



Coventry Spires



**DRIVE IT DAY PHOTOS
BROOKLANDS BEST OF BRITISH
NEC RESTO SHOW REPORT
SUSAN'S 1948 MINX COUPE
AGM NOTICE**

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

Hillman Owners Club Committee Contact List

Name	Post	Telephone	Region	Address	Email
Mike Redrup	Chairman / Director / Mark Mixx	01480 384687	National	19 Tem Way, St Neots, Cambs, PE19 1TQ	chairman@hillmanownersclub.co.uk
Stephen Calk	Secretary / Insurance Liaison	07775 877195	National	Clevedon Oak, Frimley Road, Ash Vale, Surrey, GU12 5PW	secretary@hillmanownersclub.co.uk
Alywn Thorpe	Treasurer / Webmaster	01530 273511 / 07938 002773	National / Midlands Organisation	3 The Pinfold, Newton Burgoland, Leicester, LE67 2SQ	treasurer@hillmanownersclub.co.uk
Steve Grimes	Memberships / Super Mixx Convertibles	07791 080824	National / Super Mixx Convertible	Manor Field House, High Street, Seend, WILTS SN12 6NU	memberships@hillmanownersclub.co.uk
Sue Hickford	Assistant Memberships	01787 277963	Suffolk Organisation	Conifers, 3 Ashen Road, Clare, Suffolk, CO1 0BLQ	sue.hickford1@gmail.com
Tom Clark	Events / Regalia	07961 417310	National	12 High Leys Road, Hucknall, Notts, NG15 6EZ	eventsregalia@hillmanownersclub.co.uk
Ray Sellers	Librarian / Cob & Husky / Information Officer	01522 804786 / 07941 470830	National	16 Salisbury Drive, Bracebridge Heath, Lincoln, LN4 2SW	raysellers@hotmail.co.uk
Glenn Brackenridge	Coventry Spire Editor / Super Mixx / Press	07734 562695	National	Grey Gardens, Duffield Park, Stoke Poges, Bucks, SL2 4HY	editor@hillmanownersclub.co.uk glenn.brackenridge@btinternet.com
Peter Saintry	Without Portfolio / Pre 1931 Hillman	016718 20961 / 07930 804712	National / SW Scotland	Amberley, Carslith, Newton Stewart, DG8 7DU	peter@saintry.uk
Nick Aitken	Without Portfolio	07841 014491	National	12 Barony Road, Nantwich, Cheshire, CW5 5QY	Nick.aitken@hillmanownersclub.co.uk

The Hillman Owners Club, a Company Limited by Guarantee and not having a Share Capital. Company No. 03216266 Director: Mike Redrup.
Company Secretary: Stephen Calk. The views expressed in Coventry Spire 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.

information@hillmanownersclub.co.uk

www.hillmanownersclub.co.uk

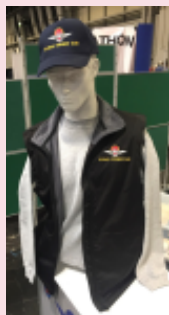
Login: **Members@hillmanownersclub.co.uk** Password: **SUPERMINX1965**

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

Hillman Owners Club Contact List

Name	Post	Telephone	Region	Address	Email
Cumtently Vacant	Aero Mink		National		
Jonathan Nuttall	Pie War Mink	07800 570504 / 01162 771529	National	131 Winchester Road, Countesthorpe, Leicester, LE8 5PP	N/A
Bob Bourne	Pie War and Early Wars pines	07967 009094	National	9 Letchworth Avenue, Bedford, TW14 9RZ	N/A
Vacant	Audax		National		N/A
Jay Myles	Arrow (Hunter)	07368 508804	National / Surrey	94 Larchwood Drive, Englefield Green, Egham, Surrey, TW20 0SW	Jason.myles72@hotmail.com
Paul Marshall	Hunter GLS	07947 632976	National	Flat 5, 1 Oak Villas, Winchester Road, Bishop Watlingham, Hants, SO32 1BR	pa ul@amow5.co.uk
Mark Rose	Avegers	07900 418589	National	15 Main Street, Anston, Sheffield S25 4BD	mark.rose@hotmail.co.uk
David Thompson	Hunter GLS	07978 006966	National / Hereford and Wores	7 Spring Close, Colwall, Malvern, Worcestershire, WR13 6RE	dave@surreylane.co.uk
Colin & Sue Wagstaff	Organisers	01354 693136	Cambridgeshire	92A London Road, Chatteris, PE16 6LU	colin.waggs3@hotmail.co.uk
Robert Hodges	Organisers	01706 725088 / 07929 750343	Greater Manchester	3 Redland Close, Littleborough, Lancs, OL15 9EE	robert.hodges229@outlook.com
Simon Ashenden	Organisers	01732 883519	Kent		
Michael Horton	Organisers	07850 118973	North Wales	Y Bwthyn, Llanddeusant, Holyhead. LL65 4AT	mike.horton1@hotmail.co.uk
Geoffrey Pearce	Organisers	01934 842577	Somerset	3 The Chestnut, Wincombe, Somerset, BS25 1LD	N/A

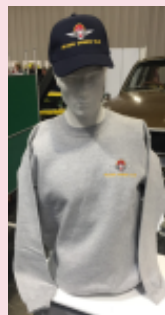
CLUB REGALIA



Soft Shell
Gilet £19.75



Micro Fleece
Jacket £18.50



Sweat shirt
£15.00



Polo Shirts
£14



Short sleeved
shirts £15.40



T-shirts
£11.50



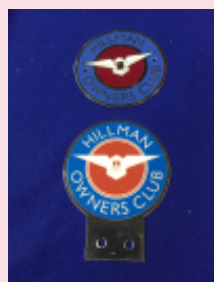
Club Hat
£9.00



Coaster and
Grill Badge



Lapel pins
£3.00



Metal Vehicle
badges £15.00



Key rings £4.50
& £5.50



Hillman Cars
book

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

David Welsh's Californian will be headed off to the British Motor Museum after handing in his car keys at the age of 80. All the best and thank you for being with the HOC for so many years!

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.



Moffat Classic Car Rally
Moffat Showground
Saturday 29th and Sunday 30th June 2024

Classic Car Run:
Saturday 29th June
11am - cars assemble at
Moffat Showground
12 noon - cars leave from
High Street, Moffat

Showground:
Sunday 30th June
Display of Classic cars and motorcycles;
Autoclimb;
160's fun-rides;
Refreshments

enquiries@moffatshowgroundmccr.co.uk
Showground gates open Sunday 8.30am - 4pm; entry £5 (under 16's free)



IN AID OF WILTSHIRE AIR AMBULANCE AND LOCAL COMMUNITY PROJECTS



**MARKET LAVINGTON
VINTAGE MEET
FAMILY FUN WEEKEND
20TH & 21ST JULY
2024**

The Elisha Field, Drove Lane, Market
Lavington, Devizes SN10 4NT,
10am - 5pm each day.

