



Coventry Spires



**NEC SHOW REPORT
MECHANICAL FUEL PUMP PRIMER
CHRIS SALTER'S SUPER MINX
CARS FOR SALE**

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

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The Hillman Owners Club, a Company Limited by Guarantee and not having a Share Capital. Company No. 03216266 Director:

Mike Redrup. Company Secretary: Stephen Calk. 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

www.hillmanownersclub.co.uk – then click-thru to the new web site

Winter 2025 Coventry Spires Online: Password = “Avenger”

Website Tech Archive Password = “HOC_Member”

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

Hillman Owners Club Contact List

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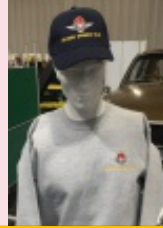
CLUB REGALIA



*Soft Shell
Gilet*



T-Shirts



*Club
Hat*



Shirts



*Short
Sleeved Shirt*



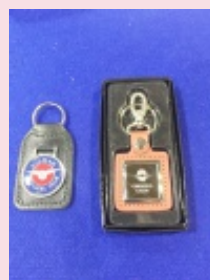
*Coaster and
Grill Badge*



*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 or Tel. No. **07961 417310**

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Deadline for the 2026 Spring edition is last week of February, for articles, show reports and Adverts

This Editions Cover Shot:

Chris Salter's Super Minx at the Normany 81 D-Day celebrations at the famous Pegasus Bridge. See his article on p18.

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.



ROOTES HERITAGE DAY

Sunday 19th July 2026

British Motor Museum Gaydon



**Join in to celebrate the heritage of
Humber = Hillman = Sunbeam = Singer
Commer = Karrier = Dodge
Simca = Chrysler = Talbot
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

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.

JANUARY

* Thurs 1st - Brooklands New Years Day Gathering

JULY

* Sunday 19th - Rootes Heritage Day, Gaydon

REGULAR AREA MEETS (CHECK WITH THE ORGANISERS)

* Classics Evening @ Whitley, Wiltshire, The Pear Tree at Whitley, each month, contact steve@teamhaven.com -

* 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, 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>

2026 NEC RESTORATION SHOW UPDATE

Given the uncertainty regarding the need to re-order all the exhibition equipment and planning the associated show costs, the committee decided to wait until after the NEC Classic Car Show before deciding whether or not to attend the March 2026 Restoration Show.

As it turns out we came in under budget as well as having a great show. The stand was busy nearly all the time and we had several new members join even though March is when many members subscriptions come up for renewal.

In one email the NEC Show organisers praised the HOC for doubling its number of bookings over 2024 and in another email on the same day told us we were now too late to book for the 2026 Restoration Show and would we like to go on the wait list?

We could go on the waiting list but this would mean giving very late notice to owners of any display cars and to book hotels etc. and so we have decided to give the show a miss this time. Maybe we will have an informal presence on another Rootes stand.

This will generate a cost saving that will allow the club to arrange some other alternative activities this year and suggestions are welcome.

EDITORS RAMBLINGS



This editorial is occupying the space normally assigned to the Chairman's Chat because ... we are still looking for a new Chairman! Please step forward if you are brave enough.

Hopefully the NEC show will have taken place without any dramas. We have had to recreate a completely new set of exhibition banners and flags and these arrived just in time. We had a modern focus to the stand this year with two Hunters and an Avenger Tiger. One of the Hunters was an FIA spec race car. It would be nice to have a 1940's Drophead Coupe and a Californian next time! Just saying.

My summer has been very low key from a Hillman perspective I'm afraid partially due to a course of injections in my right eyeball trying to delay the onset of Macular Degeneration. My left eye is past treatment. It's only fair to the HOC to warn that if they don't stabilise my vision then you'll probably be needing a new Editor and I'll be needing a chauffeur. Fingers crossed that I have some more time yet. At least medicine has advanced to the point where there is actually a meaningful treatment.

One of the things I did manage to do was address the tin worm that was affecting my rear driver side wheel arch. Absolutely typical of these cars. It had bugged me that visitors at shows would always point to the rust and make snide comments. I removed all the rust with a dremel, going back to good metal then soaked the hole and surroundings with phosphoric acid. Next I filled the hole with metal filler - not P38. After shaping the contour of the wheel arch I used stopper to give a smooth finish with repeated coats of primer, wet and dry sanding and more stopper for the end result. Message to self - don't rush this. Lastly I visited a paint supplier in High Wycombe who scanned the car and made up a couple of spray cans with a 99.9% colour match. Interestingly the can included lacquer mixed in and the result is brilliant. To finish things off I smeared seam sealer into the back of the repair from inside the wheelarch then gave it a couple of coats of brush-on underseal. The repair should outlast me! Ed.



And about time too! THAT rusty wheel arch has been bugging me ever since I bought the car in 2017.

This would be a good repair panel to reproduce (Elliots, are you listening?)

MEMBERSHIP REPORT - STEVE GRIMES

We have now introduced a new digital membership which gives you access to the website and digital version of Coventry Spires. Our aim is to attract more members who are abroad who would like to join us in addition to their regional car clubs. Standard members can also access the digital version of Coventry Spires.

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 September – Welcome to the Hillman Owners Club !!!

Jean Farby	Didcot
Paul Richards	Chertsey
Adam Crowton	Clifton Campville
Stephen Roberts	Bromley
Peter Cooke	Ballyclare
Eric Gibeaut	South Carolina
Malcolm Rush	Whitchurch
Mark Mitchelmore	Yate
Paddy Buckley	Co. Cork
Fred Lenny	Co. Durham
David Betts	Ipswich
Anthony Wainwright	Egerton
Robert Whitelaw	East Ayrshire
Blake & Debra Smith	Shrewsbury
Mauro Borella	Missaglia-Lecco
Fernando Ribeiro	London
Damon & Alicia McConnell	Leighton Buzzard
Andrew Addison	Co Antrim
Peter Cusack	Pontlottyn
Sue Elkins	Berkhamstead
Keith Jones	Minsterley
Mike McColgan	Keighley
Rob Weston	Ely
Mike Widdowson	Daventry
Lewis Bunyard	Maidstone
Mark Harris	Broughton
Graham Hardy	Hundon

In order to save money for the club membership cards will NOT be posted to members when renewing their membership or taking the Digital Membership. Your online membership can be seen when you login in the membership system using your email address given to HOC. New members are sent a plastic membership cars with a picture of their car if stored in the database. Existing members can request a plastic membership car and would need to contact myself to organise.

SECRETARY MEMBERSHIP REPORT ...

To login to your online membership 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:

Digital	£15		
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@hilmanownersclub.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**

Thank you for those people who added cars to the database or have sent their car details to me. Please help add the database of Hillman cars worldwide.

A total of 415 cars have been recorded.

If anybody would like to help record cars whether spotted physically or online at an auction or on Facebook and would like some help doing this, then please email me at membership@hilmanownersclub.co.uk

Summary by Model and Body Type - Click blue numbers to see details.

