



Coventry Spires



**NEC CLASSIC CAR SHOW
IDEAS FOR DRIVE IT DAY
MINX RETURNS TO COVENTRY
ALAN'S USA FUNWAGON
ITEMS FOR SALE & WANTED**

The Newsletter of the Hillman Owners Club
The Club for All Hillman Owners
Winter 2024

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 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.

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

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CLUB REGALIA



**Soft Shell
Gilet**



**Micro Fleece
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Sweat shirt



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**Short
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**Club
Hat**



**Coaster and
Grill Badge**



**Lapel
pins**



**Metal Vehicle
badges**



Key rings



**Hillman
Cars book**

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

Items can also be collected from the NEC

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

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

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This Editions Cover Shot:

Geoff Smith doesn't have to take his eye off the road to see if he's over-heating in his 14HP. Also, many thanks to Geoff for taking the car to the NEC! It looked brilliant.

Editors Notes:

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

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

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



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EVENTS / CALENDAR

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

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

JANUARY 2025

- * 1st Jan – Brooklands Classic New Year Breakfast
- * 1st Jan - Stony Stratford <http://classicstony.co.uk>
- * 5th Jan - Bicester Scramble

MARCH

- * 21st - 23rd Mar – NEC Restoration Show

APRIL

- * Sun 27th - Rootes Archive Trust open for Drive it Day
- * Sun 27th - Great British Car Journey - open for Drive it Day - <https://greatbritishcarjourney.com/events-calendar/>
- * Sun 27th - Gloucestershire & Warwick Steam Railway - <https://www.gwsr.com/>

MAY

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

JUNE

- * 1st June - Classic Stony, Stony Stratford

JULY

- * 12th - 13th July - Powderham Rally 50th anniversary
- * 17th - 21st July - Hillman Singer Weekend
- * 20th July - Rootes Heritage Day, British Motor Museum, Gaydon

REGULAR 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, The Holly Tree - 3rd Tuesday of the month from 7:30pm - check with Jay - <https://www.facebook.com/DoigClassics>

Hillman Singer Weekend 2025

I've recently been informed that the get together with the Singer Motor club will take place in July next year from the 17th to the 21st and will be based in Kings Lynn. I will let you have more information as and when I receive it.

Unfortunately this clashes with the Rootes day at the British Motor Museum, which some of us are already committed to attending.

I'm still trying to work out if there's any way that I can attend both as I'll really miss catching up with Singer friends.

Sue Hickford

CHAIRMAN'S CHAT

And so the end of another year is here. I hope you've all had a good one and been able to get out in your Hillmans. I expect most of you have now put them away for the winter. One question I would be interested in, is how many of you do actually use your Hillmans in the winter? Please let me know if you do. I'm sure Glenn would like to see some photos of Hillmans in the snow! My Hillman is still undriveable (i.e. no seat) but the seat has had the frame repaired and the original seat covering re-used. It's just waiting for me to find time to fit it back in the car. If any of you have similar seat issues Dave the Trimmer (www.davethetrimmer.com) based near Bedford did a great job on mine.

It's been a mixed year for the Club. As you should all be aware we reluctantly had to increase the membership fee and even with that increase we will again make a loss this year. The best way you can help, is to try and recruit people to the Club. If you know of any Hillman owners not in the Club please see if they will join. In fact you don't have to own a Hillman to be in the Hillman Owners Club; perhaps they just like Hillmans or once owned one?

We had two successful NEC shows, one in March and the other, recently, in November. However, after the November show Tom's van, together with our stand materials and regalia were stolen and to date nothing has been recovered. Hopefully the insurance will cover most/some of the items but we will probably have to dip in to our contingency fund (Reserve account) to recoup any shortfall.

As for the Club itself, the Club is still strong and next year will be our 45th anniversary, which apparently is our sapphire anniversary. For our next show of our "sapphire year" we are again planning on having a stand at the Practical Classics, Classic Car and Restoration show at the NEC Birmingham 21st – 23rd March 2025, so if you are attending the show, please make sure you visit our stand and say hello to Tom and the team.

I would just like to finish on behalf of the Committee in wishing you all a Happy Christmas and Happy Motoring for next year.

Mike Redrup
Chairman

MEMBERSHIP SEC REPORT - STEVE GRIMES

Hillman Owners Club Membership Secretary report

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

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

Dan Mackley	Taunton
Kevin Wilson	Lampeter
Bob Hawes	Warrington
Thomas Tyson	Borehamwood
Richard Sephton	Wirral
Clive Thomas	Dursley
Keith Langley	Amersham
Gary Smith	St Austell
Jay Myles	Egham
Stephen Powell	North Reddish
Chris Darwent	Somerset
Raymond Costa	Illinois USA
Roger Harvey	Walton on Naze
Terry Flowers	Grantham
Barbara Geschke	Wisconsin USA
Pete Reynolds	Salisbury
Timothy Luck	Almodington
Barry Pain	Norwich
Ernest Stewart	Co. Donegal
Clive Colman	Chippenham
Michael Elliot	Bourne
Stephen McKay	Ayr
Nathan Jacobs	High Wycombe
Matthew Pedwell	Kidderminster
Leonard Greathead	Walsall

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

We accept cheques, bank transfers and Paypal

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

See over ...

MEMBERSHIP REPORT ...

To login please go to:

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

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

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

Membership fees after the 1st April 2024 are

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

List of Registered Vehicles:

The list of cars that we have is somewhat limited as this is being collected in this way for the first time. It would be really helpful if you could help us add to the list. This could be your car, one you see at a show or even cars listed online.

If you use a smartphone, then please search at your app store for TeamHaven Mobile and download the app.

Use the following login details

USERNAME: **Spotter**

PASSWORD: **Hillman2023** case sensitive

ACCOUNT : **HOC**

Full instructions were given in the Spring Edition of Coventry Spires.

