



Coventry Spires



**AN EPIC MINX JOURNEY
GREETINGS FROM THE NETHERLANDS
AN INVITATION TO BROOKLANDS
FIT AN ELECTRIC FUEL PUMP
EXCEPTIONAL 1 OWNER SUPER MINX FOR SALE**

*The Newsletter of the Hillman Owners Club
The Club for All Hillman Owners
Summer 2025*

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information@hillmanownersclub.co.uk

www.hillmanownersclub.co.uk – then click-thru to the new web site

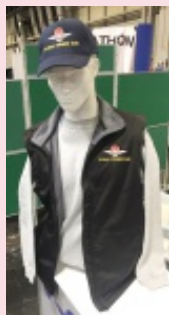
Summer 2025 Coventry Spires Online: Password = “Rootes_1600”

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

Hillman Owners Club Contact List

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<i>Vacant</i>	Audax		National		N/A
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Michael Hooton	Organisers	07850 118973	North Wales	Y Bythyn, Llanddeusant, Holyhead. LL65 4AT	mikehooton1@hotmail.co.uk
Geoffery Pearce	Organisers	01934 842577	Somerset	3 The Chestnut, Winscombe, Somerset, BS25 1LD	N/A

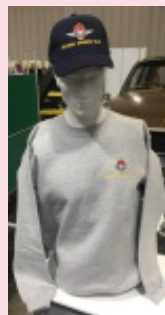
CLUB REGALIA



**Soft Shell
Gilet**



**Micro Fleece
Jacket**



Sweat shirt



Polo Shirts



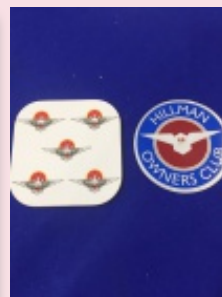
**Short
Sleeved Shirt**



T-Shirts



**Club
Hat**



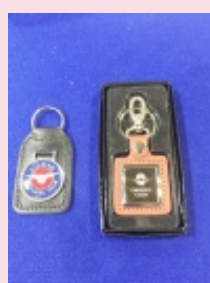
**Coaster and
Grill Badge**



**Lapel
pins**



**Metal Vehicle
badges**



Key rings



**Hillman
Cars book**

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

Some items may have limited availability due to the NEC theft

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

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

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***Don't forget the AGM Zoom meeting
on 22nd July! See Page 28***

***It's your chance to contribute to the
running of the Club***

This Editions Cover Shot:

It was good to see a Hillman Minx S1 on display prominently at Beaulieu. This is a museum employee-owned car and you had to walk past it to get to the Autojumble area.

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.



7-9 NOVEMBER | NEC, BIRMINGHAM



THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS

LARGEST INDOOR AUTOJUMBLE

310+ CLUBS

600+ VEHICLES FOR SALE

MOTORING CELEBS & EXPERTS

450+ TRADERS



£4 DISCOUNT OFF ADULT DAY TICKETS
ONLINE WITH OUR CLUB CODE*

CCCN0V5549



*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 6 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicismotorshow.com/tickets. Book by 16 Oct to help your club earn extra benefits.

SCAN ME
TO BOOK
TICKETS



NEC CLASSIC MOTORSHOW.COM

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.

JULY

* Sun 6th - Rootes cars at RHS Hyde Hall - If you would like to attend the car show at Hyde Hall please email your car details and contact number to Allan Jones jones-a5@sky.com or phone 01268 417855 (before 9pm please). Please note all cars must be parked up by 9.45 and are not allowed to leave until 4.30.

* Sat 12th - Sun 13th- Atwell Museum Annual Road Run and Show, Wilts <https://atwellwilson.org.uk/elementor-1159/>

* Sat 12th - Sun 13th - Powderham Rally 50th anniversary

* Thurs 17th - Mon 21st - Hillman Singer Weekend

* Sun 20th - Rootes Heritage Day, British Motor Museum, Gaydon

* Tues 22nd - **HOC AGM by Zoom, 7pm, All Members welcome**

AUGUST

* Fri 1st - Sun 3rd - Morris Fest, Pre-war feature, Thoresby Park, Notts (See p32)

* Sun 10th - Ley Hill Classic Car Show

* Sun 17th - Stonham Barns Classic Car Show, Suffolk . <https://www.stonhambarns.co.uk/> Please email sue.hickford1@gmail.com to be included on the Hillman stand.

SEPTEMBER

* Sat 13th - Lytham Hall Classic Vehicle Show, <https://www.lythamhall.org.uk/>

* Sun 14th - Cheersley Classic and Vintage, <https://www.ccvfd.co.uk/>

* Sun 28th - Distinguished Gentleman's Drive

NOVEMBER

* Fri 7th - Sun 9th - NEC Classic Car Show Show, Club code CCCNOV5549

* Sun 28th - Distinguished Gentleman's Drive

REGULAR AREA MEETS (CHECK WITH THE ORGANISERS)

* Classics Evening @ Whitley, Wiltshire, The Pear Tree at Whitley, each month, contact steve@teamhaven.com - Next date 19th March

* Rootes Group East Anglia at the Sorrell Horse - check with Chris Hurlock <https://www.facebook.com/groups/212236782599797> - Also note that the RGEA folks organise several local meets and shows during the summer so please check their Facebook page for the latest news

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

* Rootes of Norfolk, Whitwell & Reepham Railway Station, NR10 4GA 2nd Tuesday of the month - check with Tony 07530 410499 - <http://whitwellstation.com>

CHAIRMAN'S CHAT

Welcome to the Summer edition of Coventry Spires, even though apart from a few good days earlier in May, it doesn't seem like Summer, yet. Hopefully the weather will improve! On saying that we can still get out in our Hillmans either just for a drive anytime, or to an organised event, so that the public can appreciate what a Hillman is in the 21st century.

I said in the last edition, that the Club has been around for 45 years which in itself is no mean feat and it is run entirely by volunteers from the membership. For the Club to continue to run, there has to be a management team (i.e. the Committee) and this year there will be a number of changes. I've been on the Committee for over 21 years; getting on for half of the Club's existence! Initially my role was the HOC Representative to the Association of Rootes Car Clubs (ARCC) which ran from 2004 until it was wound up in 2020, and for the last 10 years I've been your Chairman following a request by the previous chairman to succeed him. I feel honoured to have had this role for you, but after 10 years in the post it's time for a new chairman to bring some fresh life and ideas to the Club. So I will be standing down at the AGM on the 22nd July (Please see the AGM ZOOM login details in this edition of Coventry Spires). Furthermore both Stephen Cake our Company Secretary/Insurance Liaison Officer and Tom Clarke our Events and Regalia Officer are also standing down each after many years of diligent and loyal service. We currently still do have a strong team with Nick Aitken (currently on the Committee without portfolio) taking over the role of Company Secretary, Glenn our editor, producing this excellent magazine and Steve Grimes who has digitised our membership database. The club also has Sue Hickford and Peter Sainty on the committee. Glenn is also looking after the website and Steve the treasurer position, but there are some gaps, e.g. Events, Insurance, Regalia and oh yes, the Chairman. The Club also needs another Director(s). If you feel you could take up a position, please make yourself known at the AGM, even if it's without portfolio. You will need a proposer, a seconder followed by a vote at the AGM. For some of these roles (e.g. Chairman) it may be better to join the committee first before taking up a post at a later date?

So on to two important upcoming events in July. The first is when the Club is meeting up with the Singer Motor Club again. This year it's in Norfolk (17th – 21st July) and is always a great event! Please note you do not have to attend all days, just the days you can and don't worry, you'll be back in time for the AGM! Please contact Sue Hickford for more details. The second, if Norfolk is too far east for you, there is always the Rootes Heritage Day at Gaydon (20th July) to meet up with the Humbers, Singers and Sunbeams.

That's all from me for now, have a great 2025 season and please log in to the AGM on the 22nd July.

