



Coventry Spires



EVENTS FOR 2026
FIRST COME FIRST SERVED
SMC/HOC WEEKEND DETAILS
CARS FOR SALE

The Newsletter of the Hillman Owners Club
The Club for All Hillman Owners
Spring 2026

Hillman Owners Club Committee Contact List

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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

Spring 2026 Coventry Spires Online: Password = “Magnificent”

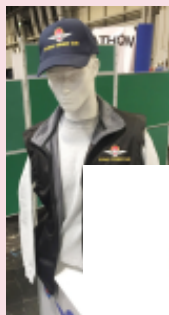
Website Tech Archive Password = “HOC_Member”

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

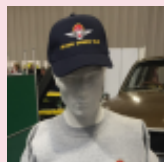
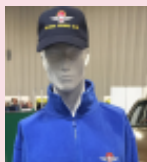
Hillman Owners Club Contact List

Name	Post	Telephone	Region	Address	Email
Currently Vacant	Aero Mixx		National		
Jonathan Nuttall	Pie War Mixx	07 800 570504 / 01162 771529	National	131 Winchester Road, Countesthorpe, Leicesters, LE8 5PP	N/A
Mike Redrup	Mark Mixx	01480 384687	National	19 Tem Way, St Neots, Cambs, PE19 1TQ	purdle.n.kim2@gmail.com
Bob Bourne	Pie War and Early Wars pines	07 967 009094	National	9 Letchworth Avenue, Bedford, TW14 9RZ	N/A
VACANT	Audax		National		N/A
Jay Myles	Arrow (Hunter)	07 388 508804	National / Surrey	94 Latthwood Drive, Englefield Green, Egham, Surrey, TW20 0SW	jasondmyle72@hotmail.com
Paul Marshall	Hunter GLS	07 947 632976	National	Flat 5, 1 Oakvillas, Winkchester Road, Bishop Watlington, Hants, SO32 1BR	paul@arrow5.co.uk
Mark Rose	Avegers	07 900 418589	National	15 Main Street, Anston, Sheffield S25 4BD	marlinrose@hotmail.co.uk
David Thompson	Hunter GLS	07 978 00696	National / Hereford and Wores	7 Spring Close, Colwall, Malvern, Worcestershire, WR13 6PE	dave@surreylane.co.uk
Colin & Sue Wagstaff	Organisers	01354 693136	Cambridgeshire	92A London Road, Chatteris, PE16 8LU	colinwag53@hotmail.co.uk
Robert Hodges	Organisers	01706 725088 / 07 929 750343	Greater Manchester	3 Redland Close, Littleborough, Lancs, OL15 9EE	Bobhodges229@outlook.com
Simon Ashenden	Organisers	01732 883519	Kent		
Michael Hooton	Organisers	07 850 118973	North Wales	Y Bwthyn, Llanddeusant, Holyhead, LL65 4AT	mike.hooton@gmail.co.uk
Geoffrey Pearce	Organisers	01934 842577	Somerset	3 The Chestnut, Winscombe, Somerset, BS25 1LD	N/A

CLUB REGALIA



Soft
G



ts



**Gecko Print
& Graphics Ltd**
Darren@geckoprint.uk
www.geckoprint.uk

also T/A



sales@fandfpromotional.uk

Tel. 0115 948 8869 Mobile. 0782 846 3369

EDWARD HOUSE, KING EDWARD ST, HUCKNALL, NOTTINGHAMSHIRE NG15 7JR

***Tom is arranging a HOC Supplier
Shop facility, please contact him
for an embroidered regalia update***



**Short
Sleeved Shirt**



T-Shirts



**Club
Hat**



**Coaster and
Grill Badge**



**Metal Vehicle
badges**



Key rings

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 Summer edition
is last week of May, for articles, show
reports and Adverts**

This Editions Cover Shot:

Eric Strange at Brooklands on New Year's Morning with his Hillman 14. Eric generously bought coffee for the editor and David and Yvette Dickinson - it was cold!

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/rootes-heritage-day

An event by the Rootes Archive Centre Trust



Scan me

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.

MAY

- * Sunday 12th - Cleeve Vale Rotary Charity Hillclimb at Prescott

APRIL

- * Sunday 12th - Hammerwich Pre-War Car Gathering, Burntwood, WS7 0JQ (see p30)
- * Sunday 26th - Guildford Classic Car Display (see p12)
- * Sunday 26th - Drive it Day - don't forget to buy a D-i-D plaque from the FBHVC

JULY

- * Thurs 2nd - Sun 5th - Singer Motor Club 50th and HOC Weekend - Isle of Wight (see p20) details: sue.hickford1@gmail.com
- * Sat 11th - Sun 12th - Powderham Castle Historic Vehicle Gathering - <https://historic-vehicle-gathering.info/>
- * Sunday 19th - Rootes Heritage Day, Gaydon

AUGUST

- * Sunday 2nd - Great British Car Journey, Rootes Day
- * Monday 31st - Gosport Rotary's Vehicle Rally and Family Fun Day

NOVEMBER

- * Fri 13th to Sun 15th - Classic Car Show, NEC - HOC is planning a 5-car display

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>

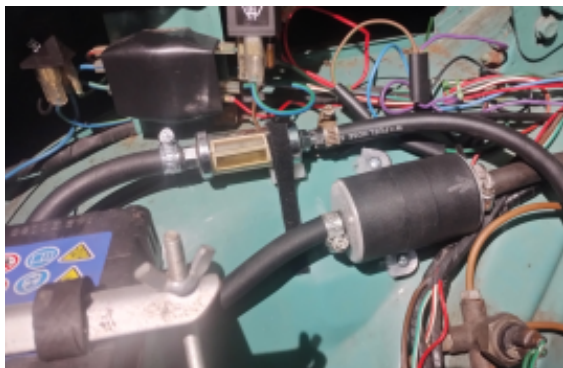
**REMEMBER TO BOOK YOUR
ATTENDANCE TO THE ISLE OF
WIGHT SINGER/HILLMAN WEEKEND
SEE PAGE 22 FOR DETAILS**



Thank you to everyone who wished me well with my eyesight issues. The good news is that the situation is currently stable and I am keeping calm and carrying on. This has restored a little bit of enthusiasm and I have managed to get both of my Super Minxes out and about already this year.

Something I am going to have to fix soon is the fuel gauges mis-reading on both my cars. They run empty when the gauges read about 1/4 full and so I always carry a spare can of petrol in the boot in case of the inevitable. This happened to the convertible in late November and dragged dirt into the carburettor blocking the slow running circuit meaning that I had to drive on the choke in order to get home. However, before I got home the wiper motor jammed and I knew I would have some work to do over the holiday period. MrsB then wanted to drive the saloon and get familiar with the non-synchro 1st gear so we went out for a test drive. Horror of horrors we had fuel starvation after 5 minutes and had to beat a hasty retreat back home but only after I tickled the pump manual priming lever. Another job for the winter program!

I overhauled the mechanical pump but also added an electric pump in series for good measure. It only seems like yesterday that I refurbished the mechanical pump but looking back it must have been 5 years ago or so and the one-way valves were definitely old and dirty. After the overhaul we made it to Brooklands on NY day and also a couple of cars and coffee meetings, so ... so far so good.



The convertible put up more of a fight. Cleaning the carburettor was easy but the wiper motor had not only jammed but the second power feed was absent. I was only able to restore the missing 12v power by replacing the cable to the switch. Have I burnt out the wire? I'll take a deeper look in the summer. I ended up using a spare wiper motor from a different car but not using the auto-park feature as the wiring was different and I needed to get the car mobile as soon as possible.

