



# Coventry Spires



*Rumours of a new  
requirement for driving in  
London!*

Copyright Hagerty

**EGM MEETING UPDATE  
SHOCK SPEEDY SPARES CLOSURE  
MINX FRONT SUSPENSION OVERHAUL  
SNCW/HOC WEEKEND DETAILS  
DASH UPGRADES**

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

## Hillman Owners Club Committee Contact List

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**The Hillman Owners Club, a Company Limited by Guarantee and not having a Share Capital. Company No. 03216266 Director: Mike Redrup. Company Secretary: Stephen Calk. The views expressed in Coventry Spires are those of the individual contributor and may not be those of the Club, Committee or Editor. The Club takes care in selection of advertising and contributions but does not endorse or recommend.**

*information@hillmanownersclub.co.uk*

*www.hillmanownersclub.co.uk*

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

Join our Facebook Group: [www.facebook.com/groups/2442577966069292](http://www.facebook.com/groups/2442577966069292)

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NECRESTORATIONSHOW.COM

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**MOTUL**

\*Exclusive discount code is for club members use only. Applicable to adult single day tickets booked before midnight on Thursday 21 March 2024. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information available at <https://www.necrestorationshow.com/ticket-information>

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### This Editions Cover Shot:

As humanity produces ever greater technological advancements so increases the levels of beaurocratic idiocracy. Maybe I should stand for Mayor and re-introduce the 4MPH limit?

### Editors Notes:

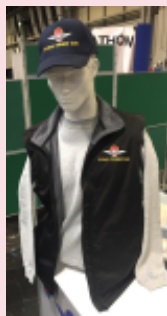
Print deadlines are last week of February (Spring), May (Summer), August (Autumn) and November (Winter). Try to get material to me at least two weeks before the print deadline or it makes it difficult to complete the necessary layout planning and have the copy proof-read.

Articles, reports and photos can be emailed to me at: [editor@hillmanownersclub.co.uk](mailto:editor@hillmanownersclub.co.uk) or at [glenn.brackenridge@btinternet.com](mailto: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.



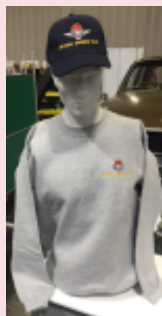
## CLUB REGALIA



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



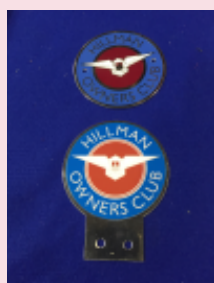
Club Hat  
£9.00



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**

## 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.classicshowasuk.co.uk](http://www.classicshowasuk.co.uk)) for other events in your area. Also, let me know of any you think we should be listing here, space permitting.

### MARCH

- \* 22nd - 24th Mar – NEC Restoration Show, NEC Birmingham - <https://www.necrestorationshow.com/> - club code **S24CC619**

### APRIL

- \* 21st April – Bicester Scramble, Bicester
- \* 21st April – Drive it Day - including:
  - Rootes Archive Trust, Wroxton - "Pop in for a coffee"
  - Devon & Somerset Law Society Rally (See p30)

### MAY

- \* 4th - 5th May - 1940's Weekend Heskin Hall, nr Wigan, free admission
- \* 5th - 6th May - Bucks Country Show, Penn Festival of Cars
- \* 11th - 12th May - Classics at Prescott, Tour (Sat) and Charity Hillclimb (Sun)
- \* 12th May - SAOC Spares Day, Gaydon (many Rootes spares as well)
- \* 25th -27th May - East Lancs Railway Vintage 40's Weekend, <https://www.eastlancsrailway.org.uk/>
- \* 26th May - Sandringham Pageant of Motoring (incl Vintage)
- \* 27th May - Brooklands, Best of British, 'Singer' invite to join with SOC and SMC., (see p11)
- \* 31st May - 2nd June Glossop Heritage Weekend, <https://www.facebook.com/GlossopVictorianWeekend/>

### JUNE

- \* 2nd June – Classic Vehicle Rally, Shoreham. Email: [jandmlions@gmail.com](mailto:jandmlions@gmail.com)
- \* 29th - 30th June – Moffat Classic Car Rally, DG10 9HL

### JULY

- \* 12th - 14th July – SMC/HOC National Weekend, Uckfield, East Sussex, see p18-19
- \* 21st July – Rootes Day, British Motor Museum, Gaydon
- \* 21st - 22nd July – Bedford Festival of Motoring, Email: [info@bedfordfestivalofmotoring.com](mailto:info@bedfordfestivalofmotoring.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.discoverfyldes.co.uk/lytham1940s/>
- \* 21st July – Rootes 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](mailto: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>

## CHAIRMANS CHAT

Hello and welcome to the Spring edition of Coventry Spires. I always think this is a good time in the year, with noticeably longer days, lighter evenings, blossom coming out, goodbye to Winter. More importantly for us, time to get our cars ready for the show season!

I thought during the Winter I would replace the original engine mountings on my MkV. After 72 years these had virtually collapsed. I thought it would be a simple job of raising the engine slightly, undoing three nuts each side, slipping out the mountings and replacing with the new ones I bought a few years back. A simple job so I thought, but you can't raise the engine high enough for the bolts to clear the crossmember. What seemed a relatively simple job is actually quite involved. So, the options were to take the engine out completely (withal that entails) or somehow support the car and engine independently and lower the complete crossmember. I chickened out, put the bolts back and took it to a local mechanic who had worked on the car a few years back. He chose the latter of the two options. Anyway, my MkV now has new engine mountings; I won't be around when they need replacing again!

As for the Club, the first show of the season is the Practical Classics Restoration Show at the NEC Birmingham 22nd-24th March 2024 so if you are attending, please make sure you visit our stand (5-420) and say hello to Tom and his helpers. We have a club discount code of [S24CC619](#) for pre-booked tickets.

The EGM went ahead as planned on the 21st February to discuss our membership fees. Although these are set by the Committee, according to our Articles, they need to be approved by the Membership. The Committee felt that waiting until June when our AGM is due would be too late as the Club needs the money this year. Most of our renewals are in April which meant that if we waited until the AGM for membership approval, the additional funds to the Club would not materialise until April 2025, hence the EGM. At the meeting, increasing the membership fee on an annual basis in line with the inflation rate was also discussed, but it was decided not to implement that proposal as for this year we needed to increase by more than inflation and in future years why would we increase the fees if we didn't need to. I would like to remind people that this is the first increase the Club has made in over 10 years and I hope you will all understand the need to raise the membership fee and continue with your support for the Club when your renewal email comes through in April. If you have any renewal difficulties, please contact the Membership Secretary or the Assistant Membership Secretary.

Anyway, that's all from me

Happy motoring and have a good show season

**Mike Redrup**  
**Chairman**

p.s. On the day to day running of the Club, we are still looking for a Series Minx (Audax) registrar, so if you have any of these models (i.e. Series 1, 2, 3, 5 and 6) and work on them, please consider this important post. As said previously, you will not be expected to solve all problems or source spares out of thin air, but any help or advice to other Series Minx owners would be much appreciated.



# MEMBERSHIP REPORT - STEVE GRIMES

I would like to welcome the following new and existing members who joined the HOC after 1st December:

Joseph Taylor	Ash Green UK
Colin Wright	St. Peters Port Guernsey
Howard Briggs	Wigan UK
Steven Serpant	Southampton UK
Rudolf Sladek	Gelterkinden Switzerland
Kevin McClements	Brockholes UK
Andrew Curtis	St Austell UK
Reggie Vear	Eastleigh UK
William Brennan	Wirrel UK
Elsbeth Edwards	Pershore UK
Tim Goodwin	Manningtree UK
Craig Rew	Twickenham UK
Ken Dunkley	Baldock UK
Kevin Harris	Childswickham UK
Jeffrey Ferrill	Alexandria USA
Robert Dean	Sunderlandwick UK
George Pring	Highbridge UK

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 ( which I hope you will !! )

Most members are registered with a renewal date of 31st March, please look out in your mailbox for the membership renewal. This will be sent out to all members 1 months before the end of your membership. For those members you should have seen your first reminder email from the HOC.

