



Coventry Spires



**DRIVE IT DAY PHOTOS
AGM DETAILS AND REPORTS
SMC/HOC WEEKEND DETAILS
THEFT? - A SORRY TALE
REQUEST FOR PRE-31 PHOTOS**

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



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Committee members addresses are available on request to the Secretary

Enquiries Email: information@hillmanownersclub.co.uk

Website: www.hillmanownersclub.co.uk

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

Summer 2026 Coventry Spires Online: Password: "Hunter"

Website Technical Archive Password: "HOC_Member"

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

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



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Somerset Organiser	Geoffery Pearce	01934 842577	-

Contact addresses are available on request to the Secretary

Marque Registrars are members who have volunteered to offer their experience and advice with regard to specific Hillman Models. It does not mean that they will have the answer to every question but they will do their best to find the best answer based on their experience. MR's may be the best people to offer advice on values for that model and to assist the HOC with DVLA related issues.

Area organisers can help with local shows and to find suitable meetings in their area. Note that Hillman-only meetings can be difficult to arrange in some cases due to the small number of owners in any one geography so general Rootes meetings are also encouraged.

There is no limit to the number of MRs and Area Organisers so please contact the Editor if you would like to offer your services.

Please contact the Editor if you need to correct any of the above details

13-15 NOVEMBER | NEC, BIRMINGHAM



THE UK'S
**PREMIER CLASSIC
MOTOR EVENT**



3000 CLASSIC CARS

**LARGEST INDOOR
AUTOJUMBLE**

310+ CLUBS

600+ VEHICLES FOR SALE

**MOTERING CELEBS
& EXPERTS**

450+ TRADERS

NECCCLASSICMOTORSHOW.COM



**SAVE £4
OFF ADULT
DAY TICKETS
BOOK ONLINE
WITH OUR
CLUB CODE*:**

CCHILOCN6



*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 12 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 22 Oct to help your club earn extra benefits.

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**Deadline for the 2026 Autumn edition
is last week of August,**

This Editions Cover Shot:

This magnificent Husky (not the dog, that's Edsel the Collie) belongs to Alan Cox who took it to a Drive-it-Day coffee stop in Windsor. Yes, it is a Husky, see the Out and About report inside.

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, email: trevorsherrington@yahoo.co.uk 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.

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
- * tuesday 21st - **Hillman Owners Club Annual General Meeting** (by Google Meet) - start 7pm details on page 18

AUGUST

- * Sunday 2nd - Great British Car Journey, Rootes Day
- * Monday 31st - Gosport Rotary's Vehicle Rally and Family Fun Day
- * Monday 31st - New Water Mill Classic Car Show, Sutton Coldfield, For details Trevor. Email: trevorsherrington@yahoo.co.uk

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 Email: jasonmyles72@hotmail.co.uk - <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>

**LATE REMINDER (IF YOU'RE LUCKY):
ATTENDANCE TO THE ISLE OF
WIGHT SINGER/HILLMAN WEEKEND
SEE PAGE 22 FOR DETAILS**

EDITORS RAMBLINGS



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 circuits 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 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 wiper motor 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!

The good news about my Super Minx book is that the publishers have accepted the draft and plan to release it in time for Xmas. I am still finding errors in the text so I hope I have time to correct them. I am not writing yet another workshop manual, but more a light hearted missive on how to enjoy the cars. I hope this novel [sic] approach meets with acceptance. There are already comprehensive books written by David Rowe and Geoff Carverhill and I have no intention to substitute these excellent books.

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 try to make it to Gaydon for the Rootes Heritage Day and come and say hi. Ed.

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 March – Welcome to the Hillman Owners Club !!!

May Jones	Boston
Gilbert Evans	Brighouse
Matthias Huebener	Hamburg
Martin Keeping	Christchurch
Justin Barret	Pinner
John Concannon	Northampton
George Muir	Edinburgh
Mark Waddington	Cullen
Howard Hargate	Wath upon Dearne
Theo Leeuwenkamp	Schoori Netherlands
Peter James	Roche, Cornwall
Andrew Lamb	Birmingham
Jade Puttock	Egham
Alistair While	Cheltenham
Rainer Moehler	Schoental Germany
Tim Morgan	Northants
Paul Carne	Aston on Trent

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

SECRETARY MEMBERSHIP REPORT ...

List of Registered Vehicles

If anybody would like me to upload their car details to our database, please contact me on membership@hilmanownersclub.co.uk and I will be happy to upload these for you.

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

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		2
10 hp Super Sports 1920-1922		3			3
11 HP 1915 - 1926				6	6
14 1925 -1930	1	11		36	48
14 1938-1940		1		1	2
16/20 1934-1936				2	2
20 1928-1931		1		1	2
40 hp 1907-1911		1			1
80 1936-1938		2			2
Avenger			3	22	25
Commer	6				6
Hunter			2	20	22
Husky	4		16		20
Imp				28	28
Minx	2	43	8	173	226
Minx Magnificent		1		3	4
Super Minx		128	40	43	211

Table 1: Model

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

Happy motoring

Steve Grimes, Membership Secretary

NEW WATER MILL CLASSIC CAR SHOW BANK HOLIDAY 31st AUGUST

Hillman Owners Club members welcome.

The show that I hold is free to get in and also free to go around the working mill, if they would like bags of flour that is milled that day they just make a donation for them.

**New Hall Water Mill, New Hall Drive,
Wylde Green Road, Walmley,
Sutton Coldfield, B76 1QU.**

**Also you can find us on the web site or contact me on
trevorsherrington@yahoo.co.uk**

ADVERTISING CAMPAIGN



THE HILLMAN OWNERS CLUB
The club for all Hillmans



Join today and help preserve the marque

- * DVLA Representation
- * Insurance Valuations
- * Full colour magazine
- * Technical expertise
- * Comprehensive Website and more



www.hillmanownersclub.co.uk



HOC is running a series of adverts and press announcements during 2026 to generate interest in the club and to report interesting Hillman stories

The committee has been concerned that the club should improve its visibility to the many Hillman owners who run their cars without joining the HOC. These folks could also ask what does the club do to help protect the future of the marque? One of our recent decisions has been to use some of the savings from not attending the NEC Restoration Show to place some adverts in the classic car press, specifically Classic Car Weekly, and to issue some interesting Hillman press stories.

The HOC confirmed our intention to attend the 2026 Resto show a little after the deadline. It seems that the organisers had decided to reduce the number of halls at the NEC and therefore limit the number of clubs attending and they could not accommodate our late request. Several members used to renew their subscriptions in person at the show and this may have been an inconvenience to both them and the club. We can only apologise if you were unable to renew your membership at the NEC in March.