1984



Did you participate in the 1984 show?
Have you attended all the NEC shows since 1984?
Do you have any memorabilia regarding the 1984 show?

If so the organisers, Clarion Events, want to talk to you!

Please get in touch with Tom or myself
events.regalia@hillmanowners.club.co.uk
editor@hillmanownersclub.co.uk

2024

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.

JUNE

- * 23rd June - Dover Transport museum, Rootes Day 10:30am - 3pm free entry for Rootes cars!
- * 29th - 30th June – Moffat Classic Car Rally, DG10 9HL

JULY

- * 12th - 14th July – SMC/HOC National Weekend, Uckfield, East Sussex, see p19
- * 21st July – Rootes Day, British Motor Museum, Gaydon
- * 21st - 22nd July – Bedford Festival of Motoring, Email: info@bedfordfestivalofmotoring.com
- * 21st - 22nd July – Market Lavington Vintage Meet, <https://mlvintagemet.com/>

AUGUST

- * 4th August – Goodwood Classic Breakfast for pre-'84 cars
- * 11th August – Ley Hill Classic on the Common (featuring Rootes Convertibles)
- * 17th - 18th August – Lytham 1940's Weekend 2024, <https://www.discoverfylde.co.uk/lytham1940s/>
- * 18th Aug – Rootes Day, Great British Car Journey, Ambergate, Derbyshire Email: oliver@greatbritishcarjourney.com

SEPTEMBER

- * 8th Sept - Chearsley Classic & Vintage, registration required www.ccvfd.com
- * 15th Sept - Kenilworth Castle - 2 Hillmans required (Richard Teasdale 02476 402757)

NOVEMBER

- * 8th - 10th Nov – NEC Classic Car Show

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

MEMBERSHIP REPORT - STEVE GRIMES

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

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

Paul Parrot	Surrey
Paul Pidgeon	Glasgow
A.J Stone	Virginia
Andrew Bedford	Cheshire
Andrew Wharton	Mayland
Andy Bigham	West Midlands
Ian Draper	Bridport
Gary Humphrey	Scunthorpe
James Ranger	Bracknell
Robert Steele	Exeter
Frank Atkinson	Bishop Auckland
Allan Smith	Dunfermline
Alex Birtwistle	Ystradgynlais
Clare Lisle	Wolston
Jack Bonner	Ripley
Nada Jafari	Leeds
Donald Riding	Whitehill
Harry McKenna	Co. Longford
Damien Vallely	Co. Armagh
Katrina Polkinghorne	Camborne
John Parris	Lyme Regis
Chloe Otter	Winslow
Peter Blair	Bristol
Alistair Richardson	Thorverton
Mick Jarrett	Dorchester
Dave Duncombe	Banbury
John Speight	Boyton
Graham Traxson	Willington
John McGregor	Taunton
Glyn Luff	Hedenham
John Shepherd	Gillingham
Steve Hinton	Brandon
David Andrews	Harborne
Bert Clewits	Netherlands
Douglas Bailey	Lings

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

To login please go to:

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

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.

Following a recent trip to New Zealand I was able to add to the list of recorded vehicles 7 Hillman cars that were exhibited at this museum.

Steve Grimes
Membership Secretary

A SWISS EXCURSION ANYONE?

Rudolf Sladek, a new member from from Switzerland sent this invitation for the biggest classic car meeting in the country which this year features Rootes cars. The date is 25th August and would make an interesting excursion for anyone taking their cars abroad this year. Ed.

BCM



British Car Meeting

25 Aug. 2024 - Mollis, Switzerland

[CAUSE](#) [VISITOR](#) [EXHIBITOR](#) [PHOTOS](#) [SERVICES](#) [CONTACT](#)



Welcome

What is BCM?

Special guests

History of the BCM

The OK

Welcome to the British Car Meeting



The weather forecasters had already predicted nothing good a few days before the 2023 edition of the BCM – and they were right in their forecast.

The team of helpers was already "showered" on Saturday afternoon while setting up, as a training camp for the following day, so to speak.

On Sunday, there was almost continuous rain in the Glarus region, which caused many visitors, who always came to the BCM, to leave their precious items at home in the garage. However, between 300 and 400 stalwarts dared to make the journey to Mollis – the proportion of closed vehicles was higher than usual – which was not surprising.

The special guests Lotus and Caterham brought many vehicles to Mollis – an interesting cross-section of the history of the brands was offered.

It's a pity that the 50th anniversary of the Swiss section of the Rolls Royce Enthusiast Club (RREC) was rained out, otherwise more drivers of such products would probably have made their way to Mollis.

The visitors did not let themselves be annoyed by the capricious weather and, armed with umbrellas and weatherproof clothing, eagerly had "petrol talks". The marquee was a popular retreat where people could warm up and enjoy the bagpipe sounds of "Glaronia" and the band "Zigerhorns" performing at the BCM for the first time.

Outlook for BCM 2024:

This will take place again at Mollis airfield on Sunday, August 25, 2024, as usual from 0900 to 1600.

Please reserve this date now.

This time, the brands of the Rootes Group will be featured as special guests: Hillman, Humber, Singer, Sunbeam, Commer and Karrier, which later became Chrysler UK and Talbot UK. A group with an eventful, interesting history. If you should own such a vehicle or know someone who has one - come to Mollis in droves with it on August 25, 2024.

Your OK BCM

Special Guest 2024



Photo Gallery



copyright BCM



EDITORS RAMBLINGS

No big rants this time, just lots of small updates, comments and opinions. We now have 590 members in the "new" HOC Facebook Group and 1.4K followers in the HOC Ltd Facebook Page. Plus there are also other FB Groups such as my Super Minx Group with 2.9K members. This means we are reaching a far wider audience than compared to a year ago. Behaviour of contributing members has been excellent and we have had no discipline issues. Note that we can't control the things that people write in their posts but we could react quickly and remove any offensive comments should they happen. Fingers crossed. Of course membership of a FB Group is not the same as joining the club! That is something we have to work hard to make worthwhile.