It was recently agreed to increase the membership fee from the 1st April. Members renewing before that date can take advantage of the old membership fees. Membership fee after the 1st April 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.

1. Use the following login details  
USERNAME Spotter  
PASSWORD Hillman2023 case sensitive  
ACCOUNT HOC

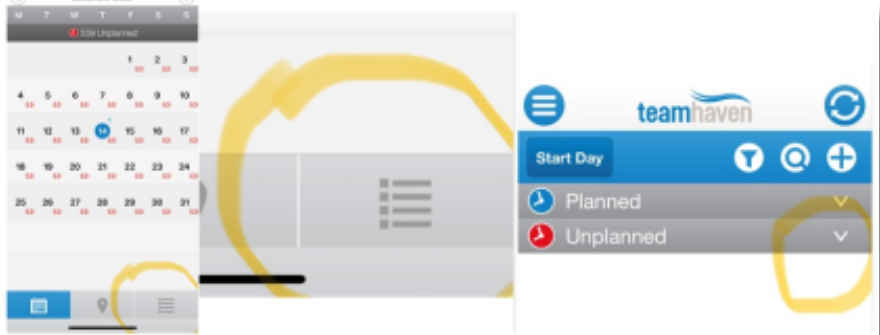
# MEMBERSHIP REPORT - STEVE GRIMES ...

## Using the App

After entering the login details, your device will synchronise with the server and download all the known cars on the database and a list of “new” labelled cars which allow you to use when you record a car that is not on the database.

TeamHaven is a generic solution used by different companies around the world that collect data. So the system is generic and this guide gives you a quick list of things you need to do for the HOC use.

From your first login you will be brought to the diary view as shown below. We need to switch this to a list view and to do this click button in the right hand corner circled in yellow. This brings you to the view shown on the right.



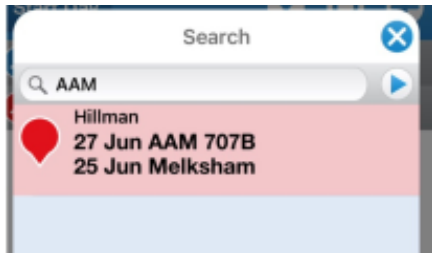
To see a list of the recorded vehicles, click the dropdown arrow circled in the right image.

This will now show you the list of cars by registration number. By far the quickest way is to search for the car using its registration. To do this click the search icon .



When searching you can enter as many characters you like. When entering the alpha characters of the registration USE CAPITAL CHARACTERS.

I have entered my car as follows, if I wanted to enter details for this car I would simply click this car to open up the questionnaire.



In this case you need to register a “new” car. To do this simply enter new in the search bar. This brings up the list of new cars that are available for you to use. You need to chose one of these, so click the top one in the list.

This now opens the questionnaire for you to complete. Some information might be auto populated and if you want to update this, you simply over-write what is shown and the new information will be recorded. In the notes section, it would be good to retain old information so do NOT overwrite this so we can keep a history of the car.

When you have clicked the car you wish to update, whether it's a known car or a "new" car, you will then see this screen, simply click the Start button, ignore all the other buttons.

Then click the Continue button  
Then click the Car Description button

**IMPORTANT** – If you are recording a new car to the database, it is **VITAL** that you overwrite the wording of new and replace this with the registration number of the car.

Follow the list of questions.

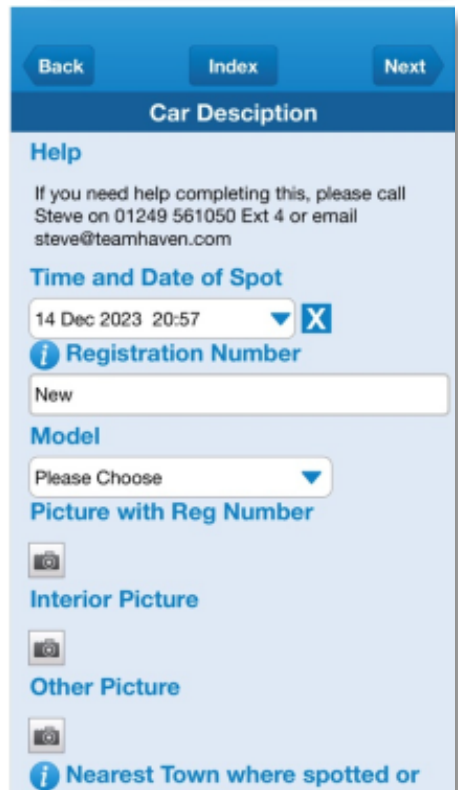
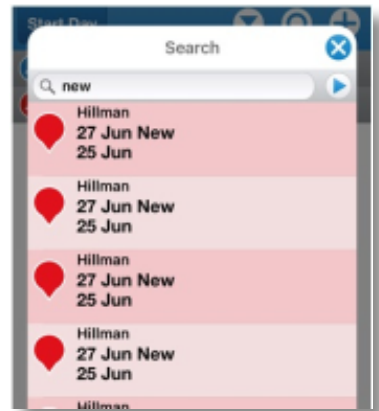
To take a photo in the 3 photo questions, simply click the camera icon and your camera will open and you can take your photo.

If you would like to take a photo from your camera roll, place your finger on the camera icon and hold it, then your stored pictures will be shown and you can choose the photo required.

Any question that is in Orange is a **MANDATORY** question and must be answered.

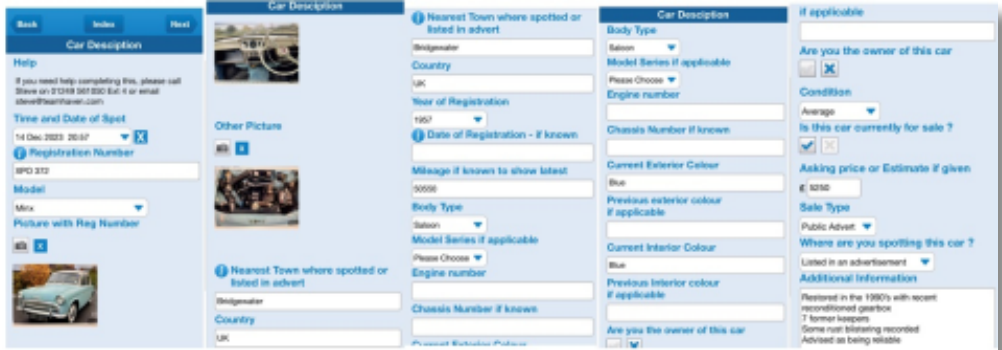
Once all the questions have been answered, click the Index button which is at the top of the screen

Then click the Save button. You will be told if mandatory questions have not been answered.



# MEMBERSHIP REPORT - STEVE GRIMES ...

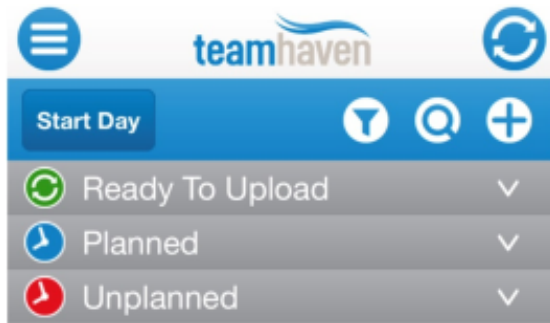
Here is an example that I recorded of a car that was advertised online



When you have finished entering everything, then click the Index button which is at the top of the screen.



Now click Save. You will get a confirmation that the survey has been completed.



The last thing to do is to synchronise the data and images collected back to the server. To do this click the synchronisation icon.

Thanks for completing this and the second car you record will be faster !!

