



# Coventry Spires



**SNCW WEEEEKEND REPORT  
OUT AND ABOUT & ROOTES HERITAGE DAY  
HUGH'S LEAKY WINDSCREENS  
BRAKE SWITCH REPLACEMENT  
AGM AND HOC NEWS**

The Newsletter of the Hillman Owners Club  
The Club for All Hillman Owners  
Autumn 2025

# Hillman Owners Club Committee Contact List

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Glenn Bracklenridge					

The Hillman Owners Club, a Company Limited by Guarantee and not having a Share Capital. Company No. 03216266 Director: Mike Redrup. Company Secretary: Stephen Cate. The views expressed in Coventry Spires are those of the individual contributor and may not be those of the Club, Committee or Editor. The Club takes care in selection of advertising and contributions but does not endorse or recommend.

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

[www.hillmanownersclub.co.uk](http://www.hillmanownersclub.co.uk) – then click-thru to the new web site

Autumn 2025 Coventry Spires Online: Password = "Aero\_Minx"

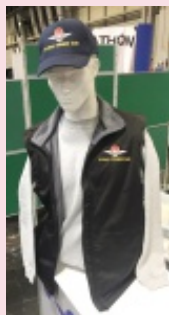
Website Tech Archive Password = "HOC\_Member"

Join our Facebook Group: [www.facebook.com/groups/2442577966069292](https://www.facebook.com/groups/2442577966069292)

# Hillman Owners Club Contact List

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<b>VACANT</b>	Audax		National		N/A
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Geoffrey Pearce	Organisers	01 934 842577	Somerset	3 The Chestnut, Winscombe, Somerset, BS25 1LD	N/A

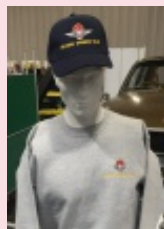
## CLUB REGALIA



*Soft Shell  
Gilet*



*T-Shirts*



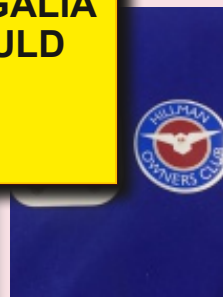
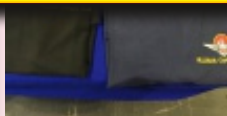
*Club  
Hat*



*Shirts*



*Short  
Sleeved Shirt*



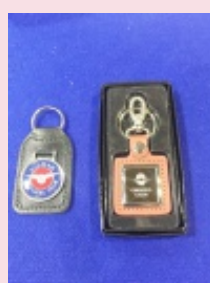
*Coaster and  
Grill Badge*



*Lapel  
pins*



*Metal Vehicle  
badges*



*Key rings*



*Hillman  
Cars book*

**IMPORTANT NOTICE:**  
**FOLLOWING THE 2024 NEC THEFT**  
**PLEASE TELL US WHICH REGALIA**  
**ITEMS YOU THINK WE SHOULD**  
**RE-ORDER FIRST**

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](mailto:eventsregalia@hillmanownersclub.co.uk) or Tel. No. **07961 417310**



## AUTUMN 2025 - CONTENTS

Your Committee	p2	Brake Pipe Follow Up	p38
Marque Registrars and Area Reps	p3	Letters yo the Editor	p40
Club Regalia	p4	For Sale & Wanted	p43
Contents	p5	Elliot's Restoration	p46
NEC Classic Car Show CCCNOV5549	p6	Arrow5 Advert	p46
Events Calendar	p7	Footman James Advert	p47
Chairman's Chat	p8	Classicline Advert	p48
Membership Report	p9		
Editors Ramblings	p11		
AGM mInutes	p12		
Website Update	p17		
Hugh's Leaky Windscreens	p18		
SNCW Singer Hillman Weekend	p24		
Out and About	p26		
Rootes Heritage Day 2025	p28		
Out and About Contd ...	p32		
Press Watch	p33		
Introducing Jack	p24		
Vintage Running	p35		
Brake Light Switch	p36		

**Deadline for the Winter edition  
is last week of November, for  
articles, show reports and  
Adverts**

### This Editions Cover Shot:

Leo Wagner's 1956 Hillman series 1 at Eastnor Castle on Eastnor Vintage Day in May along with a fine display of steam engines

### 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](mailto:editor@hillmanownersclub.co.uk) or at [glenn.brackenridge@btinternet.com](mailto: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.



7-9 NOVEMBER | NEC, BIRMINGHAM



## THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS

LARGEST INDOOR AUTOJUMBLE

310+ CLUBS

600+ VEHICLES FOR SALE

MOTORING CELEBS & EXPERTS

450+ TRADERS



£4 DISCOUNT OFF ADULT DAY TICKETS  
ONLINE WITH OUR CLUB CODE\*

CCCN0V5549



\*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 6 Nov and show open ticket prices thereafter. Full ticket information: [www.necclassicismotorshow.com/tickets](http://www.necclassicismotorshow.com/tickets). Book by 16 Oct to help your club earn extra benefits.

SCAN ME  
TO BOOK  
TICKETS



NEC CLASSIC MOTORSHOW.COM

## 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](http://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.

### SEPTEMBER

- \* Sat 13th - Lytham Hall Classic Vehicle Show, <https://www.lythamhall.org.uk/>
- \* Sun 14th - Chearsley Classic and Vintage, <https://www.ccvfd.co.uk/>
- \* Sun 28th - Distinguished Gentleman's Drive

### NOVEMBER

- \* Fri 7th - Sun 9th - NEC Classic Car Show Show, Club code CCCNOV5549
- \* Sun 28th - Distinguished Gentleman's Drive

### DECEMBER

### JANUARY

- \* Thurs 1st - Brooklands New Years Day Gathering

### REGULAR AREA MEETS (CHECK WITH THE ORGANISERS)

- \* Classics Evening @ Whitley, Wiltshire, The Pear Tree at Whitley, each month, contact [steve@teamhaven.com](mailto: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 Summer edition of Coventry Spires, even though apart from a few good days earlier in May, it doesn't seem like Summer, yet. Hopefully the weather will improve! On saying that we can still get out in our Hillmans either just for a drive anytime, or to an organised event, so that the public can appreciate what a Hillman is in the 21st century.

I said in the last edition, that the Club has been around for 45 years which in itself is no mean feat and it is run entirely by volunteers from the membership. For the Club to continue to run, there has to be a management team (i.e. the Committee) and this year there will be a number of changes of ourselves known at the AGM, even if it's without portfolio. You will need a proposer, a seconder followed by a vote at the AGM. For some of these roles (e.g. Chairman) it may be better to join the committee first before taking up a post at a later date?

So on to two important upcoming events in July. The first 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 and don't worry, you'll be back in time for the AGM! Please contact Sue Hickford for more details. The second, if Norfolk is to

Happy Motoring  
Mike Redrup  
Chairman



## SECRETARY MEMBERSHIP REPORT - STEVE GRIMES

would like to welcome the following new members who joined the HOC after 1st March 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 March – Welcome to the Hillman Owners Club !!!