Happy Motoring
Mike Redrup
Chairman

Editor's Note: I am sure you will all join me in thanking Mike, Tom and Stephen for their huge contributions to the club over the years. As Mike mentioned all the posts are voluntary and their services have been carried out for the love of Hillmans. Now is the time to enjoy your cars without any responsibilities and we look forward to seeing you at future shows and meetings for many years to come.

SECRETARY MEMBERSHIP REPORT - STEVE GRIMES

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 !!!

Gordon Crowe	Dundee
Terry Prothero	Feltham
Wesley Perriman	Barnoldswick
Leanne Burnett	Vale of Glamorgan
Mathew Huntley	Newbury
Michael Longley	Peterborough
Mark Westaway	Lanescot
David Banks-Fear	Christchurch
Kate Willock	Kettlestone
Rober Ralph	Telford
Derek Edwards	Potters Bar
Guy Dobbins	Westbury
Tony Fairweather	Sprowston
Ruth Prince	Codnor Ripley
Alan Johansson	Lexington USA
Alan Sinclair	Peacehaven
James Stark	Tadley

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>

We accept Cheques, Bank transfers and PayPal

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

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

Membership fees after the 1st April 2025 are

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

SECRETARY MEMBERSHIP REPORT ...

List of Registered Vehicles

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

When I get a moment, I will also add these from the membership site. Do take a look at the car database to see how many of your model are currently known to the club. Without your help, we can not inform other members as the official sites do not state if the car is a saloon, estate or convertible.

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

	14 1925 - 14 1938- 1930	14 1938- 1940	16/20 1934- 1936	80 1936- 1938	Avenge r	Comme r	Hunter	Husky	Imp	Minx	Minx Magnifi cent	Super Minx	Total
Commercial						2		2					4
Convertible				1						19		215	235
Estate					1		1	7		5		37	51
Saloon	2	1	1		14		6		19	59	2	18	122
Total	2	1	1	1	15	2	7	9	19	83	2	270	412

Since launching this we now have 411 cars recorded, most of which are Super Minx models.

When accessing this report you can click on the blue numbers and drill down to see the individual cars. There are a number of reports you can view including photo gallery reports.

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

USERNAME Reporter

PASSWORD Hillman2023

ACCOUNT HOC

Here you will have a number of interactive reports allowing you to filter and group the data by Year, Colour, Body Type, Model and much more, with photos and details shown of cars shown

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

Steve Grimes. embership Secretary

EDITORS RAMBLINGS



Coventry Spires goes to press every 3 months so it often misses the opportunity to comment on current events. Our belated condolences therefore go to the families of those who lost their lives at the Bicester Heritage fire. On a slightly related point please make sure you carry a fire extinguisher with you in your Hillman as fuel related issues are on the increase. Also one of my Sunbeam Alpine club colleagues is ruing the destruction of his car after a distracted speeding driver hit the back of his Alpine after an episode of slow running/poor engine performance and probable fuel startvation - your health and safety is paramount.

***Think Safety please!
Fire extinguisher, seat
belts, awareness of
other drivers and road
conditions, first aid kit.***

***We don't want any
more of these events.***



I have to admit that I have been slow to come out of "winter" with various domestic issues such as a bad knee hindering my ability to work on cars. I have only recently felt capable of starting again. The Super Minx Convertible has been filling the garage with the smell of petrol lately so sorting this was the first priority. After crawling underneath I discovered that the fuel feed pipe was wet and only held into the petrol tank by underseal! I had to drain the tank using my Lidl 12v pump and then make up a new olive joint. I had bought 4 metres of new rubber fuel pipe and fitted that although maybe it wasn't really necessary. I then checked the fuel sender unit but couldn't make the gauge work any better. so that's a job for the future.

I then fitted a brand new Weber carburettor loaned to me by Alpine Innovations - and more about that in the Autumn edition - and found another fuel leak on the old Zenith feed pipe. That got fixed with the Weber swap so for the first time I don't smell petrol when entering the garage.

I also completed a few jobs on my Sunbeam and have been making up for lost time with as many car events as I could find. This has included multiple visits to Brooklands to get the most of my annual membership before it expires. I am looking forward to Rootes Heritage Day and the Gerrards Cross midweek meet in August. Please remember to send me reports and photos of any events you attend. **Ed.**

ROOTES HERITAGE DAY

Sunday 20th July 2025

British Motor Museum Gaydon



Join in to celebrate
the heritage of

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

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

www.britishmotormuseum.co.uk/whats-on

An event by the Rootes Archive Centre Trust

DRIVE-IT-DAY & OUT AND ABOUT



Den Flavell's Hunter looks positively small compared to the monsters he's parked beside. This was at Newlands Corner car park near Guildford. There were a couple of other classics there, plus plenty of older Lambrettas and many motor bikes too, it being a nice sunny day.

I was pleased to meet Tim Chapman with his rally prepared Avenger at the Prescott Charity Hillclimb. No compromises on comfort here. He told us about the engine noise and panel vibrations whilst navigating the country roads en route to Prescott.



Below: Another Prescott attendee was the Rootes Commer Imp. I didn't catch the owners name but he said will be at Gaydon later in the year.



Nathan Jacobs and I took our partners to a display at a retirement complex in Windsor on Drive it Day. We were treated to coffee and cakes baked by the residents. Hmmm ... two of my favourite things, classic cars and cake!



RIVE-IT-DAY & OUT AND ABOUT ...



Best of British: I parked up next to an interesting Avenger which the owner, a Mr Sergeant, is building-up in rally spec. It looked nearly finished to me.



Above: Chris Salter visited Beaulieu in his Super Minx.

"I had a lovely day at the Redditch classic motor show. Weather so cold I had to go to charity shop and buy a coat. There was also a commer AA van and a 50s minx along with 100 plus cars." Geoff Smith

We had a Rootes quorum at the Stoke Poges coffee morning. I heard the Ford attendees grumbling!



Jay Myles found his next respray project in the Brooklands Autojumble



I took my convertible to the Brooklands Easter Gathering so it didn't feel left out! They seem to break down deliberately if I don't alternate them!

Below: another Brooklands regular. I took name and notes again but lost them! Apologies



The "Bullitt" Super Minx belongs to one of the Brooklands volunteers which explains why I see it there so often!

David and Yvette Dickinson put on a good show for the public at the Brooklands Best of British day ... until it rained



Paul Reeves was out and about in his Talbot Sunbeam for Drive it Day

AN EPIC MINX JOURNEY

By Susan Tisdall

71 years ago this month [June 30] my mother set off from Maidenhead to drive 4,000 miles to Baghdad, all in the name of love. Mary was 31, had never been abroad and only recently learned to drive. In the back of her 1948 Hillman Minx saloon, affectionately called Miranda, she had her three children, Roger, Susan (myself) and Bridget, respectively aged seven, five and two.

The reason for this reckless adventure in 1954 was that my father, Billy, was a RAF sergeant who had been posted to a station at Habbaniya, in the deserts of Iraq, ten months previously. The separation had proved unbearable and the couple hatched a secret plan to reunite that they called Operation Magic Carpet. It was spurred by a chronic lack of married quarters at RAF Habbaniya which were awarded on a points system that always eluded Billy, and because 'being together means more to us than anything else in the world'.



The car Mary set off in was a 1185cc side valve Phase II Minx, a small vehicle for such an intrepid journey. She put an old gramophone box filled with toys on the back seat to keep us amused and we headed to Dover to board the night ferry to France, which had only recently progressed from using cranes to the drive-on, drive-off system we all know.

By good fortune she had a brother, Alan, who worked for the AA in London and supplied her with a 72-page route description. Hand-typed, its detail is astonishing, listing the first leg from Dunkirk to Istanbul as precisely 2,163¾ miles. Passing through Brussels, Salzburg, Zagreb, Ankara and Damascus, this came complete with suggested sightseeing stops at cathedrals, castles and mosques, as if we were embarking on an educational grand tour from leafy Berkshire to the time-worn sands of Mesopotamia.

Billy estimated the journey would take around three weeks and cost £40, and he sent lots of advice such as the need to get a GB plate and to pack chewing gum for repairing leaks. 'Put all food that might melt into tins,' he advised, 'and make sure the load on the roof is evenly distributed'.