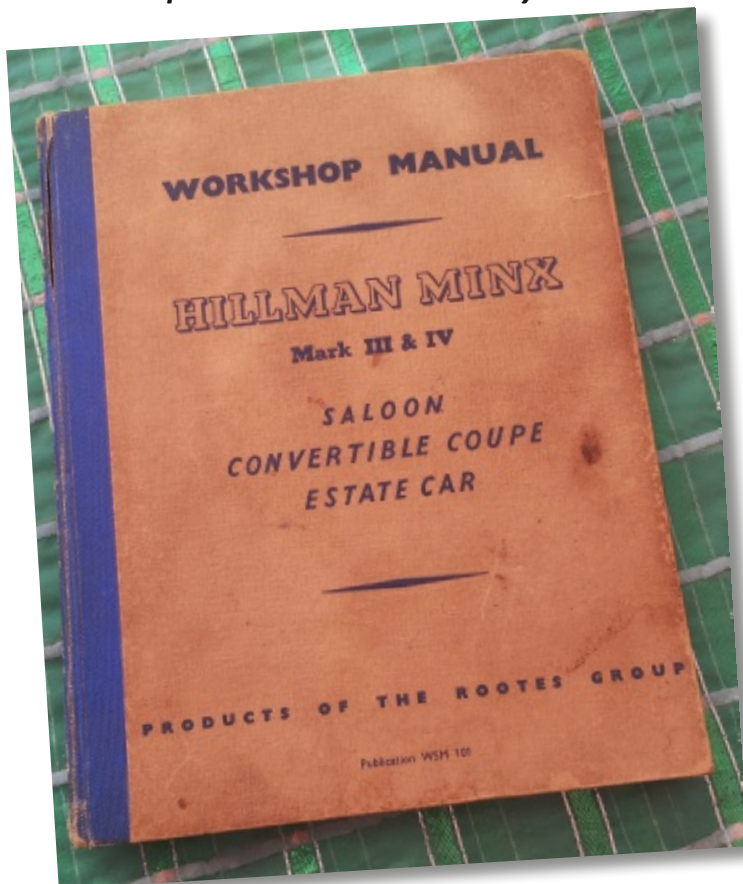
We selected Classic Car Weekly for the adverts as it has consistently shown itself to be supportive of the HOC with good Hillman coverage. Placing an advert which is hidden away in the back pages may not be sufficient on its own, of course, so we have also decided to issue a series of press announcements to co-incide with the adverts and hopefully include something interesting enough to justify some editorial coverage. The first announcement is the "first come, first served" program where rare or unusual items are passed on to deserving members with Keith Jones receiving his Commer Workshop Manual.

The adverts also serve as a short guide to the benefits of club membership as people often forget about HOC representation to the DVLA, insurance valuations and the support for the Rootes Archive Trust.

You will see a series of adverts in Classic Car Weekly throughout 2026. We felt that this publication was most likely to be read by Hillman Owners compared to magazines that focus on the more exotic marques.

FIRST COME, FIRST SERVED

***This Hillman Minx MkIII and MkIV
Workshop Manual 1951 could be yours!***



Ben Brocklehurst wrote to the HOC offering to donate a workshop manual that had belonged to his dad.

"Hi, I have this manual which used to belong to my late Dad (first car I think), not in bad condition do you/the website want it? If yes you can have it for free just don't want bin it"

I accepted Ben's kind offer and we can now make this available to the first member to reply on a "first come, first served" basis. Ideally this will go to an owner of a MkIII or MkIV and we want to see a photo of you, the manual and your car so we can report back in the next edition!

Email me at: editor@hillmanownersclub.co.uk

OUT AND ABOUT & DRIVE IT DAY



Alan Cox and collie Edsel III drove to Windsor in their wonderfully restored Husky. He re-panelled the sides and then broke some of the glass so there was no going back! It is fitted with a Ford Kent engine and has appropriate improvements to the suspension and brakes. Alan also has many Rootes NOS spares so I hope to connect with him and advertise them here in due course.



Above: two regulars at Brooklands Museum

Right: David and Yvette Dickinson at the Stoke Poges Cars and Coffe Morning



Sven Weinholtz from Hamburg celebrated Drive it Day in Germany with his pink!!!! Super Minx Convertible!



Andrew Willis - Super Minx



Chris Salter - Super Minx



Dave Thompson - Hunter GLS



"Dizzy Timdog" Saunders - Super Minx



Ian Ball Akwashak - Super Minx



Right: Peter Crompton - Super Minx

OUT AND ABOUT & DRIVE IT DAY ...



Drive it Day:
Left: HOC Committee member Gordon Tait braved the typical North Scottish weather in his Avenger.

Below: I'm sure this Super Minx Convertible has just exchanged hands - is the new owner here?



Below: always good to see CCW reporting on Hillman activity. This is why the HOC has chosen them for advertising on 2026.



Husband and wife George and Jean Herbert with their grandson Mathew, who loves driving their 1959 Hillman Minx convertible as much as they do.



Left: Mark Mitchelmore's Minx would give many cars a good run for money in a concours competition. Don't you just love the colour scheme?



Right: Walter Greenhalg flew the HOC flag in his Series Minx



Left: Rich Evans demonstrates a good feel for a dramatic landscape photo (not difficult in North Wales!)

Right: Laura's Super Minx - are there any more details?

HOC AGM DETAILS

Hillman Owners Club



Annual General Meeting 2026

Tuesday 21st July 2026 at 19:00 Hours

Meeting called by	Management Committee
Type of meeting	Annual General Meeting
Minute taker	Nick Aitken
Timekeeper	Nick Aitken

Google Meet to all qualifying members.

N.B. To be covered in the meeting, the Zoom Pro membership has been relinquished in favour of using the free Google Meet facility.

1. Welcome and apologies
2. Minutes from the previous AGM
3. Directors/Chairman Report [Chair Vacant]
4. Company Secretary Report
5. Treasurer Report
6. Membership Report
7. Events/Regalia Report [Posts Vacant]
8. Librarian Report
9. Coventry Spires Editor Report
10. Webmaster Report
11. Election Of Officers
12. 2027 AGM: Proposed date Tuesday 20th July 2027, starting at 19:00 hours, via Google Meet.

All the AGM documents are on the website for viewing prior to the AGM. Please use the username "HOC_Member" and Password "HOC_AGM_2026"

The AGM meeting link will be accessible from the website if you don't want to copy and type the link manually.

Please check your computer/phone for operation with Google Meet beforehand (audio and video) to ensure we make a prompt start and avoid delays.

Meeting link: meet.google.com/oyi-tozv-yse

Join with Google Meet

HOC AGM ACCOUNTS SUMMARY

The Hillman Owners Club Detailed Income and Expenditure Account For The Year Ended 31 December 2025

	2025		2024	
	£	£	£	£
TURNOVER				
Membership Income	9,024		9,671	
Sales	280		236	
		9,304		9,907
OTHER INCOME				
Other operating income	1,000		-	
Interest receivable and similar income	52		77	
		1,052		77
		10,356		9,984
COST OF RAW MATERIALS AND CONSUMABLES				
Opening stock and work in progress	650		796	
Purchases	119		40	
Closing stock and work in progress	-		(650)	
		(769)		(186)
OTHER CHARGES				
Insurance	353		469	
Printing	4,080		4,119	
Membership costs	416		640	
Postage	127		73	
Advertising and marketing costs	-		90	
Events	1,558		3,956	
Sponsorship	310		487	
Website costs	518		557	
Accountancy fees	360		-	
Professional fees	34		-	
Subscriptions	146		-	
Bank charges	61		-	
Sundry expenses	156		79	
		(8,119)		(10,470)
NET SURPLUS/(DEFICIT)		1,458		(672)

Many thanks to Steve for organising the accounts. As of going to press these are the unaudited accounts so that we can provide the information in good time ahead of the AGM. The full report will be posted on the website accessible with the username and password specified opposite.

Note that the finances are in good shape especially due to savings on NEC attendance which will enable the club to do some promotion in the classic car press during 2026. There will also be some savings in Website costs as we move forward.

HOC COMMITTEE POSITIONS

The committee has a number of open positions and is also likely to have yet further vacancies as a result of expected retirements. The club is entering an important phase of its existence as we navigate our way through several issues.

Firstly, the Hillman marque is not seen as being as exotic as some others and the important new generation of owners is more easily attracted towards modern classics like the Golf GTI and Suburu Impreza.