Members can login and see the existing database by going to www.teamhaven.com

USERNAME: **Reporter**

PASSWORD: **Hillman2023**

ACCOUNT: **HOC**

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

Steve Grimes
Membership Secretary



EDITORS RAMBLINGS

Greetings to all, I hope you get to read this before Xmas. I declined to try to add snow special effects and holly to the cover as I have to practice my photo editing skills a bit first. Maybe I'll be able to do it next year.

I suppose the big news is the theft of Tom's van after the NEC Classic Car Show (see p13) along with all the Hillman Owners Club stand equipment, banners, flags, tables, chairs and graphics. Also spare a thought for Tom and Sue who came out of the hotel to an empty parking space on a cold November morning. I still don't know how they managed to get home. Remember that Tom had just spent some time in hospital so it is an experience I am sure he could have done without. Let's hope he recovers over a stress free Xmas.

The theft of the flags and graphics is a nuisance. The graphics were brand new last year and apart from the problem of deciding whether to involve insurance, will need to be re-generated again if we want to maintain a decent level of show presentation in the future. The flags were especially high quality and nicer than the feather flags that seem to abound nowadays - hopefully we can replace them with a similar set.

To ordinary business: I want to raise awareness to all our Pre-War owners that there is the Aston Hill Centenary celebration next May (see p16-17) at Aston Clinton near Aylesbury. This was a famous Hill-Climb track up to 1925 and Hillmans did actually compete there. We have been asked 1) if any pre-war competition Hillmans would like to take part in a parade up the hill, 2) if there are any other pre-war Hillmans that might like to go on display with the Hillman Owners Club, and 3) Hillmans from all eras will be welcome in the general classic car display area. Please contact me if you are interested in taking part or if you have any questions. I'll liaise with the organisers.

I have also proposed that we specify some appropriate venues for a Drive-it-Day excursion. We probably have too few active cars in any one location to qualify for discounts etc. but the venues listed on p14 will all offer a hearty welcome to any Hillmans that visit them on D-i-D. We will remind everyone in the March edition.

I attended the NEC show on the Sunbeam Alpine stand (traitor?) but was able to talk to Tom and both Sues and get their notes and messages for this edition. The stand was excellent as always and I was particularly pleased to see the mix of cars on display. It is always good to see an Imp on an HOC stand as it is a reminder that the club is for all Hillmans. The same applies for the Arrow Minx as Audax Minxes and Super Minxes are becoming more and more visible at club gatherings and shows, it seems. The 14HP looked really nice and I wonder how many pre-war cars are lurking? We need to get these cars back into circulation. I spoke to a Morris owner who has taken on the responsibility of restoring/recommissioning a 1924 Hillman. He asked where are the skills and the other experienced owners who can help him understand where everything goes? This confirms the need to have a good community of owners who can share their experiences with other members.

Lastly, please don't forget to let me know of any interesting shows or meetings you attend in your Hillmans and please take good photos that I can publish in Coventry Spires. I'll be at Brooklands on New Years Day in the convertible but may have the roof up depending on the weather! Ed.

ROOTES HERITAGE DAY

Sunday 20th July 2025

British Motor Museum Gaydon



**Join in to celebrate
the heritage of**

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

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

www.britishmotormuseum.co.uk/whats-on

An event by the Rootes Archive Centre Trust

TOM'S VAN STOLEN!!



The bad news from the NEC Classic Car Show was that Tom's van was stolen from the hotel car park on the Monday morning loaded with all the Hillman Owners Club flags, graphics, stand equipment and regalia. This may be covered by insurance (there's always an excess) but you can imagine the burden of re-acquiring all the lost items and arranging to reproduce all the graphics and flags etc. There's only a few months to the March Restoration Show and our presence there may now be at risk.

It would be helpful if anyone has any lightweight folding tables and chairs they can donate or basic stand equipment.

Also please be on the look out for the specific HOC stuff as there's not much of a market for flags display panels but they may have been disposed of somewhere.

IDEAS FOR DRIVE-IT-DAY



Great British Car Journey

Located in Ambergate, Derbyshire, the GBCJ is a relatively new addition to the British car scene. "Our journey features over 130 Classic cars, and takes you through the golden ages of British car design and manufacturing, starting with the Austin Seven, through to the Morris Minor, classic Mini, Ford Escort and everything in between." Oliver Hann of the GBCJ says that they will offer a special incentive to Hillman Owners Club members on D-i-D. Details will be in the March edition of Coventry Spires. Further details at <https://www.greatbritishcarjourney.com>



Gloucester & Warwickshire Steam Railway.

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

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





Rootes Archive Centre

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



BROOKLANDS MUSEUM

Brooklands Museum

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



ASTON HILL CLIMB CENTENARY CELEBRATION

SATURDAY
**17TH
MAY
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**ASTON HILL HISTORY
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aston hill climb centenary



<https://astonhill100.com/>

Image courtesy of Mary Casserley



Save the date
14-17 May 2025

Aston Clinton, near Aylesbury, Bucks



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

This not-for-profit event will include:

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

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

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A MINX GOES TO COVENTRY

by Hugh Walker

Our Hillman Minx has been in Coventry on two previous occasions. Obviously it was there when it started life rolling off the production line at Ryton around the 28th June 1966 (the gearbox is dated 22nd June). Soon after, it was put on a car transporter or a train and sent up to Scotland where my father-in-law bought it in Edinburgh and registered it on the 13th July. In early 1976, I bought the Minx from him and for a few years it was our everyday car. In spring 1979, we took our new baby son down to Coventry to visit friends and relatives around my old home town.

I'm now pretty "long in the tooth" and thought it would be good to revisit the place before I'm too old. I was keen to take the Minx back to the Three Spires City of its birth, so it was my transport and companion for this trip down memory lane. I waited for a period of good weather, then first thing one Sunday morning in June, I fired up the Minx and headed from Dunfermline down to Coventry, arriving early afternoon.