Mary had little idea of what was in store. 'Do I need a tent for crossing the desert?' she wrote to Billy. 'No, the sand is too soft and there are too many insects,' he replied. 'Instead you'll have to join a convoy of RAF trucks and sleep in your vehicle, as the chaps do.'

At first the drive seemed easy and exciting. In a 22,000 word memoir, *Journey to Jordan*, that Mary subsequently wrote about this trip, she records with capital letters the excitement of being spoken to in French for the first time. 'I just smiled hopefully and said "thank you very much"', she noted. I can still remember being horrified at the sight of Belgians eating snails and we all found it great fun to discover the new phenomenon of sleeping under a continental duvet.

As Miranda sped through a West Germany still rebuilding after the Second World War, Mary was deeply impressed by the autobahns and another novelty – the 'lay-by' where we could rest and picnic. En route we met a cavalcade of colourful characters that included several Germans who had been prisoners-of-war in England, a musical troupe with striptease dancers and a former U-Boat commander. 'When he fondly took Bridget on his knee and played with her teddy bear, I found it hard to picture him in his previous grim role,' Mary mused. 'How is it a man can be so kind



yet so cruel?'

During the long drives Mary kept the spirits up by getting everyone to sing 'God Save The Queen' and '(How Much Is That) Doggie In The Window?'. Roger would look out for road signs but we had no idea of the enormity of our journey. Stopping for a break beside a lake near Frankfurt we merrily picked bunches of wildflowers 'to give to Daddy', unaware that he was still thousands of miles away. Meanwhile, when Billy's superiors eventually learned about Mary's ambitious drive, which only came to light after we had reached Stuttgart, he was informed in no uncertain terms by

AN EPIC MINX JOURNEY

the Air Officer Commanding that if his family turned up at the base we would all be sent straight back to England 'within 14 days at your expense'.

Money was tight and the problems with Miranda began when she struggled to get up the steep Pötschen Pass near Salzburg. The end result was a three-day repair in a garage in Bad Aussee in which no-one spoke English, which cost £10. Mary kept herself busy by sending postcards. 'I've bought a yodelling record as a souvenir,' she wrote to Billy. 'I wonder if you will hate it?'

Although cautioned not to drive at night or pick up strangers, when we drew near to Belgrade Mary gave a lift to a gaunt, 19 year-old escapee from East Germany. Hans had been living on his wits for the last three years and he now joined us as we travelled though Yugoslavia, then desperately poor with a Communist regime.



It was here, near Skopje (now in North Macedonia), that Mary's trip took a fateful turn. Literally, as Miranda skidded, veered off a bridge and dropped ten feet into a ditch. I remember tumbling and tumbling in the back seat and my mother having blood all over her face. Bridget was sitting in the front on Hans's lap (no seat belts then) while Roger's greatest calamity (as he subsequently wrote to Billy with great sadness) was that in the mayhem he lost a treasured toy crane that he had been given for his birthday.

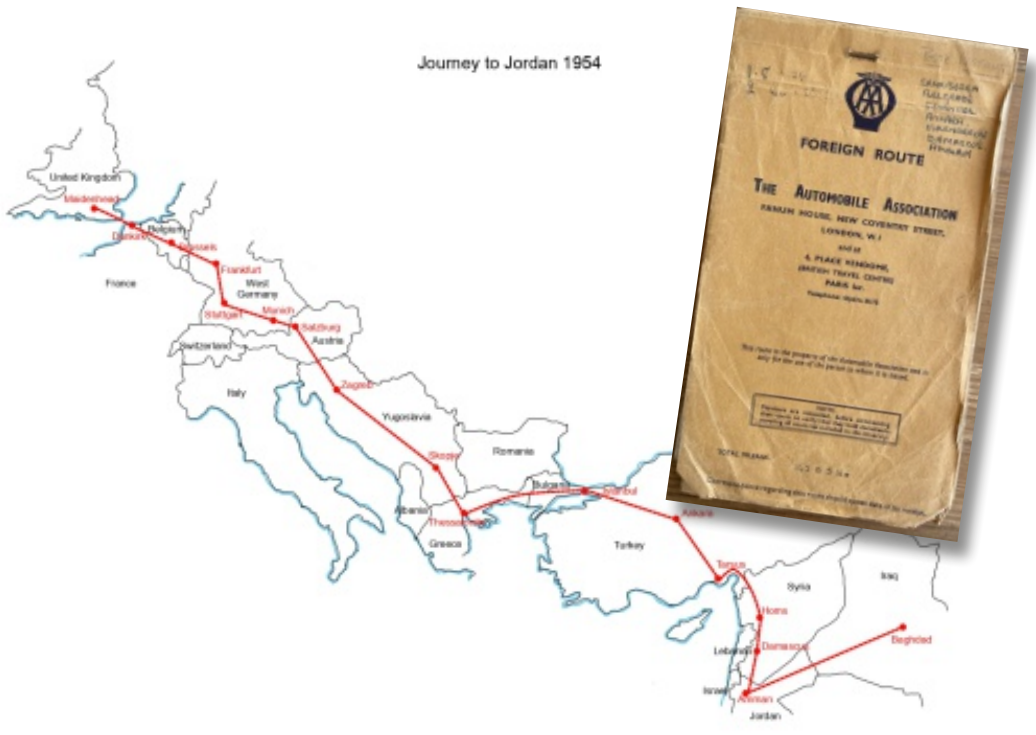
The Tisdalls were shaken but survived, and were quickly helped by local villagers. Then, miraculously, a coach carrying 25 French holidaymakers, including several nuns, came over the hill. They agreed to take us back to Skopje where it was discovered that Bridget had a broken leg while Mary required stitches to her face. We feared that Miranda would be quickly stripped, but, in another lucky break, a repair vehicle that had been out on a job passed by and decided to take it into a garage.

Mary went straight to the British Consul, William Maxwell, for assistance. 'A real Scottish gentleman', he and his wife, Olive, were 'kind beyond words', taking our battered quartet into their home for the next four weeks. It proved a sunny interlude in which Roger learned to play cricket with the Consulate staff while Bridget stomped around with her leg in plaster to a backdrop of militia-filled streets and buildings decorated with the Communist hammer-and-sickle.

The rescued Minx was sent for repair with a view to continuing the journey to Baghdad. Given the poor state of the roads ahead, Miranda's propensity to break down and the need to cross 200 miles of uninhabited desert, the British Consul sternly advised against this. With his support, a plan was made to get Billy sent to Yugoslavia to help with the driving but the RAF refused to sanction this.

Then, in yet another unexpected twist, Air Marshall Sir Claude Pelly, Commander-in-Chief Middle

Journey to Jordan 1954



East Air Force, got wind of these events. He admired Mary's plucky attempt to reach her husband which he declared 'shows a spirit only too rare these days'. He immediately sent a signal stating that she is 'like a breath of fresh mountain air coming over the hot desert' with an instruction to 'see that Sgt Tisdall is reunited with his family'.

Billy was quickly posted to RAF Amman, in Jordan, where we would be allowed to stay in local accommodation before progressing to married quarters. After a complex two days of delays and re-routing flying via Istanbul and Beirut, we were eventually reunited as a family in Jerusalem on August 6, 1954, Billy's 36th birthday.

The Tisdalls went on to spend ten months living in a village with Palestinian Arabs before we were finally granted a house at the RAF base. And what happened to Miranda? She was sent back to England but the Rootes Group assessors subsequently declared her a write-off, and the good old AA paid out the insurance claim in full.

If any club member knows the whereabouts of a car such as Miranda, or something similar, please get in touch with Susan Tisdall via the website journeytojordan.co.uk where more information on this adventurous road trip can be found.