Secondly, Hillman resale values generally remain low and do not apparently justify the high restoration costs which ensure the necessary high quality repairs that keep a car in roadworthy condition, yet alone in show condition.

Thirdly, The membership is dispersed across the country with relatively few members in any one location to justify regular local meetings. Remember it is the pleasure of socialising with other Hillman owners which is key in helping the club's open and friendly atmosphere to flourish.

Fourthly, pre-war cars, and increasingly 1950's cars, are gradually losing the old-school owners who understand the mechanical repair and mainenance demands. This is manifesting itself as a ceiling of under £5,000 in auction prices. If you can repair a pre-war car then it is unlikely to treturn a profit if you ever have to sell it. On the other had these cars are extraordinarily good value if you want to buy.

Lastly, many Hillman owners apparently get all that they need from interacting on Facebook which prompts the questions "How does the HOC remain relevant?" and "How do we turn these anonymous Facebook users into full HOC members?" I see a constant stream of questions being posed on Facebook, "How do I do xxx?" or "Where can I get a xxx?" These questions should be answered by our MRs but we often remain invisible. Worse still, many answers that are offered on Facebook are incorrect and also attract spammers.

If you feel passionate about your Hillman then consider donating some of your time to help invigorate the club and help the survival of the marque. There is no escape from the fact that a club like the HOC requires enthusiastic and dedicated indoviduals to help add their weight. You don't need to have a concours condition car or even a roadworthy one, just love the marque! Ed.



***We need
your enthusiasm!***

MEET THE TEAM - RAY SELLARS

Further to your request in the Winter Coventry Spires for MRs to send you brief details about themselves, here goes. RAY SELLARS, Born 1953. Spent all my working life in aviation, first with BA for 30 years, and then at RAF Cranwell for 10 years. Now retired. Joined the HOC back in 1980 with membership No 40. I have always been a fan of the Rootes Group, probably because as I grew up, both my parents owned Rootes vehicles. Sadly, none of those vehicles still survive. However, with the demise of that company, my Father moved to BMC and in 1971 he purchased a new Minor 1000 Traveller, which I still own!! I also own, firstly a 1955 MKV111 Minx Convertible, which I have owned since 1975, then a 1963 Humber Super Snipe, owned since 1982. I also have a set of Minx based Hillman Huskys, a 1954 MK1, owned since 1992, a 1958 series1, owned since 1990 and a 1961 series 2, owned since 1982. Then a 1966 series 3, owned since 1984 and a 1965 series 3 ex MOD LHD used by the BAOR in Germany. Most of these cars are in original condition, but where work was required, it has been done by myself, except the paintwork. I also keep the Club library, which mainly consists of Handbooks, Workshop Manuals, Parts lists, and advertising material. Kind regards, RAY

MEET THE TEAM - GLENN BRACKENRIDGE

I'm a relative newcomer to the HOC (2017) but a long term Rootes fan. My first encounter with Rootes was with a Humber Hawk in 1965. My mother drove me into a stream in Datchet while avoiding a dog - at least it wasn't into the Thames! My dad then briefly upgraded to a Super Snipe before a succession of smaller cars including a Simca 1100. About a year after passing my test I bought a Sunbeam Alpine and subsequently in 1977 helped found the SAOC. I bought a 1973 Hillman Hunter in 1979 and replaced it with a 1962 Super Minx Convertible in 1982. I used these cars when I was a Burroughs Computer Service Engineer driving around West London. Eventually a job change brought along a company car and I didn't return to the Rootes fold until 2009 when I bought my current Sunbeam Alpine - satisfying my mid-life crisis. When I was forcibly retired in 2017 I decided I needed another project and looked around for another Super Minx Convertible but couldn't afford the ones that were available at the time. I settled for a very well preserved Super Minx Mk1 Saloon which was ideal for my mechanical restoration capabilities. I have since added that elusive Super Minx Convertible, another Mk1. It's not a beauty queen but is great fun and serves as my ULEZ wagon when I drop off and collect friends from Heathrow. I get a kick out of meeting other Hillman owners as it seems we all enjoy driving our cars rather than worrying about investment value! Regards, GlennB



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 about attendance details - it's probably too late but you might be lucky!

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

SWAP THAT EXHAUST SYSTEM

I had the foresight to buy a complete NOS exhaust system from Rich Evans some years ago when he offered a couple of systems from his Super Minx barn stock. I have been putting this job off for years. When my car came out of hibernation this spring it was clear that the time had come to install it as the main silencer box had rotted through. I thought that the main principles of installation would be of interest to all home mechanics for any car. I picked a couple of days when my back and knees were behaving themselves and when I could face the prospect of hauling my 72-year old frame down onto the garage floor



Before I started I laid out the new system and made sure that all the sections connected together easily. This required sanding off surface rust at the joints and prising the openings apart slightly with the help of an appropriate steel bar. You don't want to have any difficulty putting things together underneath the car while lying on your back. I used a felt marker on each pipe to indicate the amount that it should be inserted into its mate so that this would be visible while I was underneath. The joints ended up being so smooth and precise that I decided that I didn't need to use any exhaust paste on them.

Next, the car was jacked up nice and high on the passenger side and securely mounted on axle stands so that I could work in safety. I also removed the passenger-side wheels to give me more working space. I loosened all the exhaust mounting bolts and clamps and also soaked them with WD40 so that they could be re-used. The two manifold clamp bolts are brass and usually come free quite easily. They were accessible from underneath with a double length socket extension. Make sure you recover the 'donut' ring that sits between the front pipe and the manifold as this allows the final angle of attachment to be slightly adjustable.

Old rusty exhaust pipes rarely come apart on request and mine were no exception. I had to use an angle grinder and cutting disc to remove the system in 3 sections – I wasn't asking! At that point I knew that we had gone past the point of no-return. I was actually pleased to see that the centre box was indeed badly rusted through and that I had no real choice in the matter.

All the sections were then placed in their right location wedged up on blocks and loosely bolted in place. This included the bell housing bracket which is one of the main adjustment points. I left the manifold joint disconnected until last so I could insert the donut on a bed of gun gum paste before hand-tightening it. Then I went to the rear joint where the hanging clamp above the axle connects to the rear joint U-clamp – this sets the height of the system. The pipe must be high enough to prevent the centre pipe banging on the chassis cross-member. The rear section was then

tightened in place using the hanging clamp to the rear of the small silencer. The system has to be manipulated to prevent it banging on the spare wheel cage. Then I went back to the bell housing bracket and moved it so that the centre pipe was clear of the cross-member before fully tightening it further. The bracket holes are over-sized to allow some adjustment. Finally it was time to tighten the manifold clamp nuts. Then I finally tightened everything. Job done.

So the trick appears to be not to tighten anything until the system is fully in place, jiggling it and gradually tightening it as necessary to optimize the geometry. The proof of the pudding was a test drive. Not only was the exhaust quiet I had also eliminated an annoying banging noise because the old system had actually been resting on the cross member. Total time = 4 hours over two days, limited damage to knees and back, only a slight loss of blood from a scratch on my hand. My wife said "that was easy! I don't know what all the fuss was about."



Opposite: have I got everything?

Left: Safety first - use axle stands front and back.

Below left: I'm not asking!