I booked the first night at the Royal Court Hotel in Keresley on the north side of Coventry. This is an interesting place as it was originally the home of William Hillman, his wife Fanny and their six daughters, two of whom married men who became influential in the motor industry. Margaret Hillman married John Black and Edith married Spencer Wilks. Both sons-in-law worked for Hillman, and when William died in 1921, they took over the running of the Hillman Motor Company. When the Rootes brothers took over the business in 1928, both left, finding the new regime not to their liking. John Black went to Standard, eventually becoming the chairman, and Spencer Wilks went to Rover, where he was joined from Hillman by his brother Maurice. In 1947 they developed the concept of the Land Rover, and Spencer eventually became chairman of Rover Cars.

William Hillman had started in the sewing machine business, but by the 1870s was making bicycles, initially with James Starley.

This turned into a boom business and Hillman became very wealthy with several factories. He was living at Stoke in Coventry, but used the site of his house to expand the factory, and in 1894 had the grand Keresley Hall built. The Hillman, Humber and Commer Works were in Humber Road, Stoke, as this 1950s street map shows. By then, the main Rootes production line was at Ryton and I think the Stoke factory mainly built engines.

Here's a picture of the Royal Court Hotel today with the Minx, and a picture of the house in the 1920s, as the Hillmans would have known it.





The hotel still has some of the original features of the house including this impressive wood-panelled reception room which the hotel uses as the main dining room.

Coventry, particularly the centre, has changed utterly since I lived there in the 1950s and 60s. So many buildings have been knocked down, it's sometimes hard to get your bearings or reimagine how the place was 60 years ago. The Motor City, was an early adopter of the urban motorway and started building the inner ring-road, or Ringway, in the early 1960s.



A MINX GOES TO COVENTRY ...



Hundreds of buildings were demolished, sometimes complete streets disappeared, to make way for the Ringway and its associated slip-roads and roundabouts. Major radial routes into the city that had probably been there for centuries, got severed or intercepted. Once you get the hang of it, it's OK, and Coventry is quite a car-friendly city. The Minx got parked very close to the centre at Salt Lane for £1.10 per hour.



In the 1960s, Coventry was an industrial powerhouse. Apart from the Rootes Empire, there were many other car factories (Standard, Triumph, Daimler, Jaguar, Alvis, Morris, Armstrong Siddeley, Lea Francis, Carbodies, Massey Ferguson), as well as many associated companies making machine tools, components etc. There was also telecommunications at GEC and textiles at Courtaulds. All gone. If you go looking now, all you'll find in most cases is housing and retail.

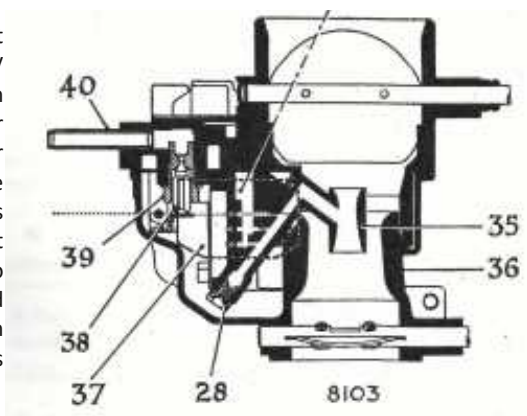
One remnant of the industrial past is still there, the Technical College which now houses a Premier Inn where I stayed the second night. Imagine the tens of thousands of apprentices who worked in the factories going there for their qualifications.

There's less change in the residential suburbs, so I was able to revisit places remembered from childhood such as the one in this photo, where the Minx is inspecting the school railings where I got my head stuck over 70 years ago.

So how did the Minx perform on its 750 mile round trip? Pretty well. Its performance was solid, easily keeping up with modern traffic and maintaining a steady 65 to 70 mph on the motorway, even on the Shap and Beattock gradients.

Last year, I wrote an article for Coventry Spires about overhaul and repair work I'd done on the Minx carburettor, the Zenith 34 IV. This did improve things a lot, but I still wasn't totally happy with it – there was still a bit of petrol smell and the hot starting could be difficult, suggesting excess petrol. From the previous investigations, I concluded that this carburettor is quite sensitive to the fuel level in the float chamber.

You can see from this cross-section that there are two drillings creating an inverted V connecting the main jet (28) to the emulsion tube (35). Normally, fuel should not get over the top of this V except when the carburettor is operating and the partial vacuum in the throttle Venturi draws fuel in. If the level is too high, it could drain over this without assistance. Also, the carburettor is in two halves which join and seal with a gasket and an O-ring round the throttle barrel. You can get leakages round these if the fuel level is high.



I tried reducing the fuel level by 2-3 mm by adjusting the floats (the WSM specifies 32-33 mm for the float heights, I set it at 35-36 mm). This made a dramatic improvement. The smell of petrol is virtually gone, and hot starting is hugely improved. Driving around Coventry, the Minx made frequent stops and it was a hot day in the mid-twenties. It started almost instantly every time, a bit like a modern stop/start car.

The overall fuel consumption of the 1725 cc engine on this 750 mile trip was around 31 mpg. Not bad for a combination of start/stop urban driving and motorway cruising. I use E5 petrol with some added Tetraboost for valve protection. To use an American expression, Hillmans really "kick butt", especially in Coventry.

COSTA BALLENA 'CONCENTRACION'



Gregorio with his Chrysler 180

Below: "No Tocar" and very tidy interior, albeit with some daily driving clutter

You may be aware that I vanished off to Spain for a long holiday recently. We have a place in a small town where we do nothing but chill, go out for tapas and meet friends. We don't have a car there, just a couple of bikes. I come back fitter than when I go! I was on my own one weekend when one of our local friends told me about a classic car meeting in the next village, so I decided to "get on my bike" and venture off on a 24km round trip in sweltering 36 degree, not-a-cloud-in-the-sky sunshine to check it out. The "concentracion de coches" is organised by the NASCAR group (not the USA NASCAR) and takes place once a month locally. It attracts around 100 cars of all ages and types including a few British classics but as you'd expect most are classic continental cars of interest with a few American cars and hot-rods thrown in.