© Susan Tisdall 2025
sue.tisdall@btinternet.com

AN INVITATION TO BROOKLANDS

Jules Cranwell, a volunteer at Brooklands, has been keeping me informed as to the progress of their 1936 Aero Minx and I have been reporting on it during the last year. It was originally donated to the museum in a very clean and tidy state but unknown working condition and little recent engineering history. I think Jules was designated as the Aero Minx mechanic due to his Sunbeam/Rootes familiarity – you can regularly see his Alpine at the classic gatherings. When they tried to run it they experienced unpleasant noises and vibrations related to engine speed and it was difficult to turn over. The engine was therefore removed for inspection.

Once out of the car it was apparent that the clutch was in a poor state and it was hoped this was the cause of the vibrations. Remember that I visited their workshop while this work was being carried out having noted that the car was not on display on a previous visit. While the engine was out they also turned it upside down and inspected the bearings discovering that although in excellent shape the clearance on the main bearings was too tight and was the reason for the tightness. They shimmed the end caps so that regulation clearance could be obtained and this solved the tightness problem.



Once back in the car they found that the noises and vibration were still present and so removed the engine again. At this point they realised that no-one had yet taken the flywheel off. When they did so they found that the bolts were only finger tight yet the locking tabs had been turned up – clearly the previous owner had failed to fully torque the bolts during the previous maintenance where it is assumed the bearings had been changed. There was enough movement to cause the flywheel to chatter.

Jules contacted me to say the car was running and did I want to have a drive in it? I couldn't refuse. The museum regularly gives it cars an outing on the main straight for public viewing and I managed to make myself available on the next outing for the Aero Minx.



Above: Jules puts the Aero Minx through its paces. Right: Watch out for that bump!



Above: 540 BHP and 12 Cylinders of magic



A small group of cars and bikes were being prepared when I arrived and I was relieved to see the Aero Minx outside and obviously in working condition. Jules gave me a couple of runs in the car which I have to say runs very sweetly. He managed the non-synchro gearbox very well but I noted that the rear suspension didn't particularly handle the weight of two heavy men on some of the worst bumps on the straight and he progressively found a smoother line with each lap. Eventually we managed a lap without getting a boot up the backside.

This is the oldest car I have ever driven (passenger) and it felt surprisingly modern and zippy – albeit with plenty of squeeks, rattles and exhaust noise. The rain held off while I was there but we erected the hood as a test. It normally sits underneath a panel allowing the rear of the car to show a smooth rear-end – a very well thought out design.

I also enjoyed seeing the Rapier Nailton in action. You have to make sure you are not in from of it when it starts as 24 litres and 540 BHP through a 1:1.6 final drive means it hits 40MPH near-immediately. All in all it was a very special morning and thank you to Jules and Brooklands Museum.



A HILLMAN IN THE NETHERLANDS

As a new member I like to introduce myself and my Car: Rosy the Hillman Minx of 1933 which I bought 6 month ago, apart from this I'm used to a couple of Imps, Alpine and a Rapier.

It's a left hand drive car and originally exported and sold in the Netherlands and the only LHD one left according the Dutch Road Office although there are some RHD cars imported later of which I would love to get in contact with their owners if they're reading this...



The car has four gears (no synchro) retained its 6 volts positive earth electric power system, but the newer Zenith 26 VF carburettor and air filter and has the funny trafficators what a charm!

As it is in driveable condition we did some tours with it one nice drive around East Gelre with other pre-war cars this summer and one closeby at Groesbeek when the Liberation Task Force (lth-hq.com) did the 80th remembrance of the WW2 Market Garden operation driving from Leopoldsburg in Belgium through to Eindhoven, Grave, Groesbeek, Nijmegen, Arnhem and Oosterbeek around the 17th of September.

Here some photo's with Rosy the Minx and Sherman tanks and one with a Diamond T, Churchill Tank on trailer, Impressive stuff! Just a detail: these guys take their tanks all the way from Britain on the ferry and drive on own expense: fuel 9L to 1 Km!

Both trips with the Minx weren't that easy, going to the first one I had a flat rear tyre on the ferry crossing a river, not a problem but I needed to weld the rim as it was rusted through which could be fixed a couple of days before the run, luckily I anticipated trouble as I was unfamiliar with the car. All went fine afterwards.

On the other trip, after we visited the LTF camp at Groesbeek the Minx suddenly got a stuck rear axle, luckily at low speed but in the middle of a junction, just great ! Not being able to go forward



or backwards and blocking the LTF convoy! Luckily they didn't mind and unable to help, the scouts diverted their route.

So you see the little Minx showed its character like the Imps do from time to time ;-) The Dutch AA lifted the rear wheels on rollers and put us on a trailer back home. While unloading, the rear wheels suddenly freed up again so next thing is to check the back axle.

Next year we have planned to do the Eleven city run in the Friesland in the north (200km) www.elfstedenoldtimerrally.nl and I don't like to get stuck or ruin anything.

While I'm at it, if someone knows any spares for sale like rear axle, gearbox or some nice 6,5 inch chrome nave caps I would love to hear from them...

I saw the ad of that dutch lady wanting a 1185 cc hillman engine in current mag. As I'm living in The Netherlands I tried to call her but the number is wrong, not in use. Can you check if it is the correct number, maybe a typo?

I'm also looking for spares for my 10HP Minx like a gearbox as my 2nd gear is noisy when selected. And I'm looking for 4 hup caps in any condition if possible. Can you make an add for that in Coventry Spires ?

Besides I had hoped my story see would be published as I like to get in touch with any continental 10hp owners. (Found an advertisement of one in kleinanzeigen.de which I contacted but no answers yet though...)

Kind regards, Bert Clewits, Groesbeek, Netherlands

HILLMAN / SINGER WEEKEND 2025

2025 SNCW NORFOLK



We appreciate this is very late but you might be able to join in with some events. Please talk to Sue about your options.

The 2025 Singer & Hillman National Car Weekend will take place between 17th and 20th July, based at the Knights Hill Hotel & Spa, South Wootton, King's Lynn, PE30 3HQ. The hotel has a 4-star rating and was formerly a working farm. The extensive original buildings and later additions have blended seamlessly with each other and their environment, evolving into a hotel with character and an informal atmosphere. You can dine in either the Garden Restaurant or The Farmers, a traditional country pub. Relax and unwind in the well-equipped health, leisure and spa facilities.

I am pleased to have booked this most impressive hotel, which I have used for other car clubs on three previous occasions. It is close to the venues which form our weekend of exploration of the area, and is run by friendly, helpful staff.

Members should ring 01553 675566 to book their rooms, stating which type (double or single) they require and whether a ground floor room would be preferable. It is very important to use the booking code SINGER followed by the dates of your stay.

Regarding room prices, special Bed and Breakfast rates of £160 per night for double occupancy, and £130 for single occupancy, have been arranged.

The planned itinerary is as follows:

Thursday 17th July: We will have the AGM for SMC members at 6pm in the Small Barn at the Knights Hill, and signs will be posted from the car park/reception area. This will be followed by a hot buffet dinner with a dessert and tea/coffee for £26 per person.

Friday 18th July: In the morning participants will assemble in Tuesday Market Place, King's Lynn, for a guided tour of the historic town centre. This should take from 1 to 1½ hours.

In the afternoon a scenic drive to Engine Farm, Coates, Whittlesey, PE7 2DT, is planned. This is the location of the private collection of Gordon Easton, a retired Fenland farmer, collector extraordinaire and raconteur, who owns an eclectic array of vintage cars, lorries, caravans, agricultural transport, farm wagons and machinery including the largest number of Ferguson tractors, as well as work tools, toys and household items. Gordon does look for donations for his charity (ovarian and breast cancer UK) of £3 each. This should be an enjoyable and interesting trip out.

Saturday 19th July: Following breakfast, you will drive up the road towards Hunstanton, turning off the main road to visit the Royal Railway Station at Wolferton. The itinerary then leads you to Sandringham, where you can stay as long as you like - walking through the woodland trail, or visiting the Royal House and/or Gardens (pre-booking is absolutely essential, as you cannot do so on the day). Visit the website www.sandringhamestate.co.uk for more details. From here, the route takes you up to Norfolk Lavender, Caley Mill, Lynn Road, Heacham, PE31 7JE. There is a farm shop, garden centre, tearoom, restaurant and a gift shop. The road continues up to Hunstanton, a popular seaside resort which has the unique feature that it faces west, across the Wash - the only resort on the east coast to do so. The sunsets from the promenade can be spectacular. The route then brings you back to the hotel in time to get ready for the Gala Dinner, timing of which is 6pm for 6.30pm.