Members can login and see the existing database by going to [www.teamhaven.com](http://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

I managed to get out of bed early enough on New Year's Day to make it to the Brooklands Breakfast. I rotate the honours around my 'fleet' of two Super Minxes and a Sunbeam each year. This year I was determined to go in the 'new' Super Minx Convertible so during the weeks prior I had stopped the repainting and beautification work in favour of checking the mechanicals. I had planned to go with the roof down but on the day it was clear that only mad dogs and

Englishmen would do such a thing with the temperature struggling to hit 5 degrees. Brooklands is one of my favourite places and I enjoy the atmosphere. So far NY day has always been dry - this year rain was forecast after 3pm. When it came time to leave we did drop the hood for the onlookers and drove off bravely, "Oh Joy! We are not cold! Ha! Ha!"

About half way home I ran out of petrol and thus discovered that the fuel guage mis-reads. Fortunately I carry a spare gallon in the boot which I used to get to the nearest petrol station. A minor inconvenience. More annoyingly I obviously sucked up some grit into the carburettor and I now need to install an inline filter and to clean the Zenith ... again. Plus I will have to be very careful about the fuel levels in all my cars because all the guages read differently and are empty with different guage values ... and I am easily confused.

Another surprise event was the Bicester Scramble which I had not originally planned to attend. I was invited to go with a mate at late notice but on the day he phoned me from the M3 hard shoulder at 7:30am to say he was now indisposed and would I like to use his tickets? I said yes and I quickly removed all the rubbish piled on top the top of the Super Minx saloon and off we went. Just like the late call for the NEC it performed like a trooper and indeed was the only Hillman I saw there. (Do Imps count? ;-)

During the winter months the HOC has realised that we need to take action to maintain the club finances at a steady, and modest, level, so I hope you will all support the committee actions to raise the subscriptions to a more appropriate level especially compared to other clubs. I trust you recognise that you get good value for money with the HOC magazine, NEC show attendance and support of the Rootes Archive Trust. Another benefit of membership is the agreed insurance valuation service which the HOC provides free to members - I have reminded everyone with an article in this edition - note that clubs require a fee for their valuation service for non-members.

Another thing that I wanted to pursue was the production of more YouTube restoration videos but so far other things in life have got in the way. If you know of any events that Hillman owners will enjoy this year then please get in touch with me so I can publicise them in the Events Calendar.

Ed.



## AGREED VALUATIONS FOR INSURANCE

Most of you will be aware that your classic car insurance renewal documents have the facility to have an agreed value endorsed by the relevant Owners Club and this is a reminder of how the process works with the HOC. The HOC is happy to offer this service free to current members and uses the same information that you will provide to the insurance company, such as photographs and vehicle details [see opposite] and will assess the car against the value you request. The valuation will be carried out by an HOC rep familiar with your model and will compare current market prices and other valuation information available on the internet. Generally we will be able to support any reasonable valuation request but please feel free to discuss any special factors you think may be relevant.

The service is not a sales valuation, it is an indication of a likely replacement cost for a car in similar condition to help the insurance company with their own valuation scheme. The process uses commonly accepted classes of condition from non-runner through to concours. The cost of recent work or restoration has no relevance to the valuation other than potentially raising the car into a better condition category. Some insurance companies may allow for "restoration costs" but our valuation is merely based on a current market value. The valuation is based on the information you provide and is the opinion of the HOC rep to the best of his ability and is offered in good faith. If you don't like the valuation then you are not obliged to use it and the HOC will bear no liability for any matters arising from the valuation process. Obviously we can't tell from photos if there's rust underneath a new coat of paint, if the brake cylinders are leaking or if the engine bearings are shot!

If you would like to use the valuation service then please ask for a form from me at [editor@hillmanownersclub.co.uk](mailto:editor@hillmanownersclub.co.uk). (or if you are in a hurry then copy and provide the information requested in the form opposite) Next, complete the form and send it back and use a file transfer service such as **Dropbox** or **WeTransfer** to send all the requested photos. If we are unable to find a rep with sufficient knowledge of your model or if there is insufficient comparative information available we may elect to decline the valuation request. At the moment we are in good shape to support most 50's and 60's cars.

One comment about agreed values, from personal experience, is that the Insurance companies make their own mind up about values and may choose to ignore your valuation or ours. Also, in the event of an accident with another vehicle and total loss scenario, the other party's insurance company may take on the handling of the loss, but your valuation agreement is not with them! You may have a tough job negotiating a value with the other insurance company after-the-effect.

You can do some valuation preparation yourself so that you submit a realistic value. Hagerty maintain a very good website with their valuations for a range of Hillmans. You can also check Ebay and the other online sites such as **Classic Cars For Sale** and **Car and Classic**. Please try to avoid exaggerating the condition of your car, we know that emotional attachment frequently clouds this process.

Once you have submitted the requested information to the HOC we will provide a PDF confirmation of the HOC value which you can pass on to your insurance company. That's it!

**GlennB**



**1. HOC VALUATION SUPPORTING INFORMATION (MEMBER TO PROVIDE)**

<b>Owners/members Name:</b>
<b>Address:</b>
<b>Email:</b>
<b>Tel Number:</b>
<b>HOC Membership Number:</b>
<b>Membership Expiry Date:</b>
<b>Vehicle Make:</b>
<b>Vehicle Model:</b>
<b>Vehicle Reg:</b>
<b>Engine Capacity:</b>
<b>VIN/Chassis No:</b>
<b>Date of Registration:</b>
<b>Date of Manufacture:</b>
<b>Photos provided: (Front / Rear / Both Sides / Engine Bay / Boot / Interior):</b>
<b>Is vehicle mechanically roadworthy: (functional engine, gearbox, brakes):</b>
<b>Appropriate Vehicle Restoration, Maintenance &amp; Repair, modification information:</b>
<b>Special Vehicle History &amp; Comments:</b>
<b>Owners estimated value:</b>

## SUPPORTING CHILDLINE



Please get in touch:

Email [driveitday@nspcc.org.uk](mailto:driveitday@nspcc.org.uk)

Register your event at  
[www.driveitday.co.uk](http://www.driveitday.co.uk)

### childline

ONLINE, ON THE PHONE, ANYTIME

Childline is a service provided by NSPCC  
Registered charity numbers 216401 and SC037717

Websites  
[www.driveitday.co.uk](http://www.driveitday.co.uk)  
[www.childline.org.uk](http://www.childline.org.uk) 0800 1111  
[www.nspcc.org.uk](http://www.nspcc.org.uk) Adult Helpline 0808 800 5000

The FBHVC's Drive It Day &  
Ride It Day  
Sunday 21 April 2024



Please get in touch:

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## EGM MEMBERSHIP UPDATE

The EGM took place on 21st Feb where it was agreed to raise the membership subscriptions from April 1st 2024. The subscriptions have remained unchanged for several years whereas general costs and expenses have kept on increasing - as we are all aware, especially in the last couple of years. This includes the cost of printing and posting Coventry Spires and also attending the two major NEC shows. The increase will help the club to avoid running at a loss which would otherwise result in the club ceasing to exist within a few years.

The EGM was necessary because under club rules we would have had to wait until the AGM later in the year to change the subscriptions and then only implement the change for most renewals in 2025. Clearly we needed to react quicker than that.

The committee has looked at various ways of controlling costs but considers that maintaining our show presence and having a printed magazine remain vital functions of the club. We now have a magazine to be proud of and it is printed on paper thickness calculated to offer the lowest cost postage. We are sure that members value receiving the magazine through their letterboxes. Tom has worked hard to ensure that our NEC show attendance is achieved without un-necessary expense, and for example we book a smaller footprint and no longer buy the electrical feed that runs the coffee machine etc.

Those of you who renew before the 1st April will be able to renew at the old price so take advantage of the notice. After this the new rates will apply!