Bottom left: clean the joints

Below: height adjustment above the rear axle





BRITISH REGISTRATIONS 1963 to 1974

I had the pleasure of meeting Jonathan Del Mar, the author of a new book called "Motor Vehicle Registration Numbers of Great Britain 1963-1974" at the recent Brooklands Best of British day. We were able to confirm that my car carried its original Dundee issued registration - something I knew already as I have the original bill of sale. This book explores the background and then the detail of how British registrations were issued in the 1960's and how different licensing bodies assigned their designated Suffix letters and numbers and what ranges of numbers were used.

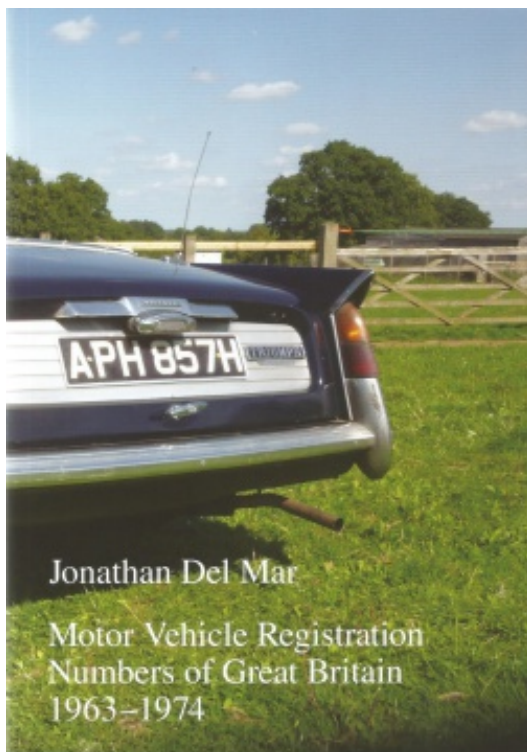
When I was around 8 years old I used to sit on my garden wall playing little games with the cars as they passed by. How many Fords, Austins etc. One of the games was a competition to see what registration suffix could get the highest count in an hour. The same few suffixes regularly vied for top spot and my father had explained that these would be the locally issued registrations.

Nowadays we have lost this quaint tradition and the DVLA issues registrations without any indication of geography. The local issuing agencies all disappeared into the vast DVLA aggregation. We have also lost the ability to go and visit the local issuing office and sort out logbook problems and change of ownership face to face. I visited Tolworth Towers in Kingston regularly and also another Licensing office in Wimbledon.

Let's be clear, this book is probably not what you would call bedtime reading. It is a comprehensively researched compendium and my short scan is not enough to explain all the possibilities it carries. It does have a guide on "how to use this book" which helps the reader take a suffix and then navigate down to the required page for that issuing body. Having just completed my Super Minx book draft I must acknowledge and admire the deep and methodical research that Jonathan must have carried out to put together this remarkable and "authoritative compendium".

I am sure that Jonathan will be pleased to talk to members interested in the book and the topic of registrations. His email is: jrdm.oakwood@gmail.com

GlennB



VINTAGE RUNNING

Over the years, I have known friends who have “collections” of old cars, ranging from those who have three or four Vintage or Classic cars, to two friends, in different times and in different parts of the UK, who owned so many they were beginning to lose track of what they actually owned, and indeed where they were all garaged. This I call the “David Beckham Syndrome”, being an affliction which highlights slightly irrational behaviour, in that, with the best will in the world, they are never going to be able to enjoy them all. On the contrary, a large number of cars can become a responsibility and a worry, not to mention a serious drain on both finances and personal health.

That train of thought made me wonder if there is an “ideal” number of cars in a collection, but I think there are too many factors to be dogmatic. It will depend not only on the availability of funds to buy the vehicles, but on whether storage is sufficient, whether the individual owner has the time and expertise to keep them running (or, if not, the cash to pay a flunky to deal with them), the views and pressures of any spouse or significant other, and so on.

Our own, less impressive, collection consists of three elderly vehicles (plus the Everyday Modern which can be discounted for this purpose) – as well as the Fourteen, we have a van (currently undergoing remedial work) and a 1950s sports car, currently nearing the end (I hope) of a 36-month (and counting) rebuild. All of them are technically “on the road” in that they are taxed and insured, but all of them are practically hors de combat at present – the Hillman, in fairness, only needs an oil change and the filter cleaning (I think) and it will be good to go. Why haven’t I done this already? – because I can’t get at the nearside of the car without moving most of the rest of the contents of the garage, including the van. The latter, incidentally, we bought so that we could dispense with our trailer, but, being a Classic, it has spent more time being worked on than being driven and its usefulness is becoming doubtful.

Perhaps, with unlimited funds, it would make sense to start from scratch and reduce the number to one, but that one vehicle should fulfil all necessary functions, which would presumably require a coachbuilder to create a bespoke vehicle. I envisage some form of estate car, with a full-length folding canvas roof à la Citroen 2CV for fine weather, and a rear deck with folding seats for load-carrying. A Hillman chassis would seem to be a suitable starting-point, and if a redundant Straight-Eight could be found, that would give ample performance, as well as being temperamental enough to delight the home-mechanic. But this is not something to contemplate at my time of life, and I offer the idea to the younger generations with the enthusiasm, not to mention the energy, to take on the project. By way of inspiration, I suggest that those interested might wish to review the transport of The Addams Family. **Peter Sainty**

URGENT REQUEST

I need photos of the following cars for a forthcoming book, can you help please?

1919-1924 Eleven h.p

1925 – 1931 Fourteen, in any guise as far as bodywork is concerned

1928 - 1931 Straight-Eight, ditto

1931 Vortic

Tel: (+44) 1671 820961

Mob: (+44) 7930804712

ROB PUTTOCK'S SERIES MINX

Jay Myles has alerted me to new member Rob Puttock's acquisition of a rust affected Series Minx. Watch out for future updates. It looks like Rob has made a great start!



DAVID ROWE'S SPANNER SIZE CHART

Editor's note: David is the author of the Rootes Cars Pictorial History!

Inches	MM	AF	Whit	BS	BA	Inches	MM	AF	Whit	BS
0.151					8	0.920			1/2	9/16
0.157	4					0.937		15/16		
0.172					7	0.944	24			
0.193					6	0.968		31/32		
1.197	5					0.984	25			
0.218		7/32				1.000		1		
0.220					5	1.010			9/16	5/8
0.236	6					1.023	26			
0.248					4	1.062	27	1.1/16		
0.250		1/4				1.100			5/8	11/16
0.276	7					1.102	28			
0.281		9/32				1.125		1.1/8		
0.282					3	1.141	29			
0.312		5/16				1.181	30			
0.316	8					1.187		1.3/16		
0.324					2	1.200			11/16	3/4
0.338			1/8	3/16		1.220	31			
0.343		11/32				1.250		1.1/4		
0.354	9					1.259	32			
0.365					1	1.300	33		3/4	7/8
0.375		3/8				1.312		1.5/16		
0.394	10					1.375		1.3/8		
0.406		13/32				1.377	35			
0.413				7/32	0	1.390			13/16	15/16
0.433	11					1.417	36			
0.437		7/16				1.437		1.7/16		
0.445			3/16	1/4		1.480			7/8	1
0.469		15/32				1.496	38			
0.472	12					1.500		1.1/2		
0.500		1/2				1.535	39			
0.512	13					1.562		1.9/16		
0.525			1/4	5/16		1.574	40			
0.551	14					1.580			15/16	
0.562		9/16				1.614	41			
0.590	15					1.625		1.5/8		
0.593		19/32				1.653	42			
0.600			5/16	3/8		1.670			1	1.1/8
0.625		5/8				1.688		1.11/16		
0.629	16					1.750		1.3/4		
0.656		21/32				1.760			1.1/16	
0.669	17					1.811	46			
0.687		11/16				1.813		1.13/16		
0.708	18					1.86			1.1/8	
0.710			3/8	7/16		1.875		1.3/8		
0.748	19					1.938		1.15/16		
0.750		3/4				1.960			1.3/16	
0.781		25/32				1.969	50			
0.787	20					2.000		2		
0.812		13/16				2.050			1.1/4	
0.820			7/16	1/2		2.140			1.5/16	
0.826	21					2.165	55			
0.866	22					2.230			1.3/8	
0.875		7/8				2.362	60			
0.905	23									

As a general rule a spanner will fit any bolt with a size difference of .004 or less.