The dinner will be held at Sculthorpe Mill, Lynn Road, Sculthorpe, Fakenham, NR21 9QG, built in 1757. Once a watermill over the River Wensum, it is now an attractive country pub, in the heart of the Norfolk countryside. This venue has been awarded a Michelin Bib Gourmand for the third time since 2021 - a testament to the passionate and dedicated team of staff and suppliers. Menu options include chicken, beef, seasonal fish and vegetarian.

Sunday 20th July: Annual Display Day will take place at Bressingham Steam Museum & Gardens, Low Road, Diss, IP22 2AA. Here is something for everyone to enjoy: four railways which explore the grounds, a locomotive shed containing mighty steam engines, or you could ride on the historic gallopers. Or wander through the streets of Walmington-on-Sea, home to a collection of Dad's Army displays and vehicles. See fascinating railway exhibits in the museum and enjoy the unique seventeen-acre Bressingham Gardens. What more could you want?

Elaine and I are looking forward to welcoming you to this beautiful part of England, somewhere we call home. I hope the days out will give you all a flavour of East Anglia and its hospitality. If you have any questions, please feel free to contact me on 07979 804970.

Andrew McAdam

SINGER MOTOR CLUB
SNCW 2025 ATTENDANCE FORM

Names of all participants:

Address:

.....

Email: Telephone:

CAR DETAILS

Make: Model: Reg. No.:

Year of Registration:

Location	Event	Number of persons	Cost per person, car or room (where known and to be confirmed)
Thursday 17th July			
Knights Hill Hotel PE30 3HQ	Room booking Thursday night, book direct with hotel.		£130 B&B single, £160 B&B double occupancy
Knights Hill Hotel	Singer Motor Club AGM, 6 pm, SMC members only		
Knights Hill Hotel	Hot Buffet Dinner, all participants		£26 pp
Knights Hill Hotel	Road book & rally plate distribution		£15 per book, 1 per car
Friday 18th July			
Knights Hill Hotel	Room booking Friday night, book direct with hotel.		As Thursday 17th
King's Lynn	Guided Tour, meet in Tuesday Market Place		£5 pp
King's Lynn	Lunch at your choice of venue		Pay directly for food and drinks
Engine Farm PE7 2DT	Visit to Gordon Easton Collection		£3 pp
Knights Hill Hotel	Dinner at the hotel or nearby restaurant		Pay directly at venue
Saturday 19th July			
Knights Hill Hotel	Room booking Saturday night, book direct with hotel.		As Thursday 17th
Coastal Drive to Hunstanton stopping at:	Royal Railway Station, Wolferton		Free entry
	Sandringham pre-booking with venue at www.sandringhamestate.co.uk , refreshments/lunch available		Sandringham house & gardens £25 pp, gardens £15 pp in advance, Car parking approx. £5
	Norfolk Lavender Farm, refreshments/lunch available		Free entry
	Hunstanton		
Sculthorpe Mill NR21 9QG (approx. 18 miles from Knights Hill Hotel)	Gala Dinner 6pm for 6.30pm		£30 for 2-course meal, £36 for 3-course meal
	Coach from Knights Hill Hotel to and from Gala Dinner		TBC
Sunday 20th July			
Knights Hill Hotel	Room booking Sunday night, book direct with hotel.		As Thursday 17th
Bressingham Steam Museum & Gardens IP22 2AA	Annual Display Day		£9 per car & driver, plus £9 per passenger
	Refreshments available on site		

THIS IS AN ATTENDANCE FORM ONLY; PLEASE DO NOT SEND PAYMENT WITH THIS FORM. A PAYMENT REQUEST WILL BE SENT WITH THE MAY-JUNE MASCOT.

Please send completed form to Andrew McAdam, andrew.macsfactors@gmail.com, WhatsApp 07979 804970

Or by post to Tarn Hows, Castle Road, Wormegay, King's Lynn, PE33 0SG, United Kingdom



HOC ACCOUNTS FOR AGM (PROVISIONAL)

The Hillman Owners Club Balance Sheet As At 31 December 2024

	2024 £	2023 £
Current assets	10,498	11,170
NET CURRENT ASSETS	10,498	11,170
TOTAL ASSETS LESS CURRENT LIABILITIES	10,498	11,170
NET ASSETS	10,498	11,170
RESERVES	10,498	11,170

Notes

1. General Information

The Hillman Owners Club is a private company, limited by guarantee, incorporated in England & Wales, registered number 03216266. The registered office is Clevedon Oak Frimley Road, Ash Vale, Aldershot, GU12 5PW.

2. Average Number of Employees

Average number of employees, including directors, during the year was: NIL (2023: NIL)

3. Company limited by guarantee

The company is limited by guarantee and has no share capital.

Every member of the company undertakes to contribute to the assets of the company, in the event of a winding up, such an amount as may be required not exceeding £1.

For the year ending 31 December 2024 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The member has not required the company to obtain an audit in accordance with section 476 of the Companies Act 2006.

The director acknowledges his responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the micro-entity provisions.

On behalf of the board

Mr M J Redrup

Director

Date

**The Hillman Owners Club
Detailed Income and Expenditure Account
For The Year Ended 31 December 2024**

	2024		2023	
	£	£	£	£
TURNOVER				
Membership Income	9,671		8,190	
Sales	236		181	
		9,907		8,371
OTHER INCOME				
Interest receivable and similar income		77		3
		9,984		8,374
COST OF RAW MATERIALS AND CONSUMABLES				
Opening stock and work in progress	796		741	
Purchases	40		89	
Closing stock and work in progress	(650)		(796)	
		(186)		(34)
OTHER CHARGES				
Insurance	469		288	
Membership cards	640		139	
Postage	73		173	
Coventry Spires Magazine	4,119		4,128	
Advertising and marketing costs	90		90	
Events	3,956		2,987	
Sponsorship	487		601	
Website costs	557		564	
Sundry expenses	130		156	
		(10,521)		(9,126)
NET DEFICIT		(723)		(786)
CFWD		10498		

The operating loss of £723 was slightly better than 2023.

The increase in income for 2024 was £1,384 and this was largely offset by the increase in the cost of events £969 and membership cards to new members.

The decision for the club not to attend the NEC Restoration show in March will reduce the event costs for 2025.

A large swing in members using PayPal which is an easy and convenient way of making a payment although there is cost to the club using this method. The income figure for PayPal also includes the cost and the net proceed figure.

The balance sheet shows that the club has significant reserves which are in the form of cash at the bank.

In November the Regalia and equipment was stolen and an insurance claim was made. This was settled in March 2025 and the claim covers the Regalia and Equipment.

This is an extract to fit the available space - the full report is on the website and is accessible from the AGM page

Please look on the new website for other AGM reports and details



HOC AGM DETAILS AND AGENDA

Hillman Owners Club



Annual General Meeting 2025

Tuesday 22nd July 2025 at 19:00 Hours *Location*

Meeting called by	Management Committee
Type of meeting	Annual General Meeting

Zoom Invite to all qualifying members.