Hillman

Report parameters

By Exterior Colour: (All) By Interior Colour: (All) By Mark/Series Number: (All) By Year: (All) **Go**

	Commercial	Convertible	Estate	Saloon	Total
Model					
(Arrow) Minx			1		1
14 1925 -1930				4	4
14 1938-1940				1	1
16/20 1934-1936				2	2
80 1936-1938		1			1
Avenger			1	18	19
Commer	4				4
Hunter			2	17	19
Husky	3		16		19
Imp				24	24
Minx		30	6	96	132
Minx Magnificent		1		3	4
Super Minx		116	35	34	185

Table 1: Model

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

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
 HOC Membership Secretary

NEC CLASSIC CAR SHOW 2025



A view across Hall 5 where all the Rootes clubs were located. I thought I might be able to spend time wandering around the rest of the show but the HOC stand was so busy I had to limit myself to a few quick excursions

So now I know how much work Tom Clark has been putting into the NEC shows all these years. I think we have to say a massive "Thank You" to Tom because you have no idea until you try it, as they say. Firstly you have to find volunteers to display their cars, then you have to navigate your way through the NEC Beurocracy - and there's plenty of it - and answer all the emails. Then you have to load all the gear and get there the day before to set it up and stay late to tear everything down after the show is over. Setup vehicles can't stay in the Hall very long so you have to take the car back to the car park and walk back again to finish setting up. I walked several miles! It would be useful if we could find a younger and more energetic member to take on the role of handling the NEC shows. Having said that it is very satisfying when you see the results. So, any volunteers for next year?



Owners David Thompson, Trevor Sherrington and Adam Crowton who respectively brought their race Hunter GLS, Arrow Minx and Avenger Tiger



Owners David and Claire Thompson

This car was first registered in February 1973 in Stoke on Trent; it spent most of its first 15 years in the midlands. We bought the Hunter in 1982 and have owned it since then (43 Years) we used it for closed rally events until it expired with tin worm in the late 1980s. She was parked under a farm hedge until 2015 when we decided to resurrect her and go classic racing. Once Homologation papers were sourced, a major rebuild into a competitive race car started in earnest. Completed in 2020 with a historic logbook issued in April 2021.

Strengthened and seam welded bodyshell, painted in its original colour (Turquoise) by Andy Ridley at Forward Motors Bodyshop Malvern Worcestershire, Custom bolt in roll cage by Rally Weld in Pontypool Wales

Engine built by Paul Dunnell at Dunnell Engines in Stowmarket (Holbay) using all new parts including new block with larger Twin Weber 45's, polished and ported aluminium cylinder head, custom inlet manifold, custom exhaust system, 1725cc with original flat top pistons produces around 155 Hp, large core aluminium radiator by AH Fabrications in Hereford.

All new engine and body parts sourced from Paul Marshall at Arrow 5 in Southampton

Currently fitted with a 4 speed Hillman Hunter gearbox with standard ratios, through a one-piece prop shaft and a LSD from Gripper Diffs in Coventry, we do have a race prepped overdrive gearbox for faster circuits (Silverstone, Goodwood etc)

Motorsport wiring loom with all original instruments, we have added a more accurate fuel gauge along with lifeline manual fire suppressant system, TRS Hans seat belt from Peter Burchill at Vulcan Racing, Race Tech rev counter with a hard limit set at 7000 RPM, uprated front brakes with custom billet callipers, custom front struts and rear shock absorbers by GAZ suspension, standard drum brakes on the rear 60ltr fuel tank, twin facet fuel pumps. If you have any questions or would like assistance with your hillman then drop us a message dave@hillmanhunter.com or www.hillmanhunter.com

NEC CLASSIC CAR SHOW 2025 ...



Owner: Trevor Sherrington

My car was first registered on September 1st 1967 then registered to the first owner on the 5th September 1967 who took of delivery on the 9th September 1967. This makes the Hillman 58 years old.

The Hillman was purchased from a dealer named G. S. Lister of Chelmsford at the princely sum of £705. 17s. 10p. I have the original sales bill and log book.

The Hillman was priced at £658.14s. 0p. less 12/12 % for cash but then there was added incidentals which took the as already stated price.

This information is taken from the V5C

- 1 Make Hillman,
- 2 Saloon
- 3 I'm the third owner
- 4 1496cc engine
- 5 petrol
- 6 colour Neptune Green.
- 7 Model Minx.

i have been told that the interior has been changed to how you see today, I purchased the car from a dealer who lived in Great Leigh's, Chelmsford in 2017, I purchased the car as you see it today.

In 2022 at the last car show of the year we had finished the show and as I pulled away to leave the show ground I had a fuel line leak and the engine bay went up in flames. As you can see the engine bay has now been fully restored at the cost of £3000.00.

When I purchased the car I had the full history of the Hillman Minx, i.e. MoT certificates, tax discs and all the receipts of spares that the owners had purchased over the years of motoring.



Owner Adam Crowton

I owned this car in 1985 as a youngster and followed the Lombard Rac rally every year, hence the 4CB spotlights, I bought it because it was faster than a Ford Mexico. Hillman had been given the task of making a car to compete with the Escort, so the Tiger was born, and yes it was faster, I had owned all the fast Fords wanted to be a bit different with the tiger,

When I sold it, I sold it back to the guy I had bought it off because it was also his all-time favourite car. Fast forward to 2020, I did some investigation via Facebook and the Owners Club to try and find if the car still existed. It did, and the current owner at that time had owned it for 31 years,. So I sent him photos of when I owned it and we stayed in touch via social media,

20:25pm out of the blue one night the executors of the chap who had owned it for 31 years got in touch and asked if I could help to try and sell it. It was part of his estate, I said I could but I had always said to the previous owner that have you ever came up for sale I would like first refusal. Well I bought it back off the estate. I am now currently putting it back to standard, taking off all the bits that have been bolted onto it over the years and making it like it was in 1985. I had heard that the engine had been rebuilt recently so again with some investigation work I found who had rebuilt the engine, Bromsgrove Engine Services. Just by chance they remembered the engine very well so now I have the build history of the engine. Underneath the car is extremely solid but the top has suffered from being underneath a damp sheet for over 18 months so it has micro blistered all over. Also the seals have been fitted slightly too far forward and causing poor door gaps all of these are going to be corrected over the winter at 2025 when I will be doing a bare metal re spray

The car at the moment is in excellent mechanical condition but really need some love over the winter for the body which it is going to get,

I now have a heritage certificate for it and have started to enjoy driving it again before laying it up for the winter for the bodywork,

Ed China of Wheeler Dealer Fame is going to do a program on the car in the near future which you again will be good for the brand and for my specific car.

NEC CLASSIC CAR SHOW 2025 ...



I think we were all surprised at the level of interest in the cars. One moment it was for Trevor's Minx, then David's Hunter, but Adam's Tiger took the overall crown



Of course we had to reproduce all the exhibition equipment on a tight budget after last year's theft. Fortunately we managed to put on an impressive show although the new flags are not as good as the old ones and not everyone likes the pop up displays



The calm before the storm. One of the successes of the event was the use of the podium display panels. They are not expensive and many visitors who didn't actually want to talk to us in person spent time reading them.