This is a timely opportunity to remind members of the value of their membership. The HOC offers assistance with insurance valuations and DVLA registration queries. We pay for Public Liability Insurance so that members cars are covered at HOC approved events and we have organised attendance at several shows around the country. We support the Rootes Archive Trust and are key supporters of the Rootes Heritage Day at Gaydon. The club attended the FBHVC Open Day conference and is following all the developments in the classic car world. HOC members can advertise their cars and spares without charge in the magazine and we maintain two Facebook Groups where all Hillman Owners can contribute. The committee is also looking at ways to promote the club to overseas owners and younger members and so is working proactively to keep the club relevant.

**GlennB**

## 2024 SNCW SUSSEX



The 2024 SNCW is planned for the weekend of 12<sup>th</sup> to 14<sup>th</sup> July is based at the East Sussex National Hotel in Horsted, Sussex: [www.eastsussexnational.co.uk](http://www.eastsussexnational.co.uk)

The hotel is set in 1,100 acres of beautiful Sussex countryside with a ¼ mile driveway to the A22. With stunning views, this 4-star hotel has full spa and health club facilities and two championship golf courses for those inclined to use them.

Tariff per room per night on a bed and breakfast basis for a standard room is £119 for twin occupancy, £109 for single occupancy. Executive rooms are available (basically with a balcony) for £20 per night more. All rooms are large and air-conditioned, with en-suite facilities containing both bath and shower.

The itinerary for the weekend is listed below:

**Thursday 11th July 2024:** Travel to the East Sussex National Hotel, or other accommodation. Meet in the hotel during the evening for registration, distribution of road books, rally plates, etc. and a driver briefing. Dinner to be paid for directly to the hotel or, if there is significant interest, we will arrange a fixed price meal. The SMC AGM is also planned for this evening.

**Friday 12th July 2024:** In the morning we have planned a private visit to Filching Manor Motor Museum, home to one of Donald Campbell's Bluebird boats. Afterwards, a scenic drive to Hastings via a coffee stop at Birling Gap, Beachy Head. On arrival in Hastings, you will have free time to explore some of the many attractions. We will include information sheets for the various Hastings attractions in the roadbooks. In the meantime, see <https://www.visit1066country.com/destinations/hastings/things-to-do> or TripAdvisor for more information. At 6pm we have booked Maggie's fish and chip restaurant, menu below. Please pre-order and pay club for the main course. You can choose and pay for your drinks and desserts directly to the restaurant on the day. Return to hotel by direct route after dinner.

**Saturday 13th July 2024:** In the morning we will visit South Downs Heritage Centre, garden centre and museum of gardening. Following that we visit Michelham Priory, house and gardens for lunch, with the afternoon to explore. Return to hotel for Gala Dinner and entertainment.

**Sunday 14th July 2024:** Display Day at Horsted Keynes Station on the Bluebell Railway. Train trip to Sheffield Park for coffee and/or lunch if so desired or stay at Horsted Keynes. Awards presentation in the afternoon.

There is a £15 entry charge to the SNCW for members attending the driving days to cover costs of rally plates, road books, trophies etc. We are making a £5 administration charge for those only attending on the Sunday. We have kept the entry fees as low as possible, but it is increasingly expensive to arrange these events. In all cases the entry fee is less than the free train journey ticket valued at £25 for the Sunday event

**All Hillman Owners Club members should respond to me, Sue Hickford, by the end of March, as I am co-ordinating the HOC attendance.**

**Email [sue.hickford1@gmail.com](mailto:sue.hickford1@gmail.com) or text 07791937726.**

# HILLMAN OWNERS CLUB SNCW/HOC 2024 ATTENDANCE FORM

Return form to Sue Hickford, Conifers, 3 Ashen Road, Clare,  
Suffolk, CO10 8LQ

Names of all participants.....

Address.....

Email..... Telephone.....

### CAR DETAILS

Make..... Model..... Reg. No.....

Year of Registration.....

Location	Event	Number	Cost per person, car or room
<b>Thursday 11th July</b>			
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
<b>Friday 12th July</b>			
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 <a href="https://www.visit1066country.com/destinations/hastings/things-to-do">https://www.visit1066country.com/destinations/hastings/things-to-do</a> or TripAdvisor		Pay for any attractions visited on the day
	Fish & chip supper at Maggie's restaurant		£20-£25 Pre-order menu from Sue (HOC)
<b>Saturday 13th July</b>			
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 café
Michelham Priory	Entrance		£13 per person
	Lunch		Pay direct in café
East Sussex National Hotel	Gala Dinner		£40 per person
<b>Sunday 14th July</b>			
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

# BROOKLANDS MUSEUM

Monday 27th May (Spring Bank Holiday)

## BEST OF BRITISH DAY

Celebrate the best of British manufacturing at our Best of British day - with special guest Paddington Bear™

See action on Test Hill, and Car Club displays around the site with traditional British fayre in and around the Paddock as well as Café.

**Singer Owners' Club and Singer Motor Club have booked a number of spaces in the club area at Best of British Day and invite members of other Rootes based clubs to join us there.**

We had a very successful day last year. There may be an opportunity to drive your classic on the famous test hill. More details at

<https://www.brooklandsmuseum.com/whats-on/best-of-british-2024>

If you want to join us in the Singer area please e mail Geoff Rogers at [geoff.rogers53@mail.co.uk](mailto:geoff.rogers53@mail.co.uk)



# SHOCK SPEEDY SPARES CLOSURE



## The Motorist's Discount Mail Order Shop for Classic Car Spares

**After 58 years in business, Speedy Spares Services Ltd will cease trading on the 28th March 2024.**

This voluntary decision to close has been taken after months of serious deliberation whilst thoroughly exploring all of the options.

Recent years have seen many challenges. Brexit, the pandemic and the cost of living crisis have all taken their toll. With increased manufacturing costs, escalating operating costs and a dwindling demand for classic car spares, it has become impossible to continue trading.

We would like to express our gratitude to our customers for many years of loyal support, we are devastated that we will no longer be able to provide our services.

Speedy Spares will be open as normal for any parts orders you wish to place, until close of business on the 28<sup>th</sup> March 2024.

Please make sure that any items with a surcharge, which need to be returned for a refund, are received by 18<sup>th</sup> March 2024 so this can be actioned before we close.

If you have any queries about the closure, or you are interested in purchasing our remaining stock, please email [sarah@speedyspares.co.uk](mailto:sarah@speedyspares.co.uk)

Thank you again for your business.

I am sure I echo most members sentiments and would like to thank Speedy Spares for the service provided to Hillman owners over the years. At the time of writing no buyer has been found for the stock. If this magazine reaches you before the end of March I hope you will check your spares shelves and order what you think you may need while it is still available. One of the most important aspects of the business is knowing the supply chain for remanufactured parts and I hope this information will not be lost to the community. Ed.

## OUT AND ABOUT ... BROOKLANDS NY



*Only 3 Hillmans at Brooklands on New Years Day this year. Left: This Husky, nestled under Concorde's wing, was my pick. Very tidy inside and out*

*Right: The editor's Super Minx Convertible. No, you are not getting a close-up view until the NEC! We drove off brazenly with the hood down to show off. Only one unscheduled stop on the way home which needed my spare can of petrol.*



*Left: I am sure I have seen this Imp a few times since it was sold a couple of years back. Good to see the new owner is making the most out of his investment. A very nice car.*

*Right: A nice unmolested Singer Vogue. Maybe we will see it again at the SNCW Weekend? I was interested to see the lack of windscreen chrome, something that happens when people don't realise that the chrome must be put on the rubber before re-installing the screen.*



*Left: Humbers always seem to be so nicely presented. Maybe it's because they were driven carefully by upper-middle management back in the day. FWIW My mother drove me into a river in one of these trying to avoid a dog that had run into the road - end of Dad's Humber Hawk!*



*Right: another superbly presented Humber Super Snipe (or is it an Imperial?). Now we are in the territory of Chauffeur-driven executives. "Pick me up at 7:30am please, George"*



## Membership Renewal Form 2024 – Up to April 1st

Your HOC membership year now runs a full calendar year from the date of your joining/renewal. The lower part of this page is the membership renewal form. Would all members (including honorary ones) please complete this form in full and return to me with the correct remittance. Membership slips will be sent out automatically on renewal. We have decided to delay the cost of membership increase this year until 1<sup>st</sup> April. Renewals after 1<sup>st</sup> April will be subject to the new rate.