Gordon Crowe	Dundee
Terry Prothero	Feltham
Wesley Perriman	Barnoldswick
Leanne Burnett	Vale of Glamorgan
Mathew Huntley	Newbury
Michael Longley	Peterborough
Mark Westaway	Lanescot
David Banks-Fear	Christchurch
Kate Willock	Kettlestone
Rober Ralph	Telford
Derek Edwards	Potters Bar
Guy Dobbins	Westbury
Tony Fairweather	Sprowston
Ruth Prince	Codnor Ripley
Alan Johansson	Lexington USA
Alan Sinclair	Peacehaven
James Stark	Tadley

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.

To login please go to:

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

We accept Cheques, Bank transfers and PayPal

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



## SECRETARY MEMBERSHIP REPORT ...

### 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](mailto: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

Since launching this we now have 411 cars recorded, most of which are Super Minx models.

When accessing this report you can click on the blue numbers and drill down to see the individual cars. There are a number of reports you can view including photo gallery reports.

Members can login and see the existing database by going to [www.teamhaven.com](http://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. embership Secretary**



Apologies for filling the magazine with 5 pages of the AGM report but it was necessary due to the significance of the event. I can't help but feel that this represents a new chapter for the club as the committee has lost several key, long term members compared to this time a year ago. In their place are new and perhaps less experienced members who will offer their youth and energy ... and ideas. We still need more volunteers! I am also deeply aware that I am 72 this year and we should be looking for new blood to be ready to fill the Editor and Webmaster roles even though I am a recent addition to the committee.

This year has been a bust for me up to now. I started with a trip on the back of an AA truck in January but have managed to stay fully operational since then. I have restricted my activities due to some family issues and just to make things worse I have now had an eye problem. In spite of this I have made sure I attended the important gatherings. These included the Brooklands Best of British meet, the Rootes Heritage Day and the Festival of the Unexceptional. I had arranged to meet an Alpine owning mate at Gilks Garage for breakfast on the way to Gaydon but received a call on the way to say his wipers had failed. I had to forgive him as it was raining heavily on the way up from Slough. Thankfully the day got better later - but I had to eat breakfast on my own. Gaydon was a great day though, albeit not totally dry.

The Festival of the Unexceptional was a highlight. What could be more "unexceptional" than a Hillman? Actually a Super Minx Convertible is anything but unexceptional and I thought I might be transgressing the concept. No worries! I was stopped by a lady called Steph from "I Drive A Classic" and was interviewed by her for her excellent YouTube channel. What a nice lady! Search YouTube for her report, I appear at around minute 33.

One of the important issues in the AGM was the introduction of a new Digital Membership. We have to respond to the desires of overseas members and to be more Internet friendly. We must attract the "Facebook" generation that knows little about the value of a true classic car club. To that effect we have now implemented a lower cost Digital Membership where members can opt out of receiving the printed magazine and to be able to read an E-book PDF copy of the magazine. It is hoped we will attract some of the many overseas owners and Hillman fans especially in Australia and New Zealand. Traditional members will also have the option of reading the E-Book if they are away from home. Will this be a success? We don't know but we have to make the effort to stay in touch with modern life! **Ed.**



***Steph from "I Drive A Classic" has an affinity to Rootes cars and her partner is an established classic car restorer. This brief moment of fame has made my year!***

# HOC AGM MINUTES

## Hillman Owners Club Annual General Meeting Held on Zoom between 19:16 – 21:06 Hours. Tuesday 22<sup>nd</sup> July 2025

### **Present (Committee Members)**

Mike Redrup – Chair/Director  
Stephen Cake – Company Secretary  
Nick Atkins – Member (Without Portfolio)  
Steve Grimes – Membership/Treasurer  
Sue Hickford – Assistant Membership  
Tom Clark – Events/Regalia  
Glenn Brackenridge – Coventry Spires Editor/Super Minx

### **Apologies**

Peter Sainty – Member (Without Portfolio)  
Ray Sellers – Librarian/Information Officer

### **Members**

Den Flavel – Gordon Tate – Caroline Walker – Lynda Cake – Jack Bonner.  
No Apologies received from the general membership.

### **AGM Welcome 2025**

Good evening and welcome to the 2025 Hillman Owners Club AGM.

I guess if you are here you have managed to log in ok! For those that do not know me I am Mike Redrup currently the sole Director of HOC, Mk Minx registrar and current Chairman. I hope we can get this important meeting for the club over in a timely manner so we can all watch England ladies play Italy!

Firstly, can I say that to be at this meeting you need to be a paid-up member of the HOC. If you have not paid or are not a member, please will you leave this meeting.

With ZOOM etiquette please will you go on mute unless you need to speak. If you need to speak, please “raise a hand” in “reactions” on your tool bar and unmute yourself.

In accordance with our Articles of Association the club is required to hold an Annual General Meeting within 15 months of the last AGM. That was held on the 10 th July 2024 so we are well within the time.

We will be using the agenda printed on Page 28 of the summer issue of Coventry Spires. The important aspects of this meeting are:

Firstly, to agree the minutes from the last AGM held by ZOOM on the 10 th July 2024 (Item 2)

Secondly, most importantly, to approve the accounts up to the end of December 2024. You can find a copy of the accounts on Pages 26- 27 of the summer issue of Coventry Spires. These need to be submitted to Companies House within 9 months of the end of our fiscal year, so we have until the end of September this year. An opportunity to discuss the accounts will be in Item 5.

Thirdly for the Officers to give their reports (Items 3-10)

A Fourth objective is to establish a committee to run the club for the forthcoming year (Item 11).

### **Item 2 on the agenda:**

Minutes of the 2024 AGM. The minutes were available on request to those who wanted a copy to review and were also made available on our new website. Are there any questions/comments on this?

Minutes were accepted with the caveat that Gordon name was changed from Gorden to Gordon.

### **Action Stephen**

Proposed by Sue Hickford seconded by Gordon Tate.

### **Chairman's Report 2025**

First, on behalf of the HOC may I thank every one of you for your continued support of the Club. The club is now in its forty fifth year which is something to be proud of.

The Club is not just about getting out in our cars but keeping the Hillman name out there as stated in our 1995 memorandum (this was the date we became a Company) which states the objectives of the club. These are printed in last year's minutes.

We attend the NEC Classic Car Show in accordance with our memorandum. Last year's show in November went well as usual but the club was not expecting the devastating loss of Tom's van and all our show equipment after the event. This has inevitably had a big negative impact on the club. Tom will provide more information on this in his report.

The club although financially sound for the near future has made a loss for each of the last few years. The committee is aware of this and is doing what it can to reduce costs. Our main source of income is our membership, so if you know of any Hillman owners out there not in the club, see if you can get them to join us which will boost our income. This coming year we will also be better off as we were unable to attend the NEC Restoration show, so although not good for the Club's profile, the absence of the HOC at the show this year will help our funds. Steve Grimes will update you further on this in his report.

Apart from shows and the magazine we also spend money on two organisations.

The HOC is currently a member of the Federation of British Vehicle

Car Clubs (FBHVC) and the committee is strongly in favour of this association. With the uncertainty of the future of petrol cars, the classic car movement needs an organisation that will stand up for our hobby. At a cost of 47p/member it is excellent value for money.

The HOC is a staunch supporter of the Rootes Archive Centre Trust. RACT is the custodian of the original drawings and plans of our cars and these may be required one day to re-manufacture parts. The committee has recently approved a donation to the RACT, in support of the work they do. The Gaydon event which took place last Sunday was organised by the RACT and was well attended by many Rootes's vehicles.