I can see that there is a need to do an article or video on wiper motor repair as discovering how they work was a new experience for me as this was my first instance of a failure since I started driving in 1971! The motor brushes had worn down so far they fell out of their holders and jammed the motor. I suppose this is what happens when you buy a car that spent all its life in rainy Scotland!

I'm in good shape with both Super Minxes currently operational so I am hoping for a rewarding year of Hillman motoring. Have a great summer and don't forget to buy your Drive it Day plaques!

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.

Your membership starts from the date that you join and will last for 12 months. Automatic membership renewal emails will be sent to you asking if you would like to re-join.

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

Paul & Frances Wright	Crosby
Ken McConnell	Co. Tyrone
Peter Robinson	Cambridge
Ralph Whitaker	Pontefract
John Crowder	Shoeburyness
Tony Cryer	Calne

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 card and would need to contact myself to organise.

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.

SECRETARY MEMBERSHIP REPORT ...

I would like to thank both Peter Sainty and Tim Barnard who have provided very extensive lists of Hillman cars and I am nearly halfway through. Thanks to these details the public list we have for Hillman Members is now a lot bigger than before and I hope to complete the list in the next couple of weeks, so do check back at the database.

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. We now have a total of 593 Hillman cars collected.

This report can be exported in Excel by clicking the blue label "Table 1:Model" label at the bottom of the report. All blue numbers can be clicked to drill down to see the cars listed.

If you use a smartphone and would like to add cars you see 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**

First of all, search of your car is present in the database, if it is not, then search for "New Car" and complete the online form. Please remember to update the new car section with the registration of the car you have spotted.

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@hillmanownersclub.co.uk

Hoping that it will finally stop raining and that we can all get our cars out and enjoy

Steve Grimes
Membership Secretary

HOC DOMAIN AND NEW WEBSITE



www.hillmanownersclub.co.uk

After several months gradually extricating the HOC from what I felt were expensive website contracts and sorting some time-consuming personal issues I finally felt confident enough to trigger the switch-over to a new internet service provider, UKCheapest. Making such a change-over always involves losing service temporarily while the transition takes place and indeed on the 30th January the old web site went offline. Apologies if this caused any inconvenience but it all came back online on 2nd Feb. Unfortunately the Security Certificate did not transfer so the site was reported as UNSAFE. The new providers helpdesk helped me resolve the problem and they transferred my SSL certificate to the HOC. The new website address is still the same and addressable with www.hillmanownersclub.co.uk.

The new service retains the ability for all the committee members to receive HOC emails forwarded to their personal email. For example: "membership@hillmanownersclub.co.uk" is forwarded to Steve Grimes. I have dropped the option to have a full email inbox for each committee member as these mailboxes just get full and add un-necessary expense. Committee members can still set up their own email system to be able to write **from** hillmanownersclub.co.uk. This transfer will result in a considerable saving to the HOC. The new costs are about £235 per year compared to £560. The saving is, in essence, achieved by removing services that the HOC didn't need or use but were paying for.

Now everything is stable we can make immediate and easy changes to the website with no limits on the number of pages or images. I also have plans to enhance the informational content so that it becomes a useful repository. We can also increase the amount of photographic images, for example include photos of all the different Hillman models. Please let me have your feedback and contributions. GlennB

A date for your diary

Guildford Lions Classic Car Display 2026

Sunday 26th April 2026

10.00am – 4.00pm



Guildford High Street

Open to pre-1985 cars and other exceptional cars
(competition, expedition, supercars etc)

For more information:

guildfordlionsclassiccars@gmail.com

guildfordlions.com

STEP FORWARD ALL MARQUE REGISTRARS



***Are you, or do you
want to be, an MR?***

For as long as I've been editing the magazine I have reproduced the list of Marque Registrars without a second thought. However as time has passed I have begun to think we are missing a trick by not promoting the experience and skills held by the MRs or by having them report to the membership occasionally about what they've been doing. So this is a call to action to the MRs to ask them to give us an introduction to themselves and to describe what their particular set of skills is and how the other members might be able to benefit. We will print those in the magazine and website.

Send me a short bio, what car(s) you have and what sort of work you have carried out so that members get a meaningful appreciation of what they can expect from a request for help.

On occasions the DVLA asks the HOC to validate a request for the recovery of a registration and we need to have that request processed by someone who has a good knowledge of that particular model. In some cases this involves a physical examination so we need to know the MR's location. The requesting member should re-imburse the petrol costs of any visit by an MR. Note that Sue Hickford is our DVLA point of contact.

We have also recently defined a process for providing insurance valuations which again should be processed by a club official with knowledge of that model. An insurance valuation is not a sales valuation although we often get asked for estimated values. An insurance valuation defines the level of condition of a car so that the insurance company can make their own judgement about value. Hagerty, for example have classes of condition which they use for this purpose and the HOC MR needs to be able to confirm whether a car is concours, good condition and driveable, or driveable but needing work etc. Barn find cars are a separate case. This might result in a HOC assessment not matching the opinion of the owner but they can still put forward their case to their insurance company with their justification.

Another case where MRs can help is with the assessment of vehicles from a late owners estate. We frequently get approached by relatives who need help in disposing of cars left behind by a father, uncle, aunt etc. In many cases the cars may not have been driven for many years and the relatives need to know a realistic value and suggestions for sale. In these cases an MR might not be expert in that model but common sense should be able to assess the level of completeness of a vehicle and what it might take to make it driveable or even just move it!

So, I think there is plenty of opportunity for MRs to be more visible in the HOC community. Let's start promoting ourselves and also fill any gaps in the coverage of the various models. Step forward you chaps!

OUT AND ABOUT



Eric Stange with his Hillman 14 at Brooklands on NY morning. He certainly didn't win the long distance prize as he only lives around the corner from the museum. It was dry but a day to wrap up. The coffee helped.

Right: a beautiful and very original 1963 Hillman Imp which belongs to Les Human. Les is well known in Imp circles. Les's other half is wisely keeping warm!



Left: David and Yvette Dickinson always make the most of their Super Minx convertible. They only drove a few minutes to get to Brooklands so having the hood down wasn't completely mad.

Right: When I walked back to my car I saw the bonnet was missing the letter "M". I found it at home 2 days later on my drive! I think I have already used my 2026 Get out of Jail card! We need to do something about remanufacturing some HILLMAN bonnet letters.





Nathan Jacobs recommended a Sunday morning Hellfire Motor Club gathering at the High Wycombe airfield. The breakfast was excellent and there was a friendly turnout with about 60 interesting classics. You need to check Facebook for their dates and venues.



I've spoken to Mick O'Connor several times and it was great to finally met him with his beautiful Super MinX convertible when he stopped by my place to collect some bits.

Below: a bit ragged iby comparison, my convertible made it to the January Stoke Poges Petrol Heads cars and coffee meet after its wiper motor repair.