We attracted lots of interest to the stand with Adam's Avenger Tiger. I had at least 6 other people telling me they also had one which represents over 1/3rd of all surviving Tigers in the UK. We should set up a dedicated Avenger and Tiger page on the website to help accommodate these folks. Trevor deserves a special mention for showing his car again. As it turns out there were plenty of visitors to the stand who enjoyed learning about the Minx/Hunter progression and to see such a remarkable car. I know that we should ideally display cars from all eras but the modern focus this time drew visitors who could remember and relate to these particular cars.

David spent a lot of his time talking to attendees about Holbay engines and he was also able to meet Chris Draycott another noted Rootes engine builder. His car is to FIA specification and he could race it in a number of categories in the UK but the trick will be to select those that offer the the most fun. I especially enjoyed his tales about racing at Angouleme in France as the correct term for my racing exploits is "tail-end Charlie".

Sue Hickford and I manned the stand this year assisted by owners David, Adam and Trevor and Sue was able to process several new memberships. On reflection I think we could have benefited from one more person to help in the busy periods. The NEC only gave us passes for each display vehicle and 2 more for manning the stand so I'm not sure how we will handle that in the future. All the new display equipment was easy to set up and gave an impressive appearance. It is compact enough to fit in a car so could easily be used at other venues. All we need to do it put it on a pallet and get a courier to ship it. Let us know if you need support at a major show.

CHRIS SALTER'S SUPER MINX

I bought 698 XYC, a 1964 Superminx, a few years ago now, I love that she still has her original plate! I've owned 5 Superminx's over the years, three of them the same colour. I first got into Superminx's at the age of 16 (back in the mid 1980s...) when I found a blue and white one around the corner from where I lived standing in a garage. Good bodywork and mechanics; lovely interior, and was mine for £5 !!!!! Well, after several months of arguments with my parents trying to convince them to let me have it, so I could tidy it up and then learn to drive in her, all came to nothing when one day visiting a local scrapyard I saw her sitting yrtr under 3 other cars ! Gutted wasn't the word ! (see old photo) but I did salvage the number plate which I still have !!



The first and the current loves. Chris took this photo at Pegasus Bridge during the Normandy anniversary. If you haven't heard about it see "The Longest Day"

Since then I've always had the superminx bug ! I love the superminx, its styling , that wrap around rear screen , its usability, but surprised at how underrated, and over looked it is in the classic car world ,

Moving to current times ! 698 XYC has proved very reliable , I love just going out for a drive in her , taking her to the shops ect , these cars like to be used ,

Last year there was a classic car show in Arras, France, and I convinced my travel friends the Superminx was the car to take !! (I'm also a big citroen fan !) We went over on the ferry to Dunkirk, and headed into Belgium to visit Ypres, then back into France to Arras where we attended the car show (several hundred classics, fantastic event every March). Then a tour around Vimy Ridge and some WW1 sites before returning home on the monday. XYC didn't miss a beat, got much attention and was interviewed by a classic car paper !!

After this I had booked a weeks holiday to attend another car show in France near lille , then to head to Normandy for D Day 80th anniversary. My intention was to take XYC, but after much discussion with my travel friend, the mileage, distance and sheer amount of D Day traffic we opted to go in my Austin Maxi !! However, I was still determined to do this trip in XYC ! So this year I did take XYC to Normandy for D Day 81 !! Crossing over to Caen on D Day itself - june 6th! Yes ; there was alot of traffic and many queues, but mingling with all the D Day vehicles was an experience not to be missed ! XYC got alot of attention from the French and D Day vehicles alike !

Its also humbling to think ww2 Veterans were the people who bought and owned these Superminx's when new ,

We visited many sites such as the Pegasus Bridge, (first place liberated on 6 june) visiting the war grave of my Gt Uncle at Ranville, to the D Day beaches themselves, when surprised by a UK Rover P4 parking next to us !!!! One of the big highlights and totally unplanned ! Was missing a turn (which was wrong turn anyway!) and doing a U turn to see to our surprise a big sign saying - "Camp Hillman " !!!! Well ! I had to follow the signs. These led us to a hill with big bunker complex and stronghold, also on the site was a big D Day camp , military vehicles, original tents , every one in ww2 uniforms, We drove in and my friend was a little worried we wouldn't be welcomed but we ended up there most of the evening !!! XYC being a Hillman went down very well !!!!! With many photos taken of her ! Camp Hillman were code names given by the Allies to confuse the Germans, there were also camp Austin, Morris and Daimler!

What we did find out was that the next day all the small "groups" were meeting up in the morning to form a large D Day convoy to Chateau Henry, which had we not made a wrong turn we wouldn't have know anything about!!!! That's what i love about these trips! You never know what you will find out next!

Over the long weekend, XYC performed perfectly, didn't miss a beat and was throughly enjoyable, even with some long ques !!!

The moral of this story really is don't be scared to use these cars , they may be old but they were built to use , I'm absolutely no machanic !!! But you get to know a car , and proves the superminx a very usable car continental travel !

I've booked to go back to Normandy next year- will it be in XYC ? Or my 1957 Hillman Minx that's currently being recommissioned?! But she certainly will be returning to the continent !! Theres an event in the south of France on the old N7 route I'm planning to attend in XYC

Chris Salter



I think we can tolerate the mention of a Rover P4 in our pages, making the Super Minx look positively lightweight!

Left: Chris's next year's anniversary transport?

CHRIS AND HIS SINGER CHAMOIS

MEET THE OWNER – CHRIS AND HIS SINGER CHAMOIS COUPE

Words By Andrew Roberts

Reprinted courtesy of Lancaster Insurance

The year is 1967, and you are fairly 'with it'. You need a small car to reflect that you are a moderately dedicated follower of fashion, but your budget is a maximum of £700. Luckily, your friendly local Rootes Group dealer has an extremely appealing 2+2 fastback powered by an alloy 875cc engine, featuring reclining front seats, a split rear bench, and a walnut-veneered fascia. All for a mere £665 9s 4d.

Today, the Singer Chamois Coupe is a rare sight and, incredibly, Chris's very hands-on example, which goes by the nom-de-Imp of 'Sammy', has been in his family from new, as he explains:

It was originally bought by Harry (my great-grandfather). My father Michael learnt to drive in it, and my grandmother Joyce regularly used it too. Always garage-stored and dried off if it ever got wet, it has been well cared for. After Harry passed away, my father inherited the little Chamois. He put it into the trusted care of his cousin and her husband, Margaret and Ivan. They took care of Sammy and showed her until around 2015. Their health sadly deteriorated, and after Margaret passed away a couple of years ago, Sammy was entrusted to my care.



The Rootes Group introduced the upmarket Singer Chamois variant of the Hillman Imp in 1964, and the following year, they upgraded the range with the mechanically improved Mk.2. January 1967 saw the launch of the Imp Californian, a very appealing fastback version with the standard engine and a lowered roofline, followed three months later by the Singer Chamois Coupe - "Luxury is the feeling – excitement is the shape". The more powerful Sunbeam Stiletto, introduced in October 1967, completed the lineup.