I would like to take this opportunity to thank all the Committee members who give up an enormous amount of their time to keep the Club running.

Stephen: legal side of things, Companies House, and Insurance

Tom and Sue: NEC show and regalia

Steve: Running the new database, membership renewals and looking after our accounts.

Sue H: Helping with the membership and supporting Tom at the NEC last November and the shows notably Stonham Barns and representing the HOC at the joint SMC/HOC weekend.

Glenn: For our excellent magazine and working on a new club website.

Ray: providing a home for the HOC archive and not forgetting Peter and Nick, always good to have extra opinions at committee meetings. Nick has also volunteered to take over Stephen Cake's role as Company Secretary.

I would also like to thank Alwyn Thorpe who stepped down earlier in the year for his years of committee service both as Treasurer and Webmaster.

Without the committee there would be no Club.

Finally, as mentioned in last year's minutes, I will resign my position as Chairman during this meeting. It was in 2015 when Adrian Ellis the previous chairman before me asked if I would take over the Chairman position. Although slightly wary at first, I can honestly say I've enjoyed being your chairman for the last 10 years, but I feel it's now time for some new blood with new ideas to take up the mantle and keep the Hillman Owners Club going for many more years.

So, it is a goodbye from me. If anyone wants a job?

Mike.

### **Company Secretary**

I am drafting this last report as the Company Secretary, the official part of the report is apart from the submission of the accounts for the year ending 31st December 2024, which need to be approved at this year's AGM. We are up to date with the information required by Companies House.

The club's Liability Insurance and Directors and Company Officers insurance are currently in place.

I will ensure that the new secretary has the information required to submit the Accounts and has the links for the insurance companies.

On a personal note, I have been involved with the management for the past 10 Years, I can still recall the day that David Rowe came to my home which was Friday 20th March 2015. David was grateful for me volunteering to help the club.

He asked if I would take the post of Editor of Coventry Spires as Graham Penman was looking at standing down.

Having never been an editor, and the fact that I had said I would do anything that was needed I agreed.

To say it was a learning curve is an understatement, I gave it my best which was not a patch on the current magazine which Glenn is producing.

Glenn's work is amazing, even my dad who reads every copy of Coventry Spires said this is much better than yours!

I then accepted the mantle of the Insurance and Company Secretary post; the insurance was not a problem. Due to my daytime work as a Crime Reduction Officer now called DOCO, I had to seek permission to hold this post to ensure that my activities would not bring the Police Force into any bad light.

They found it difficult to understand that any classic car club organising an event that managed to have all the vehicles arrive without breaking down on the way or not starting at home to make the journey would be a cause of celebration with another cup of tea or coffee.

They finally agreed that I could assume the post, but it would require yearly reviews. Currently I am on borrowed time as the year ran out a month ago. I did explain that I would be standing down at this year's AGM.

They would need to see the minutes that I have in fact stood down!

I have enjoyed my time working on the management committee, I have had the privilege to work with others who share an interest in the Hillman along with being interesting people.

I have learnt a great deal from them about the Hillman brand and other life skills.

So, a big thank you, to the Club membership putting up with me over the past ten years and all with which I have worked.



I have exceptionally good memories every time I sit in my Super Minx Convertible, I know these memories will continue.

I know moving forward the management of the club will continue to develop, I will look forward to reading the Coventry Spires (as will my dad).

All the best.

Stephen (Soon to be retired Company Secretary)

### **Treasures Report.**

In addition to the report published in the Summer 2025 issue of Coventry Spires I would like to thank and acknowledge the work conducted by Alwyn in his post as Treasurer.

I would like to encourage the membership to renew via BACS as this does not incur any cost for the club. Unlike PayPal which charge the club on each payment.

One question raised on the accounts the published account shows carried forward £10,498 it is known the current amount is approximately £16,000.

Steve explained that the published accounts for the year ending 31/12/2024 since then with renewals from April 2025 has caused the increase in the accounts.

This explanation was accepted as were the published accounts.

Proposed by Gordon and seconded by Lynda.

### **Membership.**

The general membership is ticking over; the new computer system is working fine. I would still acknowledge that this is due to the transfer from Sue's records which highlights the work Sue put in as Membership Secretary and continues to do as the assistant membership secretary.

We have seen an 8% drop in membership, talking with other Car Clubs this is happening across all categories of classic car clubs.

A discussion took place around there are still members that do not have email addresses and in other cases no phone contact.

Meaning the only way, they receive information is via Coventry Spires, estimated numbers are between 16-25.

Jack has agreed to assist Sue with trying to obtain contact details.

### **Events and Regalia.**

Tom confirmed that he would have to stand down, due to health reasons from the Events and Regalia post.

All present thanked Tom and Sue, for their work on the Events which goes unseen until the stand is produced.

We have a confirmed stand for the NEC November 2025 show.

Tom confirmed that due to his personal vehicle being stolen post the NEC event in November 2024 all the display equipment and regalia stock were held in the vehicle pending Tom returning home.

The Clubs insurance has paid £1,000 for the club's property lost in the vehicle theft.

Unfortunately, there were no positive lines of enquires that the Police could undertake with regards to the vehicle theft and the crime has been closed.

Tom will work with Glenn who has volunteered to arrange this year's NEC Show.

### **Librarian Report.**

Mike confirmed that Ray is still happy to continue as the Librarian and Information Officer and encouraged the membership to use the facility.

### **Coventry Spires Editor**

Glenn reported that he was receiving sufficient articles for the magazine, he was limiting the number of pages to keep postage cost down.

## HOC AGM MINUTES ...

Glenn has undertaken a review of the printers cost Thistle Print are competitive with their costs and are extremely supportive to him and sees no reason to change publishers.

Due to the submission to Thistle Print being in PDF form these could be made available for the membership section on the new web site.

### **Webmasters Report.**

Glenn thanked Alwyn for the work he had conducted as the previous webmaster.

Glenn has reviewed the current web provider and is unhappy with the service that they supply, which is restricted due to their policies.

Glenn can develop a web site for the club, which will bring a cost saving of £300 per year and asked that he be permitted to give the required notice to the web site developer to cancel the Clubs contract.

Glenn and seconded by Den. proposed this.

### **Election of New Committee.**

*Mike Redrup As director for another Year*

*Additional Directors sought*

*Management Committee vacant*

*Nick Atkins – Company Secretary*

*Steve Grimes – Membership/Treasurer*

*Sue Hickford – Assistant Membership*

*Glenn Brackenridge – Coventry Spires Editor/Super Minx/ Temporary Events*

*Peter Sainty – Member (Without Portfolio)*

*Jack Bonner - Member (Without Portfolio)*

*Gordon Tate - Member (Without Portfolio)*

*Ray Sellers – Librarian/Information Officer*

Sue and seconded by Gordon proposed this.

### **AOB.**

Glenn raised the possibility of having an electronic membership that would aim at overseas Hillman Owners.

This could see a significant increase in membership from Countries such as Australia – New Zealand – South Africa -USA and Canada.

There was a general discussion on how this could be achieved, the proposed electronic membership would be £15 per year, which would need to be confirmed by the committee as a matter of urgency.

There may also be a need for the Company Articles to be reviewed and updated to cover the electronic membership.