Interestingly, unlike some places in the UK, the meeting is fully supported by both the local Ayuntamiento (parish council) and the Policia Local, who are on hand not only to ensure good behaviour but they actually join in the formal parade of all the cars through the locality. The tour takes an hour and I suppose this offers residents and visitors an excellent view of the cars in action. Blaring horns are de-rigueur and considered perfectly acceptable.





I noticed a 1976 Chrysler 180 parked up before the tour began [I believe they were built in Spain] and I waited for them all to return and then had a chat with the owner, Gregorio Sanchez. The car was bought new in 1976 by Gregorio's father and it has obviously been kept under cover and in the dry (not hard in that part of Spain) ever since, because the paintwork is still unfaded and the vinyl roof and leather interior all still in amazing condition. It turns out that Gregorio is a popular member of the NASCAR group because I posted the photo of him and his car on their Facebook page and it immediately attracted several likes and positive comments. He obviously treasures the car and it sports a "Don't Touch" sign when he leaves it parked.

Gregorio was not aware of the Rootes connection and I explained how Chrysler and Hillman were part of the same family and how they were eventually sold to Peugeot. If you travelled abroad in the 1970's and 80's you might remember this car as the stereo-typical taxi, a bit like an Avenger on steroids. All in all a very pleasant day and I can now watch out for their 'concentrations' for my future visits. I treated myself to a visit to a Vermouth Bodega on my way back and managed to make it home without falling off my bike. Ed.





Tom, Sue, Geoff Smith (14HP), Graham Traxson (Imp) and Trevor Sherrington (Minx)



8-10 NOVEMBER 2024

It was great to be back at the NEC for the 2024 Classic Car Show. Meeting old friends and talking to lots of our lovely members including, as usual, a good number from Ireland. Their journey is a lot quicker than mine.

Our stand looked fantastic. Thanks must go to members for putting their cars on display. Geoff Smith for his 1926 Hillman 14, Graham Traxson for his Imp and special thanks must go to Trevor Sherrington for stepping in at the last minute with his Minx. All the cars attracted a lot of interest over the weekend. I wish I had a pound for every time someone said 'my dad had one of those' or 'that was my first car'. We also heard some amazing car stories and saw lots of pictures of some beautiful cars. We even persuaded one or two to join the club.

On Sunday evening we left the NEC on a high, which as I'm sure most of you know by now, came crashing down on Monday morning when it was discovered that Tom's van with all our regalia, flags and equipment had been stolen from the car park.

We're unsure at the moment what this means for the March show but we'll keep you informed.

Sue Hickford



NEC Classic Car Show 2024 - 1926 Hillman 14 HP



ER 6683

I was in the Army at the time, 1975, and was discussing cars with another officer. He had just received his next posting, as an MIO - Military Intelligence Officer, and was lamenting the fact that he would have to sell his boat as he would be away for at least two years, I asked why he didn't just take her out of the water, to which he replied that his boathouse was occupied by another love, a 1926 Hillman 14HP saloon.

It was a simple matter of choosing which one to keep and finding a buyer - for the Hillman, I solved that problem.

ER 6683 was collected from Padstow and towed to my home on the south coast of Cornwall. Being towed through Cornish lanes behind an Army Land Rover on cable brakes of uncertain effectiveness is a memory to cherish! Over the next month or so she was put into running order and thereafter used as regular transport throughout Cornwall, Suffolk and then Worcestershire.

EP 6683 was originally coach-painted black over blue with a cream coach-line to smarten her up, I committed the crime of spray painting her rather than rejuvenating the original finish. Everything about the car is original equipment, except the magneto, which would have been an ML. This make was unreliable and, at the time, often replaced with a unit of more reliable reputation; in this case a Bosch.

Major Hugo White (Owner: 1975-2005)

NEC Classic Car Show 2024 - Hillman Imp



I originally purchased this car in July 2011. It had only covered 15,550 miles but had been stood for many years.

The car was then repaired and resprayed then used regularly all over the country often towing a small trailer tent. It has been as far north as The Shetland Islands and as far south as The Isle of Wight.

In August 2019 the car was beginning to show its age and was taken off the road for a full and major restoration having now covered just over 66,000 miles.

The car returned to the road in April 2022 and although there are still some bits to finish off and improve, it is once again being driven and enjoyed hopefully for many years to come and many more thousands of miles.

Graham Traxson

***I also spied this impressive
Rootes Works Dept replica Imp
rally car on another stand. Ed.***



NEC Classic Car Show 2024 - 1967 Hillman Minx



Trevor Sherrington bought his very early 1967 Minx over 7 years ago looking more or less like it does today but he did have to carry out quite a lot of cosmetic attention to bring it up to scratch. One upolanned fly in the ointment was a fire on the way back from a show just after lock-down when he smelled petrol before the engine bay suddenly erupted into flames. This required the engine be taken out to clean up the damage plus all the necessary prep and respray to the engine bay, front wings and bonnet. A fuel line had become detached or broken although the damage meant it was not possible to lay the blame on Ethanol. One wonders, though. This is another warning to us all to carry a fire extinguisher in our cars otherwise a fire can quite easily progress into the total destruction of one's pride and joy.

Trevor thinks the indicated mileage of 11,000 may or may not be genuine but the general wear and tear on the car suggests it has certainly only done a very low mileage.

We have to thank Trevor for stepping in at short notice as one of the planned NEC display cars pulled out the week before the show.



WEST WILTS CLASSIC CAR GROUP



Mid Week Meeting From 17:00 at The Pear Tree Pub Whitley SN12 8QX

The West Wilts Classic Car Meeting is something nice to look forward to each month and an excuse to exercise your classic car. Whether you bring a classic or something modern it does not matter. The important thing is to get out and chat with like minded friends. Since its inception from summer 2021 the distribution list has now grown to over 100 people. Our venue stays the same at the wonderful Pear Tree hosted by the lovely Jackie.

Its been wonderful to meet new enthusiasts at this growing event with such a diversity of cars making an appearance. If you have not been to this event and fancy meeting some new friends at this low key meetup, then do come along.