Your friendly local Rootes dealer could tell you that the Chamois Coupe had no direct rivals made in the UK. A buyer might have considered the Riley Elf Mk. III at £705, but the British Motor Corporation never made a coupe version. By 1968, Fiat GB imported the similarly rear-engine 850 Sport Coupe, but import duties meant it cost £825.

In fact, the Chamois Coupe was very much in the tradition of the pre-war Nine, but it was also one of the last cars with a Singer badge. 1967 was also the year Chrysler took a majority share in the Rootes Group, and they ended the Singer marque in 1970. Today, Chris finds the Chamois Coupe:



A joy to drive, but you forget how much modern technology has really not only progressed but also taken away that sense of raw driving pleasure. In modern cars, you turn the radio up to drown out the noise and zone out of the monotonous daily drive. In the Chamois, you want the radio off, your senses are alive, and you're enjoying the pleasure and thrill. No fancy technology or mod cons, just you and machine. The public adores seeing the little Chamois, with smiles, head turns, and a surprising number of people wanting to speak to us about Sammy, either with memories themselves or having relatives who had some involvement with Rootes over the years.

And such a reaction is only to be expected with a Singer Chamois Coupe - "luxury and economy in an elegant new shape".



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SINGER & HILLMAN WEEKEND 2026

*Don't say you didn't get enough notice!
Put it in your Calendar now! Ask Sue Hickford for details.*



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

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SUPER MINX BOOK



AMBERLEYPUBLISHING

LEADING THE WAY WITH LOCAL AND SPECIALIST HISTORY

Be on the look out for the Editor's forthcoming book on the Hillman Super Minx.

It's a celebration of the car, its history and how to best enjoy the car today.

Designed to be ordinary, the Super Minx has captured the affection of its owners and is at last delivering some colour into our lives when modern cars seem to be only 50 shades of grey!

A number of owners have shared their experiences with their cars and the author explains just how dirty you will need to get to maintain and make your car fit for the 21st Century.

Send me an email if you would like to be notified when the book is released.

editor@hillmanownersclub.co.uk

OUT AND ABOUT



Our stand at Stonham Barns car show . 5 Hillmans, yes 5 and 2 Humber's pretending to be Hillmans. Cars were Chris Reeds Avenger Estate, Paul Ferris with his Super Minx Saloon, Brian King's Super Minx Convertible, Karl joined us with his Humber, my Hunter Topaz, Mike Redrup's Mk5 Minx and Martin Gillingham with his Humber Imperial. Sue Hickford



We got our two Hillmans out to take to the local village festival (Rubery in Birmingham). Gave them a wash and brush up.This was the first outing for our Hillman Minx Drophead 1948 the other one is our 1926 Hillman 14 hp.a great day out except for the rain shower mid day. We were joined by 11 other marks one being a tractor. Geoff Smith



HUGH'S FUEL PUMP PRIMER

by Hugh Walker

This tale starts with a trip last spring from Dunfermline up to the House of Bruar north of Blair Atholl, a distance of 66 miles. It was a fine day, and our Series V Super Snipe seemed to be going well as we arrived for a coffee break at Bankfoot on the A9. However, when we reached our destination, my wife and I both detected a slight smell of petrol. I checked around the two Stromberg carburettors and the fuel pump but didn't find anything.

We planned a more scenic route home, but the petrol smell was becoming more pronounced. My wife suggested going back to the A9 and home as fast as possible. When we got home, I could now see the problem – by then there was a significant leak of petrol from the fuel pump through a drain hole at the back. I think we were lucky to get home, we must have lost quite a lot of petrol. Lucky we didn't have a fire. Presumably we were going fast enough to leave the trail well behind!

Undoubtedly I've been guilty of neglect. I haven't really looked at the pump in the 44 years we've owned the car, though I must have taken it off and cleaned it when I had the block rebored in 1991. On the Series V Snipe and Imperial, Rootes changed the inlet manifold to twin Stromberg 175 carburettors. The pump is somewhat inaccessible at the back of the engine and is now hidden below the rear carburettor – difficult to get to. The AC Delco pump is very reliable as long as it doesn't get contaminated with rust or debris. So, I didn't think much about it failing, but it finally did after 60 years on the engine!

Taking the pump off the car is a bit awkward, I found it best to remove the throttle linkage to get better access. Disconnect the incoming fuel line and tie it up to prevent fuel draining from the tank. When I dismantled the pump, the problem was obvious – there were some small splits in all three layers of the diaphragm allowing fuel to leak through under pump pressure. This had obviously worsened during our journey. There was also a question as to whether some fuel had leaked into the sump oil, so I decided to change that for safety.



It's pretty easy to replace the diaphragm on these pumps as I'll describe later, and the new diaphragms should be compatible with E5 and E10 petrol.

However, I decided to try using an electric fuel pump, which I could put in more accessible position, and blanked off the crankcase opening for the mechanical pump. I fabricated a piece from 3 mm steel plate, but you can also buy a suitable blanking plate such as the item #0250BLANK from Hillman Spares (www.hillmanspares.co.uk). You need to source a suction pump which can lift fuel from the tank and deliver around 2 to 3 psi (0.2 bar) to the carburettors. You could probably go to 4 – 4.5 psi, but there might be increased risk of flooding the carburettor and difficult hot-starting. I used a Durite suction pump from Car Builder Solutions (www.carbuilder.com), but there is a range of pumps available from other suppliers such as Flexolite (www.flexolite.co.uk).

I mounted the pump on the wing and rerouted the fuel pipes to the carburettors. Previously, I'd moved the ignition coil from the engine to the wing for cooler operation, so I fabricated a bracket for the pump and mounted it alongside. I powered the pump from the ignition lead, taking note of the polarity as my car is positive earth. Electric pumps should have a fuel filter at the intake, as sediment from the tank can damage the pump. Here's a picture of my setup on the Super Snipe.



The whole episode was a wake-up call as our 1965 Mk.1 Humber Sceptre is only a few months younger and I believe the pump has never been changed on that either, certainly not in the 47 years we've owned it. On the four-cylinder engine it is more accessible, so I have cleaned and inspected it, but never dismantled it. So, off it had to come.