Minute taker

Timekeeper

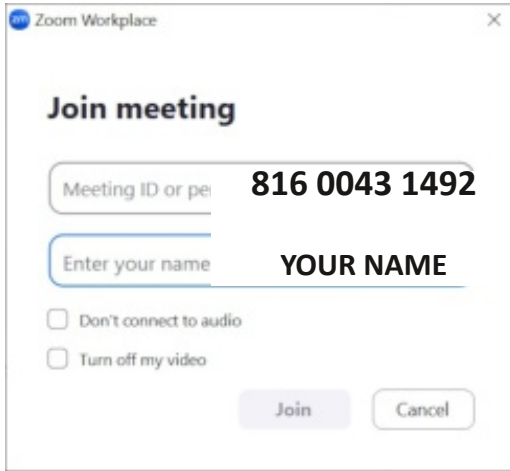
- 1. Welcome and apologies
- 2. Minutes from the previous AGM
- 3. Directors/Chairman Report
- 4. Company Secretary Report
- 5. Treasurer Report
- 6. Membership Report
- 7. Events/Regalia Report
- 8. Librarian Report
- 9. Coventry Spires Editor Report
- 10. Webmaster Report
- 11. Election Of Officers:
- 12. Proposed AGM date is Tuesday 21st July 2026 2026 Starting at 19:00 hours, Via ZOOM.

<https://us02web.zoom.us/j/81600431492?pwd=DzO3o74xqfyhVeJHlYqZm73mvPjgoL.1>

Meeting ID: 816 0043 1492

Passcode: 965472

zoom



Zoom Workplace

Join meeting

Meeting ID or personal link name: **816 0043 1492**

Enter your name: **YOUR NAME**

☐ Don't connect to audio

☐ Turn off my video

Join **Cancel**

Open Zoom and Join with the details below:

Start time 19:00

Meeting ID: 816 0043 1492

Your name: **[Not "Your name"!]**

then enter the passcode when prompted

Passcode: 9654722

or go to the website and click on the full link in the AGM Agenda PDF using the password from page 2.



2025 Annual Road Run and Show

We will be holding our Annual Road Run on Saturday 12th July 2025
and our Annual Show on Sunday 13th July 2025.
<https://atwellwilson.org.uk/elementor-1159/>

Est. 2011

CHEARSLEY CLASSIC *and Vintage*

CHEARSLEY CRICKET GROUND

Sunday 14th September 2025
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AUGUST 25TH

FROM 11AM TO 4PM

TO REGISTER
YOUR VEHICLE



STOKES BAY

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- FOOD, DRINK, CRAFT & GAMES STALLS ● CHILDREN'S ACTIVITIES

WWW.GOSPORTROTARY.CO.UK

ADMISSION: ADULTS, £4 - UNDER-16S, FREE

A TRIP TO BEAULIEU

For me there's nothing better than motoring through the New Forest on a bright May morning to attend the Beaulieu Spring Autojumble, the highlight of my year (followed closely by the even bigger Autumn Autojumble).

This year in glorious sunshine there was an added thrill. Two sparkling Hillmans were in prime position to welcome the 13,500 visitors - a gorgeous two-tone Minx fronting a superb display of vintage Sprite caravans celebrating their 75th anniversary, and a beautifully restored Super Minx drawing nostalgia fans to an attraction called We Had One of Those. This display breaks the rules of most museums, actually encouraging visitors to touch and even get behind the wheel to smell the aroma of motors from halcyon days gone by.

Whose idea was this? It turns out the new Chief Executive of the National Motor Museum Jon Murden is an ardent Rootes fan and owns several models himself including the shiny green and white Minx in the field. And the Super Minx Mk3 in the memory exhibition was also his and was donated to a local Hythe charity Mechanix which helps young people train to be mechanics who lovingly restored it and it will later be auctioned for charity. What a brilliant idea.

Clearly impressed with the Autojumble was YouTuber Steph Hoy of 'idriveaclassic' fame (her bubbly report on YouTube is well worth watching), another Hillman fan, from Huddersfield. More interested in Sunbeams were two Sunbeam club members from the USA - Alan Getschke and Eric Gibeaut - who were excited to see the actual Sunbeam 1000hp vehicle that broke the world land speed record of 200 miles an hour almost a century ago at Daytona Beach, Florida. They watched restoration work on the huge vehicle which has two engines one of which runs backwards! Beaulieu aim to take the restored record breaker to Daytona for the centenary of its triumph in 2027.

If all that wasn't enough, a new temporary exhibition celebrates 75 years of Formula 1 racing with nine iconic racing cars lined up and a high-end professional simulator to test your skill around the Silverstone track, with the fastest lap-time every month winning a Scalextric set. Although there wasn't an obvious Rootes connection (I tried) it was fun all the same. (An add-on ticket for the Formula 1 simulator costs £15 for a 15-minute ride with height and weight restrictions. The temporary exhibition runs until Sunday 2 November). Don't forget Beaulieu International Autojumble is 6-7 September laaaater this year.

Best regards, **Ian Whiteley**



WEBER FOR 1600CC IRON HEAD ENGINES?



A friend of mine from the Sunbeam world, Jerome Senn, runs a business (Alpine Innovations) providing custom spares for the Sunbeam Alpine world. One of his successes has been to help develop a modern Weber replacement for the Alloy head 1600cc and 1725cc Alpines. The SAOC orchestrated the development of a new manifold based on a previously unused design but needed a supplier to partner with to handle the many exchanges with Webcon from both a business and technical perspective.

I told him that the Hillman community was crying out for a replacement carburettor for the iron headed Minxes and Super Minxes. How many of us have experienced blocked jets, corrosion and leaks with the Zeniths? In some cases the butterfly shafts become worn and leak air, spoiling the mixture. Jerome recently came back to me with a brand new demonstration downdraught Weber which is intended as a replacement for 1600cc Ford engines. The choke size matches my Zenith and I plan to instal this on my Super Minx convertible as soon as I have completed editing the Summer edition of Coventry Spires. I will report back in the Autumn edition.

My trial will confirm the physical installation requirements and hopefully identify any idle and other jet setups. Please let me know if you are interested in the results and I will update you ahead of publication.





*Thanks to Ian Roberts
and the rest of the CCW
editorial team we always
seem to get good
"Rootes" coverage in
CCW - thank you!*

ESSENTIAL CHECKS

HILLMAN MINX

(1956-67)



**It's one of the cheapest
ways into a bona fide Rootes
classic. Here's what to look for**

CHECK FOR TIRED ENGINES

Any unit will last 100,000 miles if looked after; if the revs drop when you dip the clutch, the thrust washer on the back of the crankshaft has worn, along with the main bearings, necessitating a bottom end rebuild at around £500. Rattling from the front of the engine belies a worn timing chain, tappets out of adjustment or worn tappets and followers; the latter requires a top end rebuild (around £700). Cam followers wear if their oil supply pipe is blocked with swarf. Wear accelerates once the oil supply is restricted and you'll need £250 to replace the rocker shaft and rebush the rockers so budget accordingly when buying.

LOOK CAREFULLY FOR ROT

The steel in the Series V and VI was thinner than previously and poor panel supply has been an issue for years. Valances, wings, bonnets and bootlids are tricky to repair thanks to their compound curves. Check the front valance (including where it meets the front wings), the wings (behind the headlamps and along the bottom), plus the area between the inner and outer wings, floorpans and sills. Fixing the V-shaped cruciform under a convertible is no problem, but advanced rot creates uneven door gaps. Check the base of the B-pillar, the rear wheelarches and spring hangers.

ASSESS THE BRAKES?

Check the front footwells for brake fluid, which indicates a tired master cylinder; just renewing the rubbers isn't effective in the long term so it's best to replace the whole thing for £85. The wheel cylinders can also leak because the bores and pistons pit easily, and they're expensive to replace.

LOOK FOR OIL LEAKS

Leaks at the front of the engine will be from the timing cover, which has a scroll seal. The cover needs a special location tool or it's guaranteed to leak. Also, once the timing chain has worn and stretched, it knocks against the oil feed pipe that keeps it lubricated (to stop it wearing, ironically enough...) accelerating wear. With the oil pipe then knocked out of position, it increases the amount of oil escaping from the timing chain cover. The fix is pretty straightforward, however - replacing the timing chain, tensioner and oil pipe should cost no more than around £40.

MORRIS FEST 2025

We struck up a conversation with the folks from the Morris Register at the NEC last year and pre-war Hillmans will be most welcome at the Morris Fest gathering at Thoresby Park near Ollerton, Notts this year. The festival runs from 1st August to the 3rd. Please go to <https://morrisfest.co.uk/> for more details. This is an excellent date for your calendars!