Call for Pre-War Cars! We have been approached by the Aston Hill Climb venue which is celebrating the centenary of its last run and closure in 1925 for their event in 2025. Hillman cars featured back in the day and they are keen to have some pre-war Hillmans on display and maybe to take part in a parade "up the hill". I don't know of any myself, but do we have any suitable cars, like an Aero Minx, or even better, an actual 1920's competition car? If you do have an old interesting Hillman then please get in touch with me to see if we can put together a decent show.

Motorsport: I tend to forget that Hillmans have been very successful in various guises over the years, especially Imps and Hunters. My other club, the Sunbeam Alpine Owners Club, has recently cancelled their planned track day through insufficient numbers but it occurred to me that a few Hillmans participating as well might nudge the numbers up to a break-even point. So, do any members fancy ragging their car non-competitively around a small track like Curborough without the requirements of a full Motorsport licence or special tyres? The Alpine chaps drive their cars to and from the circuit and Curborough only allows one car on the track at a time so there is no risk of collisions. The SAOC will try again in 2025 and I can propose including the HOC if there is enough interest.

I have to repeat an old request, and that is for photos of your cars in interesting places. I wanted to have a regular "Glamour Page" feature but I'm not going to do that if you just send photos of your car on your drive! Go out and find somewhere exciting as a backdrop for your pride and joy!

As of writing this we are still no nearer understanding where all Speedy Spares stock has gone and who is going to step up to the mark as the premier Rootes supplier. For this reason I have invited all the Rootes suppliers I know to have a free advert in this edition so that members can have a better idea of who is who and who does what. If they continue to advertise in the magazine in future then all the better.

Lastly, two local media students approached me to ask if they could feature my saloon in their University-funded video project. Absolutely! I replied. So watch this space to see what develops. Maybe I'll get my 15 minutes of fame!

Ed.

NEC RESTO SHOW REPORT



Tom brought along this Super Minx Estate which needs a modest amount of TLC to be roadworthy. He experimented with a battery powered polisher and cleaned up some of the paintwork during the show.

Right: setting up the stand. Tom arranged the stand and the two Sue's helped (and the Editor behind the camera here did a bit)



This Commer Express Van was the stand's success story. The son of the previous owner stumbled across our stand while visiting the NEC from Ireland. He couldn't believe it when he saw it and that it had been restored so brilliantly



Other cars of interest at the show included this Humber Sceptre and a nicely restored Minx Series III Convertible belonging to Rob McArdle.



Another Super Minx Mk1 surfaces! The young owner found this not a moment too soon as it does look like it can still be rescued after years on its side on mattresses. A true barn find and we'll keep our fingers crossed.



<https://www.youtube.com/watch?v=Rcj9VBEEwg>

If you want to experience the show atmosphere then have a look at the YouTube video



THIS COULD BE YOUR LUCKY DAY



One of the highlights of being at the NEC is to meet and talk to new members. Elspeth Edwards is possibly our youngest member, shown here with the HOC crew and friend from Worcester. Elspeth is the proud owner of a Super Minx, her first car. She told us the car did not run because she was hunting for a new propshaft joint and was having difficulty finding one. She had already paid £40 for an incorrect one.

When I got back from the NEC I found an email waiting for me from an old HOC member, Christopher Wright, who had a few old Hillman spares he wanted to donate to go to a good home. I said send them to me! When they arrived the main item was a new propshaft joint and so I immediately contacted Elspeth and sent a photo. She told me that it was the correct one and just like "Some Like It Hot" I told her "This could be your lucky day!" and was able to send it for just the postage courtesy of Christopher. I love a happy ending! Let's see that car on the road now!



RESTO WORK AT THE NEC



I decided to do a few jobs that I never seem to get time for at home. First off; install self adhesive butyl backed sound deadening sheets under the rear seats, bonnet and inside the boot wing panels. (The door skins still have the factory deadening material.) The effect was excellent and I can honestly say the road noise has been reduced.

Next job was to replace the perished door window seals. This job was less successful because the only strip you can buy nowadays is incompatible with the original fixing clips. It was only late on the Sunday that I spoke to East Kent Trim who said "You need THESE!" and handed me clips that are designed to be used with the new seals. Doh!



More successful was the replacement of the perished and unobtainable seal across the top of the windscreen. One advantage of doing this job at the NEC was that I was able to walk around all the different suppliers and pick the most likely candidate rubber strip - cost £12. I even had enough to do it twice as the first attempt was not perfect.



AGM NOTICE AND AGENDA

The Hillman Owners Club Annual General Meeting Notice.

Wednesday 10th July 2024

At 19:00 hours

Via Zoom.

The 2024 Annual General Meeting has been called, by the management committee.

The ZOOM Meeting details are:

Join Zoom Meeting

<https://us02web.zoom.us/j/81364342304?pwd=UWpjeDFqdmx5ZVQ4YzA1N0gyMDJFQT09>

Meeting ID: 813 6434 2304

Passcode: 429487

Agenda.

- ☐ 1. Welcome and apologies.
- 2. Minutes from the previous AGM
- 3. Directors/Chairman Report
- 4. Company Secretary Report
- Change in Articles of Association.
- 5. Treasurer Report
- 6. Membership Report
- 7. Events/Regalia Report
- 8. Librarian Report
- 9. Coventry Spires Editor Report
- 10. Webmaster Report
- 11. Election Of Officers:
- 12. Proposed AGM date is Wednesday 11th June 2025 Starting at 19:00 hours, Via ZOOM.

The Hillman Owners Club Annual General Meeting Notice for Wednesday 10th July 2024 starting at 19:00 hours via Zoom

Company number 03216266



AGM PROXY VOTING

Proxy Voting

THE HILLMAN OWNERS CLUB FORM OF PROXY FOR ANNUAL GENERAL MEETING

I.....
.....
being a member of The Hillman Owners Club appoint the chairman of the meeting or
..... as
my proxy to vote on my behalf at the annual general meeting of The Hillman Owners Club to be
held on Wednesday 10th July 2024 and at any adjournment of the meeting, on the following
resolutions, as indicated by an 'X' in the appropriate box and, on any other resolutions, as they think
fit:

	RESOLUTION	FOR	AGAINST
1	Accept minutes of AGM 19 th June 2023		
2	Receive and adopt the accounts for the 12-month period ending December 2023		
3	The published changes to the Articles of Association		
4	Confirm the appointment of The Hillman Owners Club Management committee.		

Signature..... Date.....
.....