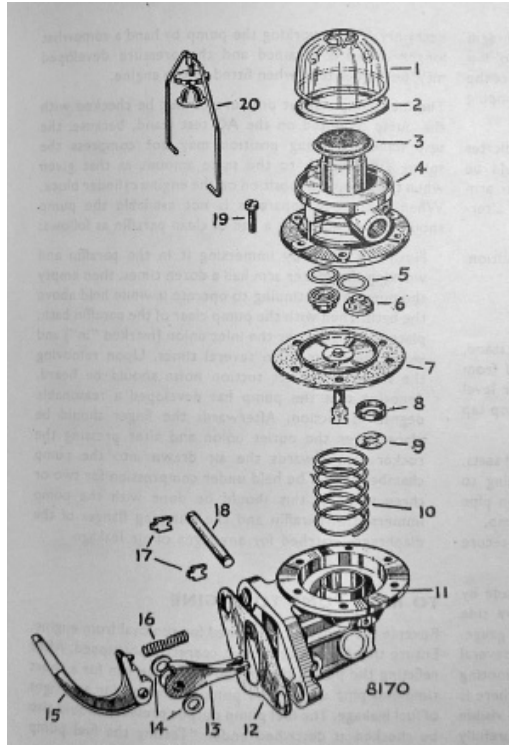
Before opening it up, clean the outside (carburettor spray cleaner is good) and mark the top and bottom halves by scratching with a scribe or screwdriver so the unit can be reassembled in the same orientation. It doesn't affect the operation of the pump, but it means the inlet and outlet are in the right place for your engine.

Then remove the six machine screws and separate the top and bottom halves of the pump. The diaphragm should spring up and can be removed by pressing down and rotating it 90 degrees to disconnect the diaphragm assembly from the operating arm.

This is the exploded view of the pump shown in the workshop manual. Most Rootes cars use this model, the AC Delco UG, however they are not all the same. There may be variations in the spring strength which determines the delivery pressure. The follower lever (15), which rides on an eccentric on the camshaft, may also be different. The actual pump used on a particular car is specified by a six-digit number, such as 461-156 which is used on the Sceptre and other four-cylinder Rootes cars. If you want to replace the pump, several suppliers such as Flexolite supply equivalent after-market pumps.

Once you've separated the pump and taken out the diaphragm, examine and clean the spring (10). Examine the lever arrangement (13 – 16) for excessive play and wear. If you want to clean it, remove the circlip at one end of the pivot shaft (18) and drive it out with a small drift, collecting the spacer washers (14) and the two levers (13 and 15). The spring is there simply to keep the follower lever in contact with the camshaft. Here's a picture of my unit as I reinsert the pivot pin after cleaning and lubrication. You have to be a bit careful removing and replacing the small circlip or it might ping-off somewhere never to be found again.

This is a good point to talk about the operation of the pump. As the follower (15) rotates against the spring (16), it contacts the flange on the diaphragm lever (13) which pulls down on the diaphragm shaft creating the pumping action. As the pressure increases in the pump chamber, it forces the diaphragm down against the main spring (10) until the follower no longer makes contact with the flange on 13, thus setting the fuel delivery pressure. When the carburettor takes fuel, the pressure drops and the pumping action starts again until the pressure is restored. The working pressure is influenced by the strength of the spring, flexibility of the diaphragm and the amount of movement imparted by the follower (15) working from the eccentric on the cam shaft. I'll come back to that a bit later.



The repair kit for the UG pump is BD2 which is available from several companies including Hillman Spares. The kit contains the replacement diaphragm assembly, gaskets including the rubber sealing ring for the glass bowl, and two replacement valves with sealing washers.

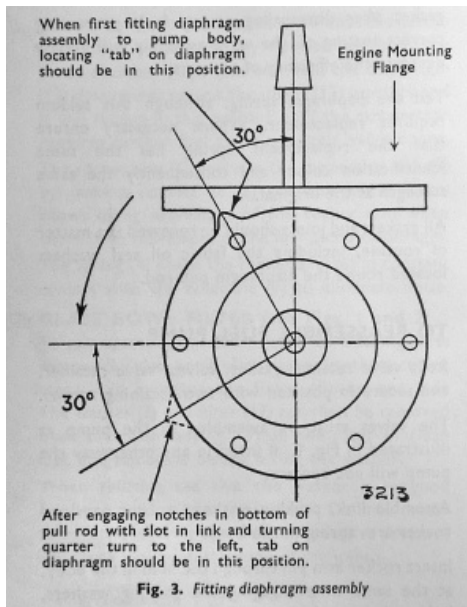
Fitting the new diaphragm is easy, but replacing the valves in the upper body can be more challenging. On early pumps the valves were held in place with a retaining plate and screws, but sometime in the early 1960s AC Delco changed the design to make the valves an interference fit in the pump body, staking them to make sure they stay in place. The Sceptre's pump is of this type. After 60 years I thought the valves should be changed, and the spring on the inlet valve seemed very weak compared to the new replacements.

I found getting the old valves out was quite difficult, as you want to avoid damaging the pump body. They do need to be replaced the right way round, so I marked the flange and took a photo before trying anything. First, I got a Dremel with a fine grinding bit and removed the metal peened-over from the staking. I tried to lever out the old valves with a screwdriver, but they wouldn't budge and just started to break up. I had to carefully drill through the outer ring of the valves before I could release them – well seized after 60 years. Thoroughly vacuum out any debris before inserting the new valves.



First the fibre washers go in to seal the valve seats, then drop in the valves in the same direction as original. You need a bit of 19 mm OD thin-walled tube to drive the valves in. I used a bit of stainless steel tube with a 1.5 mm wall thickness. It needs to be thin so it clears the raised portion on the valve. I then staked them with a small nail punch.





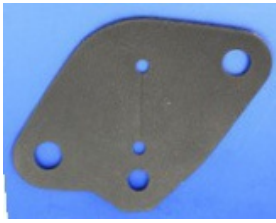
The new diaphragm assembly can now go into the bottom half of the pump. Refit the spring, locate the diaphragm and push down, rotating it 90 degrees anti-clockwise as shown in the diagram from the WSM. You can check it's OK by operating the pump lever – the diaphragm should move up and down against the spring.

Now fit the two parts of the pump together, aligning the scribe marks you made earlier. Do the screws up finger-tight. You now need to push the lever towards the pump body to give the maximum travel position on the diaphragm, and tighten the screws diametrically. I did this by pressing the pump lever down on the bench. Then fit the new rubber gasket for the glass bowl and it's job done, ready to go back on the engine. You can test it on the bench and it should pump petrol – when working properly these pumps can shift quite a lot of fuel.

It's useful to have a pressure gauge when working on pumps and carburettors. I used a cheap 1 bar gauge I got on eBay for a few pounds. With the pump back on the engine, I disconnected the fuel line from the carburettor and connected the pressure gauge. Operating the priming lever, I got about 2 psi, a little under 0.2 bar. It's useful then to leave it for a few minutes to see how long it will hold pressure. On mine it was several minutes before a fall in pressure, indicating there were no leaks and the valves were operating properly. With everything connected up, the engine started and ran normally, so I took it out for a drive.

Initially it seemed OK, but then became a bit hesitant and finally stalled. It was behaving as if the carburettor had blocked jets. I tried the priming lever and a bit of choke and got back home. I then measured the fuel pressure again while cranking the engine. It was a lot lower than with the priming lever, barely 1 psi, obviously too low for the Weber carburettor.

I needed to move the pump closer to the crankcase to get more lift on the follower. Typically, there are two gaskets and an insulating spacer between the pump and the engine, including



the oil control gasket next to the engine. I got a new one of these (FPRG15) from Flexolite (www.flexolite.co.uk) who supply repair kits and many individual spares for fuel pumps.