Get ready to celebrate at Morris Fest 2025!

As the costs of organising your own car club events rise, we extend a heartfelt invitation to your club to join The Morris Register's annual celebration. Whether you choose to attend alone, with friends, or as part of your club, we are excited to welcome you.



Open to all

Mark your calendars for an exhilarating weekend from Friday, August 1st, 2025, to Sunday, August 3rd, 2025, at the stunning Thoresby Park, nestled near Ollerton in Nottinghamshire. This event is packed with entertainment, featuring lively music on both Friday and Saturday nights, a delightful road run through the charming villages and scenic landscapes of Nottinghamshire on Saturday, engaging discussions led by industry experts, an exhilarating car gymkhana on Saturday, and an auto jumble that will run throughout the weekend. Sunday will culminate in a spectacular showcase of a diverse array of vehicles.

PETER SAINTY'S VINTAGE RUNNING

Well, the weather has turned just in time for the events season, and no doubt many cars took advantage of Drive-It Day. Sadly, ours was not among them, family matters taking precedence and precluding Vintage motoring. However, the Fourteen went for its annual safety check shortly afterwards, and it was passed fit: driving it home, however, we were forced to the nearside of a narrow road by oncoming traffic, and hit one of the many potholes which infest this area, which induced a nasty case of axle tramp. Fortunately I was travelling slowly and braking to a stop was not difficult (from what I understand of the dynamics, axle tramp is more common at lower speeds). Shortly after that, I picked up a tinkling rattle from under the bonnet which I thought might be the fan coming loose: investigation revealed nothing obvious, so I continued on, but by the time I reached home, the car was leaving a noticeable trail of blue smoke.

The following evening was the VE Day celebrations, for which we had been asked to take the Hillman, two miles away. All set, I tried to select reverse, only to find I could not shift the lever at all. Taking the top off the gearbox revealed that the lever mechanism had moved out of engagement with the car still in gear – reasonably easy to fix but not something which should happen! Anyway, we were mobile again, if slightly late, and it was a lively occasion. By the time we got home, though, the blue smoke had increased and when I reversed the car into the garage, it was some time before it was possible to see anything! Depending on what investigation reveals, and the ease or difficulty of repair, 2025 may not see the Fourteen at many shows....

Hopefully others have more positive experiences and can fly the Vintage Hillman flag at as many events as possible.

Happy motoring!

Peter



BRAKE PIPE TOOL

Years ago (in the 1970's) I replaced all the brake pipes in my Sunbeam Alpine by buying a roll of cunifer pipe and a flaring tool. It was a two part block that clamped the pipe and then created the flare when you screwed in a special mandrel. I recently needed to shorten a pipe and wished I had kept that tool.

I first bought a flaring tool in Lidl for under £10 but discovered it was metric and didn't accommodate my 1960's brake pipe diameter, and worse it only created a simple flare. Brake pipes need to have the bulbous double flare folded back on itself. I found an Ebay listing with the 3/16" tool and two rolls of copper pipe for £30. It was worth a punt as they say especially as I was quoted £50 to make up a single replacement.



The pipe I wanted to replace had originally been installed in a panic when my servo failed and I just needed to bypass it. It was 12" too long and so I created an ugly double loop to use up the extra length – it was all I could do at the time. I finally decided I should rectify the situation after several people had pointed at it and said disapprovingly "what's that?" when I opened my bonnet.

The tool arrived quickly but with no instructions. You have to experiment with tightening the two halves of the block and the position of the pipe making sure the two halves of the block are aligned and that the mandrel I is properly centred in the thread.

I found that the best method was to clamp the pipe in contact with the mandrel with about 6 or 7mm of thread visible. Winding the mandrel in then squishes the end of the pipe into the bulbous

shape. Don't forget to put the brake union on first. So, 10 minutes of experimentation and 5 spoiled efforts finally resulted in one satisfactory pipe.

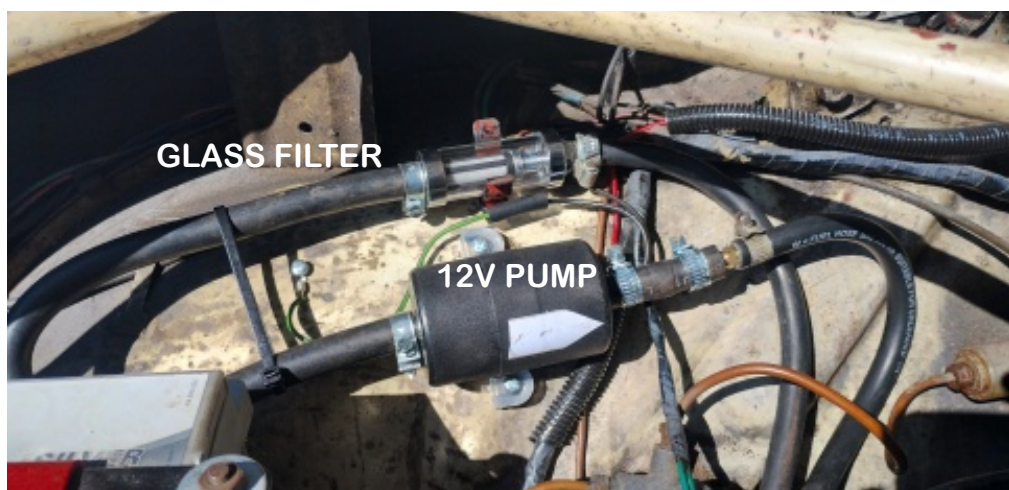
The mandrel has two ends, with the other one creating a simple flare for the female unions. Now, what do I do with 2 rolls of brake pipe?



GOING ELECTRIC (FUEL PUMP)

Ha! I bet you thought this was about converting my Super Minx to be an EV. You are only partially correct. This is all about installing an electric fuel pump. I am sure that I repaired my mechanical fuel pump properly using an overhaul kit from Arrow5 yet fuel supply doubts remained and I wanted to add a belt-and-braces fix by having both an electric and mechanical pumps in the car. No more AA callouts for simple faults please!

I am also wary of the fact that my camshaft may be worn and not fully triggering the mechanical pump, or grit from the tank is causing the mechanical valves to lose their ability to seal fully. I note from a Paul Marshall video that he has seen worn lobes on camshafts. This would cause the fuel flow to be reduced especially as temperature in the engine bay can increase the back-pressure from the float chamber and render the pump ineffective. I have already installed an inline fuel filter which I have to clean regularly so I know a tank clean also needs to be carried out eventually.



I bought a 12V low pressure fuel pump at the NEC and fitted it near the battery. This is also where the inline filter is positioned so the fuel pipe layout is simple. The filter sits in a clip the same size as the one that holds the jack and allows me to pull it out and inspect it easily.

Fuel flows through the filter, then to the electric pump, and then to the mechanical pump - in series. I can even choose to turn off the electric pump if I feel confident in the mechanical one. A trial run showed that there were no leaks from the Zenith so the float chamber valve is handling the pressure (the pump is no more than 4 psi). The pump made a loud clicking noise when I first turned it on but thankfully it went near-silent as soon as it was primed with fuel. The recommendation is to position the pump as low as possible but I chose a spot slightly lower than the carburettor float chamber which is not ideal, but allowable and good enough.

I installed a relay with its own inline fuse in the power circuit as I only had one un-fused tab available at the fuse box. I used an ignition power line from behind the dash where I had already installed a dash cam and USB charger and I installed a switch from that supply to power the relay. I also added a warning light to remind me when the electric fuel pump was engaged. This sits unobtrusively under the dash.



A 12V relay and inline fuse are ideal for running the fuel pump

Did it work first time? Of course not! However, the reason was a dirty contact in the main fuse holder. Wiggling the new wire and spraying it with WD40 caused it to spring to life.

This all requires an interesting mix of mechanical and electrical skills and I took my time making sure each step was carried out properly, unlike my hurried and casual workflow from the 1970's!