A vote was conducted; Sue abstained from the vote all others present voted for this to be progressed by the committee.

Mike thanked those present for attending.

Meeting closed at 21:06 hours.

Proposed next AGM date is Tuesday 21<sup>st</sup> July 2026 Which will be via Zoom invite details to be published in Coventry Spires and on the Web Site.

## WEBSITE UPDATE



I want to give members an update about planned changes to the HOC website. We have been running the primary website with a company called Toolkit and maintaining a secondary website with a company called WIX for a while. Both companies are extremely professional and helpful but both charge the HOC for functionality and support that, very simply, we do not use or need. We do not engage in online transaction processing and we do not process credit cards on this site. We also do not need complex visual graphics and animations as we are not “competing” for business. What we need is webspace that is packed with information and to act as a repository of useful documents. We also want to host members-only E-books such as the latest Coventry Spires edition and technical and parts guides as they are requested and scanned.

I have currently set up the new website in my personal webspace linked from the older sites and which will become the primary HOC site as soon as the previous contracts expire. This explains why some pages do not show HOC in the header. Once the contracts expire we will be saving around £500 per year. The downside is that it requires an individual, currently me, to have knowledge of how to edit a website (HTML). Please feel free to comment or critique the new site. I generated it in a bit of a rush and there may be many ways in which it could be made easier to use or to be more useful. Please let me know.

The site does not currently have an SSL certificate and some browsers may complain. However, note that membership processing is transferred across to the MemberMojo site where all those necessary precautions are in place.

My plans for the site are to increase the number of technical resources such as parts and manuals which will serve as important sources of information for members. These documents will be password protected to reinforce the fact that they must only be used for the education of our membership and not used for commercial gain. In particular the RACT holds the copyright for all the Rootes manuals.

## LEAKING WINDSCREENS

by Hugh Walker

All our three Rootes cars had leaking windscreens, a 1964 Super Snipe, a 1965 Sceptre and a 1966 Minx. We've had all of them well over 40 years and for many years the screens didn't leak. So, I assumed the screen rubbers had perished, and I'd need to get them replaced.

Just before Speedy Spares closed, I noticed they sold remanufactured windscreen seals for the Sceptre and the Minx, so I ordered those up along with some other stuff. That was early 2024. Through some contacts in the motor trade, I got in touch with a mobile windscreen technician, Stuart from Cambuslang, who did classic windscreens as well as modern stuff. I wasn't that confident doing the job myself, and some of the stages are best done as a two-person exercise such as lifting out and refitting the screen.

Stuart arrived and decided to have a go at the Minx windscreen first as it looked the simplest. He advised leaving the brightwork trim on the screen rubber until the whole screen assembly has been removed. It's easy to buckle or bend this and then it's difficult to make it lie flat when refitting. He worked inside the car with a flat-blade trim removal tool at a top corner to lift interior lip of the seal and push it back behind the bodywork flange round the windscreen, pushing on the screen at the same time. The job gets easier as it progresses. You could cut round the screen rubber with a knife, but then the rubber couldn't be reused if there's a problem with the replacement. Best to keep options open.

As far as I know, the screen has not been replaced, so the screen rubber and "Sealastik" sealant were original. The sealant is usually a non-setting butyl rubber compound and the original substance had a tarry consistency. As the screen is taken out, some of this adheres to the rubber seal and some to the flange on the windscreen body opening. I think it's oil-based, so can be removed with white spirit.



We lifted the complete screen assembly out of the car and placed it on a trestle. Stuart commented that the screen rubber was in good condition and could be reused, but we did have a new one. Our three cars have been garaged most of their life, so the rubbers have probably deteriorated less, not being exposed to weather and UV.

Once on the trestle, we carefully removed the retaining clips joining the sections of trim, and removed the trim, some parts could be slid out. We used the trim fitting tool I fabricated, described later. The old rubber can then be removed from the windscreen, and the windscreen cleaned up using glass cleaner. The one we used was Henkel Teroson Bond VR100.

The new seal I'd bought from Speedy Spares was a good tight fit. These remanufactured seals are made from a continuous extrusion, cut and joined to make a circular seal. Put the join in the middle at the bottom of the screen. It can be a bit difficult to get the rubber onto the windscreen, Stuart used the glass cleaner as a lubricant. He advised against using silicone grease as this leaves a film and prevents sealant from adhering.

Here's the screen with the new seal and the trim strips refitted. The trim strips should be refitted before installing the windscreen as it can be difficult to do this when refitted to the car because of the access required. The Rootes workshop manual shows the design for the trim removal/fitting tool fabricated out of 14 SWG (2 mm) steel plate. Here's the drawing and the tool I made up. The WSM also illustrates the fitting of the trim strips.

Before refitting the screen, clean up the bodyshell flange and treat and paint any rust spots.

Next, Stuart put a pull cord in the groove on the rubber seal and put a bead of sealant on the rubber seal area which beds on the bodyshell flange. Make sure it isn't near the cord or the inner flap as you don't want it getting onto the interior trim.

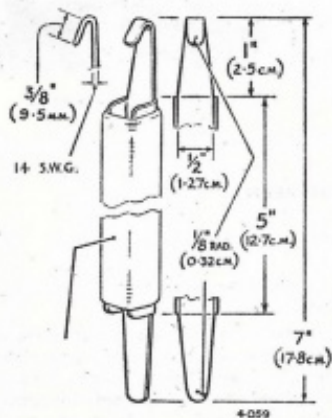


Fig. 3. Dimensions of special tool

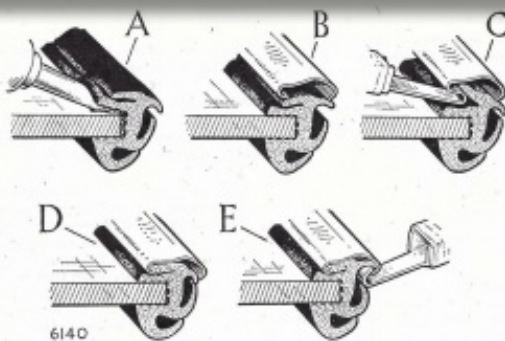


Fig. 2. Fitting bead to weatherstrip



## LEAKING WINDSCREENS ...



The sealant to use on these old windscreens is a non-setting butyl rubber sealant. This remains flexible to allow for movement and also allows the windscreen and rubber to be removed without damage. It's best not to use a silicone or polyurethane sealant as these set too hard and can't be disassembled. The product Stuart used was Arbomast Autograde Windscreen Sealant which had a similar consistency to the original Sealastik product. He had enough to complete the job but had trouble finding further supplies. I later contacted the supplier, Adshead Ratcliffe, and they confirmed the product had been discontinued. I'll come back to that later.

The final step is to refit the prepared windscreen to the car. We placed it in position and then Stuart worked from inside the car to pull the cord out while pressing on the screen so that the inner lip of the seal came over the bodyshell flange. The corners can be difficult so take time and rotate the cord as this helps to bring the lip over the flange. Finally, press round the edge of screen to be sure the sealant well bedded on the bodywork flange, and clean away any surplus. You can also add extra sealant between the rubber and the windscreen as I'll describe next.