CLUBMANS ROAD RALLYING CHAMPIONSHIP

In Partnership with:



February		
21/22	Dansport Historic	Metlock MC*
March		
7	Tour of Cheshire	Knutsford and District MC*
June		
10/21	East Anglian Classic	Chelmsford MC*
July		
5	Cotswold Historic	Tavern MC*
August		
15	The Grenlin	Brecon MC
September		
19	HERO Challenge 3 Interclub	HERO-ERA*
October		
24/25	Ekley Jubilee Historic Rally	Ekley & District MC*
November		
TBA	John Bloxham Memorial Rally	TBC*

* Indicates events in the Beginners Championship

For more information contact: Ken Binstead, Championship Secretary
Email: clubmans@hrcr.co.uk

SCENIC TOURS DRIVING EVENTS FOR CLASSICS



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

April		
11	Cambridge Classic	Cambridge Car Club
12	Taith Cymru	HRCR South and West Wales
13	Corinnum Run	Cirencester Car Club
18	Cider with Rosie	Forest of Dean Motor Club
May		
9	Bluebell Run	Ross & District Motor Sports Club
14-17	Tour of Cornwall	Euroclassic Club
17	Hills & Valley Scenic Tour	Kidderminster Motor Club
June		
7	Colin Ellis Memorial Tour	Herefordshire Motor Club
14-17	Falcon Classic Tour	Falcon Motor Club Ltd
18	Green Leaves	Sixty & Worcestershire MC
July		
12	Aquae Sulis Tour	Bath Motor Club
19	Two Rivers Tour	Forrester's Car Club
26	Scenic Sunday	South Oxon Car Club
August		
15/16	Tour of Mann	Motorsport IOM
16	Welland Valley Wander	Loughborough Car Club
September		
6	Regis TAP	Bognor Regis Motor Club Ltd
13	Black Mountains Tour	Brecon Motor Club
13	Little Devil's Tour	Kirkby Lonsdale Motor Club
October		
4	Tour of Kent	Blackpalfrey Motor Club
10	Ludlow Marches	Ludlow Castle Motor Club
24/25	Autumn Leaves	HRCR Dean & Marches

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

MINI CUP STAGE RALLYING CHAMPIONSHIP



March		
28	Rally North Wales	Wolverhampton & South Staffs CC
May		
3	Dixies Challenge	Forrester's CC/Forest of Dean MC
June		
19/20	Dunoon Presents Argyll Rally*	Mull CC
July		
25/26	Tour of Epynt	Port Talbot MC
August		
2	Pendragon Stages	KLMC/Northallerton AC/Eden Valley MC
September		
19/20	Hills Ford Stages*	Cheltenham MC
November		
14	Wydean Rally	Forrester's CC/Forest of Dean MC
21/22	Glyn Memorial Stages	Caernarfon & Anglesey MC
* Double Header		

For more information contact: Chris Phillips, Championship Secretary
Telephone: 01874 711980/07307 877750 Email: stage@hrcr.co.uk

STAGE MASTERS HISTORIC STAGE RALLY CHALLENGE



March		
28	Rally North Wales	Welshpool
April		
11	Severn Valley Stages	Builth Wells
May		
3	Dixies Challenge	Epynt Ranges
June		
19/20	Dunoon Presents Argyll Rally	Dunoon**
July		
11	Nicky Grist Stages	Builth Wells
September		
13	Woodpecker Stages	Newtown*
19/20	Hills Ford Stages	Shrewsbury**
November		
14	Wydean Stages	Cinderford*

* Date provisional **Double Header

For more information contact: Martin Leonard, Championship Secretary
Telephone: 07974 244413 Email: masters@hrcr.co.uk

NORTHERN HISTORIC RALLY CHAMPIONSHIP



February		
8	Riponian Stages Rally	Thirsk
March		
7	Malcolm Wilson Rally	Cockermouth
14	Border Counties Rally	Jedburgh
April		
18	Kielder Forest Rally	Hesham
June		
5/6	Carlisle Kielder Rally	Carlisle
July		
18	RSAC Scottish Rally	Dumfries & Galloway
September		
12	Galloway Hills Rally	Dumfries & Galloway
25/26	Trackrod Historic Cup	Yorkshire
November		
1	Malton Forest Rally	Dalbly Forest

Best six from nine scores count, minimum three rounds to be eligible for end of season awards. Regulations to be published 1 January 2026

For more information contact: Mark Casey, Championship Secretary
telephone: 07949 899619 Email: coordinator.nhrc@yahoo.com

Visit the Club website hrcr.co.uk, or follow us on Facebook...

The HRCR website contains the latest details on the competitive championships/series, social runs and other non-competitive events together with a wealth of background information on historic

rallying and contains everything you need to know about historic rallying and HRCR events: hrcr.co.uk 'Like' our page and get all the latest news and stories from the HRCR and more at: facebook.com/theHRCR. Join in with the rally 'chat' at: 'Groups' > 'HRCR Full Chat'.

FIRST COME FIRST SERVED



***Hi Glenn, the book arrived today - well chuffed. That will come in very handy
There's a photo of my latest project, a 1958 Commer Express. Its safe in my
garage now. I'll see if I can put a article together for the magazine." Keith.***

At the November NEC show we were donated a Minx/Cob/Commer workshop manual and I promised the gentleman to find a good home for it. We advertised it in the last Coventry Spires free to the first to reply and Keith Jones snapped it up. I can't think of a more deserving recipient. Keith has promised to give us regular updates on the progress of his Commer Express restoration.

This has given me the idea of starting a regular "First Come First Served" feature where members who have odd or extra Hillman parts, manuals or memorabilia can offer them free to other members. Not everyone is in the business of making a profit and this could be useful for those of us who just want to help other members keep their cars on the road.

Why not have a look in your garages and lofts to see if you have any suitable Hillman items that you would be happy to donate to a worthy recipient member so that we can have a regular "First Come - First Served" feature? I look forward to hearing from you. Ed.

REQUEST FOR A SUPER MINX

Steve Grimes asked me to send photos of my trip with my Superminx to Dave Stanton's family farewell. Apparently he was a club member and they said he was a registrar at one point, though I am not aware we had such a post? [see MR article in this edition!] Regards, Stephen Pearson.

Ref: the generic email for a member to take a Superminx to a family remembrance ceremony:

I went along on the day and met Sarah Penketh and her family. I had travelled through rain and shine from Chesterfield 70 miles south of the venue

They are a lovely family and gave David Stanton the deceased Patriarch an amazing send off. I met them at Jane's (the widow) in Guisley and took Sarah, (with David's ashes), and two of the grandchildren to The Barn at Esholt for a wonderful send off. David was a super Super Minx fan and had a barn full of spares and at one time five cars at the same time. His friend Rod told stories of how they used to strip engines down and lots of tinkering and serious refurb's were the order of the day. Jane recalled how they enjoyed touring in a Super Minx several times through Spain in their courting days.

Sarah will be writing to the club. I have asked her to give her take on the day.

I have attached a few of photos for you to choose from the magazine. I am the little chap with sunglasses, in the blue shirt and navy jacket





SINGER & HILLMAN WEEKEND 2026



The Singer Motor Club and Hillman Owners' Club Weekend 2026 is going to be held between **2nd and 5th July** on the Isle of Wight. 2026 is the 50th Anniversary of the founding of ASCO, now the Singer Motor Club, so this will be a special event in the Club's history. Highlights of the weekend include:

- Isle of Wight Bus and Coach Museum and Restoration Shop
- The Garlic Farm
- Ventnor Botanic Garden
- Isle of Wight Steam Railway
- Goddards Brewery
- Driving through breathtaking scenery



***HOC Members, please notify Sue Hickford
with your attendance details***

We will be headquartered at the Royal Hotel, Ventnor, PO38 1JJ. This is one of the island's premier 4-star hotels.

The Royal Hotel is offering a range of rooms on a full-package basis **WHICH INCLUDES RETURN CAR FERRY**:

- Classic double or twin @ £1,050 for the three nights
- Garden view double or twin @ £1,200 for the three nights
- Sea view double or twin @ £1,275 for the three nights
- Deluxe double or twin @ £1,275 for the three nights

The prices above include breakfast, three-course evening meal (including the Gala Dinner), as well as return car ferry.

So please book early to avoid disappointment. When contacting the hotel, please quote **'Singer 50'**.