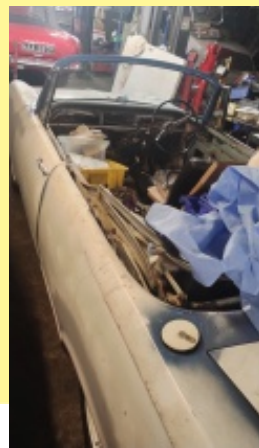
The switch and warning light are positioned discreetly below the dash.

LETTERS TO THE EDITOR

Hello Glenn.

I see you have a picture of my car, while Paul (at Arrow 5) was having fun with said car. I am in the club and trying very hard to bring the old girl back to life (by no means up to concours spec). It was a total wreck and was a rolling shell, just !!! . The engine and gearbox were in the passenger seat and it was totally stripped down with the wings hanging off lol. I'm trying to get it all working first and then maybe a full repaint eventually. On another note does any member have a complete wiper motor and arms for it . Many thanks for your help. All the best wishes.

Mark Kerr



Hi Mark, Great to see another Mk1 Convertible! Paul has also breathed magic on mine. I got him to put a longer Diff in it and he also re-sealed my fuel pump which had been installed without a gasket and was leaving a trail of oil. How did I drive the 60 miles there without running out of oil? I am also a non-concours chap and I worship patina. Is that the polite way of saying it? I get my enjoyment from using my cars. GlennB

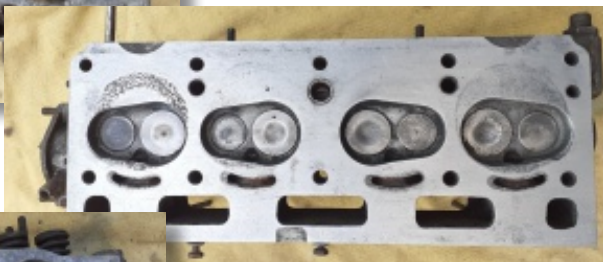
Hi Glenn,

We had one of the first Imps before they were announced and it wasn't even called the Imp ! We were all amazed at it as Rootes had sent it down to assess it for saloon car racing. At first there was a whisper that it would be called an AJAX, I don't think that naming it the same as a sink cleaner would have gone down well !! The Competition department was very small at that time right next to the showroom at Mountains Garage on the A21 at Hildenborough and there was hardly enough room for two cars in it. Once it was decided to actually do something with the IMP Alan had one of the buildings on his land at Mountains Farm (just up the road) converted into a decent sized place and so it began. The two main men Les Bennet and Norman Wynn from the original comp dep started work there in I believe 1963 ? and the rest is history!! Norman actually went on to work for George Bevan who had even greater successes with the Imps winning the championships in the early 70s. I think that Norman is still alive ? and I often bump into Pete Bevan (George's son) at Brands Hatch as we both still live close to it (when I am in the UK) .
Regards Gordon
Gordon

After talking to Gordon it transpired that he had a cylinder head and a manifold that might be of interest. I asked him to give me some photos so I could possibly help identify it.

Hi Glenn,

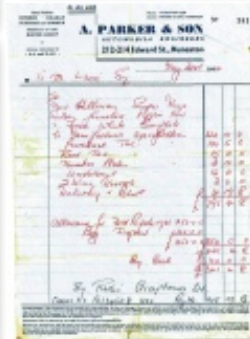
I cleaned the head and manifold off to film them and found that the head is actually damaged on number 4 cylinder (picture 5 close up although it is easily repairable). Also number 1 has had something inside it while it was running and marked the head (although that won't affect the running as it's inside the head gasket fire ring) I have seen that many times over the years and it was normally caused by home mechanics taking the carburetor to pieces and misplacing a small ball bearing. Sorry to give the bad news but to me it is a very easy repair as it is easily welded and reshaped. I suppose if it is a hard to find part or not as to whether it's worth putting on the site or not? Anyway it would at least be interesting to find what engine it came off of. I should have got it off the shelf and had a look at it before I sent the message to you. Regards Gordon.



So I am sure it's a regular 1600cc/1725cc Rootes aluminium head and the manifold is for a twin choke downdraught carburettor, so likely from a 1600 or 1725 Singer or Humber. The head just needs skimming and maybe valve seat work. I'm sure it can be saved. It's not a simple swap for an iron head engine but it should be of interest to many - me for example! Ed. (p.s. it might fit my Sunbeam - what do you want for it? ;-)

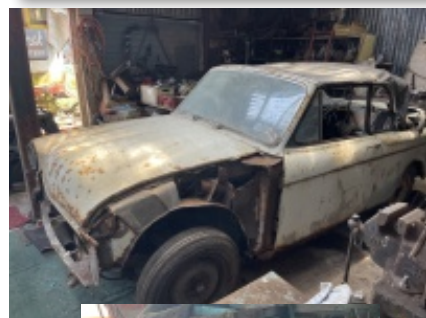
FOR SALE AND WANTED

FOR SALE: 1964 Hillman Super Mink Mk2 £10,000. Pippin Red and Foam White. Original cellulose paintwork. In show condition. One owner from new with history. Unmarked original interior has been covered its entire life. Dealer option wooden dashboard. Only repair in lifetime of car is replaced driver sill. Original engine etc. Contact Barry Davis **01455 612122**



**Editorial
comment: try
finding another
time warp like
this!**

FOR SALE: Hillmans and spares for sale, please reply to Roger Harvey, Email: Rodclod370@hotmail.com



FOR SALE AND WANTED ...

FOR SALE: 1938 HILLMAN Minx Drop Head Coupe. Asking £3,000 Ono The car has been dry stored for over 48 years. I have the original buff log book MOT certificates and unused petrol ration coupons. The car is believed to be the Hillman featured in the film Brief Encounter. Please call if you need additional information. My number is 01277 899898 Best regards, David Jackson
Email: ann.calnan@hotmail.com



FOR SALE: 1932-48 Engines. (I was amused to read the advertisement for an attractive '34 Minx, on which the owner had substituted the dynamo by an altimeter. He must be a 'high flier'. That item appeared below a notice reporting a call from a lady in Holland, who had a strange-looking telephone number. It is unfortunate that no e-address was given, as a call may prove expensive.) I have three engines that might meet her needs; but it is necessary to know for what reason she needs an engine and to confirm that it is for a 1932-48 car. Email: roberttucker@live.co.uk

AVAILABLE FOR SPARES: MK8 Minx. Hi Glenn, my wife who is on Facebook, has had a message from a Scott Dickie from Angus in Scotland, saying that he has a MK8 Minx available for spares. The car is complete at present. Would you put the word out in case there are any interested parties. Many thanks, Ray Sellers. email: information@hillmanownersclub.co.uk

FOR SALE: I have 2 New Front Suspension Top Mounts. The box's say Moprod Automotive Mounting. MRM 148.

Listing on box.

Hillman Hunter 1966 - 1979

Minx 1967 - 1970

Humbre Scepter 1967 - 1976

Singer Gazelle & Vogue

Sunbeam Alpine 1969 - 1975

Sunbeam Rapier 1967 - 1976

They are new. Have 3 studs and bearings.

I would like £60 for the pair plus P&P.

I live in Cornwall.

Many thanks Barry. 01726 842140 Email: louise.thrower6@gmail.com

AVAILABLE: Alan McKechnie who is a Hillman Owners Club member, has available a side valve engine and gear box. Alan's phone number is 01993 822118

WANTED: Carpet Set for 1965 Minx. Can buy an old carpet to use as a template. Would like to complete in time for the Tatton Park Show. Contact Walter Greenhalgh. Mob: 07854 538831

FOR SALE/OFFERS: My father has an engine in his garage from a 1962 Hillman Super Minx Estate. The engine is 90% complete, but hasn't turned for a number of years. Looking for £50. The engine is located in Fife, Scotland. Contact: Ross Bradley Mob: 07796 833097 Email: rosscojet315@gmail.com



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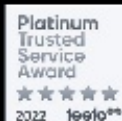
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