We next moved onto the Sceptre. Having seen that the original Minx screen rubber was OK, he suggested we try resealing the Sceptre screen in situ. We did this, and I've still to test this in heavy rain, so the jury is out as to whether it works. I didn't take any photos of Stuart's work on



the Sceptre, but later tried the same process on the Super Snipe and did take a couple of photos. If your screen rubber appears to be OK, it might be worth trying this first rather than going through the more demanding screen replacement.

The first step is to use a flat trim removal tool and try pushing it down between the rubber seal and the windscreen.



## LEAKING WINDSCREENS ...



You should be able to push it down to the bottom of the seal recess and the edge of the windscreen. The rubber should flex normally without showing any cracking. Holding down and dragging it along, you should be able to clean out the old sealant. After nearly 60 years the stuff on my cars was no longer flexible, it was crumbly and a bit like debris as this photo shows.

Work round the bottom of the screen and up the sides to remove as much as possible of the old sealant and check the screen rubber is in good condition all round. I also used a vacuum crevice tool to extract the loose sealant.

The next step is to open up a gap in the middle of the screen rubber with the flat trim tool and insert the nozzle of the mastic gun as far as possible, and holding it down firmly, start to feed in sealant as you slowly draw the nozzle towards the side of the screen. As the gap closes up again behind it, a bead of surplus sealant should appear at the joint between the glass and the rubber.

Stuart used the Arbomast product on the Sceptre but as I found it had been discontinued, I had to look for an alternative. There are other suppliers of non-setting butyl rubber sealants that seem to do the job. I used SikaLastomer 710 Black, which is readily available. However, I soon discovered that it behaves in a rather different way to the more authentic Arbomast product. Stuart was able to clean the surplus off with a paper towel and glass cleaner. SikaLastomer behaves like bubble gum or mozzarella cheese on a pizza, if you try to remove the mastic gun or wipe away surplus, it

produces a long filament, it won't let go and looks like it's drawing the mastic out of the joint – exactly what you don't want.

I found the best way of dealing with this, was to spray the area with glass cleaner and then use a sharp knife (Stanley or kraft) along the top of the rubber seal to break the bond, a little at a time, and remove the surplus little by little without disturbing the joint. You can then do a final pass with the knife to clean up and smooth the joint. As the butyl sealant is non-setting, it just skins over in contact with air, and a very small bead may appear at the joint over a day or two as the sealant oozes out slightly. This is a good sign and it's OK to leave it alone.

Finally, if you need to repair a small area where there is maybe a leak or damage to the windscreen rubber, a polyurethane sealant is a useful product. Some of these are specifically for fitting modern windscreens and are described as windscreen adhesive. These set pretty tough as modern windscreens are a more integral part of the bodyshell structure. The one I've used is 3M 08603 glass adhesive. This stuff is very sticky and very black, so you need to be careful not to get it on your hands and clothes or on other bits of the car. Have some newspaper and paper towels handy.

Mask off the area you want to seal and apply a bead of the adhesive. I found it can be smoothed off nicely with liquid soap on your finger or on a knife. Then immediately carefully remove the masking tape (lay the bits on newspaper). Finish it one final time with some liquid soap to feather the edges. It cures quickly (to allow cars to be driven not long after the windscreen is fitted). This means the shelf life of the product isn't great once it's opened.

Hope this information is useful to other owners with windscreen leaks. Maybe you have some recommendations on the best products to use.





## SINGER & HILLMAN WEEKEND 2025

The 2025 Singer and Hillman National Car Weekend, took place between 17th to the 20th July, arriving at the Kings Lynn Knights Hill Hotel.

Friday 18th July started with a guided tour of Kings Lynn historic town centre, taking in many beautiful buildings and dock area, so many of the buildings have their own historic story. The afternoon a tour was organised to a retired Fenland farmer collection of vintage cars, tractors, lorries, caravans and agricultural machinery. The evening meal took place at the Foldgate Inn in Stradsett.

Saturday 19th July we visited the Royal Railway Station at Wolferton, where royals and guests would arrive here for Sandringham. Many years ago Andrew McAdam organised a visit for HOC members to this station. The owner at that time, allowed us to walk onto the platform and have a good look around, now under different ownership I'm afraid we had to look from the road. Next was a opportunity to drive to Sandringham, and then onto Norfolk Lavender. The Gala Dinner was held that evening, in a Watermill that had been converted to a country pub.

Sunday 20th July, was display day at Bressingham Steam Museum. This is when the sunshine disappeared and the rain arrived, staying till the end of the day when the sun reappeared, but whatever the weather we all had a great weekend.

Thank you to the Singer Motor Club for again inviting Hillman Owners Club, especially Andrew and Elaine for all their hard work making it a great 3 days, also to Peter and Annemarie for their contributions to this successful event.

### Tom, Sue and Sue







## **2026 SMC 50th Anniversary Celebration**

### **We are pushing the boat out ... or in this case the Ferry**

The Singer Motor Club and Hillman Owners Club National Weekend 2026 is going to be held on the Isle of Wight 2nd to 5th July. Full details will be published as soon as they become available but to give you a brief taster we are planning the following visits: -

- The Isle of Wight Bus and Coach Museum and Restoration Shop
- Isle of Wight Heritage Steam Railway
- Isle of Wight Botanical Gardens, Ventnor.
- The Garlic Farm Isle of Wight.
- Goddards Brewery.
- Driving through some breath-taking scenery.

The Royal Ventnor are offering a range of rooms on a full package basis

- Classic double or twin @ £1050.00 for the three nights
- Garden view double or twin @ £1200.00 for the three nights
- Sea view double or twin @ £1275.00 for the three nights
- Deluxe double or twin @ £1275.00 for the three night



- The prices above include breakfast , three course evening meal (including the Gala Dinner), AND return car ferry and VAT

So, book early to avoid disappointment When contacting the hotel please quote singer 50

Tel: 01983 852186 [Enquiries@royalhoteliow.co.uk](mailto:Enquiries@royalhoteliow.co.uk)

## OUT AND ABOUT



***Gerrards Cross: Heather Bickerton and MrsB together with a guest who thankfully couldn't reach the pedals or there might have been mayhem!***

***Festival of the Unexceptional: The editors Super Minx Convertible coped with the 260 miles roundtrip journey with consummate ease.***



***Horsley Big Day Out: Fen Flavell took his Hunter on a very hot June day***



***Fife Historic Vehicle Rally: Hugh Walker took his 1966 Hillman Minx and talked to a Super Minx owner - is he a member yet?***





***Eastnor Castle Vintage Day: Leo Wagner took his 1956 Hillman Minx and it was the only Hillman at the show***



***Powderham: there were quite a few Rootes vehicles including the Super Minx Estate which has a factory fitted Perkins diesel engine and belongs to HOC member Gary Park who also owns the Husky parked next to it.***



***Powderham: The ultra-rare Dodge Space Van pickup has only done 26,000 from new.***



***Powderham: Mark Thompson parked his Super Minx next to the Sunbeam Rapier Club stand***



***Left: my roving reporter mate, Frederick Hoepnick, spotted this likely couple at Churt - I bet they thought they would escape my attention!***

## ROOTES HERITAGE DAY SELECTION



***Gilks Garage Cafe: My favourite way to start Rootes Heritage Day. I had arranged to meet an Alpine mate but his wipers stopped working 10 minutes into his journey so I had to eat alone!***