Worn nuts can sometimes be loosened with a smaller sized spanner



PRESERVING BRITAIN'S MOTORING HERITAGE



HUMBER, HILLMAN, SUNBEAM, SUNBEAM-TALBOT, SINGER, COMMER, KARRICH, CHRYSLER, TALBOT, SINGCA



A big shout out to Andy Bye and the Archive Trust Team for releasing a number of historical videos and uploading them to YouTube.

The example on the right contains the film of the gruelling endurance trial carried out to promote the Super Minx and was brought to our attention by Hugh Walker in the Spring Coventry Spires.



Rootes a hit on YouTube

A YouTube channel showing historic promotional films that the Rootes Archive Centre Trust has launched is proving to be a considerable success.

Postings include everything from North American Imp in which a car is driven between Miami and Alaska, Customer Care; a look at how to run a good dealership in 1971, Performance Plus Sunbeam Alpine at Le Mans in 1961, and Cambridge University students on a trip to the Middle East in a Commer Spacewagon. More films, transferred from 16mm stock, are on the way.

Trust chairman, Andy Bye, is urging people to subscribe to the channel and increase its profile. He told CCW: 'It's been an expensive job for us digitising the films but the feedback has been fabulous and these old films need seeing. They are great publicity for the trust and Rootes vehicles.'

Andy added that no-one knows how many movies were made but the trust would love to hear from anyone with material to donate or for copying.

Nick Larkin

rootesarchive.org



CAR & CLASSIC

Hello Glenn, I thought the attached photo may be of great interest to club members to pop in the magazine, I have never seen one before in my lifetime, did'nt even know they exisited, a 1936 Hillman Hawk convertible I found on Car and Classic last week with a statring bid of £5000, has anyone else ever seen one? Brian King

1959 Hillman Minx SIII

Here was an affordable, sensible way into classic ownership and it didn't have Morris Minor badging. WB's Seacrest Green (with similar-hued interior) Minx was a lovely thing – patinated, yes but showing 35,000 miles and coming with a decent amount of paperwork and from a five-year ownership. Looking like many of these models did in the 1970s, the paint was good, the bodywork was good but ripe for light tidying around the sills and the bottoms of the wings, while the brightwork was fair. A serious clean would have rejuvenated the interior but here was a cracking offering bought for little outlay.

WB & Sons, 21 March
wbandsons.com

SOLD
£2180



And if we needed any proof about the depressed state of the market, this Minx only fetched £3000 at a recent auction. It seems that Hillmans don't attract the interest necessary to pay for restoration. In which case the question is what will happen to our cars as we move to pastures new?



The auction of this Minx SIII was reported in CCW. IT confirms my suspicions that the market is very depressed. Elsewhere in the same magazine CCW said politely that it is a "buyer's market". We stumble from one crisis to another and now we have the global issue surrounding petrol supplies. Not only are people less inclined to part with their money for anything less than perfection but we also have the possibility that we will see rationing. I hope that we can all afford enough petrol to attend our shows!

1955 Hillman Minx

This was the answer for anyone looking for a 1950s British saloon that was good to go. In the pre-sale description ACA said this Minx was sold new overseas and first UK-registered in spring 1998, since when there had been just two registered keepers. The vendor had bought it from a fastidious owner in 2021 since when it had seen regular use,

including a trip to Normandy. It certainly looked good, the body being tidy and the panels fitting well. The exterior paint still had a pleasing shine and all was particularly tidy inside with seats, door cards and headlining clean and free from neglect.

Anglia Car Auctions, 11-12 April
angliacarauctions.co.uk

SOLD
£3024



LETTER TO THE EDITOR - A SORRY TALE

We recently received an email from a Mr. David Standen about how his wife's Super Minx Estate and his Reliant both disappeared from secure storage during the COVID Lockdown:. I had asked David what outcome he was hoping for by contacting the HOC as the COVID lockdown was now quite some time in the past.

I feel qualified to offer a personal opinion on the matter as I once experienced the 'loss' of my TR4 which I had been keeping in my parents garden while I was away working in London. There were no mobile phones or email back then. My mother thought that I couldn't possibly want an old car which she just saw as an eyesore and she simply gave it away to a very lucky local chap. I contacted the Police but they said it was a civil matter and that I should sue my mother for damages and that I would not be able to get the car back as she had 'sold' it legitimately. The DVLA replied to my complaints saying the logbook/V5 had nothing to do with ownership, it just indicated who was the nominated keeper, and I was evidently no longer the keeper.

The HOC cannot put itself in a position of help or even arbitration when legal proceedings might or might not take place. The only viable action the club could take in my lay opinion is to offer a valuation to support any action for damages.

What does this tell us?

1. The DVLA can issue a new V5 without needing the approval of the previous keeper.
2. Being the keeper does not signify ownership.
3. It is essential to get a dated and signed bill of sale to prove ownership.
4. The Police will not intervene in vehicle ownership disputes

Please let me know if you think the HOC should do more in these circumstances. Ed.



No help from the Police or DVLA, my TR4 "eyesore" went off to a new keeper without my permission and with a freshly rebuilt engine.

I did eventually talk to the new keeper but he felt he had stumbled on a legitimate barn find and it was my "tough luck".

Hi Glenn,

Thank you for looking into this for me. It has been upsetting for us — we kept our Hillman for so many years, believing it was safely stored in a garage within a council run, locked compound. To discover that it had been removed or stolen has been sad and frustrating, and we would really like to understand what actually happened to it.

It was devastating to find the entire garage destroyed/trashed, along with another garage of ours with a Reliant and most of the other garages in the compound. Other personal items stored with the car were also taken. At no point were we notified by the council about any issues with the garages, despite the site supposedly having a dedicated warden for added security.

If the current owner — or anyone else — is willing to contact us with information about how they came to have our car, we would genuinely appreciate it. Even establishing a basic timeline would help. Due to the COVID 19 restrictions that began in March 2020, we were unable to check on the car for a far longer time than we normally would have.

We are going to follow up with the DVLA again, as their records are unclear about whether we were ever notified that someone else had tried to register the vehicle. They should have tried to contact my wife but when we spoke to them about it they couldn't tell us if this did happen or not due to the COVID "working from home " outbreak.

Unfortunately, the council has not been helpful. We paid them in good faith, trusting that our car and belongings were secure, yet they have not refunded us for any of the lost items or the garage fees.

This car means so much to my wife and my father-in-law who originally bought it for her.

It was always their aim to fix and restore the car when the opportunity arose.

If you could put a piece / article trying to reach out to whoever has it now it would be great. I have photos if needed. I know it's a bit of a long shot.

Many Thanks, David Standen

LETTERS TO THE EDITOR

Hi Glenn,

I have started to strip down my Mark 3 Super Minx and I am having a problem undoing the parcel shelf drive side bolt. Spent just over an hour trying to get it of. It has a circular head like a coach bolt.