Tel: 01983 852186 Enquiries@royalhoteliow.co.uk

Travel to and from the Island Adventure

I have arranged for accommodation at the Passford House Hotel close to the ferry port for the Wednesday night before sailing to the island, and again on the Sunday night for the return home. I hope this will relieve the stress of trying to meet a particular ferry time at the end of a long drive, add to the special feel of the 50th Anniversary Weekend, and break long journeys for some of our members and friends.

The Passford House Hotel, Lymington <https://passfordhousehotel.co.uk/> has a spa, swimming pool and extensive gardens. The hotel can also provide trailer parking for those who require it. Indicative prices for a double room are about £160, although I may be able to negotiate a discount if we book several rooms.

If you wish to take advantage of this hotel accommodation described above, please let me know by emailing steveandjill.long@googlemail.com

Steve Long

SINGER MOTOR CLUB WEEKEND 2026 ATTENDANCE FORM

Names of all participants:

Address:

.....

Email: Telephone:

CAR DETAILS:

Make: Model: Reg. No.:

Year of Registration:

Location	Event	Number of persons	Cost per person, car or room (where known and to be confirmed)
Wednesday 1st July			
Passmore House Hotel, Lymington	Room booking Wednesday night, book direct with hotel.		£160 per night B & B
Passmore House Hotel, Lymington	Trailer parking		£TBC
Thursday 2nd July			
Royal Hotel, Ventnor	Room booking Thursday night, book direct with hotel.		Rates shown overleaf
IOW Ferry	Lunchtime crossing to IOW, time to be confirmed.		Included in hotel costs
Culver Down	Scenic drive to travel to hotel		
Royal Hotel, Ventnor	Singer Motor Club AGM at 6 pm, SMC members only.		
Royal Hotel, Ventnor	Road book & rally plate distribution		£15 per book, 1 per car
Royal Hotel, Ventnor	Evening meal, chargeable if not staying at the Royal.		Included for hotel guests
Friday 3rd July			
Royal Hotel, Ventnor	Room booking Friday night, book direct with hotel.		Rates shown overleaf
Bus Museum	Drive to Bus Museum for tour		£10 per person recommended donation
Garlic Farm	Farm visit		Entry free
Royal Hotel, Ventnor	Evening meal, chargeable if not staying at the Royal.		Included for hotel guests
Saturday 4th July			
Royal Hotel, Ventnor	Room booking Saturday night, book direct with hotel.		Rates shown overleaf
Botanic Garden	Garden visit		£TBC based on numbers
Steam Railway	Train rides		£TBC based on numbers
Royal Hotel, Ventnor	Gala Dinner, chargeable if not staying at the Royal.		Included for hotel guests
Sunday 5th July			
Royal Hotel, Ventnor	Check out of hotel, unless booked for additional nights.		
Goddards Brewery	Annual Display Day, refreshments available.		£TBC
IOW Ferry	Ferry crossing to mainland		Included in hotel costs
Passmore House Hotel, Lymington	Room booking Sunday night, book direct with hotel.		£160 per night B & B

THIS IS AN ATTENDANCE FORM ONLY. PLEASE DO NOT SEND PAYMENT WITH THIS FORM. A PAYMENT REQUEST WILL BE SENT LATER.

Please send completed form to Steve Long, steveandjill.long@googlemail.com, WhatsApp 07702 264426

Or by post to: 30 Calmore Road, Totton, Hampshire, SO40 8GF, United Kingdom

JACK'S WINTER OVERHAUL



I've been planning some larger jobs for the colder months when I didn't have to worry about losing out on good driving time. The overdrive box I previously fitted into my Series 6 Minx now has a suspiciously gravelly 3rd gear, and multiple oil changes have brought out a very dark, clutch material laden goop. As such I made the decision to pull it out again and send it off for overhaul.

Having previously removed the old one and refitted this box using a two post lift, I decided to pull the engine and box as one this time - It was much easier, despite some faffing with clearances below. The advantage of doing this also brings me easy access to the subject of this article: Freeze plugs, or core plugs.

I've seen many videos made by Paul at Arrow5 down in Southampton about the sludge that builds up in the coolant passages of these engines, and decided that mine could probably do with some investigation. Once the block was out I set upon the plugs with a hammer and chisel, then once popped I pulled them out with pliers, the removal of which took only 10 minutes. I was greeted by an absolute pile of disgusting sludge; a particularly oily sludge as well, leading me to believe my head gasket has also given up the ghost. I scraped out what I could and then blew everything out with a garden hose until it ran clear. This last task was the most taxing of the process as just when I thought I'd got it all, I'd move the hose and disturb another pocket of sludge.

All in all, while this isn't the reason I pulled the engine, the easy access to all this certainty justifies the hassle in doing so. Paul's videos show that it can be done with the engine in the car, although the gearbox has to come out and the flywheel taken off to get access to the backmost core plug. Now I've just got to do the rest of the jobs I had lined up...

Jack Bonner



Jack removes sludge from his block whilst replacing the core plugs. Viewers of Paul Marshall's YouTube channel will be familiar with this sight. Leaving this dirt in place provokes overheating problems.

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

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HUGH'S MINX OVERHAUL

Minx gets a new Timing Chain, Engine Mounts
and Big-End Bearings
by Hugh Walker

Over a year ago I did some refurbishment on the engine of our Mk.1 Sceptre in preparation for its 60th birthday in May 2025. In early 1980 I took the engine out and had it rebored, with new bearings, timing chain etc. So, after another 45 years it was time to revisit a few things. I replaced the engine mounts, fitted a new timing chain and tensioner, took off the sump and inspected the bearings. The bearing shells still looked good, so I just cleaned out the sump and refitted it with new gaskets as it was leaking a bit of oil around the cork seals at each end over the main bearings.

Later in 1980, I took the engine out of our 1966 Minx and gave it a full overhaul. The cylinders were good, but I replaced the bearing shells, timing chain/tensioner and sprockets. As 45 years has passed for the Minx too since any of this stuff was last looked at, I decided to do pretty much the same refurb as the Sceptre. They are slightly different as the Sceptre has a 1592 three-bearing engine, and the Minx a 1725 five-bearing. It's worth doing all these jobs at the same time as quite a lot of bits need to come off including the radiator and fan. Also, to access the engine mounts, you need to remove the fuel pump and the dynamo.

I started with the engine mounts. I got some replacements (Part #0280M) from Hillman Spares (hillmanspares.co.uk/Parts), who have quite a good range of parts for the Audax models. The replacement parts had a 5/16" UNF blind threaded hole, whereas the OEM part was 3/8" UNF, so you will need to source a couple of 5/16" UNF set screws of the right length.

I unbolted the engine mounts from the front subframe (it's a good idea to also disconnect the throttle linkage) and then jacked up the front of the engine far enough to remove the engine mounts by unscrewing the nuts holding them to the front engine frame.

Then it's simply a matter of putting in the replacements. I found it best to leave all the nuts and bolts quite loose to help line up the bolt holes on the subframe before tightening to the specified torque. When I tested the car after everything was back on, the new mounts did seem to have reduced the judder at take-off..

Next, I tackled the timing chain. The first thing is to remove the crankshaft pulley and starting-handle dog. This is in effect a flanged bolt screwing into the crankshaft. It seemed very tight and hard to get onto the hex being recessed in the pulley. I posted a question on the Club Facebook page and amazingly got over 130 comments! This confirmed it is a righthand thread (undo anti-clockwise) and is a 3/4" Whitworth thread, requiring a 1 5/16" or 33 mm AF spanner.