Please email me, if you wish, at steve@teamhaven.com with any questions, to confirm meeting timings or to add a friend.



PETER SAINTY'S VINTAGE RUNNING

Well, 2024 has been a washout as far as our Hillman attending shows is concerned – the final event of the season was on one of the wettest days of the year, and it is no fun driving a near-100-year-old car on wet and slippery roads in poor visibility, so I opted out. So did a lot of the other folk with pre-war cars, so the event became more of a “modern classic” display – as indeed seems to be the trend. As we had decided to alternate showing the Fourteen with our Jowett Bradford van, it so happened that none of the “Hillman” events was attended for one reason or another. Next year, hopefully.

The “Mathewsons” fabric-bodied Fourteen reappeared on eBay, and was apparently sold for less than it achieved at auction. It seems to have been cleaned up, but there was no indication of why the seller opted to sell it. Hopefully the new owner will get it on the road.

To avoid this report becoming totally negative, I was very pleased to receive photos of the magnificent Fourteen Coupe I mentioned in the last report, owned by Tony Jones. It certainly looks splendid, as befits a rare version of an uncommon car – it carries a body by Fountains, a small coachbuilding company in the south of England; they built more than one of these (an edition of Motor Sport in the late 1950s carried a photo of another) but probably not more than half-a-dozen. One of the photos shows the open door of the golf-club compartment, an essential feature of such cars owned at the time by the fashionable man-about-town (and possibly woman-about-town) whose main requirement was transport for self and partner - other passengers had to make do with the folding “dickey” seat in the back, which has absolutely no weather-protection. Not for nothing was it dubbed the “mother-in-law seat”! Happy Vintage Motoring!

Peter Sainty





BOB'S 1932 CHALLENGE

Hillman Minx 4 Door Saloon 1932?

Registration 410 UXL (Age related Registration hence not sure of cars year of origin)

From the Vin Plate Chassis No: 1502 Engine No: 1538

My mate Mick was bequeathed this Hillman by his late good friend Jeff Crawford of Melton Mowbray, Leicestershire. I am trying to help Mick with the car. Whilst we have some experience with pre-war Morris cars, neither of us are familiar with Hillmans. We don't have any paperwork relating to the car.

Mick joined the Hillmans Owners Club recently at the Classic Car Show at the NEC, with the hope that members will be able to help/advise. He does not own a computer so all contact will be through myself. He lives near Melton Mowbray. Are there any members with similar cars that we could inspect within reasonable travelling distance?

The car looks quite reasonable, mostly intact, although we know of some items that are missing. We are some way from having it running. A big problem is that we do not know at what stage Jeff had reached with his restoration. He had bought some parts but were these bought just to have as spares or were they needed as replacements.

The car is in an open sided barn but it is in a dry area and with good air circulation. I don't see us doing much till the weather gets warmer in the new year.

We have 101 questions but here are a few :

- Can anyone identify the year from the Chassis number?
- Are there any manuals covering this model of car?
- Is the car 6 or 12 volt? There isn't a battery and we didn't see a voltage on the Lucas coil.

Bob Williams

Tel: 07873 317 104

Email: bob@justwilliams.co.uk





I asked Peter Sainty if he had any words of Wisdom for Bob, he replied:

Hi Glenn, I'm not well up on the Minx cars – the Rootes models were, I think, pretty much divorced from the Vintage cars which preceded them, and I think it would be unwise for me to try to advise on things with which I am unfamiliar! If Bob really has no information, his first port of call is probably Ebay, which lists several copies of the Pitmans handbook (and a few Cassell versions too) which admittedly are not as good as the Hillman ones but will give basic information. There's also a brochure, lubrication chart and a Lucas parts list available on the same site. I guess someone, somewhere will have a copy of the Hillman handbook which they are willing to part with, so a "Wanted" ad might be useful?

I have no idea at all about chassis numbering, except that 1502 would seem to be an early one, making 1932 the likely build-year. I believe that the car was originally 6 volt, but a great many cars which were originally 6-volt have been converted to 12-volt over the years, so it is hard to be definitive. At least some of the bulbs must have voltages marked on them, as will the starter motor and dynamo, the latter being the critical component as there is never a mis-match of voltage between the dynamo and the rest of the electrics.

Members Jonathan Nuttall and/or Bob Bourne are probably better placed to deal with this enquiry, and perhaps Bob can contact them?

RUSSELL SMITH'S PHOTO SHOOT

THE COTSWOLDS PHOTO-SHOOT

It came about as a result of an article in the magazine of the Stroud Vintage Transport & Engine Club:-

Photo Opportunity for anyone with a 1950s or 1960s Road Vehicle:

David Williams is organising a photo charter with Nick Heliker's 1950 AEC Harrington-bodied coach, starting and finishing at Cainscross, on Wednesday 7th August.

With passengers dressed in period costume, Nick will take the coach to a number of photographic locations around Stroud and the surrounding district. David is looking for a few 1950s and 1960s road vehicles to participate in the event.



I have illustrated this item with a few photographs taken on a similar event in Somerset a few years ago and organised by David.

Some memorable photographs have been taken on David's bus and coach photo charters. Anyone interested in doing something a bit different with their car or commercial vehicle can contact David directly via e-mail or by phone.

His e-mail address is: djw.edi75@btinternet.com
Mobile: 07879212528

Not knowing quite what to expect my old friend Andy Woodward and I turned up at the meeting point in Stroud in my 1955 Hillman Minx Mk VIII. There were about a dozen photographers, some having travelled up to 100 miles. Apart from my car there were just 2 other classic vehicles there, and eventually we set off in convoy. It was a day of sunny intervals and a few light showers.

The 1st stop was at the village of Amberley, where we parked our 2 classic cars and the lovely 1950 AEC coach outside the old Inn.



During the morning we were asked to re-position the 2 cars in a variety of locations in the vicinity of the Inn. I think it true to say that patience is needed when attending something like that. On one occasion the requirement was for the coach to be positioned precisely so that the surroundings were just right for the photographers. Virtually all of the shots were taken at this location whilst the vehicles were static.