There are various ways to pay your subscription. See details at the bottom of this form. **Please note that the preferred method of payment is BACS if you use internet banking.** Please renew promptly to avoid the need for reminder letters and interruption in delivery of Coventry Spire.

If you have recently joined the Club your membership may be valid until 31/03/2024. This will be stated on your membership card. If you are unsure whether or not you need to renew, please contact me and I will check for you.

If you do not wish to renew, for whatever reason, please let me know by 'phone, post or email.

Regards Stephen Grimes

### Membership is now due for renewal from anniversary of joining/renewal

Please let me know if your address, telephone, email address or car details have changed since last year. Please help in the administration of the club by replying promptly.

**Membership Number** .....

Surname ..... Forename ..... Post Code .....



Telephone Number ..... E-mail address .....

Family member at same address: Title ..... Full Name .....

I/WE AGREE TO ABIDE BY THE RULES OF THE HILLMAN OWNER CLUB LTD.

Signed .....

**In accordance with the new GDPR rules – by completing this form you agree to your details being held on our secure database and used to send the club newsletter and other club information. Your details may be passed to regional organisers and model registrars.**

**Membership Rates 1st April 2023 until 31st March 2024**

FULL SINGLE MEMBERSHIP	£26	EU Countries	£30
FAMILY MEMBERSHIP	£29	Other Countries	£35
OVER 60 SINGLE MEMBERSHIP	£22.50		
OVER 60 FAMILY MEMBERSHIP	£25		PLEASE TICK CLASS OF MEMBERSHIP

I enclose a cheque/postal order, payable to 'Hillman Owners Club' and crossed account payee only, for the sum of £ .....

**OR: I have paid by Internet banking or by interbank transfer. UK Sort code 30-96-12 A/C 02059454  
Outside UK IBAN GB82 LOYD 3096 1202 0594 54 BIC LOYD GB 21372**

OR: I have paid £ ..... by PayPal. Overseas members please use Bank Transfer or Paypal.  
Quote email, membership@hillmanownersclub.co.uk

**Please return this form with remittance to: Steve Grimes, Membership Secretary, Manor Field House, High Street,  
Seend, WILTS SN12 6NU Tel: 07791 080824**

# MINX FRONT SUSPENSION

by Hugh Walker

I recently did some work on the front suspension of our 1966 Hillman Minx. As many owners will know, the procedures outlined in the workshop manual rarely work if everything is rusted solid. So I hope these notes will help others confronted by the immovable object.

I'd become a bit suspicious of the O/S upper ball joint. There were some noises although it passed the MOT inspection. I checked my records and found the N/S upper ball joint had been replaced in 1977 by a garage (probably needs replacing again), but I'm fairly sure the O/S joint is original and never been touched in 57 years. When I got it apart, it was stiff and completely dry, although it didn't have any play. To replace it, you need to remove the upper wishbone from the car.

Compress the spring by lowering the car onto some sturdy wood packing under the lower wishbone, this will take the force off the upper wishbone. Remove the nyloc nut and split the upper ball joint taper with a separator, you will probably first need to disconnect the steering arm from the hub for access. If it's reluctant, tighten up the separator and give the joint a sharp tap – it should release.

So far so good. The next step was where the trouble started. The upper wishbone rotates on the fulcrum pin which bolts to the front suspension cross-member with two 7/16" UNF bolts (shown here after refitting), screwing into a captive nut plate. Lever up the wishbone and you can access them.



The problem is getting them undone as they pass through holes in the fulcrum pin and are likely to be heavily rusted-in. Some years ago, I did a similar job on our Humber Sceptre and was able to loosen the bolts with a lot of brute force using an impact socket on an extended wheel brace. On the Minx after 57 years it wasn't going to shift. I've got an electrical impact wrench (medium torque of 320 Nm), but it made no impression. I think a more powerful wrench would have sheared the heads off the bolts.

I decided to centre-punch them and drill the heads off. I could then punch them back and release the wishbone. There will probably be some shims like this between the fulcrum pin and the cross-member to



set the geometry. Make sure you get them all and keep these in the correct position to drop over the bolt shafts when refitting the wishbone.

With the wishbone off, I could see the bolts were rusted solid and never going to move. I had to drill these further back and then punch out. Removing the bolt stubs from the captive nut plate was another job for the impact wrench.

To remove the old ball joint, take off the rubber boot and carefully remove the circlip which fits in a groove to secure the ball joint on the underside of the wishbone. The ball joint or swivel bearing (part number 5220424 available from Speedyspares) pushes into a splined bush on the wishbone and it is a tight fit. I couldn't apply enough force at home, so I took to a nearby garage where they have a workshop press. It was easy to press out the old one and press in the new one. Note the notch in the top of the ball joint should face outwards. Then refit the circlip and the new rubber boot.

With the wishbone off the car, I decided to replace the two rubber bushes associated with the fulcrum pin. Speedyspares supply remanufactured metalastic parts similar to the originals (5220478 for the upper wishbone). Alternatively, you can use poly-bush type plastic replacements. I used the metalastic bushes. According to the workshop manual, to push out the old bushes, remove the Nyloc nuts and washers, and use the fulcrum pin to remove the bushes. This is where you need to be careful, as it will only work if the fulcrum pin is free to move in the bushes. Try rotating it in the wishbone. Most likely it will be rusted to the inner metal shell of the rubber bush and won't move. If you try using it to push out the bush, you may start to bend the wishbone if the pin doesn't move. I found I could use this method on the Sceptre wishbone and I used a heavy-duty wood clamp and a piece of 2" steel tube, as shown in this photo.



On the Minx it was rusted solid, so I put it in a vice and drilled through the rubber part of the bush using a 4 mm drill until I'd removed most of the rubber. As the outer shell of the bush is still in the wishbone, you have to sacrifice at least one of the inner cupped thrust washers to get it out (they will pass through the journal on the wishbone if the complete bush is removed but not in this case. Fortunately these are available from Sunbeam Car Parts (<https://sunbeamcarparts.co.uk/>),

## MINX FRONT SUSPENSION ...

item 0140. They have a lot of remanufactured spares for the Rootes front suspension so you can get nearly everything you need for a refurbishment. With the pin out, I used a hacksaw to cut through the outer shell of the metalastic bush so it would collapse slight and could be knocked out of the wishbone journal. I could see why I had a problem when I tried to get the old metal bush off the fulcrum pin, it was rusted on solid. I had to cut it off.



I cleaned everything up and lubricated the new bush and journal with a bit of Copperase. Pressing in the first bush is quite easy. I used the wood clamp again, but you could do it with a vice. I found a 1.125 AF socket was a very good fit over the bush and rested on the metal rim nicely.

To fit the other bush, you first need to insert the fulcrum pin with the two inner cupped washers, so it's more difficult to press in the second bush. You want to avoid applying force across the arms of the wishbone, so I set it up in the vice with the underside of the journal resting on the vice jaws, and gently tapped-in the bush using the socket.

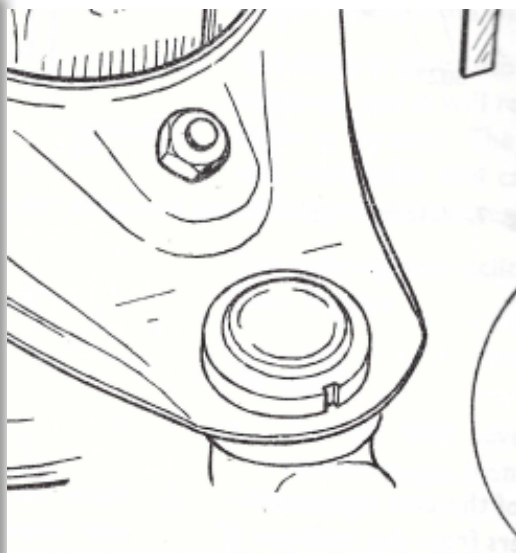


Next refit the outer thrust washers and the nyloc nuts, but leave them slack so the fulcrum pin can rotate. Then bolt it back on to the suspension cross frame, remembering to insert the shims between the pin and the mounting, and tighten the bolts to 48 lbft. I needed new bolts (7/16" UNF 2" long) which I got from Namrick (<https://www.namrick.co.uk/>).