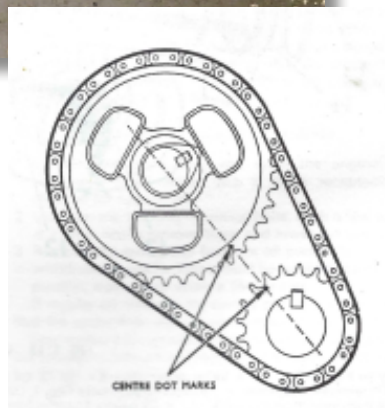


I also got lots of suggestions on the best way to remove it. Some folk favoured a deep 33 mm impact socket and a rattle gun. Others proposed an ingenious technique of attaching a spanner or socket and bar up against the chassis and then blipping the starter motor so that the momentum of the crank and flywheel create enough impact to shift it. Works every time – I was assured, but don't forget to disable the ignition!. Alternatively, use a long wrench, with the crankshaft locked by putting the box in fourth gear with the brakes on, and then heave on it.



I tried the heaving method. Found I'd got a $\frac{3}{4}$ " Whitworth box spanner I inherited from my father-in-law, so I cut it and welded it to a bit of sturdy steel tube with the end flattened to make a mighty wrench with extension tube. This did the trick, and the starter bolt came undone. It might require a knock with the heave if it's seized.

You can then remove the pulley. This can be a bit tight on the keyed shaft, but there are a couple of threaded holes in the pulley (5/16" UNF) to attach an improvised puller.



Then you need to remove a number of nuts and bolts around the timing chain cover, some of which are a bit awkward with the engine in the car, but it can be done. It's easier if you take the pump off first. There's also a $\frac{1}{4}$ " UNF nut and washer in the middle.

Once opened up, remove the oil-thrower on the crankshaft and rotate the engine so the dot marks on cam and crankshaft sprockets line up. The key on the crankshaft is at the top (No. 1 and No. 4 at TDC). The rubber chain-tensioner will hang down from the post at the bottom of the casing. After 45 years, the rubber tensioner was intact but had gone hard and inflexible.

Bend back the tab washer on the cam shaft and undo the retaining bolt. On the Sceptre, I was able to lever off the two sprockets with a couple of big screwdrivers. Do this gradually, try to keep the sprockets lined-up. On the Minx, however, the sprockets wouldn't budge and I didn't want to apply too much force. The cam sprocket is pretty close to the backing plate, so it's hard to get behind it. Rootes had a special tool for this.

In the end I got a gear puller from Machine Mart (CHT607 4" puller). These aren't the easiest to use, but I found with the nuts and bolts really tight, you can get it to stay in position. I set it up to pull on the inner gaps on the cam sprocket, wedging it in place with some screwdrivers. It required a bit of force to pull it off, so it was probably the only way. The crankshaft sprocket was tight too, so I used the two-arm configuration on the puller.

HUGH'S MINX OVERHAUL ...



I assembled the two sprockets correctly lined up with the new chain on the bench, and then transferred the assembly onto the engine. If the engine hasn't been moved, it should line up correctly with the keys. I cleaned up the shafts with fine wet and dry and lubricated them and the sprockets. You can tap the crankshaft sprocket on with a drift, but DON'T do this with camshaft as it could displace the shaft backwards and then the engine would have to come out. The camshaft

sprocket should be drawn on using a bolt. You'll need a longer 3/8" UNF bolt to start it and then change over to the actual fixing bolt. As with removal, try to keep the sprockets lined up. When it's nicely tightened up, you can bend over the tab washer. Fit the new tensioner, along with the washer and retaining split-pin, and oil the new chain. The chain and tensioner are available from Hillman Spares, parts #0390A and #0390ATP



The trickiest bit of this job is refitting the timing chain cover which needs to be centralised on the crankshaft. The tensioner presses against the lower side of the cover, so it's more difficult to get it to stay in the right place as you tighten up the bolts. Rootes had a special locating tool for this, Churchill RG.89A. There are still some of these around, and the Sunbeam Alpine Club has had a couple remanufactured for loan to members. However, I don't know of any in Scotland. First, I fitted the new gasket to the cover with a little Hylotyte Red100 gasket compound to hold it in place. I cleaned up the shaft and the inside of the crank pulley so that with a bit of lubrication it could slide onto the keyed shaft, but remember first to refit the oil thrower. Once I'd got the cover in position, I used the pulley to help centralise it.

I put in all the bolts and nuts but only finger tight so I could still move the cover around. Then by sliding the pulley on and off tried to get the best position for the cover. It's best to then tighten two or three bolts nearest the crankshaft to hold it in the correct position, again checking for clearance, before tightening the other bolts. There is no oil seal on this journal. Oil stays inside, hopefully, by means of the oil thrower and the helical groove on the pulley shaft, so the clearances



are quite small. Don't forget the ¼" UNF nut and washer in the middle – you can't get it on with the pulley in place.

Finally, it's time for the starter dog to go back on – one more heave with the mighty wrench with the gearbox in fourth.

Part 2 Minx gets new Big-Ends

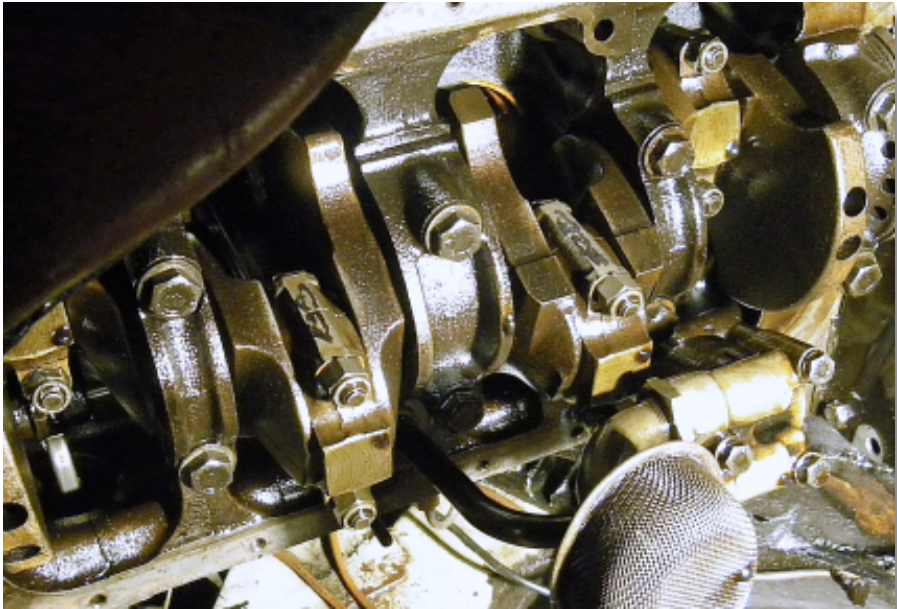
I needed to replace the sump gaskets which after 45 years were leaking a lot of oil, particularly the cork strips at each end over the main bearings. It's pretty straightforward to remove the sump on these engines as everything is accessible. First you need to remove the stays to the bell housing, then remove the set screws holding on the sump. Another useful preliminary is to take out the sparking plugs and get a feel for the resistance when turning the engine with the starting handle. This is helpful later when fitting new bearings.

I took the opportunity to inspect the bearing shells fitted in the 1980 overhaul. At the time, the crankshaft was in very good condition, so I just fitted new STD bearing shells. After a further 30k miles, crankshaft journals still looked good. I took the bottom cap off some of the main bearings and the shells looked in very good unworn condition. I figured that if these were OK, the upper half was too, since most of the thrust is downwards as the crankshaft reacts to the cylinders firing. Apply some assembly lube to the bearing before refitting and torque to 55 lbft.

Next, I moved onto the big-ends. Before taking anything apart, it's best to mark the conrods and caps so that they can be reassembled the right way round and without interchanging them. On my engine they had been marked with centre-punch dots corresponding to the cylinder number. I also cleaned the side surface and marked them with a felt tip pen.