On one occasion a lady, who was clearly staying at the Inn, was so intrigued by what was going on that she watched us from the entrance.

On many occasions filming was interrupted by vehicles needing to use the various country roads at that (surprisingly busy) location.



Following a lunch-break there we were asked to go on to the village of Minchinhampton for more photos. Many of these were action shots as we were driving through the village. The photographers clearly got frustrated by the many ordinary members of the public going about their business in their own cars or on foot. As a result, the coach and 2 classic cars did a circular route thorough and around the village no less than 3 times!

From there, we were all asked to drive on to Avening, another picturesque Cotswold village for more photos. Some of these were static in 2 or 3 different locations, but again we were also asked to drive the vehicles through the chosen location for moving shots.



Was it worthwhile? Yes, I would say so. The organiser had quite a wad of money in his hand when he asked how much I would like for providing the car. That aside, it seemed good to be using the Hillman for a purpose, although I never did find out what the photo club were going to do with all the photos they had ended up with. It was also great that my old friend Andy Woodward said after the event, "I really enjoyed that, Russ. Please let me know if you ever do anything like that again." Andy is the gent in the 1940s style of suit + hat.

ALAN'S LETTER FROM AMERICA

You may recall that I had spoken to Alan Geschke from the USA about his Super Minx bwhich was badged as a Sunbeam in the USA. He has certainly caught the Rootes bug and told me about his latest acquisitions. Ed.

Hi Glenn,

This ad was in The Sunbeam Experience

<https://www.sunbeamclub.com/forum/buy-sell-and-trade-forum.3/1966-sunbeam-minx-rust-free-california-car.70180/>

It was sent to me by my friend Eric G from South Carolina, being that it was in Northern Wisconsin and that it was in my area. I contacted Richard (Smokey) Jensen and made my claim which started a conversation about other things. Smokey also had a Funwagon Camper that was either a giveaway or to be scrapped out. A friend of mine in our car club was going up to the area for 4-wheeling and said he could take a look and some pictures as we were heading for the TEAE United (Sunbeam Tiger and Alpine meet) in New Hampshire. I got the pictures messaged to me and had more conversations with Smokey and also found out he had a '64 Alpine from California that he had owned since 1971 but wanted to sell that one. It ended up that after the trip up and inspection I purchased that and all the Sunbeam/Rootes parts he had. I am now sorting those out!



I went with my friend Tim Paisly to get the first vehicle out - the Funwagon (appropriately named) which we got out of the garage via a 9K lb winch on an 18 ft trailer. We found the shifter to be stuck in 1st and it was unmovable. All wheels turned - that was the first plus and as we pulled it we could tell the engine was turning over - that was the second plus. The downside was it was full of packaging "peanuts" (25 bags in all). Smokey is into trading Lionel trains and needed the packaging for Ebay. During storage varmints had gotten in and chewed open all the bags! We had the drivers window open for steering and noticed we were depositing peanuts as we went, leaving a trail back to Smokey's. With the Camper on the trailer we got 10mpg on the trip back home! On a stop for petrol, Tim my helper inadvertently opened the drivers door and peanuts were blowing all over the gas pumps. That was not done again until we got home!

The cleanup inside took a day with 11 * 45gal plastic bags of peanuts. A look inside revealed all the missing parts we had thought were gone and we also found just about every part we needed



to repair it. The other issue was the camper is 8'6" tall and my garage door is 7'11", even removing the wheels and putting them on skates we could not get it in. So it is currently on skates outside the shop and being aired out.

After cleanup it was found to be in good shape inside. The gas stove works and the propane tank still has about 40lbs on board. The sink and ice box were clean inside. We put a battery in it and nothing worked, so that is the next task. The engine was upgraded to an aluminum head with a Solex 2bbl which may get it to 65 mph on a flat grade!

The gas tank had self-drained over the years so a new or replacement is in order. Luckily the cooling system was drained and is in full working order as far as I can tell.

The next trip up involved the 1966 Minx and all the parts that I had bought. It turns out that it is a late model Sunbeam instead of Hillman due to export badging change. I did not notice until I got it washed off that it is lettered as a Courtesy car for a dealer and that the passenger quarter has a "Sunbeam Minx all New for 67" sticker. We will have that recreated before buffing up.

This of course has taken a lot of my time getting things organized and I only have the space for some of it. I need to get the Alpine out before the weather turns, which up there can be overnight in the fall.

Getting (2) rust free cars is worth the time, though. Since I have never even seen a Funwagon other than on the Internet it is truly a learning experience. When at the United in NH Barb and I were recipients of the clubs Lord Rootes award which was a humbling experience. I have the spirit of Lord Rootes to blame for the latest burst of Rootes vehicles!

Cheers,
Alan Geschke, USA

PRESS WATCH

	CONCORDS	3300	VEALY	PRIDE
HILLMAN				
Minx Ph I-II (sal) 39-48	6750	5250	2200	1000
Minx Ph I-II (con) 39-48	13000	9000	4000	2000
Minx Ph III-MkV (sal) 48-56	5250	3500	1750	800
Minx Ph III-MkV (con) 48-56	10500	7000	3400	1600
Californian (fnc) 53-56	8750	5750	2950	1500
Minx Series I-III (sal) 56-63	6200	4000	2000	900
Minx I-III (con) 56-62	9500	6750	3350	1650
Minx series V/VI (sal) 63-67	4000	2500	1200	600
Husky (est) 54-65	5750	3750	1750	1000
Super Minx (sal/est) 61-66	5500	3500	1650	800
Super Minx (con) 62-64	8250	5750	2750	1500
Imp (sal) 63-76	5500	3750	1750	850
Husky (Imp) (est) 66-70	5650	4000	1800	900
Imp Californian (fnc) 67-70	6250	4500	2200	1000
Avenger (sal/est) 70-81	3500	2250	1050	500
Avenger GT/GLS (sal) 71-81	6000	4000	1750	800
Avenger Tiger (sal) 72-73	16500	11000	6000	3000
Minx/Hunter (sal/est) 66-77	5500	3650	1600	700
Hunter GLS (sal) 72-76	15000	10500	5000	2500



Some recent snippets from the press and Social Media

Below: nice to see Gordon Tait's nice bit of PR

YOUR CARS

The classics you love, drive and restore

'I built my dream Avenger'

1977 Chrysler Avenger 1500 BRM
Gordon Tait, Inverness

I've spent 40 years building this, complete with 16v twin-cam BRM engine. I bought it as an MOT failure in 1983 and spent the summer rebuilding it with my friend Kevin in 1995.