I removed the other gasket and shaved at least one millimetre off the insulating spacer, thus moving the pump in by 1.5 mm. The pressure was then slightly over 2 psi when cranking the engine. It's best to aim for 2 – 2.5 psi. Over the years there may have

been wear on the follower and the camshaft eccentric, slightly reducing the lift at the pump and therefore the pressure.

The nearby M90 motorway has some useful gradients. Taking those at 70 mph probably amounts to the maximum rate of fuel consumption. The Sceptre had no difficulties, so hopefully that problem is solved.

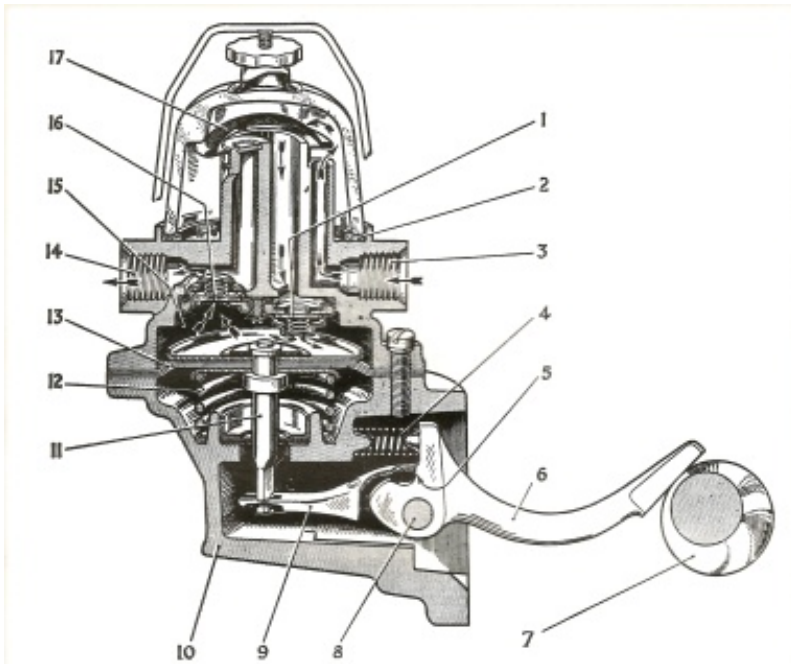


FIG 2:1 The fuel pump in section

Key to Fig 2:1 For key to numbered parts see text

- crankcase and lift away the pump, carefully noting the number of joints used between the pump mounting face and the crankcase face.
- Before commencing to dismantle the pump, thoroughly clean the exterior and mark across the two flanges of the pump housing, as a guide for reassembly.
 - See FIG 2:1 and remove the six securing set-screws and separate the two halves of the main casing.
 - Turn the diaphragm and pulfrud assembly 11 through an angle of 90 deg., when it may be disconnected from its securing slot in the connecting link 8 and withdrawn. Remove the diaphragm spring 12.

- Do not attempt to separate the four diaphragm layers. Remove one circlip from the rocker arm pin and withdraw the pin 8. The rocker arm 6 together with the connecting link 9, spring 4 and washers may now be removed.
Withdraw the valve retainer screw from inside the upper casing and remove the retainer plate, valve assemblies 1 and 16 and the valve retainer gasket.
- Thoroughly clean all parts in paraffin. Those parts that comprise the valve assemblies and retainers should be washed separately from the other dirtier components. The diaphragm and pulfrud assembly should be renewed if there is any sign of hardening or cracking.

INTRODUCING GORDON TAIT



I recently contacted Gordon to apologise for missing him off the Committee list in the last edition. Older HOC members will know Gordon already but we should introduce him to the newer members. I remember featuring him with his Brabham Avenger some years ago in one of my first Coventry Spires. Gordon introduces himself as follows:

Not sure what to say about myself but I learnt to drive in a Hillman Avenger estate back in 1980 and have always had at least one Hillman since then. I currently have three, a 1966 Super Minx, a 1952 Minx Mark V, and my favourite 1977 Avenger GLS which is fitted with the works BRM twin cam conversion. I have owned all these a long time, 1989, 2002, and 1983 respectively for the above list. I live in the far north being just 15 miles from John O'Groats which does mean that trips to south shows are not that easy. Even Moffat is 300 miles south. I play in the local pipe band which limits availability for weekend shows in the short summer here but I enjoy driving the relatively traffic free roads up here. Gordon

We welcome Gordon's experience and wisdom to the HOC Committee. Ed.

HILLMANS AT BEAULIEU



By Ian Whiteley

There's a popular saying by organisers of the famous Beaulieu International Autojumble that if you can't find something you're looking for among the hundreds of stalls at Beaulieu - it probably doesn't exist! No doubt a touch of hyperbole, but certainly amazing discoveries have been made among the thousands of items hauled from garages and lockups and offered for sale.

Among successful "treasure hunters" this year was a Hillman enthusiast whose job is running the National Motor Museum Trust. Chief Executive Dr Jon Murden couldn't hide his glee in describing how he located not one, but two, splendid early models of a Hillman and a Sunbeam, in their original boxes - including a rare "special" edition Harlequin box. Both were made in Margate and "fetched a good sum."

Jon said they'd have pride of place in his personal collection along with two illuminated Hillman signs, one of which lights up when you switch on a stairway light at his home! We hope to persuade Jon to tell us more about his passion for Hillmans in a future edition of Coventry Spires (two of his real cars have featured in displays at the museum).

In glorious sunshine, more than 22,500 visitors & exhibitors attended this year's International Autojumble on September 5 & 6. They had a chance to see history being made when the one of the museum's star attractions the World Land Speed Record-breaking Sunbeam 1000hp was started up for the first time in public in 90 years. It's undergoing a major restoration at the museum with the aim of returning it to Daytona Beach, Florida in 2027 to mark 100 years since it broke the 200 mph speed record, an astonishing feat at that time. The ground shook when the 22.5 litre Matabele V12 aero engine roared to life once again.

Beaulieu's next Spring Autojumble in 2026 is provisionally set for May 16 & 17 and the International Autojumble on September 12 & 13.

STOP 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 wire in the boot and then perhaps both bulbs 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 lights 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 and it worked once and then nothing for 20 minutes again. It was beginning to look like the switch was defective. My AVO meter on Ohms suggested the switch was actually making and breaking contact so I was confused but decided to swap the switch anyway.

I had hoped to simply swap the switch, sealing the master cylinder cap with polythene bag and maybe to get it working 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. Finally I 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 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 don't have

to get too far under 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.

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 4 or 5 presses/pumps. I had to extricate myself from being wedged between the car and wall every time, pump a few times and then work my way back down onto the floor again for the next effort. On the Super Minx Convertible the reservoir is also located in an awkward position with means it is difficult to get a Dot4 bottle to pour properly. 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!



Near impossible to change while in the car

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?