NOTES

1. To be valid, this form must be received by hand, post or email at The Hillman Owners Club, Clevedon Oak, Frimley Road, Ash Vale, Surrey. GU12 5PW
2. The form must be signed. If someone else signed the form on your behalf, you or that person must send the power of attorney or other written authority under which it is signed to the above address.
3. This form enables you to instruct your proxy how to vote in the event of a poll on the resolutions to be proposed at the meeting. Please indicate with an "X" how you wish to vote. **If you do not indicate how you wish to vote, the proxy will vote or abstain from voting as he or she thinks fit.**
4. The appointment of the Chairman as proxy has been included for convenience. If you wish to appoint any other person or person as proxy or proxies delete the words "the chairman of the meeting" and add the name and address of the proxy or proxies appointed.
5. Returning the form of proxy will not prevent you from attending the meeting and voting in person.

secretary@hillmanownersclub.co.uk

Stephen Cake

Company Secretary

The Hillman Owners Club Annual General Meeting Notice for Wednesday 10th July 2024 starting at
19:00 hours via Zoom

Company number 03216266



The Hillman Owners Club

Company limited by guarantee

Profit and loss account for the year ended 31 December 2023

	2023	2022
Income		
Subscriptions cash/cheque	2789	703
Subscriptions Fasterpay	3845	7208
Subscriptions Paypal	920	1224
Subscriptions Sum-Up	497	241
Regalia Sales	181	110
Donations	36	0
Advertising/Other income		148
	8267	9,635
Cost of Sales		
Opening stock	741	1719
Cost of stock	331	978
Closing stock	<u>410</u>	<u>741</u>
Gross Profit	<u>8267</u>	<u>9,525</u>
Administrative exps		
Events expenditure	2987	4,346
Advertising	90	270
Coventry Spires Magazine	4128	4,237
Stationary	-	164
Postage Stamps	173	626
Regalia	98	868
Zoom sub	143	-
Travel costs		323
Subsist & Comtte mtgs	-	-
Equipment Banners		122
Insurance	288	372
Companies House	13	-
Subscriptions	203	357
Website	564	811
Donations Rootes Archive	250	500
Membership Cards	139	0
Returned Cheques	45	
	<u>9121</u>	<u>12,996</u>
Operating Profit (Loss)	(-854)	(-3,361)
Other income & expenses		
Interest receivable		
Bank deposit interest	53	3
Net Profit (loss) for the year	(-801)	(-3358)
COVENTRY SPIRES	Page-18	SUMMER 2024



The Hillman Owners Club

Balance Sheet Accounts as at 31 December 2023

2023

Current Assets	
Stock	410
Cash at Bank & in hand	10375
Debtors	0
Creditors amnts due 1 year	0
Net Current assets	10785
Total assets less curr liab	10785
Net Assets	<u>10785</u>
Current Account	3936
Reserve Account	6439
	<u>10375</u>

A review and examination of the accounts for the year ending 31 December 2023 has been carried out in accordance with your instructions.

I have electronically signed to confirm that the Statement of Accounts shown above is to the best of my belief a true representation of The Hillman Owners Club accounts as a small limited company.

Signed:



COMMITTEE MEMBER NOTES

Tom Clark (Events):

I am looking for cars for the NEC show in November, if anyone would like to show their car, contact Tom on 0796117310 or email tb.clark1944@gmail.com

Glenn B (Editor):

Along with Nick Aitken, we are researching the competitiveness of our print and mail costs. This includes keeping the magazine page count down to a level that keeps the weight down to 100gm for economical postage. We are also researching the option of an E-book and a lower membership charge for overseas members to avoid the increased international postage rates. It is possible that we might even generate more overseas members as a result. Thanks to all who have contributed articles and photos for Coventry Spires in the last year. I have had some welcome compliments about the magazine but it would be impossible without members contributions. Lastly, with the demise of Speedy Spares we are taking steps to get more suppliers to advertise in the magazine so that we get over the difficulties of knowing who to go to for spares. Feel free to give me your opinions on any of the above.

HOC AGM Admin:

A copy of the 2024 HOC Articles (15 pages) and Minutes of the 2023 HOC AGM (5 pages) will be provided as PDF documents by email on request to the Secretary or Editor. There was simply not enough space in this edition to accommodate them in print.

We look forward to seeing as many of you as possible for the AGM on 10th July. If you have trouble typing the zoom details please request an email with the link to make sure you are able to join without difficulties.

THE HILLMAN & SINGER NATIONAL WEEKEND - JULY 2024

You are too late to book formal attendance at any of the functions of the Singer/Hillman weekend but I am sure you can join in with some of the excursions if you are local enough and just want to have some Hillman company. I have kept the weekend agenda below so you see what's going on and join in the events that do not require pre-booking

Location	Event	Number	Cost per person, car or room
Thursday 11th July			
East Sussex National Hotel	Room booking Thursday night		£109 B&B single, £119 B&B double. Executive rooms + £20
Hotel	SMC AGM SMC Members only		£0
Hotel	Road Book & rally plate distribution		£15 per book, 1 per car
Friday 12th July			
East Sussex National Hotel	Room booking Friday night		As Thursday 11th
Filching Motor Museum	Guided tour		£10
Birling Gap National Trust	Coffee/lunch stop. Seven Sisters Info Centre		Pay for food and drinks in café
Hastings	Park on Hastings sea front Pay and Display		5 Hours £7.90, 10 Hours £9.40 per car
Hastings	Time to explore, attraction information sheets will be in road book. See https://www.visit1066country.com/destinations/hastings/things-to-do or TripAdvisor		Pay for any attractions visited on the day
	Fish & chip supper at Maggie's restaurant		£20 - £25 see menu, pre-order & pay SMC
Saturday 13th July			
East Sussex National Hotel	Room booking Saturday night		As Thursday 11th
South Downs Heritage Centre	Tour and talk, coffee shop available		Pay for food and drinks in £20-£25 Pre-order menu from Sue (HOC)
Michelham Priory	Entrance		£10 per person
	Lunch		Pay direct in café
East Sussex National Hotel	Gala Dinner		£40 per person
Sunday 14th July			
East Sussex National Hotel	Room booking Sunday night		As Thursday 11th
Horsted Keynes Station, Bluebell Railway	Park in Display Field		£5, if not purchased a road book.
	Train ride		Driver free, passengers £25
	Food and drinks		Pay for food and drinks in café

OUT AND ABOUT - DRIVE IT DAY



Left: David and Yvette Dickinson came to the Stoke Poges Petrol Heads breakfast at the Fox and Pheasant on drive it day. It was only 7 degrees but they bravely had the hood stowed. I did notice a nice warm blanket on the passenger seat - sensible folks! We talked about their re-trimming.