It's been a long story of pain and perseverance.

another friend Angus sold me the BRM engine for a grand (worth about £25k now) at which point I began to restore the rest of the car. I'd begun stashing HQS parts in the Nineties and put the car on the road in 2001, but the engine didn't last long as the timing chain jumped a tooth.

Jondel Race Engineer sorted it while I had the body restored, and 21 years later I fired up my dream car. Kevin, Angus, and I recently did the North Coast 500 together, which made me realise this car now has no price!



The Lost Car Empire. Good to see YouTube videos on anything to do with Rootes, especially who owns it all now!

Below: Congrats to Bob Brown for his Classic Car Weekly mention.

editorial@classiccarweekly.co.uk
*Don't forget to tell us where you're from in your letters



Bob's Collection of Hillmans includes this 1948 Estate Car (L) bought at the Beaulieu Autojumble.

Estate found... after 34 years!

LETTER OF THE WEEK

I am writing regarding your recent reader letter about the 1948 Hillman Estate Car (CCW, 16 October) following the appearance of one in a recent *The Way We Were* feature.

I own a Hillman Minx Mki saloon and a Minx Mki DHC and noticed a picture of the estate in the workshop manual.

I started to look for one to make up my set of Hillmans and so advertised for one

in our local evening newspaper, the *Hull Daily Mail*, on Monday, 6 April 1983. I received no responses.

I visited the Beaulieu Autojumble year after year and read all of the different car magazines but still couldn't find a Hillman Estate Car for sale anywhere.

I went to the Beaulieu Autojumble in 2017 and found a 1948 example advertised around the neck of a gentleman from Oxford who had bought

it ten years previously and just covered it up on his driveway. He didn't do anything to it because he had too many projects so he decided to sell it.

That is how I became its next owner and I now take the restored car to classic car rallies around Yorkshire.

Bob Brown, Hull

It's great to hear that the estate is back on the road, Bob. It's an extremely rare survivor! - Ed.

PRESS WATCH - FOR SALES



Hillman Aero Minx 4 seat Tourer

1935 HILLMAN AERO MINX 4 SEAT TOURER

ventures (211) Positive 100% positive Seller's other items Contact seller

£26,000.00

Contact the seller: 0160 444 3088

This is a classified ad listing. There is no listing on this item, so please check the seller for more information. Seller feedback is not available for classified listings.

Condition: Used

Contact seller

Watch this item

People want this. 31 people are watching this.

Located in:

Northampton, United Kingdom



Hillman Imp Super 1972

crankshaft (60) Positive 100% positive Seller's other items Contact seller

£2,900.00

CLAG: 1972-1973 1100 cc. Working, RHD. New to road tax.

Condition: Used

Submit bid

Watch this item

People want this. 300 people are watching this.

Collection: Collection is possible only from Stockport, United Kingdom

Returns: No returns accepted. See details.

Payments: Cash on pickup



hillman minx convertible

lakeside (277) Positive 100% positive Seller's other items Contact seller

£1,700.00

CLAG: 1965-1967 1100 cc. Working, RHD

Condition: Used

Submit bid

Watch this item

People want this. 47 people are watching this.

Collection: Collection is possible only from NEWCASTLE (MAGNET) United Kingdom

Returns: No returns accepted. See details.

Payments: Cash on pickup





HILLMAN MINX SERIES 6 1966

1966 HILLMAN MINX SERIES 6 1966
1966 HILLMAN MINX SERIES 6 1966

£4,000.00

1966 HILLMAN MINX SERIES 6 1966

Condition: Used

Submit bid

Watch this item

People want this, 50 people are watching this.

Collection: Collection is personal only from Birmingham, United Kingdom

Returns: No returns accepted. See details

Payments: Cash on pickup



<https://www.facebook.com/marketplace/item/403417975967874/>



£4,000 - SANDOWN

1948 Hillman minx drophead

Message

FOR SALE & WANTED

* **FOR SALE:** various spares for older Hillman models

Mk6&7:

One of 1265cc SV Eng.Factory Re-con, virtually unused.

Engines, G-boxes, rear axles, wheels, steering susp & brake parts.

Bonnet & boot lid (good), 2 radiators & 2 grilles, 2 prop shafts.

Complete NOS exhaust system. Red seats (good), windscreens & rear windows.

Instruments, speedo heads etc, light units, front and rear & lamp bowls.

Selection of NOS 16 inch x/ply tyres & tubes.shock absorbers.

Mk8:

Engine parts, bearings, pistons etc. steering, susp & brake parts, shock absorbers.

Bonnet & boot lid (fair), Red seats (good), some red int. trim, instruments, speedos.

Windscreens & rear windows, light units F&R, lamp bowls & some gaskets.

Dash-board fascia panels some NOS, selection of 155 & 165/15 tyres some NOS.

Some Californian parts (please ask) Anything else I may have (please ask).

1932-1948:

Set of O/S pistons NOS for 1185 cc engine. Some gaskets for same.

Bumpers for Minx 1935-1948 with brackets & overrides. Glass for same cars.

WANTED

4 of 15 inch 3 stud wheels as used on some vans & pick-ups etc.

Centre bar for MK8 radiator grille.