Assuming I can get the shelf out. How does the Dash come out? I have undone the 5 screws on the bottom of the dash and removed the gloves box. But it still seems firm. Is it possible to remove the crash roll panel without taking out the windscreen?

Best regards, Chris Callaghan

Hi Chris,

Thanks for your email. I have been through this about 10 years ago when I first got my saloon. My memory may not be perfect but this is what I *think* I remember:

My parcel shelf is held in by a small fixed threaded bolt using maybe a 2BA nut and an additional screw on each side. The shelf sits on a small flange either side with the fixed bolt and screw holes. Next the deepest part of the shelf backing on the passenger side is screwed to the bulkhead. Lastly the backing must be eased over the fresh air flap on the the drivers side. I cheated and cut a slot for the flap lever. Then the entire shelf can be tipped back and eased out. As far as knowing what your coach bolt head is I can only suggest that it might be the fixed threaded bolt with the nut on the underside? Worst case you may have to drill it out as long as you can find a suitable nut and bolt to use afterwards. I installed new foam in the front edge and re-installed the original leatherette. Then I used a better cardboard backing and made up a plywood base. I cleaned up the black vinyl floor covering, glued it back down and also put some black carpet.



My dash is held in with large screws underneath the lower edge. I can't recall any screws at the top, but there is a long metal strip that is riveted to the underneath of the top which retains the padded dash top. I think the dash may just locate itself against this strip. I had a lot of difficulty with the length of wires and heater controls and the speedo cable when pulling the dash forward - be really careful. Label everything and/or take photos if you have to disconnect anything. I had a short-circuit with one un-insulated spade connector on a very short wire that had been added by the previous owner and it touched part of the metal support before I had even moved the dash one inch forward. That cost me 2 hours to trace and repair!

As for the dash top, it is held in above the dashboard by the riveted metal strip. These rivets need to be drilled out. At the bottom of the windscreen there is a thin metal strip between each air vent and the bottom of the screen. These thin strips are each held in place with 3 small screws and they clamp the leading edge of the dash top in place. You'll need a long thin Philips screwdriver to get to them. When all the screws and rivets are out you should be able to ease the dash top out. It is very delicate and easily crimped so do it slowly and with care.

You should be able to install a replacement top without removing the windscreen although it would make things a lot easier - apart from the problem of re-installing the windscreen! I think you will have some difficulty re-installing the thin retaining strips to clamp the leading edge and finding the screw holes and getting them into place - but not impossible.

I decided to glue some vinyl on top of my dash and so never actually replaced those strips. A bit of a cheat but my car is not concours and I'm happy with the result.

Good luck, take photos and maybe write up your process so we can describe the task to others? Has anyone else got better advice on this procedure?

Regards, GlennB



Left: my parcel shelf before and after refurbishment. (the black padded roll is from the donor car - I was able to re-use my green leatherette)

Above: the long riveted metal strip holds the dash pad in place. Two further metal strips are located in front of the air vents. I cheated and glued green vinyl to match my interior instead of replacing the dash pad.



- ENGLEFIELD GREEN -

VILLAGE FAIR

Classic Car

DISPLAY

20TH JUNE 2026



"Best In Show"
sponsored by the
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LETTERS TO THE EDITOR ...



Hi Glenn, Hope all is well with you. Spent yesterday obtaining a Minx Estate in Minnesota yesterday. Been sitting in a Barn for over 25 yrs. Even though it is not worth much, just finding an example is worth the effort. There was also a Bentley chassis next to the barn. The family had no interest in them, I will clean it up and get it to roll. And yes I am a glutton for punishment with more to come! Cheers Al (Alan Geschke, U.S.A.)

Great to hear from you, Al. We remember your "Sunbeam" Super Minx! You definitely have the bug. GlennB

Hello Glenn,

Ref: Coventry Spires Sprinf 2026 PPress Watch, page 34.

This might be old news as we don't get CCW but the picture of the Minx (GAS 138) is the car that used to belong to Gill and Norman Luckhurst who were great supporters of the HOC. They used to organise a club stand at the Ardingly 2 day show for many years which attracted members from a wide area. However, the show ceased some years ago. Sadly Norman died in 2010 and Gill in 2020. I have included 2 photos taken at Ardingly celebrating 25 and 30 years of the HOC. As you can see we always had good home made cake made by my wife! All the best Maurice Cuddington.



Memories of Ardingly, Gill and Norman Luckhurst and cake!



LETTERS TO THE EDITOR ...

Hello.

I'm hoping you might be able to help and/or guide me.

I have discovered a Hillman Super Minx amongst my late uncles possessions (a couple of photos attached).

It has been stored under a barn since he stopped using it, so has had some protection from the weather. Unfortunately the barn has partially collapsed, fortunately not onto the car. We don't know whether we can extract it without any damage.

It would be more appropriate that someone with an interest had it, rather than it going to the local scrap yard.

That's where my help request comes in. I haven't a clue where to start with such a process. Hoping you could guide me

Thanks in advance

andybicknell@gmail.com

Hi Andy, hopefully we have been able to find a good home for it. Many thanks for bringing it to our attention, Ed.

STOP PRESS: the new home didn't materialise - see the For Sale section if you are interested in a Barn Find Super Minx



Hi Steve and Glenn,

Just to let you know that I have just transferred £26 in respect of my HOC subscription.

Many thanks for all that you and the other officers do for the club. Thank you, Steve, for the clarity and simplicity of the renewing process! - and thanks also to Glenn (copied in) for producing what is always an excellently produced, enjoyable and informative read!!

Best wishes, Trevor

Hi Trevor, many thanks for your email. It is good to get a little bit of praise every now and again! I second the thanks to Steve for handling the least rewarding aspect of running a club. As for the magazine, I try to include material that I find interesting myself and therefore hopefully yourselves as well. I am also aware that an editor is only as good as the last edition so that thought keeps me on my toes. Ed.

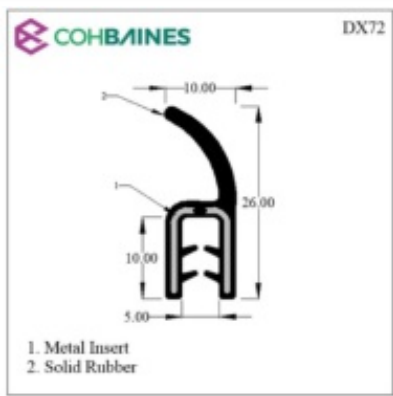
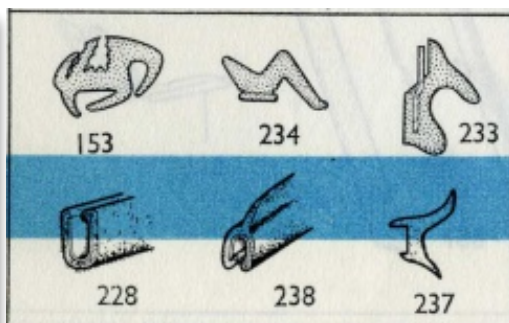
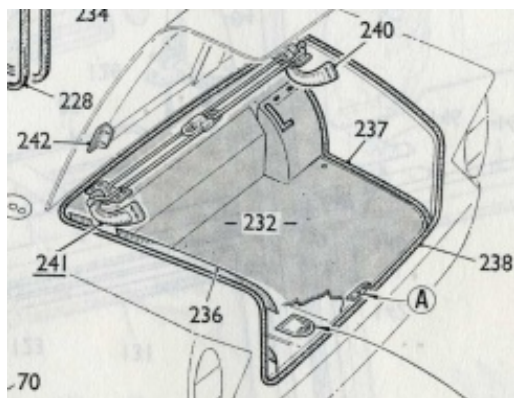
Dear Glenn,

I have had some trouble with finding the correct boot seal for my Super Minx. The rubber seal I ordered from East Kent Trim does not fit. I think I have found the correct one at C O H Baines Rubber Extrusions of Tunbridge Wells <https://coh-baines.co.uk/>. The profile is DX72.