Above: My fleet on the drive

Left: Not the best photo, bit impromptu outside St. Mary's Church, Nantwich. First run out in 6 mths and started 3rd time, having conducted no winter preparatory maintenance! Pretty happy with the result and no apparent detriment from the long winter. Just a shame it is such a faff getting her out of the garage, what with other cars and a tedious dog leg bend to negotiate, which is troublesome without the aid of power steering.

*Thanks, Nick (Aitken)
Glad you took the trouble! Ed.*

PRESCOTT CHARITY HILLCLIMB



For reasons that are too complicated to mention here I ended up attending the May Charity Hillclimb at Prescott in the Super Minx this year. Half the classics book entry in the Paddock and "run the hill" and tend to be historic or classic sports cars whilst the other half gather in the Orchard in various owners club groups or just to spectate. 9 times out of 10 the weather is fine. Cars run up the hill for most of the day and it's great to watch some unusual and sometimes very expensive machinery. Anyone can wander round the Paddock and watch the hill from wherever they want. All the cars drive there so it's a day for cars that drive rather than a show of perfection (although many are beautifully presented). I felt a bit of a fraud going up the hill as the old girl meandered along and there was no risk of me leaving rubber at the start but many commented how nice it was to see something different. For me the day is a great way to kick-off the annual show season. Prescott is owned by the Bugatti Owners Club and is home to the Bugatti museum which is well worth the modest entry fee. It's great to see the precision that was achieved 100 years ago by Ettore Bugatti and his many designs. The day is managed by the local Rotary Club with all proceeds going to charity. This meets with my personal approval as my money doesn't just fund a commercial car show organisation.

I am going to suggest that Hillman owners try to make a day of it next year, meeting up in the Orchard, maybe having a picnic and enjoying the day and each others company. Located near Cheltenham it makes a change to have a show that is easy for Southerners to reach. **GlennB**



***0 to 60 MPH?
Forget it! I never
reached it.***

***I did coast along
with imperious
dignity in the
sunshine and with
the roof down and
I'm sure I made a
lot of people
jealous!***

BROOKLANDS BEST OF BRITISH

Brooklands: Best of British 27th May 2024

For many of us, Hillmans are the best of British cars. Or, at least, the cars we choose to cherish and drive because they evoke for us memories of the best of British motoring. I was surprised, therefore, on my first visit to the Best of British Show at Brooklands, to see how few Hillmans were present.

The Singer Club who had booked spaces in the club area was well represented. The club cars included a very nice 1960 Gazelle convertible and its Arrow series saloon counterpart from 10 years later (and many others), and there were several Sunbeams (Alpines and Talbots) scattered around the show. An immaculate Humber Imperial graced the Singer Club stand and, tucked away elsewhere, was a Humber Hawk Series 1 or 2 used, I think, almost daily. But Hillmans? Only two. This 1952 Minx was hitched to a period caravan and alongside it was the Series 3A Minx in beautiful Apple Green and Foam White. I didn't see the owners, but the notes on the windscreen led me to infer that they belonged to the same man and that both had been owned and restored by his father. Only two Hillmans at the show, but only one Hillman driver!

If the replacement of the exhaust on my own Super Minx convertible hadn't overrun in the previous week, I would have taken my car and that would have increased the Hillman presence by half as many again. Next year, might there be more Hillmans?

David Dickinson





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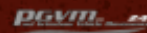
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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 7 Nov and Show Open Ticket Prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 17 Oct to help your club earn extra benefits.

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TO MOT OR NOT?

Cars over 40 years old do not require an MoT. The logic behind this is that historic vehicles are involved in an insignificant proportion of accidents and MoT stations are already over-busy with modern vehicles. It is also assumed that most classic car owners spend a greater proportion of their time maintaining their cars than do owners of modern cars and they drive them a relatively low mileage each year.

Some classic car owners will choose to take their cars for an MoT to be on the safe side and others will feel that their own maintenance and knowledge of their car is sufficient. Of course some will drive cars which have faults which might result in an MoT failure if they were tested.

I am lucky enough to live near one of our club members, Nathan Jacobs, who is an MoT inspector by profession and he has put my 3 classic cars on his ramp for informal assessments after-hours without the fear or stigma of having an actual failure. We also discussed the merits of having your car tested and he is absolutely clear – you should do it.



Nothing fell off with the shake test - a good sign!

If you are unfortunate to be involved in an accident then an MoT proves that a car has been roadworthy at least in the recent past, if not necessarily at that moment. This carries weight with your insurance company should there be an accident. The Police are also likely to take a deeper look at any car that does not have an MoT. Lastly, and maybe most importantly, you do not want to be responsible for causing injury as a result of a mechanical failure which would have been identified by an MoT test.

TO MOT OR NOT?

My green Super Minx was given the all clear with regard to rust, tyres, steering and suspension but had headlamps which were directed low. The convertible also had low headlamps which we adjusted on the spot. Both cars had a weak handbrake on one side which I was able to resolve straight away on the convertible by adjustment and lubrication but the green one needed more detailed attention and dis-assembly so we didn't test that one at that time.

My Sunbeam was found to be very solid but with a hint of play in the upper ball joint housings albeit with perfectly good joints themselves. My racing colleagues tell me that they always weld these in place and replace the entire top wishbone if they have to – I'll sort that out in the summer. The rear brakes were also sticking so the shoes need to be removed and have some grease applied to the backplate where they rub.

So, out of 3 "well maintained" cars only one passed without issues. The others might have passed with advisories but I didn't want to be in the position of depending on Nathan for favours. The point is that I found out some faults that I had previously been unaware of.

An MoT station has the equipment necessary for testing brakes far better than you can do on the drive. There is something very satisfying about watching the test dials turn green and show equal pressure (well almost) left and right. The MoT shake test will also find any worn joints in the suspension and steering which you won't be able to do yourself even with a big pry-bar. Individuals can test their own lights and tyres of course and make sure their wipers wash and wipe. Lastly you get an unobstructed view of the underside of the car and can see any potential rust spots that need attention.

I suppose the big fear is that a car may fail an MoT with a problem that the owner cannot rectify easily themselves resulting in one having to take the car off the road and search for a suitable mechanic/garage. I would suggest that you find a friendly local garage to look at the car on their ramp and tell you about any safety issues whether you proceed with a full MoT or not. My personal opinion is that there needs to be a short safety MoT test for classics which checks the brakes, basic equipment functionality and rust.

I factored in some additional pricing headroom for the probable need for some repairs when I purchased my convertible as it did not have an MoT. As it turns out the repairs have been minor and I have spent that 'extra' cash on making it prettier. I would also expect a respectable dealer to present a car for sale with an MoT. We shouldn't just let our classics go un-tested although I yet unsure whether I will do all of them every year. Given my combined mileage of under 3000 across all 3 cars.