HUGH'S MINX OVERHAUL ...

The big-end bearings did have some slight wear, so I was keen to replace those while the sump was off. I was hoping to find some NOS parts from Vandervell or Glacier. The part number for the 1725 engine is Vandervell VPR91214 and the equivalent Glacier part is B4431SA. If you need the main bearing set, it's VPR91345. The STD sizes are quite hard to find now, though there seem to

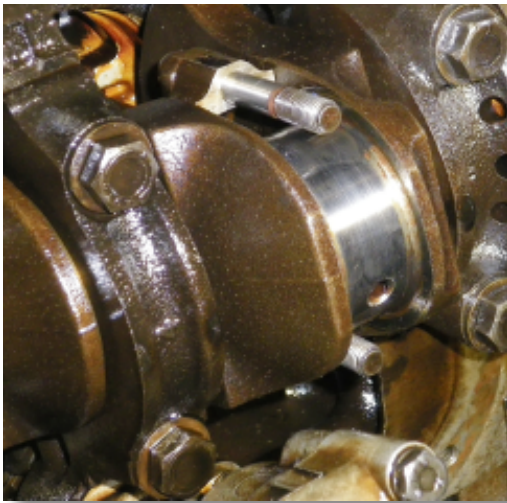


be more of the undersize bearings around for reground crankshafts. The same shells are used on the Arrow Range engines, so they are sometimes advertised as for the Hunter. I think there are some new remanufactured bearing shells available. I wonder if any owners have fitted these and can comment on the quality.

In the end I did find a set of VPR91214 STD bearings on eBay. As is sometimes the case with NOS shells that have been around a long time, there is slight surface rust on the back of the shell. This usually cleans off with some fine wet & dry paper and a bit of oil and wire wool. You want the back of the shell to be very smooth so it locates snugly in the housing.

Starting with Cylinder 1, I turned the crankshaft until the big-end was at the bottom of the stroke and removed the end cap. The old shell comes out easily using a small screwdriver in the locating lug. To remove the upper shell located in the conrod, I pushed the piston up the bore a little to access the shell, if necessary freeing it up with a small screwdriver and retrieving it from the top of the crankshaft. You can then wipe the crankshaft journal with a clean lint-free rag like a bit of old shirt.

Next, take a pair of the new shells and prepare them for fitting. Clean off any residue on the shells with thinners, and also wipe the housing in the end cap. Lubricate the steel back of the shells with



some light oil – I used transmission fluid like DEXIII. This helps the shells to move freely into the correct position when tightening the end cap. Press the new shell into the end cap noting the locating lug. The ends of the shell should be completely flush with the mating surfaces on the end cap. Finally, spread some assembly lube on the bearing surfaces of both shells– I used Graphogen. This protects the bearing in the first few seconds when restarting the engine before the oil gets there. Here's an example of the prepared shells ready to go back on the engine.

To fit the upper bearing, I placed it on the crankshaft journal and rotated it into roughly the right position, taking note of the locating lug relative to the conrod. Then just gently draw the conrod down on top of the bearing shell, if necessary adjusting its position slightly so it fits snugly. As with the end cap, the ends of the shell should be flush with the mating surfaces on the conrod. Now the end cap is ready to go on, ensuring it's the right way round, and tighten the nuts to 25 lbft.

Incidentally, the end-cap locknuts are 11/32" UNF, a rare size (not 3/8" UNF). It's not easy to find new ones. According to the WSM, it's OK to reuse the locknuts if you can't screw them on with your fingers. In the 1980 overhaul, I had used new locknuts, back then you could get pretty well everything from Chrysler as new parts. Hopefully they are good for one more use. After fitting the first new bearing, check the resistance hasn't changed using the starting handle.

Once all the bearings are changed, go over all the nuts and bolts to recheck the torque, and recheck the resistance. Then it's time to refit the sump.

I cleaned out the sump where quite a bit of sludge had accumulated over the last 45 years and refitted it with new gaskets. The gasket set supplied by Hillman Spares (Part #0376S5) was a very good fit, particularly the cork strips which fitted perfectly into the grooves at each end. Working from underneath, I found it easier to use some Hylotyte sealant to fit the gaskets to the sump and then fitted it to the engine.

So, hopefully the old girl is now ready for a significant birthday in June 2026.

HAMMERWICH

Pre-war Car Gathering

12 April 2026

10am to 4pm



THE KLAXON HOARD

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

It is free to attend but we ask for exhibitors to register their car by phone, email, through the Facebook Group by scanning the QR Code or searching for...

HAMMERWICH Pre-war Car Gathering

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



Hammerwich Cricket Club
Burntwood Road
Hammerwich
Burntwood
WS7 0JQ

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



VINTAGE RUNNING

The pre-1931 cars are perhaps beyond the ken of many members, and indeed there are not all that many of them. By far the most prolific of these are the Fourteens, and even then there are probably less than 100 of those left in the world. Because of their number, your correspondent tends to receive more enquiries in relation to those than to other Vintage models, and so the overall membership may come to the erroneous conclusion that, by-and-large, Vintage Hillman equals Hillman Fourteen. Just occasionally, though, an even rarer model comes along.



The photo shows a 1922 Hillman 11hp which was sold by Richard Edmonds for just over £5,000 a couple of years ago; and a similar model, painted in yellow, was offered at auction a month or so back. These are not “new discoveries” – the old Hillman Register (founded around 1965 and now incorporated into the HOC) counted them among their members, and it is good that people are still prepared to take custody of them. They represent an even earlier generation than the Fourteen: slower, and with two-wheel-braking instead of four, but sturdily engineered and still capable of performing as they were intended. Only modern motoring conditions – and modern drivers – make them less enjoyable than they once were, but used on B-roads and C-roads, away from the impatient, they are still a joy to drive. But it is understandable that more and more of these earlier cars are becoming static exhibits in museums or car dealerships (although the latter are themselves becoming scarce!), and it is increasingly likely that they will be seen only very occasionally, at events.

For those running later Hillman models, a Vintage car might make an interesting companion, and with prices as they currently are, they do not represent a heavy investment. If the piece on Geoff's Fourteen in this edition rings any bell, and if you have the space, taking custody of an early car might save it from extinction, and might also prove a rewarding experience. These are, after all, true antiques!

Peter Sainty

vintage_running@hillmanownersclub.co.uk

PLANS FOF THE NOVEMBER NEC

We were disappointed to miss out on the March 2026 Restoration Show but the organisers were very strict on deadlines and we could not commit in time as we wanted to see how we managed at the November Classic Car Show with regard to costs and logistics. That explains why there will be no NEC report in the next edition.

The HOC will of course save on the costs by missing the March show but this has given us the opportunity to push the boat out for the November show. We have been asked by the Singer Motor Club if we want to share a 10-car stand and we have agreed. We will be able to support 5 display cars on our half of the stand. We put out a request to the membership and were offered more cars than we needed. We have decided to include Geoff Smith's 1926 Light 14 and give the car a fitting centenary celebration. The car was seen at the NEC two years ago. In keeping with the current media focus on the Series Minx we will feature Kevin Hirst's 1963 Series III Minx and Martin Gillingham's 1966 Series V. Completing the line-up will be Ray Sellers MkVIII Convertible and Sue Hickford's Hunter Royal.

Thinking of future shows we should really try ti find some 1930's and 1940's cars. I think a 1940's drophead would be attractive - any offers?



Geoff Smith's 1926 Light 14 will be celebrating its 100 year anniversary. We always have a good choice of post-war cars for the NEC shows but I would like to start planning for 2027 and see if we can get some pre-war cars on our stand. Let me know!

