the shelf is off you can remove the heater box. It is held on by 3 screws to the bulkhead plus the water hoses and the heater control cables and also the rubber boot directing the air to the two windscreen vents. I think it helps to be able to rotate your head 360 degrees and lie on the floor on your back with your legs outside the driver door. It's the sort of job you only want to do once! If you do find someone to repair the valve please let us know! Good luck and let us know how you get on. Ed.

Hi Glenn,

Thanks for your email. What value would I get if I was an overseas member (USA) of the HOC?

Regards, Tori.

Hi Tori,

a very good question and not just relevant to overseas members. There are some aspects of full membership that you wouldn't benefit from, like Insurance Valuations, Liability Insurance at car shows and representation to the UK's DVLA (DMV equivalent). Maybe there's a way that we can accommodate overseas owners with an e-membership scheme and offer access to an e-magazine and archive? Watch this space.

The HOC believes it has an important role to play in the preservation of the Hillman marque and its history. The HOC supports the Rootes Archive Trust and is therefore helping to preserve the original design drawings and microfiche necessary when parts need to be remanufactured - such as road springs etc. The HOC is also affiliated to the FBHVC and adds to the voice that interacts with the government on classic car matters. Owners who think they can get all they want from Facebook and Ebay are not fully contributing to the future preservation of the cars although we welcome them in our Facebook Groups. Membership of "a club" is a relatively low cost way of supporting the passion we all have for the future of our Hillmans. Note that the club is run by volunteers and is non-profit.

As we the UK-based club we can help by being the focal point for the Hillman communities around the world for all eras of Hillman manufacture. There are strong Rootes clubs in Australia and New Zealand and I am now being made aware of many cars in the USA. Let's create a global community! This is also one of the reasons for over-hauling the website and potentially making Coventry Spires available online for overseas members. Ed.

FOR SALE AND WANTED

FOR SALE: I am clearing out my garage and I have found an inlet manifold for a Hillman Imp for twin Weber 40 DCOE setup.

The only minor thing is the small piece snapped off as can be seen in the photo – won't stop it working properly.

Please can you let me know what you think this would be worth.

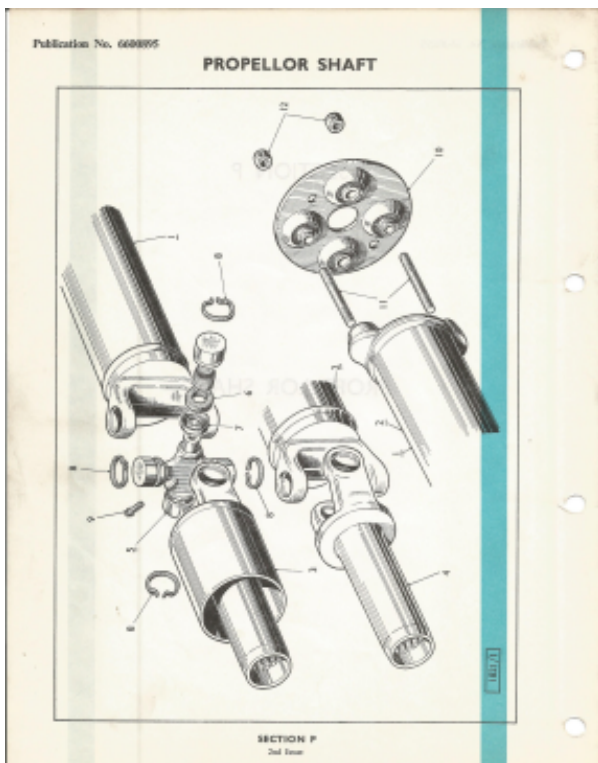
Any help would be very much appreciated.

Many thanks Simon

Email: simon@paradisi.co.uk



WANTED: a Layrub coupling for a Super Minx prop shaft please, contact Tom Clark 07961417310.



FOR SALE: Hillman Californian 1955 red/cream new upholstery door cards and carpets body in good condition runs well fuel guage not working spare rear glass included £4750,00 East Devon
Contact Roy, 07836751617 Email: royandjanoz@gmail.com



FOR SALE AND WANTED ...

WANTED: we have received a phone call from a lady in Holland, she is try to locate a Hillman Minx 1185cc side valve engine. The number is 0031675806862

FOR SALE: Hillman Minx 1934 £8000 Ono Beautiful vehicle, sadly getting too much for current owner to maintain. Has had new crown and pinion, new joints on knuckles on steering. Converted to 12volts, altimeter has replaced dynamo. New front tyres, back tyres reasonable. Radiator now has electric cooling fan. In good working order. Contact Stephen Pearce, 07904061301 email stephenpearce@gmail.com



FOR SALE: 1955 Californian, Black and Red, original car, runs well everything works, car is well known on the rally scene and has been a frequent visitor to Goodwood over the years. I have owned the car for around 15 yrs, and have showed it as is, not as a showpiece, rather as a preserved car in good condition. Any future keeper could carry on with the car as it is or improve at leisure. I would consider O.I.R.O £4500. for the car.

I can be contacted on tel. no. 01464821851 or by e-mail to motorman393@gmail.com Any questions or queries please ask. I have a 24/7 answering service. Thank you,

FOR SALE: various spares for older Hillman models

Mk6&7:

One of 1265cc SV Eng. Factory Re-con, virtually unused.
Engines, G-boxes, rear axles, wheels, steering susp & brake parts.
Bonnet & boot lid (good), 2 radiators & 2 grilles, 2 prop shafts.
Complete NOS exhaust system. Red seats (good), windscreens & rear windows.
Instruments, speedo heads etc, light units, front and rear & lamp bowls.
Selection of NOS 16 inch x/ply tyres & tubes. shock absorbers.

Mk8:

Engine parts, bearings, pistons etc. steering, susp & brake parts, shock absorbers.
Bonnet & boot lid (fair), Red seats (good), some red int. trim, instruments, speedos.
Windscreens & rear windows, light units F&R, lamp bowls & some gaskets.
Dash-board fascia panels some NOS, selection of 155 & 165/15 tyres some NOS.
Some Californian parts (please ask) Anything else I may have (please ask).

1932-1948:

Set of O/S pistons NOS for 1185 cc engine. Some gaskets for same.
Bumpers for Minx 1935-1948 with brackets & overrides. Glass for same cars.

WANTED:

4 of 15 inch 3 stud wheels as used on some vans & pick-ups etc.
Centre bar for MK8 radiator grille.

My tel. no. is 01464821851 and I have an answering machine 24/7.
George Catto. Email: motorman393@gmail.com



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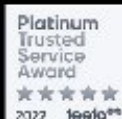
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