***Above: Minx III  
Someone else can tell me  
which. My guess is "c"***

***Right: Husky Series II in  
Glen Green and Foam White***



***I have decided to feature my  
favourite Hillmans from the  
display and make the photos  
larger than last year.  
Apologies if I missed you out!***





**Left: Minx Estate - My car of the day**

**Below: a rare beast, Avenger Tiger**



**Left: Pete Fitzgerald's Commer we last saw at the Prescott Hillclimb in May**

**Right: Possibly more desirable and rarer than a Convertible? Many Super Minx Estates were given a hard life. Phil Carmichael(?) put a lot of hard work into this one to bring it back.**





## ROOTRS HERITAGE DAY SELECTION



*Mike Redrup and I spoke to the owner of this Mk IV Minx (Chris Taylor?). I do love a nice engine bay!*







*Georgios strikes the pose for the camera man!*



*I had intended to drive the convertible but the brake light switch failed a few days before - see story*

*For the most part the raid held off. We only had to sit in our cars for a couple of heavy showers.*



## OUT AND ABOUT ...



***Hart Classic : Stephen Cake - "Just arrived at the show, not planned to park, the other Super Minx is from Hartney Witney. The husband of the owner thinks they are members! They are missing some trim that I think we have. If not members yet hopefully they will join."***

***[Editor note: We saw this car in a 2022 Paul Marshall "will it run?" YouTube video at his workshop and it has clearly had a very nice respray/refurbishment. Great to see it active again.]***





# PRESS WATCH

ENGINE 1454cc/4-cyl/OHV POWER 48bhp@4600rpm TORQUE 70lb ft @2400rpm 0-60MPH 26sec MAXIMUM SPEED 75mph FUEL CONSUMPTION 24-30mpg TRANSMISSION RWD, four-speed manual

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

Deluxe was the Minx version that Hillman aimed more at private buyers; the standard trim model was positioned more for the fleet market.

Superb cabin is still holding up well and more than capable of ferrying four to the Goodwood Revival.

**HOW THIS HILLMAN MINX COMPARES**

VERY GOOD	£5000-6000
GOOD	£3500-6000
USABLE	£1500-4000
PROJECT	£900-2000
<b>THIS CAR</b>	<b>£3800-5000</b>

**LANCASTER INSURANCE QUOTE** 1958 Hillman Minx Deluxe, worth £5000. Standard quote: £54.97 or £112.97 with agreed value.

# ebay

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Back to search results Motors > Cars, Motorcycles & Vehicles > Classic Cars > Hillman

13 VIEWED IN THE LAST 24 HOURS

15 ❤️

1913 Hillman Two-Seat Tourer with Dickey, restored stunning, px welcome

px welcome delivery aviable call today

Int. motorcycles (320) · Business 100% positive · Seller's other items · Contact seller

**£24,995.00**

Contact the seller: 0 777 685 7044

This is a **classified ad** listing. There is no bidding on this item, so contact the seller for more information. Seller feedback scores exclude classified listings.

Condition: Used ⓘ

Contact seller

Add to Watchlist

Have one to sell? [Sell it yourself](#)

People want this. 15 people are watching this.

## INTRODUCING JACK

You will have noticed a new name on the committee - Jack Bonner. Welcome Jack! I think it is especially good to have someone with a younger perspective to tell us how the club should be developing. Jack is no stranger to YouTube and his story of how he acquired his Minx is excellent. Hopefully he will be able to help us navigate the world of Social Media.



### ***This Sat For Years But Rescued Just In Time! Jack's Hillman Minx | EP26***

This Hillman Minx was the car that Jack (on the right) never knew he needed. After a birthday driving experience, it led to him chasing down this British classic just before it went to auction.

This is Jack's story with his 1966 Hillman Minx ...



***Jack's Minx has already graced our pages***



## PETER SAINTY'S VINTAGE RUNNING

Well, the weather has turned just in time for the events season, and no doubt many cars took advantage of Drive-It Day. Sadly, ours was not among them, family matters taking precedence and precluding Vintage motoring. However, the Fourteen went for its annual safety check shortly afterwards, and it was passed fit: driving it home, however, we were forced to the nearside of a narrow road by oncoming traffic, and hit one of the many potholes which infest this area, which induced a nasty case of axle tramp. Fortunately I was travelling slowly and braking to a stop was not difficult (from what I understand of the dynamics, axle tramp is more common at lower speeds). Shortly after that, I picked up a tinkling rattle from under the bonnet which I thought might be the fan coming loose: investigation revealed nothing obvious, so I continued on, but by the time I reached home, the car was leaving a noticeable trail of blue smoke.

The following evening was the VE Day celebrations, for which we had been asked to take the Hillman, two miles away. All set, I tried to select reverse, only to find I could not shift the lever at all. Taking the top off the gearbox revealed that the lever mechanism had moved out of engagement with the car still in gear – reasonably easy to fix but not something which should happen! Anyway, we were mobile again, if slightly late, and it was a lively occasion. By the time we got home, though, the blue smoke had increased and when I reversed the car into the garage, it was some time before it was possible to see anything! Depending on what investigation reveals, and the ease or difficulty of repair, 2025 may not see the Fourteen at many shows....

Hopefully others have more positive experiences and can fly the Vintage Hillman flag at as many events as possible.

Happy motoring!

Peter

## BRAKE LIGHT SWITCH

[Stopped at traffic lights] "Hey pal! Nice car! Did you know your brake lights aren't working? My first thought was a disconnected bullet connector in the boot or then perhaps both bulbs were broken? We checked quickly when we got home and sure enough, the lights didn't work. That will be an easy job tomorrow, I thought, and so off to bed.

[In the morning] I found one of the bulbs had indeed blown but the other was good and the wiring in the boot looked good. I put a mirror behind the car and pumped the brakes. Strangely the brake light came on with the first press but then didn't work again for the next 20 minutes. I ran a 12V feed from the battery to the lamp side of the switch and the lights worked properly all the time – so the wiring was good. I ran a separate 12V feed to the voltage side of the switch just in case the fuse supply was weak and it worked once and then nothing for 20 minutes again. It was beginning to look like the switch was defective. My AVO meter set to Ohms suggested the switch was actually making and breaking contact so I was a bit confused but decided to swap the switch anyway.



***I just could not get the switch off in-situ without risking bending all the brake lines. I had to disconnect everything and do the job on the bench in my vice. Doh!***

I had hoped to simply swap the switch, sealing the master cylinder cap with a polythene bag and maybe to get it working again without having to bleed the brakes. No such luck. The switch was seized in the star union and I risked bending the other 4 brake pipes trying to remove it. I finally realised that I could only do this on the bench with my large No 3 vice. I hate disconnecting 60+ year old brake lines but fortunately the previous owner had replaced them throughout the car and they came free without any (too much) stress. I used 4 fingers from a defunct rubber glove to cover each of the loose brake pipes and protect against drips. The switch came off with the star union clamped in the vice once I had wound up my elbow and forearm to maximum 1bs/ft.