No sooner had I written the above than fellow Convertible owner Mick O'Connor told me about his solution. These are extension tubes sold for Minis

FBHVC SURVEY KEY HEADLINES

Key Headlines

- **Record Growth in Historic Vehicles:**

The number of historic vehicles registered with the DVLA has risen again to 1,934,178, just shy of the 2 million once forecast for 2025.

- **Economic powerhouse:**

The historic vehicle sector now contributes £7.3 billion annually to the UK economy, with owners spending on average £4,567 per year maintaining and enjoying their vehicles.

- **Jobs and businesses:**

The movement supports 2,700 specialist businesses, collectively employing 34,500 people across restoration, maintenance, parts supply, museums and events. Nearly half (45%) of those businesses now offer, or plan to offer, apprenticeship programmes to pass on vital heritage skills.

- **Growing enthusiasm nationwide:**

The UK is home to an estimated 690,777 historic vehicle owners, and more than 22.7 million adults regard historic vehicles as a vital part of Britain's heritage.

Over 9.7 million people say they would like to own one, and 4.3 million attended a historic vehicle event in the last year – a 100% increase since 2020.

- **Minimal road impact:**

Despite their visibility, historic vehicles account for only 0.2% of all miles driven in the UK, with the average vehicle covering just 837 miles annually.

- **Demographics and Future Generations:**

The average age of an owner has risen to 66, highlighting the importance of engaging younger enthusiasts. Encouragingly, the under-35s now show the most significant interest in historic vehicles, while the introduction of the 'Youngtimer' category (vehicles aged 20–30 years) offers an accessible entry point for new enthusiasts.

- **Skills and apprenticeships:**

With over 11.9 million adults agreeing that apprenticeships focused on historic vehicle skills should be available to young people, the FBHVC calls for continued support to sustain these specialist trades for future generations. Businesses echo the call, with 45% already offering or planning training schemes to ensure vital historic skills are passed on.



LETTERS TO THE EDITOR

Den Flavell emailed me about his engine dying and whether it might be fuel related or due to an ignition problem. I replied with a number of ideas that I have collected over the last few years as a result of having fuel starvation more times than I care to remember. Of course, totally coincidentally, we have Hugh Walker's article on fuel pumps in this edition.

My ideas included quality of the fuel pump, dirt in the petrol, volatility of E5 and E10 fuel and so on. I didn't get round to mentioning ignition items such as coil or condenser or even just a bad contact in the circuit. Den replied:

Very many thanks for that comprehensive list of suggestions and ideas on how to resolve this issue. I've certainly already done several of those things but there's certainly more to try!

One thing though is what's confused me is that when my engine dies the rev counter also drops to zero which in itself suggests that it could be an ignition related issue rather than fuel perhaps?

In the third paragraph of your notes you mention the diaphragm problems. Am I right in thinking that this is the fuel pump one and not the one in the carburettor and that primarily all the issues are related to the fuel pump and valves?

On the ethanol E5/E10 front have you ever had any experience with Aspen 4 fuel in cars as I've been using it in my mower and it's made a big difference with its starting:

<https://aspenuel.co.uk/products/aspenu-4/>

I wonder if this might solve the problem or maybe even mix it with E5? I'll get in touch with aspen and see what they might have to say?

Out of interest would it be worth making an article on this subject for the HOC magazine to see what others might have found or be doing?

Den Flavell

I think it will be worthwhile for me to write a full article on the fuel starvation issues again, and maybe someone else would like to write up a little troubleshooting guide for the ignition?

Ed.

LETTERS TO THE EDITOR ...



Good evening, I've been competing in Rootes Group Cars since my first New Hillman Hunter in 1968. I continued until 1975 and competed over that period driving Hunters, Imps, and Humber Sceptres with some success.

I retired in 1975 but started back again in 1990 in an historic Avenger but my main competition car was, and still is my Chrysler Hunter GLS which is powered by a very special Holbay engine which I purchased from the late John Reid (Director) of Holbay Racing Engines(Ipswich). This engine is called Holbay Marathon which was built as a spare (but never used) for the late Andrew Cowans London to Sydney winning Hunter for the 1993 re-run event.

My Holbay Hunter has given me a very exciting and successful 30 yrs competing in International Rallies, Sprints and Hillclimbs all over Ireland. I have quite a number of photos of my car in various events if anyone would like me to share with them.

Kind regards, Ernest Stewart.





Hello Glenn,

Hope all is well.

I have been looking for a replacement rubber seal to go between the air cleaner and Solex 33 PSEI carb on our Mk11 Super Minx for some time and have found that a good match is used on the Ford Anglia 105E. It is available from Small Ford Spares <https://www.smallfordspares.co.uk/products/105e-9627-105e-9627-air-cleaner-rubber>

It started me thinking that there must be many parts that are interchangeable between cars of the era and I wondered if anyone had put together a list of compatible parts?

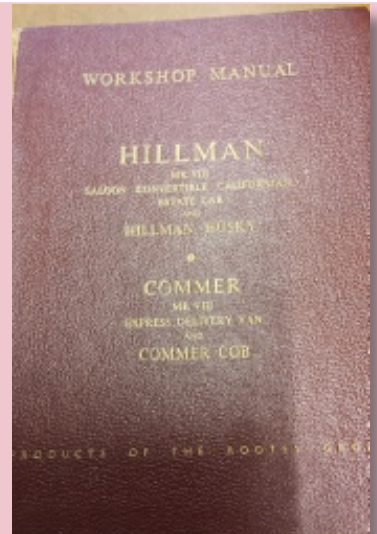
Best wishes, Mark

First Come First Served!

***HILLMAN MK VIII SALOON CONVERTIBLE
CALIFORNIAN ESTATE and HUSKY, COMMER MK VIII
EXPRESS DELIVERY VAN and COMMER COB
WORKSHOP MANUAL***

***This was donated to the HOC at the NEC and we are
offering this for just the cost of postage***

Please email me if interested. GlennB



LETTERS TO THE EDITOR ...

Tina Gates of Beaulieu has been in touch with us via Paul Marshall asking if there is any availability of Super Minx bonnet letters. This has been a concern for me in the past but I managed to source a missing "M" for my saloon some years ago but was aware at the time that there don't seem to be any available on the market. The Sunbeam clubs have reproduced their letters and I think we have a need to do the same for Hillman, Please let me know if you are interested in remanufactured Hillman letters. Obviously if it's only a couple of people then the costs will be too high.

I may also resurrect the idea to do some 3D printed ones as a fallback. Interestingly the chaps at the SAOC have found that the double sided tape that is used for modern cars works well with their letters and then you don't need to manufacture the pins. Let me know, especially if you have a 3D printer! Here's what Tina wrote:

Below are some pictures of what letters I have left as unfortunately people have picked off the other letters. Can you help with the missing letters please?

Regards, Tina

Beaulieu



John Olde
*Add topic: 1h @

Hello everyone, I'm trying to get a bit information about what I have been told is a 1957 deluxe ute. Sold Rootes Group Australia. I saved her from going to the scrap bin. Already purchased a '56 sedan for parts. I just cannot find virtually any information on production numbers, how many left, whether sold only in Au or exported to NZ. Nothing. One advertisement. Any information would be great.