Finally, tighten up the ball joint to the hub and reconnect the steering arm (48 lbft). Set up the suspension with the full weight of the car on it, and with approximately the same height as when resting on the wheel (shown here). In this position, tighten the Nyloc nuts on the fulcrum pin to about 32 lbft. The idea with all rubber bushes is to fix them in the normal static position for the suspension so that there is no built-in torsional stress on the bush in the rest position.

Postscript:

Earlier I mentioned the N/S upper ball joint had been replaced by a garage in 1977. After completing the work on the O/S wishbone, I decided to repeat the work on the N/S so everything was at the same level of servicing. I'm glad I did, as I found the ball joint had been fitted incorrectly at 90 degrees from the proper position. Over the last 45 years, the ball joint has battered an oval opening in the metal, cracking it in a couple of places. When fitting the new ball joint, it's important to have the notch on the top of the joint facing outwards so that the oblong opening runs in the right direction for the suspension movement.





# DEVON & SOMERSET LAW SOCIETY



In Charley's Memory



## The President's Classic Car Challenge

In support of this year's President's charity 'In Charley's Memory' a few hardy souls will be attempting a Classic Car Tour taking in some of the most scenic and challenging roads in Somerset and Devon in vehicles (and in some cases drivers) well past their best!

Starting in the Bumham and Highbridge area on a circular route of in the region of 200 miles the participants will attempt to complete the course within the day and in doing so raise as much as they can for ICM towards their Sensory Room Project.

### How Can you Support?

Firstly, although we have a core team who will be looking to raise donations to ICM if you have an interesting or Classic Car and would like to join in the run then you are more than welcome. All that we ask is that you make a donation (an ideal minimum amount would be £25.00, the cost of one hour's counselling) to ICM and encourage your friends, family, colleagues and firms to give whatever they can in support.

You will need to register that you will be joining us by e mail to [ianmerryweather10@gmail.com](mailto:ianmerryweather10@gmail.com) with your name, vehicle and its registration number and nearer the event we will supply joining details and route although a hard copy of the route and rally plaque will be supplied at the start.

Secondly, simply support us. In Charley's Memory does vital work in mental health counselling in the young. Full details are available on their website but the difficulties in their mental health that young and indeed older people encounter cannot be underestimated so any amount however small makes a huge difference.

### The Details

Date - 21st of April 2024 - to coincide with the FBHVC Drive it Day Event.

**To Donate** - use the QR code below or simply go to <https://www.incharleymemory.com/> and click on the Donate button. Please mention DASLS when donating.

Finally a big thank you to all those who have agreed so far to take part and to all of you who give your support.



## PETER SAINTY VINTAGE RUNNING

It's been a long, wet winter and the sun has only briefly made appearances – not good conditions for Vintage motoring, and I imagine that only the most hardy will have ventured to take their cars out over the past few months. Hopefully, the time has been spent productively, in the routine servicing which all cars need, and which Vintage cars probably receive more than modern ones! It is also an opportunity to tackle those repairs which cannot be done if the car is to run: in my case, this applied to the electronic petrol gauge which replaced the KS-Hobson “manometer-type” unit, which had become erratic and had to return to the makers. This involved sending the entire instrument back, including the tank unit; on its return it needed a calibration check, carried out by draining the tank completely, then adding a gallon of fuel at a time and adjusting the gauge reading accordingly. And, as will be appreciated, the result, in the early stages, is a fair number of cans of fuel cluttering up the garage (not to mention the problems of collecting an uncertain quantity of petrol from the tank's drain-plug. I was, though, most impressed with the service provided by Austin Reproduction Parts, who make the electronic gauges and who repaired and returned it completely free of charge – and this included a complete new tank unit.



Mathewsons Auction in February included a very interesting 1929 Hillman Fourteen Fabric Saloon – this does not look like Hillman's own factory-built fabric saloon, and Derek Mathewson may well be right in believing it to be a Weymann body. The car had clearly been off the road for some time but there seemed to be nothing disastrously wrong with it, and if – as one would hope – it is going to be preserved in its current state, the few imperfections in the fabric could be repaired with patches, without detracting at all from its charm. Our member Marcus MacIver bid on it, but dropped out when the bidding reached £5,000, thinking (not unreasonably) that it was too much of a risk to bid higher on a “sight unseen” basis. I hope the new owner is either a Club member, or becomes one, and that the car is returned to the road before long.

The red 1930 Fourteen Saloon advertised by Robin Lawton has disappeared from his site, though curiously it does not appear on his list of cars sold, so it is impossible to know whether or not it is in the hands of a new owner. If it is, then again I would hope that it is in Club membership. The “Rally Season” will soon be upon us, and I look forward to seeing the Vintage cars taking to the roads again. Pictures would be welcome!

**Peter J Sainty.**

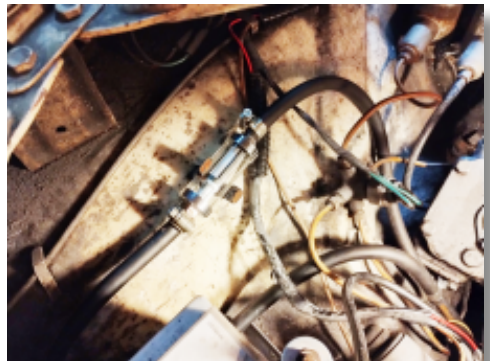
## THE DIRTIEST VN FLOAT CHAMBER EVER

So how dirty is very dirty? Answer: about 2 teaspoonfuls of grit. I had intended to write up an article about stripping down the Zenith VN carburettor at some future time but running out of petrol on the way back from Brooklands on New Years Day suddenly made it more urgent. Firstly I discovered that my fuel tank is empty when the gauge reads  $\frac{1}{4}$  full. Secondly, when you run the tank empty it sucks through all the debris that has accumulated at the bottom of the tank over the years. I could only complete the journey home with the choke out, an indication that the regular jets/orifices were blocked.



I had a modern pattern part fuel pump with a solid top on the car so I was not aware of any dirt in the system. This pump was also leaking

and making the garage smell of petrol so I rebuilt an old glass bowl pump from the assortment of parts in my spares bucket. This required some manipulation of the lever and spring on my only pump base to make sure it operated cleanly as it had been bent out of true. The mechanical priming lever is a great feature of the glass bowl pumps. Then I replaced the diaphragm with a good used one ... or so I thought. I couldn't manually prime the pump (no suck and blow sounds either) so reluctantly replaced the diaphragm again, but this time it was fixed by using a brand new orange one. Next I installed an additional glass inline fuel filter and mounted it on the inner wing using a spare clip previously used to hold the jack on a car that I scrapped many years ago and a length of new ethanol resistant 6mm tubing and some new jubilee clips.