Regards, Doug.

Hi Doug,

I also had a seal from East Kent which didn't fit. I ended up using it elsewhere so didn't follow it up. My saloon has a seal with a lip which folds over to the outside. The DX72 seal has a lip that sticks out the top before leaning over, so I am hopeful it will fit. I looked on the Baines website and found a couple of other seals that also look interesting. Does anyone else have an opinion on the Super Minx boot seal replacement? Ed.



Here's the parts manual profile for the boot seal - item 238 plus a very poor picture.

Next, the C O H Baines DX72 profile and the actual profile from my saloon which works fine. You can see that the flap is soft and folds across the clip section and this is what the East Kent seal did not allow - as far as I can remember.

LETTERS TO THE EDITOR - FUEL ISSUES

Hi Glenn,

After a couple of months here's a follow up on my Hillman rough running issues as I think I've finally fixed the problem!

As it happens after my last email to you in January it got to a point where I couldn't even start it any more, all I got was a cough and splutter then nothing else. Over the last couple of months I tried everything I could think of which included:

- changing plugs
- changing contact points
- checked fuel level in fuel pump
- tried a different coil and HT lead
- checked all HT leads
- removed carburettor and totally cleaned all jets
- removed air filter

I eventually then tried a blast of "Easystart" straight into the carb as the air filter was off and I was astounded to find that it briefly fired and ran! Did another "Easystart" blast and again it would run, so that then pointed to a more definitive fuel problem of some sort?

I then took the glass cover off of the fuel pump yet again and it was full of fuel, not much visible debris but I cleaned everything to be sure. I then studied the mesh filter in a bit more detail as it don't look quite right only to find that it was completely covered in a grey sticky film of some sort which was strange? This film cleaned off using a small brush and methylated spirits to reveal a spotless filter. I reassembled the pump and the car soon started and has run without any further problems so far!!!

I'm still unsure exactly what caused the film layer in the pump, maybe an ethanol issue or perhaps even related to when using fuel additives in the past, I have no idea at all?

Has anybody else ever had the same sort of problem?

Kind regards, Den Flavell

Hi Den, good to hear from you and I think this issue will run and run. Firstly it is clear that any older petrol/carburettor powered car is susceptible to fuel issues, not just Hillmans. Here's my take:

1. Older traditional fuel used to "go bad" and can leave a tar-like residue if left standing. You may have seen YouTube videos of barn find cars with dark smelly petrol. It can manifest itself as a treacle-like deposit in the carburettor and also a jelly-like substance in the tank. The treacle or tar is what causes the fine fuel pathways in the carburettor to block up and typically affect slow running. I have experienced this where the car needs to be driven with the choke out. If you can't clean this up with disassembly and some air pressure, carburettor cleaner or even an ultrasonic bath then you will need to change the carburettor. This is why so many barn find cars need a new carburettor.

The second 'jelly' reason will just cause blockages in the main fuel lines. If you are lucky they can be blown through and cleared. The jelly globules can persist in the tank and take a while to clear even after switching to newer E5 and E10 petrol. If the problem reappears then the tank itself will need to be drained and cleaned out.

2. The next issue with fuel starvation is related to the fuel Ethanol content. I remember having fuel vapour locks many years ago on hot days with a hot engine bay, so the problem is not new but it is much more prevalent nowadays. Ethanol boils at 85(?) degrees which is around the normal operating temperature of an engine. Thermostats are either 82 or 88 degrees. This means the mechanical fuel pump is at that temperature most of the time and it is only the continual flow of fresh colder fuel from the tank and some under-bonnet air flow that prevents the Ethanol boiling. As long as the car is running then boiling can be avoided. The most likely times for vapour locks to occur are in stationary traffic or after the car has been parked for a short while.

Solutions can include keeping the tank topped up to help with the gravitational pressure to the pump or adding a low pressure electric fuel pump to replace, or better still, supplement the mechanical pump. Electric pumps can be either 'pusher' or 'sucker' but the general rule is to follow the installation instructions or at least instal the pump below the level of the float chamber. Instal a cut-off switch to prevent the pump running on when you don't need it and ideally instal an inertia switch to trigger in the event of an accident.

3. Next we need to look at the condition of the fuel pump itself. I have seen Ethanol (I assume) cause the main diaphragm to become crispy and become porous as the flexible rubber content is leached out by the Ethanol. The pump then fails to exert normal operating pressure. Whatever pressure is achieved can be enough to keep fuel flowing to the float chamber in ideal conditions but can be over-whelmed by even a small amount of back pressure as the Ethanol boils in the float chamber or even the pump itself. I have actually seen petrol (or at least the Ethanol content) boiling inside the pump glass bowl. If you have a pump with a manual lever you may be lucky enough to re-prime the system manually in the even of a problem.

Another feature of the mechanical pump is the the pair of one-way valves. These fail over time and can be replaced easily with a low cost repair kit. Note that replacing them with insufficient care can lead to a poor seal between the valve and the pump body. The valves can also be distorted during installation and this will lead to lower achievable pressure. Also the valve seal faces can be contaminated by grit or debris from the tank and prevent the valves sealing properly. All this will lead to a reduction in achievable fuel pressure.

A less obvious cause of reduced pump pressure could be a worn, disttorted or just even incorrect cam lever. It is important to instal the pump lever above the camshaft lobe and to instal the spacer. The lever can be distorted if the spacer is omitted and the camshaft lobe can become worn. The spacer both insulates the pump from heat transfer as well as setting the optimum distance from the camshaft lobe.

One method of testing the condition of the pump is to suck and blow alternately into the pump inlet and outlets to ensure proper operation of the one-way valves. If any air at all passes through the pump the wrong way then it needs a rebuild.

4. Under bonnet cooling can help mitigate vapourization problems. Make sure the heat shield is installed underneath the carburettor or fabricate a new one if it is missing. Another option is to

LETTERS TO THE EDITOR - FUEL ISSUES ...

route the fuel line away from the engine to avoid direct heat transfer or even use a reflective insulation sleeve for fuel lines in the engine bay. You can buy these sleeves from racing component suppliers. This could be considered a 'last hope' and road going cars may not see any benefit.

5. The condition of the petrol tank is a factor if the paint lining is rusty or deteriorating, something not helped by Rootes painting the interior of their petrol tanks. As the paint flakes off it can send small particles of debris into the fuel system. These particles will easily block the small idle running pathways in a carburettor. Prompt cleaning of the carburettor is usually enough to fix the problem. If you can see dirt in the bottom of the float chamber then you have this issue. Larger particles will be filtered out by the gauze shield in the pump but it is also wise to install an additional inline filter. If you use a glass bodied filter then you can actually see the level of contamination and rinse it clean whenever necessary.

Extreme cases of paint debris blockage can be caused by large flakes sitting across the fuel outlet pipe at the bottom of the tank. This is going to require the tank to be cleaned. Typically the tank will have to be removed and shaken with stones to dislodge any semi-loose material. You can then treat the interior with a product like POR15 or just trust your cleaning efforts to be good enough to offer a few more years of trouble free running. Another proposed solution is to push a roll of steel wool into the tank over the fuel outlet so that flakes of paint are caught and held away from the outlet.