View insights 123 post reach

Mark VIII Commer UTE - Hillman Car Club of South Australia - Ian Hallett

<https://www.sa.hillman.org.au/Links.htm>

John Olde from New Zealand posed the questions to the Super Minx Group. I searched the internet and found the Hillman Club of South Australia website and it seems that they might have some history they can share on Commer UTEs. Good luck!

VINTAGE RUNNING

The title of this section is becoming misleading, since very little running has been done – indeed, the Fourteen has been gathering dust since VE Day, when it produced alarming amounts of smoke from the exhaust. It is supposed to have been collected by the local garage, to purge the fuel system (the thinking being that someone has added diesel to the petrol tank), but they seem to have it on “low priority” – and dealing with several gallons of petrol is not a D-I-Y at-home operation!

I have to confess that the Hillman has recently been taking a back-seat anyway, as I have too many projects on the go. Hopefully things will gradually return to sanity, and the “fleet” will have a more equitable usage. Not that the Fourteen is likely to return to everyday use any time soon!

One of the above-mentioned projects is a book I have been asked to write, on the Fourteen and the Straight-Eight: I have (I think!) plenty of narrative information, but the publishers are requesting a large number (in the hundreds) of photographs to illustrate the text. I would be grateful if members could provide (or give me permission to use) any photos they have of the 1925 – 1931 cars; especially any which may be in any way unusual. I am happy to pay expenses for good-quality colour or black-and-white pictures: those from the period may be particularly interesting, but cars bodied by independent coachbuilders, or built on exported chassis, may also be very welcome. My thanks to those who have already provided such pictures.

Instead of “running” vehicles, here is a nostalgia piece – this photo is taken from the background of another photo, hence the poor quality. It was originally a 1929 Fourteen saloon which was cut down to a truck during World War 2 (probably to obtain extra petrol!) and in this guise my father later bought it for use as a farm hack. By the time this photo was taken it had been retired from any use, and was rescued by the local VSCC. It still exists, somewhere abroad (probably in Ireland) having been rebuilt yet again in the Seventies, as a Tourer.



To avoid ending the year on a rather lacklustre note – Happy Christmas to all, and I hope Santa brings all your vehicular needs; and that the New Year sees a continued, and indeed increased, interest in our motoring heritage!

Peter Sainty

***Please assist Peter with photos of the Fourteenn and
Straight Eight if you can!***

FOR SALE AND WANTED



FOR SALE £500 or near offers

- it doesn't run anymore and hasn't for 18 months.
- we think the thrust bearing has gone.
- engine is relatively new and has low mileage.
- all badges that have been removed have been kept.
- we have lots of parts which I intend to sell along with the car as a job lot.

PARTS

- 4 doors
- windscreens
- rear screens
- boot lid
- bonnet
- lots of components in boxes (not sure what they are but could be useful)

The number plate is original and I really have no idea how much any of it is worth. Id pluck a figure out of the air and say £1000 - 1500 for the lot.

Nick Harris njharrisld@gmail.com

WANTED: - parts or advice on how I might source them! My 1961 series 111B Minx convertible is being restored, but there are a few bits that I have lost or am struggling to source, any help or advice would be greatly appreciated.

* All of the rubber trims and seals need replacing, I can't find if there is anyone who still supplies them.

* I have lost one of the short chrome trims from one side of the boot.

* I need to try and source new clips for all the chrome trims.

* I will need new carpets, but I guess maybe I can cut new ones?

* I also need the handbrake boot rubber (I think that is the correct term) and gear stick rubber.

* Also it has a reversing light at the back, which I have seen on some models and not others, does anyone know if there is a specific style originally? the one that is on there is quite bulky and I am not sure it is original.

I am the third owner of the minx, my Grandad owned it before me and I think he bought it in about 1964. I am hoping to be able to bring her out on runs and to events when she is back up and running.

Many thanks to anyone who can help. Claire email: clairehenning@yahoo.co.uk

WANTED: Smiths/Rootes Clock to fit 1964 Hillman Super Minx clean condition please call, John Tibble 01502675274 or email, johnjotibble@gmail.com many thanks John.

FOR SALE: 1955 Mk8 Minx. Family owned since 1960s. Dry stored. Ripe for restoration, good home required. Buyer to collect. Open to offers. Contact David, Tel: 07816 976101. Location Bedfordshire.



FOR SALE: 1970 Aero Minx 1500cc. As per the article, that appeared in the September 2013 HOC magazine, it is rather unique. In its 55-year life, it has only had two owners, The Rolling Stones Keith Richards' mum and me. It is in excellent condition, and has still only notched up 40,000 (genuine) miles in its lifetime ! It has always been garaged, and looked after better than most — pampered even. Had an engine rebuild in 2013, with a new clutch added at the same time. Comes with some spares - sealed beam units, hoses, fan belt etc.

I'm looking for offers in excess of £10,000 due to its history and superb condition. Medway area in Kent. Contact: Ian Williams Mobile : 07305 820887 email : ian.williams56006@outlook.com

FOR SALE AND WANTED ...

FOR SALE:1967 Hillman Minx Deluxe 1725 cc Reluctant sale due to ill health. Very good condition. Haven't much history of the car but was told it had previously been dry stored for 30 years before recommissioning. Low mileage of 40,064 miles.

£8,000, reasonable offer will be considered. Location Cambridgeshire Philip Thornton, 6 Parkway, St. Neots, PE19 1EB Membership No 7609 Email: geraldine1@live.co.uk



FOR SALE: 1955 Minx - We have had this car since the 1980s and we will be very sorry to see it go but, age has caught up and we now need to find it a good home.

The car was given to us by a very dear friend after her husband had passed away, she explained that her husband who was a very tall man already had a van for his business and wanted a car for leisure but it had to have a lot of legroom and headroom and after going all round the 1955 41st motor show and trying other makes of cars the minx fitted the bill, he asked the sales person if he could buy the car on the stand and was told that he could but it had to go to his local Hillman dealership first so that they could have it in their showroom for a time, the dealership was Charters of Aldershot and after a time in the showroom the car was sold to him so this accounts for it being registered in 1956 which means being careful when buying spares because as we know the Minx changed shape in 1956.

The car is much the same as when we got it and only has 39,026 miles on the clock from new. This car has been in a number of films one by Sir Peter Hall telling the story of some of the troubles when the Windrush people came to the UK and another film was Agatha Christies, The Pale Horse where the car was used by the Doctor in the film. The number plate on the car has been valued at more than £1,000. Recently the brake shoes, brake cylinders and flexi pipes have all been renewed and it has brand new tyres, as with all vintage vehicles things need doing but the car runs very well and at times during my career when I was without a company car I used the car for my work. We would like the car to go to some one who would love it as much as we have. Offers over £4.500 considered Tel: 07817374753 Email: bd.poulter@btinternet.com





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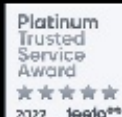
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