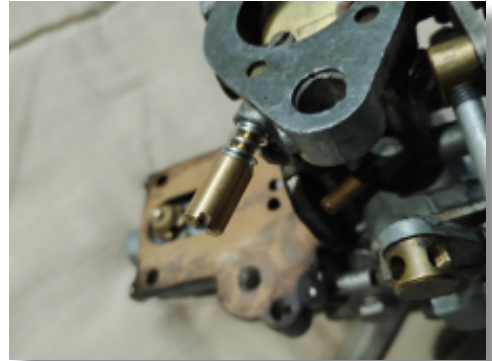


Moving on to the carburettor I first installed my spare VN which I know works. This allowed me to strip down the offending unit at my leisure. Firstly I took off the lid and saw all the grit. Make sure all the gaskets are saved otherwise you'll be needing a rebuild kit. The process is to remove every jet and carefully note which hole it came from. Take off everything that unscrews. Remember to remove the jet block from the float chamber as there are multiple jets inside that. Then squirt





***Above: the annoying modern "pattern" pump, unable to see if there's any dirt in the system and also without a mechanical priming lever. Above right: a very satisfying operational glass bowl pump complete with working priming lever.***



***Above: test the inlet valve closes properly by blowing into the inlet when the piston is held closed. The mixture screw should be replaced with the same number of turns it took to remove. This is ideally tuned with the help of a Gunson Color Tune kit.***



***There are more jets in the small block in the side of the float chamber. The accelerator pump works on a piston with another jet below it. This particular piston is wedged in place and therefore this float chamber is now unusable.***

## THE DIRTIEST VN FLOAT CHAMBER EVER ...

carb cleaner into every hole and make sure the spray comes out somewhere! You should be able to look through all the jets to make sure they are clear. Carefully remove the accelerator pump plunger/piston, there's a spring and another jet under that. My 2nd spare VN has a corroded piston which makes that assembly unusable. Count the number of turns when you remove the mixture screw so that it goes back the same. While the top of the float chamber is off you can test the inlet valve by sucking and blowing with your finger pushing the little piston. Of course shake the float to make sure it doesn't contain any fuel or has lost its buoyancy. Then re-assemble everything. Make sure you are not too aggressive with the choke cable screw as it is easy to strip the brass clamp. On my VN I have installed an extra bracket on the accelerator mechanism so I could add a return spring – probably overkill.

Lastly re-install everything and test. If problems persist, for example being unable to idle then it may be necessary to give the carburettor an ultrasonic clean. However, for me, so far, it has all worked as planned. If the problems are due to wear in the linkages and bearings then watch this space, we are working with a supplier who has identified a good Weber alternative!

GlennB



***Give the float a shake to make sure it is empty and still functional. Don't over-tighten the choke clamp screw or you will risk stripping the thread in the brass clamp.***



***An optional extra is th throttle return spring added to the throttle lever. Don't forget to remove the triangular panel and give it a clean inside. Don't be mean with the carb cleaner.***

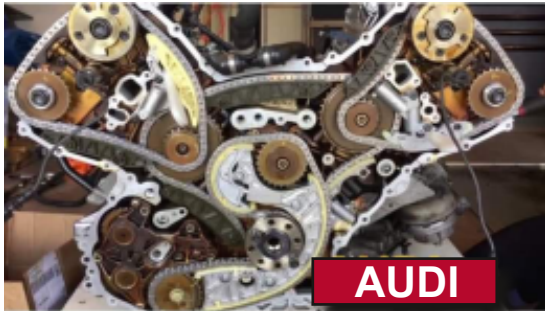
## MYSTERY ITEM



*I got into conversation with a couple at Brooklands who had a beautifully painted 50's American car. So, the question is "What is this hubcap from?" Clue, it's not Hillman and it was incorrect for the car but looked great and fitted!*

*Answers on a postcard.*

## ADVANCES IN TECHNOLOGY?



*You tell me! Which do you prefer? (and of course you can still get the Rootes distributor drive 180 degrees out but not damage anything!)*

## GUAGES AND DASH UPGRADES

The basic equipment for the Super Minx did not include an Ammeter or an Oil Pressure Gauge. The large 3 gauge unit only has the bottom section configured with the temperature gauge as standard. However, if you are like me you consider both Ammeter and Oil Pressure gauges to be essential to understand the condition of your car. I look at those as much as I look at the speedometer.



I was lucky enough to find a spare 3 gauge unit in the boot of my new purchase so clearly the previous owner had the same idea but had never got round to fitting them. Each gauge is held in place with two screws and can be removed easily.

I prepared two lengths of brown 30 Amp wire to run from the gauge, one to the regulator and one to the solenoid, and soldered extra large spade connectors. I got these from Halfords but used solder because I distrust crimped connections. I also used heat-shrink tubing to insulate the connectors as it is necessary to protect against shorts. I disconnected the old brown wire, which is now redundant, and taped up the loose connectors at the solenoid and control box.



The existing triple gauge is held in place by three knurled discs and stand-off brackets. You may need to disconnect the washer and the trip meter knob in order to get your hand behind the dash. I removed the parcel shelf to make access easier. Even with my big hands I was able to feel the fixing discs and manipulate them. Pull the old 3 gauge unit forward carefully and photograph the fuel gauge wiring before you disconnect it so you can refer to it later when you reconnect everything. Install the new gauges and run the new brown wires through to the engine bay. The one to the solenoid goes through the bulkhead on the driver side; the other runs across the back

of the dash and through the bulkhead behind the wiper motor and then on to the regulator. Test the correct polarity of the ammeter by turning on the sidelights. If the gauge shows +ve charge it's wrong and you just swap the leads over. You don't have to worry about individual instrument lights as there is only one central lamp.



The standard flexible oil pressure pipe is tightened on the back of the oil gauge then run through the bulkhead on the driver side and down the side of the engine. If you can remove the blanking plug in the oilway underneath the distributor then you can install a threaded adapter, then an interim metal feed pipe and then connect this to the flexible pipe. This allows the gauge and switch to have their own connection which in my opinion reduces the risk of oil leaks.

If you can't undo the blanking plug then you will need to install a T-piece in the place of the pressure switch. The pressure switch is then installed on the end of the T-piece and the threaded adapter and metal pipe connected to the side of the T-piece. Test the gauge by starting the engine but make sure you monitor the new connections because they are prone to leaking oil if not tight or properly sealed. Remember these joints must endure pressure of 50 psi or more if you are lucky. Also, the rotation of the T-piece as you tighten it can result in the oil gauge connection ending up in a difficult spot. My preference is the separate connection as mentioned above.

I also find that a voltmeter and a rev counter are useful additions. You can find both of these on Ebay for under £15 although they are not likely to match the Smiths style of the other gauges. I just want to enhance the driveability and have as much information about the car's condition as I can.



Next I find that a multi-USB socket is essential for running a Dashcam and charging a mobile phone especially if it is running as a SatNav. Of course you need to have a negative earth car to make the installation of USB ports easy otherwise you'll need to carefully insulate the installation. I chose to

## ADDING GUAGES AND DASH UPGRADES ...

add mine underneath the ash-tray, made easier by the fact that there were already holes for mounting an obsolete radio. Dashcams can be purchased from anything between £15 up to over £100. Generally you get what you pay for but make sure you get one that is true HD. Some are advertised as such but only record in lower resolution when you read the small print. You'll be paying £80 or so for a good quality one where you can actually read the number plate of the car in front! I have cheap Dashcams in both my Hillmans and feel that it is sufficient to prove my innocence ... or not. I have wired them to an ignition circuit so that they are only powered when driving.



Another useful addition is a GPS speedometer. Both my Super Minx speedos fluctuate dramatically and rarely read the true actual speed. This is partially due to modern tyres having a lower profile and causing the speedo to over-read and partially due to worn cables not revolving smoothly. I need to drive into the expanded ULEZ zone quite often where all the minor roads seem to be breeding 20MPH speed limits. The GPS speedo has a clear and accurate readout of the true speed and I can drive in the 20MPH zones quite happily otherwise I'd be trolling along at about 15MPH to be safe.

I'm not the only one who likes to enhance the driveability of their car. Bryan Catt showed me some of the upgrades he has carried out to his Avenger when we met up at last years Cranleigh Lions show. He has also gradually completed the full set of gauges for his instrument binnacle filling the empty spaces up to full spec. He has also installed a vacuum gauge in the centre



console. I remember from the 70's getting mesmerised by the gauge keeping it in the green to maximize fuel economy. Of course you can also do this by feeling the pressure of your foot on the accelerator pedal! It's a nice period option though and does have a valid use.

Have I missed anything out? Let me know of your favourite upgrades.