GlennB

PETER SAINTY'S VINTAGE RUNNING

Following the publication of the Spring issue of Coventry Spires, I was very pleased to be contacted by Bob Dean, who is the new owner of the "Mathewsons" Hillman Fourteen Fabric saloon. I have been able to provide Bob with information from The Vintage Hillman Files and I hope this will be helpful to him as he tackles the recommissioning of the car.



Derek Matthewson extolls the virtues of the fabric bodied Hillman

My comments regarding the electronic Hobson gauge, in the same issue, have sadly proved a little premature. The gauge again started behaving peculiarly and then stopped working altogether: I tried to contact the makers but got no reply and it seems that the instrument has been withdrawn from sale. So I am back to trying to get the original design to work – it can be done, as a friend living locally owns a 1930 Humber (remarkably similar to the Hillman, but with a 6-cylinder engine) and he has got his Hobson gauge working beautifully and very accurately – by monitoring through the back window as he fills the tank, he can see from the gauge how much he is putting in. You can't do that with any modern car!

Other than a lubrication service (all those grease points!) not much else has been done Hillman-wise in the past quarter. Visitors to the garage continue to be intrigued by the Wilcot Robotic Indicators and invariably want to take photos of them, more so than of the car itself. This mirrors the reaction of the people at shows, who are also pleasingly welcoming of the "oily rag" look as a change from the shiny restored cars – it is nice to have a mix. That said, the Hillman has a new garage-companion in the form of a 1952 Jupiter sports tourer, and that is beyond the oily-rag look and will (eventually!) be restored. At the moment it is in lots and lots of pieces.....

The show booking forms are starting to arrive and no doubt some have already taken place. It would be good to hear from Vintage-Hillman-owning members on their use of their cars, or their progress with restorations/rebuilds if that is under way. Happy Hillman-ing!

[For those who may have missed it, my e-mail address has changed – see the Contact List at the front of this edition. All "old" e-mail addresses are now discontinued and will not reach me.]

Peter J Sainty.

THE GREAT AND THE GOOD

The following was an article produced for the Ancient Society of College Youths Annual Newsletter (May 2009). This ringing society is one of the oldest, having been founded in 1637. It remains active as one of the premier change ringing societies.

Chris Ridley

THE GREAT AND THE GOOD by Chris Ridley, former Hon. Librarian Ancient Society of College Youths



George Singer



William Hillman

The wealth of information to be found on the Society's web site is not only useful to members, but generates a significant number of enquiries from individuals seeking to trace their ancestors. Some enquiries during the last year have been of considerable interest in their own right. An enquiry from the Coventry Transport Museum asked whether William Hillman and George Singer, both elected in 1867, were the same individuals who had gone on to be founder members of the British motor industry. Records show they were both born in 1847 and resided in Lewisham, Kent at the time of joining the Society. At the age of 14 they were apprenticed to the famous Greenwich marine engineers, John Penn and Sons, but appear to have been kept busy, finding time only to ring a single peal for the Society at their home tower in February 1867. A couple of doors away from the Hillman

home lived James Starley, who initially worked as a gardener for his then employer John Penn, but who was to become a founder member of the bicycle industry. Both William Hillman and George Singer left London in 1869, having been enticed by James Starley to work in the Midlands for the Coventry Machinists Company, manufacturing sewing machines and velocipedes (early bicycles known as bone shakers). The Singer sewing machine should not be confused with this enterprise, having been invented by Isaac Merritt Singer in 1851. In 1870 Hillman patented the Penny Farthing bicycle with William Starley (possibly a relative of James?) George Singer, who proved to be an innovative and quality engineer, left the company in 1875 to set up his own business. This new venture led to the first mass produced safety bicycle, a groundbreaking machine which although not a

commercial success set the pattern for most bicycles produced since. Singer also patented the curving of the front forks of a bicycle as an aid to steering, which still exists to this day. Bicycle production turned Singer into the world's largest cycle manufacturer at the time. At the beginning of the 1900s he turned his sights towards the development of the internal combustion engine. At the outset the new vehicles consisted of motorised bicycles and tricycles, before evolving in 1905 into the first four wheeled motor car. This led to the manufacture of the Singer Ten, the world's first lightweight car. After seeing how good the new cars were, a young apprentice at Singer, Billy Rootes, left to set up in business. He initially bought 50 Tens with the money he got from selling his part-time chicken farm, the profits from which led to more sales and the founding of the Rootes motoring empire. This group was to subsume the Sunbeam, Talbot, Humber, Hillman and ironically Singer car

companies. William Hillman followed a similar path, founding the Hillman-Coatalen Motor Car Company in 1907. Hillman was a less prolific manufacturer, with only 50 vehicles a year being produced on average before the First World War. One innovation special to Hillman cars was the use of a radiator to cool the engine, which appeared in 1908. Unfortunately neither Hillman nor Singer appears to have continued with their ringing after leaving London. We are most grateful to Julian Watson of St Mary's Church for assistance in sourcing the church images.

We acknowledge Lewisham Local History and Archives Centre for the engraving and thank Chris Ridley for allowing us to reproduce his article. Not only did Chris give us his consent but he provided the extra information given in his email below:



Engraving of the Church of St. Mary the Virgin, Lewisham, 1870 (one year after Singer and Hillman left for Coventry), showing the Bell Tower. Inset: St Mary's Church as it is today

THE GREAT AND THE GOOD ...

Hi Barry

Thank you for sight of your proposed article which I am happy for you to use in your magazine and to share with the Hillman club. The peal mentioned was rung at St Mary, Lewisham - details as below for the record:

On Saturday 16 February 1867 was rung at St Mary, Lewisham, Kent a true peal of Grandsire Triples containing 5040 changes in 2 hours and 52 minutes. The ringers were:

Treble: Joseph R Williams
2nd: Edwin Dunn
3rd: Edwin Horton
4th: William Hillman
5th: George Singer
6th: Willam H Turner
7th: John Banister (Conductor)
Tenor: John Davies

All were local ringers at Lewisham except the conductor who was from Woolwich. I am happy to provide further background on either the ASCY society of the art of bellringing if necessary. Alternatively there is a wealth of information on various websites including the Central Council of Church Bell Ringers (CCCBR).

It would be great if you could send me a copy of the magazine when produced - (I am happy to reimburse costs - or an electronic copy if that is the normal medium used). I must admit my family never owned a Singer car as such, but the first family car was a 1955 Hillman. My driving era was British Leyland onwards!