1938 COUPE DE VILLE ESTATE SALE

This could be a rare opportunity. Darren and Grant Laker need to dispose of their late father's 1938 Hillman. They think it runs and there are many spares stored in the garage which is located in Hastings. I can't advise on value as recommissioning and transportation costs will be significant. Please contact Darren by email if you would like to discuss it further and if you are interested in acquiring the car:

dllaker1961@gmail.com



PRESS WATCH

It looks like being a year of focus for the Series Minx. It was heralded as being one of the top 40 cars to watch out for in 2026. Then this auction result showed that there is plenty of interest in a good condition car. The HOC plans for the 2026 NEC Classic Car show include two Series Minxes, one saloon and one Convertible.



Hot off the press: a nice feature on the Imp in the 11th Feb edition



Below: Congratulations to a lady called Dawn who expressed to CCW her delight at owning a Minx Series III as her first true classic car. Then in the same edition there was an auction report with an exceptional 1936 Minx fetching £4752. Another pre-war Hillman sold at just under £5000 so this seems to define the upper value of these older cars.



YEAR/MAKE/MODEL	EST	ESOLD AUCTION
1934 Hillman 'Big' 16	£4000-6000	£4968 ACA
1973 Hillman Super Imp rally	£70,000-12,000	£11,250 CCA
1983 Talbot Sunbeam Lotus	£25,000-30,000	£37,687 ICO

REVIEWING ROOTES HISTORY

GREAT BRITISH CAR JOURNEY. 2 AUGUST

The Great British Car Journey has a busy schedule of events lined up for 2026. Themed days litter its calendar, from British cars and Italian cars to days celebrating Scandinavian options, or even individual marques such as Lotus and MG. Rootes even gets in on the action in early August with

a day honouring Hillman, Humber, Singer and Sunbeam. On top of that, there'll be a celebration of the 70th anniversary of the Singer Gazelle. For the full set of its Great British Car Shows Presents... series, check out the website.

greatbritishcarjourney.com



CCW produced a feature of things to do in 2026 and two Hillman related items caught my attention. The first was the Rootes Day planned for the 2nd August at the Great British Car Journey. Remember they offered a special deal for HOC members on last years Drive-it-Day. This gives us two major Rootes events to attend this year with GBCJ located at Ambergate, Derbyshire and the Rootes Archive Trust's Heritage Day at the British Car Museum, Gaydon on 19th July.

The other "thing to do in 2026" item was to visit the Coventry Transport Museum. I haven't visited this museum yet myself so I'd be interested to know if any other HOC members have, and what they think of it. Please let us know.

COVENTRY TRANSPORT MUSEUM

COVENTRY. CV1 1JD

The museum boasts about 250 classic cars and commercial vehicles, with an emphasis on things built in Coventry. Cars include an Austin Metro once owned by the future Princess Diana. Coventry marques Armstrong-Siddeley, Jaguar, Hillman, Lea Francis, Singer, Standard, Sunbeam and Triumph are all represented. In contrast is the world land speed record-breaking 763mph Thrust SSC, the first car to break the sound barrier. We would recommend four hours to view and enjoy everything at the museum.

transport-museum.com



DOIG CLASSICS 2026 FAIRS

2026

Englefield Green Village Fair & Classic Car Display

20th June 2026

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

Gates Open 9am Vehicles must be in place by 11:30am Show starts at midday. Stalls, please email egvfair@gmail.com

entry fee of £8 per a vehicle

START TEXT WITH EGVF

Staines-upon-Thames Day 28th June 2026

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

entry fee of £8 per a vehicle

START TEXT WITH SUTD

Blackcherry Fair & Classic Car Display

11th July 2026

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

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

entry fee of £8 per a vehicle

TEXT CODE BCF

Runnymede Classic Car Show 13th September 2025 (Englefield Green Village)

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

Gates open 9am & vehicles & stalls must be in place by 11:30am Show starts at midday. Food & Trade Stall holders for RCCS £45 for a 4x4m pitch & MUST have own PL insurance. car related boot sale & autojumble £15 per a vehicle/pitch. Stalls please. email doigclassics@hotmail.co.uk or call 07368508804

entry fee of £10 per a vehicle

START TEXT WITH RCCS

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LETTERS TO THE EDITOR

I'm looking to get in touch with anyone with an Hillman Minx Series 3 Estate. Please could you help?

The background to this request is that in 1966, my parents drove me down to Spain in theirs (reg XLF 285, in Beige/white). Quite a feat back in the day, and I was only 11.

I have the original route marked Dunlop map we used and the Michelin Guide from the same year. So, as next year is the 60th anniversary of this journey, I intend to follow their original route (95% of the original roads still exist, albeit as minor roads) on a motorcycle.

I will be blogging this trip and would like to locate/meet/see an example for trip context before I go. If we can do something, I'll feature the club in any related video.

If I could find one for sale and in good condition, I would seriously consider doing the trip in it.

All the best, Chris Brockis Email: brockis@btinternet.com



LETTERS TO THE EDITOR ...

The ignition points on my 1725 engine in my Super Minx 1966 required replacement. I did this with a traditional Lucas set and they failed out on a road run after a while. This annoyed me! I replaced Coil and points with a Powerspark unit and a coil. I did this because I was appalled at the state of the points after a few hundred miles having replaced the points and condenser initially. I have some experience of these systems having been in the REME and sorting out RL Bedfords when the systems of those and other petrol engine vehicles misbehaved and gave problems to the Vehicle Mechanics. Points would run for 10,000 miles in those days so I concluded modern points could well be foreign imports. At the same time I decided to alter the LT supply circuit from the ignition switch. I therefore supplied a new fuse box feeding it from the ignition supplied side of the old fuse box on the opposite side of the engine compartment. This on its new position upon the Driver's side provides several feeds which are ignition fed and fused in other areas. The induction points now work well and are fused from that fuse box.

After I left the Army - speciality electronics and electrics - I ended up as a Production Engineer in a switch factory and our switch points had formed faces and modern points are not platinum! What we have today are relatively poor quality but nobody cares as they are spares for old men running old cars. They are replaced at the beginning of each season and run a few thousand miles until the next season! Young men have little experience of them so are easily satisfied but these units used to run countless miles reliably in all weathers. Regarding vehicle electrics you cannot be too careful constructing these! Whoever was the manufacturer they were building to a price! This must be considered for the whole vehicle! Every hole has a cost and a long hole with radiused ends costs more than a round one! Every panel with a shape to it has to be pressed and every press has to be inspected and signed for on every shift. That is the law and they must be lubricated by an approved engineer! That is also provided by law! So nothing is cheap and manufacturers will cut every cost even to the numbers of screws used on glove box lids! I think it was a Shift Engineer in Fords saved them one screw per lid which was a lot of screws over time! I had the reverse with a Production Buyer who purchased a new screw for a terminal from Italy! He bought two years worth and the line was closing in one. We could not fit them on the automatic machine so I had to fit them by hand with a young lady on a stool! I was not pleased nor were management! Now you know how tight margins can be! Join cables with sound joints; modern push or Lucar Bullet joints. Get a proper set of fitting pliers. Pay - a good tool lasts a lifetime; I have woodwork tools from 1750! Remember hand tools preceded power tools. Teach that to the young!

Final point, the back axle was caked in mud and some leakage on the front shaft seal. I cleaned the axle and exposed the breather now the seal works. Fitted a small outlet reservoir to the engine breather at bottom of sump area now no oil vapour over the chassis or the rear axle and empty it after long runs of say 100 miles or so via a small tap on the bottom. I think that is quite enough but electrics are the waifs and strays of many renovations as is cleaning the obvious. If you have a 6v system please do not make it 12v on the 6v wiring. I saw this done in the army by young men on cheap VW's and refused to do it for them. They saw my point one day when it was read out in the Bar that a family had to be rescued from a car fire on the Autobahn. 6v electrics and 12v conversion! I was never asked again!