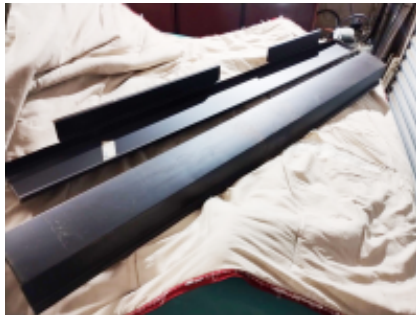


## FOR SALE & WANTED

\* **FOR SALE: Hillman Avenger** for spares. Bereavement/Estate sale. We want a Hillman enthusiast to use the car/parts. Believed complete but has stood outside for years and has lots of panel rust. The mechanical condition is unknown. Will need transporting. Located in Harrow, Mx. Offers around £250. Email: [karenferris@hotmail.co.uk](mailto:karenferris@hotmail.co.uk) (more photos are available from the editor)



\* **FOR SALE: Hillman Super Minx** full length outer sills. Both sides available. Come as 4 door saloon items so will need to be modified to fit convertibles. £68 each or £130 for the pair. Selling on behalf of Rich Evans who is "down under" this year. Can take to the Rootes Heritage day or buyer can collect from Slough. Email: [glenn.brackenridge@btinternet.com](mailto:glenn.brackenridge@btinternet.com)





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\* **FOR SALE/SENSIBLE OFFERS:** I have been storing an **engine for an Avenger** for a friend of mine who has sadly passed away. This was a spare engine for his classic Rally Car and is shrink wrapped, palletised and I assume in good order. I'm very happy to forward images and as much information as my limited knowledge will allow! Located in Sheffield. Howard Topham. Tel: 07832 445280 Email: [hjt@psf.co.uk](mailto:hjt@psf.co.uk)



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\* **WANTED:** I am looking for the front bumper for my **Super Minx** any help members can give me on this would be greatly appreciated regards John Anderson Email: [ujanderson@talktalk.net](mailto:ujanderson@talktalk.net)

*Many more items on the HOC website!*



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## FOR SALE & WANTED ...



**\* FOR SALE:** Hillman Super Minx Convertible. North London. Offers around £10,000 Vic Anjos  
Email: [dbrgre@aol.com](mailto:dbrgre@aol.com)

*Many more items on the HOC website!*



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## LETTERS TO THE EDITOR

Hello,

Just wondering if st all possible if you could help identify what this off and roughly how old it is.

Found while metal detecting it's a plaque which says The Hillman Car Company with a number 9686 on it and what looks like an image of some sort of cathedral on it.

Any help to I'd it would be much appreciated thanks. Darren.  
Email: [sutton-darren1@sky.com](mailto:sutton-darren1@sky.com)

Hi, I took photos of this Minx whilst out and about near my somewhat remote place in east Thailand, please feel free to post on your club mag or forward to the facebook site (sorry I don't do face book) its a real barn find late 50's/60's that maybe of interest to someone .

I am not in your club but did own a half share of a Hunter GLS back in the day and my Grand Father "Dick Wright" swung spanners on the Roots works team at Le Manns on Alpines and Haringtons, and on Rosemary Smith's rally Imp so these old cars hold an interest for me .

Best regards , Paul Wallis. Email: [paulwallis1965@yahoo.com](mailto:paulwallis1965@yahoo.com)





Tony Harrison's old Hillman Super Minx being put through its paces at the Omskirk Motorfest...

**A valuable Hillman lesson**

**I** was surprised to see my old green Hillman Super Minx in your 13/20 December issue. This photo must have been taken pre-Covid at the Omskirk MotorFest because I can identify it by the British Leyland door mirrors and Stram clip-on picnic tables on the rear doors.

As a coincidence, in the following week's issue you showed the Conwy

road tunnel on the A55 and once I was on our way to a car meet when the Hillman spluttered and failed inside that tunnel. Very scary!

Luckily a friendly white van man stopped and towed us out to a refuge. The local highway patrol then arrived and towed us into a nearby industrial estate where we discovered that the rotor arm had cracked and failed. It was brand new having been fitted the day before. Luckily I had kept the

old part in my tool bag, which worked perfectly when fitted.

The moral of this story is that you should always keep the old parts when you service your vehicle just in case - they may be old but will likely work. My father drummed this into me very early on!

**Tony Harrison, via email**  
Sound advice, Tony. And you're spot on - the shot was originally taken at the Omskirk MotorFest back in 2016. I remember it well - Ed.



*If we had a Club Concours then this Super Minx would be a candidate. Is the new owner a member?*

UK NEWS WEBSITE OF THE YEAR

**The Telegraph**

***Congratulations to Andrew Roberts for a fine article in the Telegraph about Jon Murden's rare Super Minx Mk3. I am waiting for the Telegraph to give permission for a full reprint.***



**AGE IS NO CONCERN**  
HEATHER IS STILL FLYING THE FLAG IN HER MINX

**W**e've run stories about what clubs are doing to attract younger members, but Neil Lamond, chairman of the Sunbeam Rapier Owners' Club, got in touch to point out that older enthusiasts have plenty to offer, too. He told PC: 'The

Rootes scene is full of fabulous stories, such as that of 94-year-old Heather Bickerton who attends lots of events in her 1962 Hillman Minx Series IIIC convertible, owned since it was just a few months-old. Thanks to Neil

(sunbeamrapier.com) and Heather (hillmanownersclub.co.uk).

*Thanks to Neil from the Rapier Club for sending us this snippet of one of our regulars, Heather Bickerton*



# FUZZ'S UNDER THE RADAR FAVOURITES



Fuzz Townshend is keen on looking after the elderly and would like you to consider the joys of 1930s to mid-1950s car ownership

There is still a forgotten world of forgotten cars, even now. Cars driven by heroes and heroes of smallish international, with back seats produced by supposedly well-balanced and beautifully turned-out children who raised their Ps and Qs, and never used Ps or Qs that matter. Cars that come in metal, often two-tone brass, nothing too basic (that would be the neighbour's choice), with serpentine leather or perhaps better upholstery stuffed with horsehair or Dacronite. Cars that included the anatomy of oil, wood, petrol and natural fibres with the excellent means of engine gear and slow-rotating engines chugging their spot: flames through pushrod or valvetrain pipes. They are the simply made, essentially, and velocity-challenged cars of the 1930s to mid 1950s, now sadly being their owners to old age, but offering such joyous drive time that to those who manage to see a fully restored version of the motorist's past is most beautiful reward.



## HILLMAN HUSKY 1953-1956

WAS IT TO BE A 6000-£1,000 FOR A VERY LUCKY UNABLE FIND IN NEED OF TILES AND A HEAVY, TO A SHINY POINT DURING THE 'SLAMMING' CRISIS  
Hillman's early Husky is now a little sight on British roads. It's almost rare like observations reveal that it is one that a man derived (although not a car). Largely unloved and ignored for decades, they are beginning to appear in a new generation of owners who can see the retro-look of the car. They are called 'cub' style cars. However they are faster than they seem to look for an honest example. Anything restored in the 1950s can be expected to be covered in rusty callous paint and full of the best wire, 1500 and 1600 cc engines. If you can find one, expect to have to take on some restoration work. FUZZ'S TOP TIP: Besides your search and combine a 1950s Hillman Husky, for which you'll struggle to pay more than £5

Another great piece from CCW featuring Kate Willock's Husky as top car in a list of Fuzz Townshend's "Under the Radar Favourites". Somehow I doubt if Tony and Kate would let theirs go for the £5000 mentioned.

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## Motors By the Moat; Classic Cars Show

10 & 11 August 2024

FIND OUT MORE

Simon Ashenden reckons the Leeds Castle "Motors by the Moat" show will be a great opportunity to display some Hillmans.

There will be an entry fee and limited places so please contact Simon who will co-ordinate our attendance.

[mrhose99@gmail.com](mailto:mrhose99@gmail.com)

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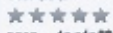
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