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

* **WANTED: 1941 Hillman Tilly** Speedo Cable wanted. Also any other Tilly parts considered. Call Olly Cope 01934 820208

* **FOR SALE: Hillman Minx 1963 Convertible.** Running needs tidying. Been garaged for last 2 years. Best offer around £4,000. Located in Chichester West Sussex. Call Julian 07941 574849

* **WANTED:** Wooden dashboard required for **1934 Hillman Minx Saloon**. Contact Colm Hogan 089 855 7357 Email: office@hoganbrothers.ie

* **FOR SALE: Hillman Minx 1937 Carbodies Convertible.** Brentwood Essex. £2,250. Contact Rob 07885 434624 Email: sales@wgford.co.uk

* **FOR SALE:** 1930's Speedometer, believed Hillman, Tony Mealing tel: 01494 533679

* **FOR SALE: Super Minx** parts for sale:
Zenith Carburetor new old stock - offers/discuss
•Zenith Carburetor used - offers/discuss
•Pair of rear lights - £10
•Hillman Leter set - £25

- New Green handle/arm rest - £10
- Hillman Minx clear front lens new old stock - £10

Contact Chris Callaghan Email: chrismgabingdon@yahoo.co.uk

*** WANTED:** If you hear of a **Hillman Avenger Estate Automatic** for sale please let me know. Any condition considered. Thanks. Tim Email: timburyhome@aol.com

*** AVAILABLE: Hillman Californian Parts.** I have just acquired another Hillman Californian which is past saving but still has many useful parts on it. I have taken what I need for my own Californians. Most parts still available and no reasonable offers turned down for whatever you might need for your Californians. Email: alanmckechnie@btconnect.com or phone 01993 822118 for further details. Location Witney. Alan McKechnie

*** WANTED:** Chrome front bumper for 1970 Commer PB. Mark Thomson Email: m.thomson321@btinternet.com

*** FOR SALE: Hillman Super Minx Estate.** All the important aspects having been completed during its recommission. I believe that it was originally bought new by the chief air crash inspector for Heathrow Airport and his son decided to sell it, which is what I have bought. Very good original condition with excellent interior all round. Seat belts fitted. Replacement clutch and many minor improvements.

I have not used the car myself since I bought it due to health reasons and would like a reasonable offer. The car is at my house in Wilmslow NE Cheshire, SK9 2BQ.

Full details on request, David Drinkwater. Email: countdracula58@hotmail.com



LETTERS TO THE EDITOR

Hi Glenn,

Great to meet you today. **

I actually managed to get the engine back in the Minx. The gearbox and all the rest will go back in next week. Photo attached.

The history of the car is here:

<https://www.brooklandsmuseum.com/explore/heritage-and-collection/our-collection/hillman-aero-minx-streamliner>

Jules.

** This was actually back in August! Jules is one of the Brooklands Volunteers.



**BROOKLANDS
MUSEUM**

1934 Hillman Aero Minx Streamliner
A streamlined sportscar designed by Freddie March, a successful Brooklands racing driver who began Goodwood's association with motorsport.



Freddie March (later the Duke of Richmond & Gordon, the successful racing driver, engineer, and entrepreneur, designed this upgraded Hillman Minx in 1933. He also designed coachwork for other marques including AC and Riley. Arthur Mulliner of Northampton built the body for this example.

Although lower and more sporting than the standard Minx saloon on which it was based, the Aero Minx was not a particularly fast racer, but this type of car was often bought by amateur drivers who wished to compete in national trials and competitions at the Brooklands circuit.

ENGINE:	1286cc 4-cylinder inline
TOP SPEED:	70mph
MANUFACTURED:	Hillman and Arthur Mulliner
MODEL:	Aero Minx Streamliner
ORIGIN:	Coventry

MR P TOWNSEND LIMITED & CO., NEW AERO MINX SPORTS

Donated by Dr George Ruxton

Hi,

I met with one of your colleagues Sunday 10th at the NEC. I run a small collection of Austins and in a clear-out purchase was this, which I have tentatively identified as Hillman. From the condition of the Bezel, it has never been screwed to a dashboard so I assume it is unused, but one of the gages has been removed which was the reason to put on the back of the shelf and left for 80 years, that is until I found it! If it is not Hillman (it was in the same box as the bonnet mascot which has been sold) let me know. If you know anyone who would like to purchase it, £30.00 plus postage and packing.

Anthony Mealing, Technical Writer Austin Ten Drivers Club Tel: 01494 533675 Mob: 07836715559



Feel free to call Anthony if you are interested or want more details. Ed.

Dear Glenn,

I hope you are well. It's a few years since we met. I still have the Super Minx Convertible (over 39 years now). Before the pandemic, I had 13 cars, but I'm now down to 5. I have come across some old HOC magazines/bulletins/newsletters. Does the Club want/need these for its archives? The oldest one I have is no.5 from 1982, then most from no. 10 onwards into the 1990s. Any interest before I recycle them?

Regards, Ian Gass

I replied to Ian and accepted the magazines on behalf of the HOC with thanks. If anyone would like to have a scan of any of the old articles then please get in touch with me. I may scan them all over the winter months just so we have an electronic copy. I'll check with Ray if he needs to back-fill any missing copies in the main archive. Ed.

LETTERS TO THE EDITOR ...

Hello Glenn,

Hope all is well, a very wet day in Devon, storm Bert delivered 67mm of rain yesterday and our village is just about cut off as the River Teign has burst its banks, also had 3" snow Thursday of this week! On a brighter note Powderham Rally next year is on 12th and 13th July, it will be the 50th Rally, if possible could give it a mention please, it is a very good event. Thank you for including my advert for a front bumper for our Commer in the last Coventry Spires, unfortunately I didn't get a single reply but it was worth trying. Very sorry to hear about the van theft after the NEC Show, it is such a shame how some people behave.

With best wishes, Mark

Hi Mark,

All's well thanks. The weather has been appalling lately, I sympathise with anyone who has been affected. I 'escaped' in 2003 when I lived in Wraysbury when the Thames flooded and the water level rose up to my back door sill but thankfully no further. Even that was a horrible enough experience. I had 2 detours with closed/flooded roads near Banbury today due to Bert (25th Oct). Ed.

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