Replacement was a case of reconnecting everything but that's when the real fun started. Of course now I had to bleed all 4 corners. Nowadays I like to do that with the wheels off so that I can see what I'm doing and don't have to get too far underneath the car. I also have limited space in the garage and I had to squeeze down the passenger side and try to kneel in order to jack the car up and remove the wheels. My most coveted tools are a high lift 2 ½ ton jack from Halfords, a set of 4 axle stands and a battery powered Parkside Impact Driver from Lidl. This makes the job of removing the wheels relatively easy.



***All back in place and looking good. Shame I can't say the same for filling the tiny reservoir. It was difficult to fill without spilling fluid and so small that I could only depress the pedal 3 or 4 times before it needed filling again. Anyone got a better solution?***

I have a one man D-I-Y bleeding tool with a valve and a bottle which means you can bleed the brakes on your own. With the system significantly full of air I had to go round the entire car twice but with the requirement to refill the miserable-sized reservoir with each series of 3 or 4 presses/pumps. I had to extricate myself from being wedged between the car and wall each time, pump a few times and then work my way back down onto the floor again for the next effort. I didn't realise how big my backside is, getting repeatedly stuck between the wall and the car. On the Super Minx the reservoir is also located in an awkward position with means it is difficult to get a Dot4 bottle to pour properly. The Convertible has that extra bracing in the engine bay. Of course you can't risk draining the reservoir or you have to start all over again. I ended up using a small funnel with an extra piece of hose but still managed to soak that corner of the engine bay with overflowed brake fluid and had to clean it up with half a box of tissues. I think it would be a good idea to develop an extra reservoir that screws on top of the existing one!

Oh Yes! Did the new switch work? Thankfully yes. My body also complained about the amount of physical effort necessary to do the job but the enjoyment of driving the car is why we do it, isn't it?

## BRAKE PIPE FOLLOW UP

Hello Glenn,

Interested to read your piece about the brake-pipe flaring tool, as I've used similar hand flaring tools for quite a few years. I've got one to do the DIN bubble flare that you get on more modern vehicles (like our 1990 Rover 214) which use metric M10 brake pipe nuts/ferrules, and the other one to do the SAE single or double flares which you get on the Rootes cars and use 3/8" UNF brake pipe nuts. Here's a pic of my flaring tools. They are quite handy as you can put a flare on the end of an in-situ pipe and connect a new piece on using a straight connector. When I'm making up brake pipes, I usually put the flaring tool in a vice.



Mine came with instructions. I have the two clamping bolts very slightly slackened off so I can slide the brake pipe in. I use the same brake pipe for all cars (metric or imperial) as it's specified as 3/16" OD x 22G or 4.75mm OD x 0.71mm. The flat-faced bolt screws into the threaded end of the tool and sets the precise amount that the pipe end should protrude to make the flare. I screw in the bolt fully and push the brake pipe up to it, then fully tighten the clamping bolts. Take out the bolt and then put a bit of the red grease on the punch and screw it in fully, reversing it to get the second flare if required.

Like you, I use copper brake pipe as it's easier to bend, though I have used Cunifer in the past. The tool is capable of flaring steel brake pipes, however some people have broken the tool. The problem is as you screw in the punch, the force required can spread the open end of the pipe clamp, so when doing steel pipes I put a clamp across the open end to prevent it spreading.

In recent years I've always used brass brake-pipe nuts/ferrules. They are slightly more expensive, but years later you can still undo the unions to replace wheel cylinders or hoses. Even with copper pipes, the steel nuts can rust onto the pipe and seize, so when you try unscrewing it, it twists the brake pipe and you have to make new ones.

All the best, Hugh Walker



P.S. Your story about replacing the AC Delco fuel pump with electric is a bit like the recent project I've been doing on the Super Snipe. For the last 60 years the old pump has been working away without giving trouble, though it's always bothered me it was hidden away at the back of the engine behind the carburettors – not like the Rootes four cylinder engines. It never got cleaned or inspected, until recently when it started to leak petrol. It was very inaccessible and I thought I might have to take off the carbs to get to it, but I managed to imitate a contortionist. When I took it apart, I found the diaphragm had got a small hole in it. I could have repaired it, the kit isn't expensive. Anyway, I decided to replace it with an electric pump and put a blanking plate over the crankcase hole. I've used a Durite suction pump which delivers about 0.2 bar. So far it has worked well and is much easier to get to if I need to replace it. You do need a good filter at the input. Here's a photo of my setup.



*Many thanks Hugh, I am now a complete convert to the benefits of an electric fuel pump. On my Super Minx Convertible I run the electric and mechanical pumps in series. On my Sunbeam I just use an electric pump and I have disconnected the mechanical one but have the fuel lines ready to recommission. Strangely my Super Minx Saloon runs quite happily on the mechanical pump alone and has never missed a beat ... yet ... but I'm ready! Ethanol fuel is prone to vapour locks and I've been stranded at the side to the road too many times recently. Ed*



## LETTERS TO THE EDITOR

Good morning HOC, I hope you can help me..

My father's 70th birthday is on the 10th November this year and as a special surprise it would be fantastic to track down his parents Hillman reg: DYB 434. I believe they- my grand parents- owned it in the 50's/ 60's.

I looked on the DVLA website and amazingly it is still registered on the road! I wanted to ask you if anyone knows the owner of this car? If they do, please could you ask them to reach out to me on Facebook.

Our family plan would be to try and get my father to see it again! He was a little boy when his parents owned it but he remembers it well.

I hope you can help me as I know it would be hugely emotional for him.

Kind regard,

Ross Turner

Dear Glenn,

The Rapier Nailton; well that made me smile and probably my late Uncle as well. He was at Robin Hood Engineering when the billet of steel arrived for the front axle of the Napier Railton; a Scwt block (1/4 ton imperial). It was machined to size and finished off by draw-filing by the apprentices under supervision. Robin Hood Engineering was on the Kingston Bypass (where my Uncle at one time had his own garage) and was owned by Kenelm Lee Guinness. He also owned an old pub nearby converted to a factory to manufacture Sparking Plugs with Mica insulators and used in Racing Engines and Aircraft. These were later changed to ceramic Technology, possibly a process by Champion, the American company who also had a factory over here. With WWII the KLG factory was moved to Whitchurch near Cardiff by the Ministry of Aircraft Production, MAP, (headed by Stafford Cripps) and new production lines were erected. My Uncle moved there with it. Post war the factory was purchased by Smiths and my Uncle became the Factory Engineer.

Best regards for a pleasant and informative magazine.

Glyn Luf

*Many thanks Glyn, I love the history. I have to say that this car is probably my absolute favourite! (Excluding my Hillmans of course) Ed.*



Graham Sprague notified us of a Hillman Super Minx at a local Auction and we asked him to let us know how it went.

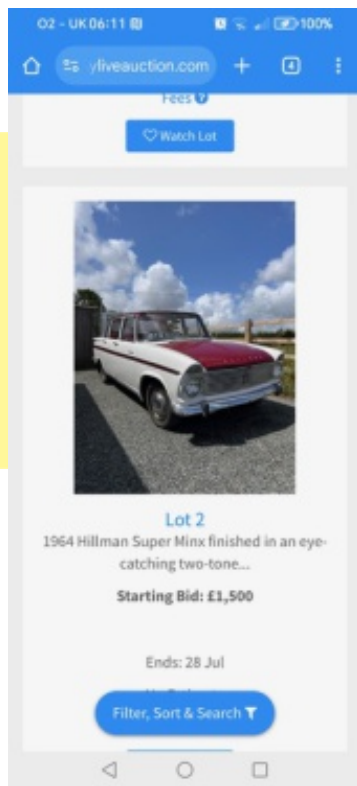
Hi Glenn

It didn't go. I asked when I went over to collect my winning bids why and whilst they got the £1500 bid they wouldn't sell it for less than £2k as stipulated by the owner.