Best wishes,
Chris

[I have informed Chris that we will be happy to provide him with a copy of the Mascot when it is published. Barry Paine]

And also here in Coventry Spires, many thanks to Barry. Ed.

SUSAN'S 1948 MINX COUPE

My husband, Mick adored old cars and enjoyed working on engines and mechanical things since childhood. He honed his skills paint spraying, welding and sand blasting, so it was no surprise when he went looking for a car to restore. However, when in 1980 he came home with a trailered 1948 Hillman Minx Coupe that had sadly seen better days we all thought he had 'lost the plot!'

Not deterred by my initial response he warmly allowed me to name the car Charlotte and to request that she should be painted in a beautiful shade of red. So began years of a never ending hobby as he proceeded to strip down and restore every component in the car, and believe me, the pieces are too numerous to count!

Over the years we moved house three times, finally ending up in Aylesbury in Buckinghamshire, and each time Charlotte moved into a bigger and better garage. For more than 15 years her restored engine sat proudly in the house and her upholstered seats were stored in a bedroom. Her restored chrome, back window and door panelling also found it's way into the house.

Throughout this time Mick searched diligently for Hillman manuals, new mechanical parts and even a spare bonnet. He had a special frame made up which enabled him to rotate the car body so that he could work on the underneath without crawling underneath the car. Indeed he spent many happy hours working on Charlotte despite having a debilitating heart condition himself.

Sadly, I lost my wonderful husband a couple of years ago and Charlotte still sits in the garage mourning the life that should be hers. Please can anyone take up the challenge and continue the restoration of this treasured car. I believe the model was only made for 9 months and because of it's age, I guess it has become a rarity. I really don't want to see all those hours of meticulous work end up on the scrap heap and a part of our motoring heritage lost for good.

Susan Carlton

More photos on the next pages



SUSAN'S 1948 MINX COUPE ...



Susan Carlton's 1948 Minx Coupe, complete but in pieces. All carefully bubblewrapped and [very nearly] ready for re-assembly by a brave new owner

More photos on the next page





SUSAN'S 1948 MINX COUPE ...

Susan allowed me to visit and take photos of the car. Her husband Mike was certainly a first rate restorer and this is exemplified by the care with which all the parts have been preserved ready for re-assembly. Sadly the work stopped after renovating the front suspension and the inspection lamp is still hanging over the front axle where it was last used. This car is crying out for a dedicated owner to bring it back to life. Although it is in pieces this allows you to see that all the unpleasant hard work has already been carried out and that the car is remarkably solid. The new owner will have the advantage of being able to see the quality of the chassis and panels in their bare state.

UPDATE: As of going to press I understand we have found a new owner who is familiar with Dropheads and so the car will be restored to its deserved original glory. Hopefully a happy ending to this chapter of the car's story. Watch this space.... Ed.



FOR SALE & WANTED

* **FOR SALE:** Hillman Super Minx rear spring, one or a pair if necessary. Have a broken leaf. Elspeth Edwards - contact GlennB Editor

* **WANTED:** I am looking for a white/cream steering wheel for a Hillman Super Minx reasonable condition please. (like the one in the picture on the website please!) Email: johnjotibble@gmail.com Tel 01502675274.



* **FOR SALE:** After owning my series 3A minx for over 15 years now is the time to pass it on to hopefully a new enthusiast. The car is a fully roadworthy condition 2 vehicle. A few years ago I purchased another minx which I stripped to the bare shell for spares none of which I have needed to use I also have a number of service items oil filters etc. Can you please circulate this among your members. I looking for £2000 for the car and £400 for the spares or £2200 for both if bought together. I live in Wigan about 5 minutes from junction 26 of the M6. If you let me have an email address I can send you photographs of the vehicle. Email: Allanorrell@yahoo.co.uk, Telephone Number: 07939981900



FOR SALE & WANTED ...

* **FOR SALE:** I have one of the last hillman minx 1967 ' reg PYX305E been in garage since 1986 body good, soiled condition engine in half as was being work on but have boxes and boxes of all parts and spares not sure if i will keep or sell ,would anyone in you menders club be interested pls let me know many thanks. I have all documentation log book and keys. Offers around £1000. Mark. South East/Old Bexley. Telephone Number: 07708704625 Email: markradzan@yahoo.co.uk



* **FOR SALE:** [Minx?/Super Minx?] 2 rear light clusters, 2 indicator lens (front), one door mirror, dashboard cluster Email: poppanut@hotmail.co.uk Mob: 0790 4184826

* **FOR SALE:** My neighbour has a 1959 Minx De Luxe that has been in her garage for 41 years and she needs to sell it. It appears to be sound but has not run for 40 years .Is anyone interested? The car body is in good condition with no rot in sills, wings and doors. Engine will not turn on starting handle. It has been in the garage since 1979. The car is in Lymm Cheshire. My contact details are 07040125709 Email: Johnparry13@btinternet.com



* **FOR SALE:** I need to find a new home for a 1947 Hillman Minx saloon , grey, 1184cc. Reg DTP 203. Chassis no.1813346. It has been garaged (unused) in Wantage Oxfordshire for the past 30 years. Would this be of interest to your members? I would like it to be a project for the right person, Alison Clark. Telephone Number: 07398896504 Email: alirae247@gmail.com

* **FOR SALE:** I have found a 19" Hillman spoked Rim with a 1940s tractor tyre on. It is well used and very rusty. I want it to go to a good home. If you are interested, I will happily send some photos. Collection will be available from TA21 OBS. Thomas Hopkins, Telephone Number: 07840152073, Email: cheekster06@icloud.com



* **FOR SALE:** I have a gasket & oilseal set for a HillmanMinx series 3C & 5, super Minx MK 1 & 2 1961 on, Singer Gazelle series 3C & 5, Voque MK 1&2 1961 on. For complete engine overhaul. Ref no HS1A964. In original closed packaging. For sale £30, excl postage costs. With regards, Tineke Adriaansen, The Netherlands. Telephone Number: 0031622372516 Email: tinekeadr@hotmail.com

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

* **FOR SALE:** My parents have a 'garage find' Hillman minx 1947 which they cannot keep. We'd like to sell it to someone who can remove it ASAP (not been driven for over 30yrs) and will need transporting. Location: Wantage, Oxfordshire OX12 9AS Please contact Alexandra Terry. Telephone Number: 07944757457 Email: alexandraterry@hotmail.com

Many more items on the HOC website!



PARTS FOR SALE AND WANTED

[Welcome Page](#) [Home](#) [Regions](#) [Classified Ads Cars](#) [Classified Ads Parts](#) [Contact](#)

LETTERS TO THE EDITOR

Hi,

I just thought I'd forward these registration numbers and any information anyone has about any of these cars will be gratefully received!