One point to note is that Ethanol attracts water and if a tank is left half-full for any length of time then the upper empty part of the tank will be prone to rusting due to the presence of the attracted water vapour. This will certainly provoke flaking of the paint lining. The recommended solution is to keep the tank either full or empty if the car is going to be left for a long time, like over winter. Theoretically if the tank is left full, then any moisture that does reach the fuel will react with the Ethanol and cause it to gravitate to the bottom of the tank. This means that the first attempts at restarting the engine will be done using this poor Ethanol/water mix. You might need to flush the first couple of cups full of fuel.

I am convinced that the small particles of grit can also contaminate the seals of the one-way valves in the pump and resist just being rinsed out. All the issues therefore impact all the other components in the fuel delivery chain in some way or another.

One note, I purchased a cheap electric fluid pump from Lidl which allows me to drain my tank. A friend proposed removing the Ethanol completely by adding water and then draining off the pure fuel after it has mixed and separated. This seems rather extreme and requires distillation procedures to recover the Ethanol afterwards if you don't want to waste it.

6. Additives might mitigate the effects of Ethanol in fuel. This is not an advert for such additives but there is a scientific argument that you might need a catalytic agent to prevent algae that can develop in the tank in the moisture provoked by Ethanol. You might have seen adverts for strings of pellets that are dropped into the tank and give 10 years or so of effective treatment. I have no experience of the effectiveness of these pellets but I do use an octane booster additive for my high compression 1592cc Sunbeam engine which also claims to mitigate the effects of Ethanol.



Top left: dirt in the float chamber - bad.

Top right: be prepared to remove the fuel tank and clean it

Above left: fit a glass body inline filter - you can see when it is dirty.

Also an electric fuel pump isn't a bad idea

Above right: if your one-way valves look like this it is time to change them.

So, why do some cars never experience fuel starvation? As far as I can tell, cars that are in regular use, or at least not left idle for weeks or months at a time, are less prone to fuel supply problems. Regular use helps prevent the occurrence of dirty fuel and helps to keep the one-way valves clean. Regular use also keeps the fuel in the tank stirred up therefore retaining an optimum consistency/mix. Perhaps the engine bay temperatures in these cars remain low enough to prevent Ethanol boiling. Running an engine with an 82 degree thermostat or even without a thermostat at all can offer some protection. Some pump repair kits claim to use Ethanol resistant diaphragms and so these will last much longer. I have been using kits with the orange material and I avoid any with black material.

LETTERS TO THE EDITOR - FUEL ISSUES ...

I run my Sunbeam race car without a mechanical fan and have experienced several instances of fuel starvation/vapourization on the road. Presumably under-bonnet airflow ceases completely when stationary. My solution was to add electric fans and instal an electric fuel pump. However this highlights the significance of a mechanical fan to keep air flowing under the bonnet.

My electric pump operates with a clicking sound which I can hear from inside the car. The clcking slows down when the carburettor float valve shuts and full pressure is reached. This is most noticeable when starting from cold. I wait until the clicking has slowed down before trying to start the car as this tells me fuel has reached the carburettors. Interestingly I can hear the clicking sound start to race on a hot day or in traffic which indicates that vapourization is occuring. However, unlike the nechanical pump, the electric pump adds additional force which overcomes the back pressure in the system being exerted by Ethanol vapour.

Is this a comprehensive summary? Probably not and I wait for other manifestations of fuel problems to present themselves.

Den's observation that a can of Easi-Start was able to get the engine started is an excellent way of proving that a non-running problem is due to fuel supply issues but I tend to leave items like that at home.

I would also agree that all the other basic components must be in good condition. It's easy to swap plugs and points before starting to work through all the other noted causes of fuel starvation. This tome does not cover the likelihood of having a bad replacement condensor or rotor arm - that's for another day. Doing the easy stuff first is always advised as removing a fuel pump is a pain in the neck! I also assume that we are all using Ethanol resistant petrol pipe now as this can easily be purchased at any local motor factors. The mechanical pump is likely to use 6mm pipe but some carburettors use 8mm and will need a little converter tube.

One last comment is that I have a spare working carburettor which allows me to swap it over in a few minutes and then I clean up the culprit on the workbench at my leisure. With three Rootes engines in my household I always have a pump rebuild kit in my spares box.

Have I missed anything? Comments welcome! Ed.



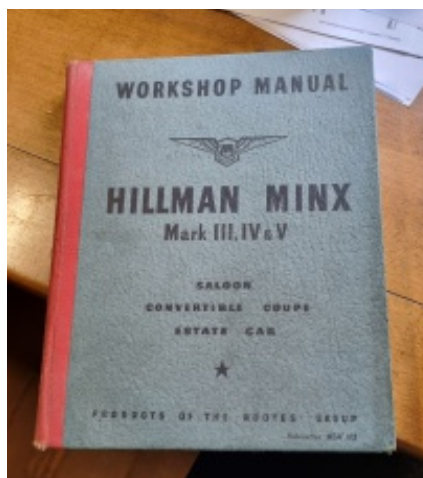
***Has it come to this?!!
We had better get used to
dealing with Ethanol related
problems because it is only
going to get worse!***

FOR SALE AND WANTED



FOR COLLECTION: I have resurrected 3 Rootes engines from my barn with numbers 7010102, 7010149, and 7010166. Google AI is saying they are the 1725cc units fitted to the Hillman, Sunbeam, Humber, Singer and Commer models, but human opinion suggests they are Imp units. Could you please adjudicate and confirm cc. [Yes agree, Ed] I would like to see them go to the correct owners to help keep some historic vehicles on the road. I remember my Imp in the 70's with considerable fondness. Thanking you in anticipation.

Geoff. 07946 872327 Email: geoffwiles@gmail.com



FOR SALE: I have a 1952 Hillman Minx Workshop Manual for sale and would like to know if any of your members would be interested in buying it? It is in very good condition. We're looking for £40 inclusive of delivery for it. I attach some pics. We can provide more upon request.

Kind regards,

Henry Pitman
Director

www.foresthillartshouse.store

Email: henry@foresthillartshouse.store

Phone: +44 7976 704 612

FOR SALE AND WANTED ...



FOR SALE: brand new old stock immaculate condition Rootes Bonnet chrome trim in original packaging. Maybe someone can tell me, as I do not know, what Rootes car it fits, but indeed it is very rare to find something like this. The size is, 10 1/4 inches long by 3/4 inch at front end gradually reducing to rear end. For sale at £75 including packaging, posting and insurance. Please contact club member Brian King, Norwich Norfolk. 01603551083. Email: briancking@btinternet.com



ESTATE DISPOSAL: I have discovered a Hillman Super Minx amongst my late uncles possessions. It has been stored under a barn since he stopped using it, so has had some protection from the weather. Unfortunately the barn has partially collapsed, fortunately not onto the car. It would be more appropriate that someone with an interest had it, rather than it going to the local scrap yard. The car is at Quernmore, Lancaster. My brother and I don't live local so it's a special trip (usually for me) Steven is in Surbiton and I'm North West Cumbria so it's at least a day trip. My phone number is 07456 298999 Email: andybicknell@gmail.com



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editor@hillmanownersclub.co.uk



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

Item 267527831078 - 241mm Avenger

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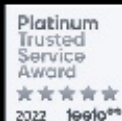
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