I'm guessing they may settle at £1800 but that's a guess, but maybe worth a punt. The auctioneers did say in passing it will need some work to the sills though.

Hope thats useful, Graham

*Thanks, useful in the context of confirming that the market is pretty dead at the moment. I think it's only very high quality cars that are commanding strong money. Clearly this one needs a respray at the minimum and sills could be a sign of something deeper. Unless the new buyer can do this work himself then even at £1500 there is no margin for getting your money back on your investment. Add a few mechanical jobs and it becomes a labour of love. I frequently disappoint owners when I suggest their 60's cars are only worth no more than £1000 especially if they have been stored for 20 years and will need both mechanical and body restoration. If you look at it another way, though, the time is right to pick up a bargain as values must surely start rising again next year. Ed.*



## IRON HEAD WEBER UPDATE

In the last edition I announced that I had installed a Ford 1600 downdraught Weber to my 1592cc Iron Head Super Minx. I had to modify the throttle linkage a small amount but otherwise the installation was easy.

The car fired up and ran well enough until I added the air filter when it became reluctant to idle and raced. I suppose the mixture became too rich and no amount of adjustment could stop it continuously hunting and then backing off but it accelerated magnificently on the road. I finally put back my Zenith VN. I met another owner at Gaydon who had installed the same carburettor on his 1725cc engine without issues so I guess we just need to select smaller jets for the 1592cc engine.

I spoke to Jerome from Alpine Innovations who promised to talk to Webcon. They were very helpful when the Alpine carburettor was launched. Hopefully we'll get answers for the December edition. Ed.

## OUTGOING COMPANY SECRETARY

[extracted from Stephen Cake's 2025 AGM report]

On a personal note I have been involved with the HOC management for the past 10 Years, I can still recall the day that David Rowe came to my home which was Friday 20th March 2015. David was grateful for me volunteering to help the club.

He asked if I would take the post of Editor of Coventry Spires as Graham Penman was looking at standing down. Having never been an editor, and the fact that I had said I would do anything that was needed I agreed. To say it was a learning curve is probably an understatement, I gave it my best which was not a patch on the current magazine which Glenn is producing. Glenn's work is amazing, even my Dad who reads every copy of Coventry Spires said this is much better than yours!

I then took up the mantle of the Insurance and Company Secretary post, the insurance was not a problem. Due to my day time work as a Crime Reduction Officer now called DOCO, I had to seek permission to hold this post to ensure that my activities would not bring the Police Force into any bad light. They found it difficult to understand that any classic car club organising an event that managed to have all the vehicles arrive without breaking down on the way or not starting at home to make the journey would be a cause for celebration with another cup of tea or coffee. They finally agreed that I could take up the post, but it would require yearly reviews.

Currently I am on borrowed time as the year ran out a month ago. I did explain that I would be standing down at this year's AGM. They would need to see the minutes that I have in fact stood down! I have enjoyed my time working on the management committee, I have had the privilege to work with many others who share an interest in the Hillman along with being interesting people. I have learnt a great deal from them about the Hillman brand and other life skills. So a big thankyou, to the Club membership putting up with me over the past ten years and all I have worked with.

I have very good memories every time I sit in my Super Minx Convertible, I know these memories will continue. I know moving forward the management of the club will continue to develop, I will look forward to reading the Coventry Spires (as will my Dad).

All the best.

**Stephen Cake** (Soon to be retired Company Secretary)



## FOR SALE AND WANTED

**FOR SALE: 1964 Hillman Super Mink Mk2 £10,000.** Pippin Red and Foam White. Original cellulose paintwork. In show condition. One owner from new with history. Unmarked original interior has been covered its entire life. Dealer option wooden dashboard. Only repair in lifetime of car is replaced driver sill. Original engine etc. Contact Barry Davis **01455 612122**



**Editorial  
comment: try  
finding another  
time warp like  
this!**



## FOR SALE AND WANTED ...

**FOR SALE:** Hillman Hunter 1972 £1500 - 36000 miles from next. 1 owner. Been sitting in a garage a long time. It would be nice to have it restored. No rust. Email: [ralphkillick5@gmail.com](mailto:ralphkillick5@gmail.com)



**FOR SALE:** I have a cylinder head from a Hillman Hunter that I used to own years ago I think it was a 1800 engine, it is an aluminium head you can have it for your club if someone could come and collect it. I live in Sittingbourne, Contact Steve Coomber Email: [rorksdrift1@gmail.com](mailto:rorksdrift1@gmail.com)



**FOR SALE:** Super Minx Mk1 and Mk2 side chrome trim for Saloon and even some for Convertible. These are from Rich Evan's stock while he is travelling. For details please contact GlennB (Editor) Email: [glenn.brackenridge@btinternet.com](mailto:glenn.brackenridge@btinternet.com)





**FOR SALE:** I have a **1965 Hillman Minx Series V Automatic**, complete with all of the new parts necessary to complete the restoration ( as far as I am aware ) that I need to sell and clear due to my failing health sadly, I have removed and restored/repainted the parts that live in the engine compartment, and I will be refitting them shortly along with a new thermostat housing, original had a cracked casing. All five of the steel wheels have been blasted and repainted and fitted with new tyres, valves and rebalanced. I am preparing a list of all of the new parts that I have purchased, along with some used spares, including a front windscreen complete with seal for the new 'owner'. These new parts stand me in at £2200 that I need to recover, this includes more than 10ltrs of cellulose paint as I intended to two tone the old girl, the car itself will be 'FREE' to whoever purchases these parts. The car does start and run, but will not currently stop, all new brakes etc to be fitted (supplied) Any interested parties to email/message me, Baz Razzell, and they will receive pics and list of parts please, on [bazzybuzzy@yahoo.co.uk](mailto:bazzybuzzy@yahoo.co.uk)



**FOR SALE:** Club member seeks new owner for **1961 Hillman Minx Convertible 111C,1600cc** restoration project. Mileage of 42,019 stated on an MOT Test Certificate 21/11/2002. Since then, stored for many years at the seaside, now displaying significant corrosion. The engine still turns over but it's a rolling project last driven from the garage and back some years ago. The clutch is frozen, brakes non-existent and the hood by the Worthing Carriage Company is a very tight fit. I bought Maggie at a Brooks Auction at the Beaulieu International Autojumble in 1997 and she was my daily drive for many years. Last year, while attending the same Autojumble, I was inspired to get her back on the road and wrote about it rather optimistically. But unexpected health problems mean I've reluctantly decided someone fitter and more likely to finish the project should take it on. Getting her back on the road would make me very happy. The car is in Bournemouth and I'm looking for offers around £2,500. Ian Whiteley Email: [iwhiteley@aol.com](mailto:iwhiteley@aol.com) Mob: 07708 332959



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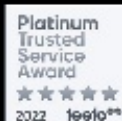
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