PBF 199 D

JWC 217 C - this was my dad's car , presumably it's long gone ?!

BYA 677 J

Dad had Hillman Minx / Super Minx Estate / Hunter / Avenger. I bought sunbeam lotus CTA 388Y off Les Oliver who still owns his Hunter after 50 years. I have owned sunbeam lotus DAC 79 Y for 35 years. I am hoping to get at least one Super Minx on the road soon.

Best regards **Ian Draper** Dorset (new member)



Hi Ian, good to hear from you, a nice selection. Tom Clark may be able to help with any Estate bits you need. Let us know how you progress. Ed.

Hi. I just received my copy of this year's spring edition. I see a photo taken at Ormskirk of a hillman Super Minx in green and a previous owner commented on it's British Leyland door mirrors. Could this be my car? I bought her last year from the Yorkshire area she's a 1967 E reg with the 1725 engine. The cars had a lot of work done by a previous owner. I believe I'm the fourth owner in 56yrs. **Mark Andrew**



LETTERS TO THE EDITOR ...

It is with regret and some sadness I have to inform you I will not be renewing my HOC membership this year. At almost 80 years of age I am parting company with my much-loved 1955 Hillman Californian Mk VIII, 25 HME ("Hyme") which I have had the pleasure and honour to own for the last 25 years. Because the car has a unique history and is in totally original condition I have decided to donate it to the British Motor Museum at Gaydon where it will go on display later this year.

I attach a final "farewell" photograph which you may like to publish in Coventry Spires and perhaps inform members of my decision so that if they visit the museum in the future they will be able to view the car in person, should they so wish.

Please accept my best wishes to all concerned, I trust the club will continue to flourish in this brave new world.

David Welsh 3087



David, what can I say, but sorry to see you go, and I will visit your car whenever I go to Gaydon. I hope you liked the front cover. Ed.

Hi Darren,

Regarding your enquiry to the Club's Editor about the plaque you found while metal-detecting, I can tell you something about it.

It is from a 1929 Hillman Fourteen motor-car, and the number is the chassis number. These plates were fixed to every car made, and a lot of people took them off when they sold the car, to keep them for souvenirs (which is a headache for later owners!).

I don't have any record of car number E9686 – the closest I have is E9584 (and even that has not been heard of for 30-odd years). My own car is number E9827, which would have been built a few weeks after E9686. Although more than 20,000 of these cars were built between 1925 and 1930, very few of them remain.

Attached is a photo of my car: in case you are unfamiliar with the model this will give you an idea (Hillman also built open cars and coupes on the same chassis); and another of the dashboard, showing the badge. Thank you for sharing this, it is a nice item.

Best regards, Peter Sainty
Pre-1931 Registrar, Hillman Owners Club.



Hi Glenn.

I have searched everywhere on the car and cannot find a paint code anywhere. I do suspect it to be a Blue. Others that have seen it, even its previous owner, all think it's an Airforce blue. I am following another 1948 Hillman minx going through an auction with 'Car and Classic. The car is a Grey colour, plus it states that it is Grey in its V5C. As I mentioned, my car looks Blue but states Grey in my V5C. (I will try and send a picture). It's a shame one of it's previous owners didn't record its colour change. I live just outside of Doncaster if this helps you.

Thanks for getting back to me. I've only owned the car for one month, and am in the process of making repairs to the brakes as she had stood unused for just over two years. I've never owned a classic car before and am enjoying sorting her out.

Gary Humphries



(I had contacted Gary about displaying his car at the Aston Hill celebration, and we also discussed the colour. It looks like RAF Blue to me! Ed.

Dear Glenn

I am a pretty new Member in your wonderful club (Nr. 7514) and have the following request: On the 25th of August 2024 the yearly British Car Meeting (BCM) takes place. The BCM was founded in 1978 and is actually the biggest event in Switzerland for classic english cars. This on its own would not be so interesting, but this year the cars of the Rootes Group are very welcome as Special Guests! Last year they invited 'Lotus' and the year before 'Land-Rover'. As I know that most of the cars will be Sunbeam Alpine and Tigers, it would be beautiful if also some more Hillmans will take part. Therefore I would like to ask you if you could mention this event in the next Coventry Spires. First of all with this link:

<https://www.british-car-meeting.ch/>

Kind regards
Rudolf

Many thanks Rudolf, see the BCM advert on page 10, Ed.



LETTERS TO THE EDITOR ...

Hi, can you tell me the correct specification for brake fluid and antifreeze for my 1984 Super Minx? The workshop manual specifies brake/clutch fluid as "Lockheed Super Heavy Duty Brake Fluid to S.A.E. Spec. 70R.3. but doesn't mention coolant specs. Many thanks, Craig.

Hi Craig, I think life is actually simpler nowadays than trying to match specs. Ask for DOT4 brake and clutch fluid and use blue antifreeze as all 60's Hillmans will use these, and maybe earlier cars as well. (modern cars use red/orange antifreeze and you must not mix the two). There are modern alternatives to both but if you are like me you end up changing or losing fluids on a regular basis I find it simpler to stick to the basics. Note that both need to be changed occasionally, antifreeze once a year, brake fluid maybe less often as it is hygroscopic and absorbs water over time. Ed.

Hi Glenn,

I'm a long standing & current member of the HOC and formerly with the Singer Owner Club too since 1994. I have a full background & family history with the Rootes Group and in the past 30 years, I have owned & renovated more than a dozen classic vehicles including 3 Minx Convertibles, 3 Gazelle Convertibles, 1 Gazelle Saloon and a Mk I Husky. I currently have just the one Series IIIB Convertible 531 YUN, finished in Seacrest (which is on the HOC Register)

Anyway you're doing a great job as Editor of Coventry Spires and the magazine looks far better and much more interesting to read. I used to leave the envelope alone for a few weeks or more before opening it but you've now got me hooked again.... Thus my inspiration in contacting you to ask if you would consider a small editorial feature if I supply you with the info? Back in 2014, CCM (Classic Car Mart) Magazine compiled a 6-page feature on me and my 3 Rootes' owned cars at the time. I therefore wondered if I sent you a copy of the magazine, you could take a look and see if there's any mileage (pardon the pun) in doing something when you need to fill some space in the mag?

I've attached a few sample photos for your consideration and I look forward to hearing your thoughts, although I wouldn't be offended if you said no!

All the best, Jeff Lawrence



Hi Jeff, thank you and YES PLEASE tell us about your cars, Ed.

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