Have wonderful and reliable motoring in the years ahead!
Best Regards, Glyn Luff gluff2008@googlemail.com

Hi Glenn,

Thanks for the article you printed in the Winter 2025 "Coventry Spires" that followed on from our previous communications regarding my Hunter fuel (or ignition?) issues. I thought I would just give you a bit of an update on this matter to follow on from my 19th November email as per below.

From our discussions it seems the fading problems might be due to fuel vaporization, which is not new. You indicated that we are fighting against the tendency for vapour pressure to be pushing back from the carburettor, it's just worse with Ethanol and with heat.

On the ethanol E5/E10 front I mentioned about having experience with Aspen 4 fuel. This looks quite interesting although more far more expensive than E5. It can be ordered through any Aspen dealer, mainly garden or mower centres.

I have currently put a mix in my tank of Aspen 4 with E5 on a 30/70 basis as it's an easy first try to see if it makes any different. For information Aspen 4 is roughly £25.00 for a 5 litre container so mixing it is certainly a far more cost effective solution.

I've also just changed the contact breaker points too as they were looking a bit suspect,

I don't usually get the Hunter out in cold wet winter conditions so am waiting for the better weather to go out again for a test. I've had it running in the garage for quite a period of time and all seems well so far. I'll let you know how things progress in due course,,.....

All the best, Den Flavell

Dear HOC,

We now have in stock the Minx, Hunter and Avenger brake discs in stock. Available to Owners Clubs or the trade in bulk direct from us or on eBay:

Item 257286167175 - 262mm Minx -67

Item 257286177327 - 244mm Hunter

Item 267527831078 - 241mm Avenger

Steve Doyle

Automotive Surplus UK Ltd
steve@surplus-uk.com

No affiliation - I'm not sure if this is available to individual members or what part number verification has been carried out but it might be a useful contact for members requiring replacement discs. See their advert in this edition. Ed.

LETTERS TO THE EDITOR ...



Hi Glenn,

I'm sure you've seen this Rootes video. I was viewing it again the other day and had an email exchange with another car friend. I originally had it on a VHS cassette many years ago, nice that it is now available on YouTube. Maybe could mention it in Coventry Spires. Very nice film with some great shots of the Super Minx in snow. Stanley Schofield made some excellent films.

There is some quite crazy driving in it, interspersed with a lot of corny commentary and snow scenes in Finland, plus of course sales talk about the Super Minx. It was on snow tyres with studs. How did they manage to cover over 500 miles in 8 hours?? It was done in the winter 1962/63. Do you remember that winter? I remember cycling to school and it seemed to go on for weeks with packed ice at the side of the roads. My hands were absolutely freezing. BTW, the first Super Minx my parents had was this model in the same colours. However, I think ours had drum brakes on the front. This one has discs. Maybe just about to be introduced as the Sceptre had disc brakes from the start and was introduced in 1963.

Old Hillman video 40 Thousand kilometers non stop driving for 3 weeks - YouTube
<https://www.youtube.com/watch?v=r1YhJMERLv8&t=309s>

All the best,
Hugh Walker

Hello Glenn,

Some time ago you asked if anyone had any Hillman letters they could loan for making 3D copies. It's probably too late now but I have recently found my box of spare Super Minx bonnet letters which includes a set of Mk1 letters which have a more raised profile as well as a set of Mk2 letters. I would be happy to loan these if they would be any help in producing some 3D printed copies.

I had a look at the Amberley Publishing website, what an amazing range of book titles they cover, please can you let me know when your Super Minx book is released.

With kind regards, Mark Thomson

Hi Mark,

Thanks for the offer of the letters, I have found a local company that does 3D printing and Injection Moulding who say they might be able to help. I just need to take them an example set for inspection. A complication is that there are at least three different styles of HILLMAN letters so whatever solution we find will probably require triple the investment.

I have a low expectation that the HOC can afford original Maxac letters with the fixing pins - the quotes are prohibitive. My Sunbeam friends tell me that modern double sided tape is ideal to fix letters on cars as this is what all modern cars use and this would work well with flat plastic letters. Plastic can also be chrome finished which I am sure would be acceptable.

Actually the topic is very appropriate for me as I noticed that I had "lost" a letter M when I walked back to my car at Brooklands on New Year's Day. I half-thought that someone had taken it. I searched my drive-way when I got back but without success. Two days later I found it stuck to my car cover. It had been pulled off, stuck by ice, when I removed the cover for the NY trip. Luck boy! January 1st and I have already used up a good slice of my fortune for 2026!

As for the Super Minx book, at the time of writing, I am still waiting for the publishers to reply. My book is conversational rather than being a workshop manual or historical Tome so I am keeping my fingers crossed that they approve.

Regards, GlennB

**Low and High profile
letters on the same Mk1
saloon. Is it a front/back
thing? It's the opposite
arrangement on my Mk1
Convertible**

**Are there any other
styles?**



FOR SALE AND WANTED



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FOR SALE: My name is Mark, I buy and sell a broad range of items and have just acquired a vintage, original brass car horn which appears to belong to a Hillman 14???, this is embossed into the rubber squeeze bulb (which has sadly perished). The horn has a fixing bracket, I assume to attach to the bodywork, please see attached pictures. It needs a new bulb, but makes a great sound when blown, I am looking to sell it for £50 or very nearest offer. My mobile number is 07779591956 if you think any of your members would be interested, please pass on my number, Thankyou. MERRY CHRISTMAS. Email: marknadin@live.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 throughout. 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 indeed. The car is in Bournemouth and I'm looking for £1,000.

Ian Whiteley Email: iwhiteley@aol.com Mob: 07708 332959



WANTED: I have here in Portugal a 1938 Hillman Minx and am looking for engine parts for this vehicle .i wonder if you have any contacts for spares suppliers. Tony Martins. Email: antoniomartins3737@gmail.com

FOR SALE AND WANTED ...

FOR SALE: Series V Minx body panels for sale. 4 doors with glass, bonnet and boot. All in good condition with just some surface rust. £50 each item or best offers. Location Kent. Contact Doug Sutton. Phone 01634 317546 Mob: 07951 216312

(Motoring Weekly SV Minx stock photo example only)



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Is this an example of the new HOC Digital Membership and overseas participation? Mark from Australia has sent Ray and I details of an advert he saw for a 1937 Hillman Drophead for sale in Canada! The asking price is CDN12,000 Dollars. Apart from the Super Minx I think this is my next favourite Hillman and I would be sorely tempted if I was younger and fitter. It may have been sold by the time you see this but if anyone fancies re-patriating the Drophead you can find it here: <https://www.classicautomall.com/>

Hi Glenn, Ray,

You can find the car at Classic Auto Mall. It is also listed on barn finds.com

Probably not economically practical considering the shipping costs but you never know. How it survived 90 years of Canadian winters is amazing.

The front end is similar to a Morris 10. I had one in the early 70's.

Good luck with it. Regards Mark

Email: markolesen@optusnet.com.au

SUPER MINX BOOK



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

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

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FOR SALE: Brake Discs for Rootes Cars - We now have the Minx, Hunter and Avenger brake discs in stock. Available to HOC Members or the trade in bulk direct from us or on eBay:



Item 257286167175 - 262mm Minx -67

Item 257286177327 - 244mm Hunter

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please ask about discs for other models



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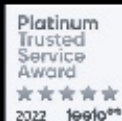
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