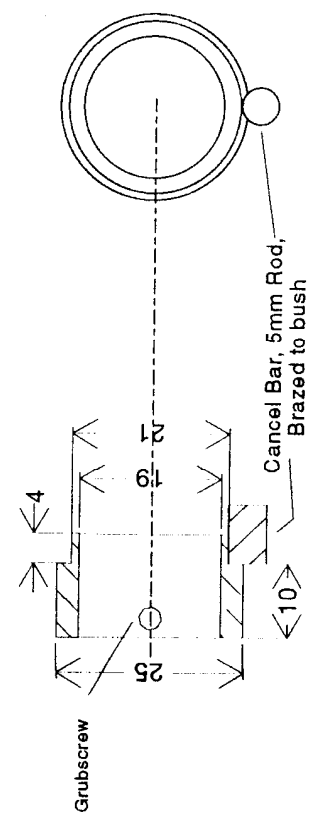
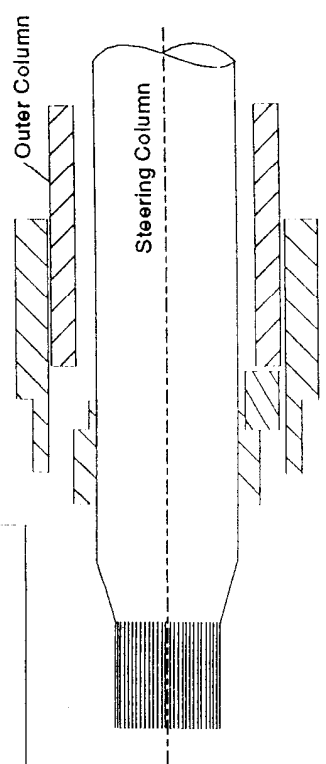


Column Adaptor Sleeve



Cancel Bush



Column Arrangement Viewed from Above

XE Falcon Blinker Switch Mods
 To suit HE Hillman Hunter
 Drawn: Ron Beckett 21/5/95

David bought himself a 1959 Hillman Minx sedan. This nice little car needs some work but like Mark, David likes tinkering under the bonnet. Family rivalry between Wayne and Joanne necessitated the purchase of yet another Hillman, so Joanne acquired a white 1966 Gazelle, again purchased from Gary. Unfortunately, this car was parked under the carport attached to the house when we had the fire in our house over Christmas 1994. As a result, it has heat damage to its roof. This year I have acquired a red 1963 Hillman Minx automatic, which had spoked MG mags on it. These have been put on Joanne's Gazelle. This Minx is my next project car. My latest and last purchase is a standard Hillman Imp which needs a lot of work but is a complete car. Brothers Mark and David are now members of the Hillman Club and Andrew looking to buy a Hillman. The family is looking in anticipation to club events for 1995 and the next National Rally in 1996. Signing off from the Baxter Hillman Club, until next time

- Alice and Wayne Baxter

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What to do? I really didn't want to spend more money on another Lucas switch (you may recall that in a previous newsletter I commented that the majority of problems I've had with the car have been with products made by Joseph Lucas, Prince of Darkness. I wonder how the company has lasted as long as it has with the "quality" of the product it has produced. You will note that a car's reputation can be adversely affected by parts on it which are not made by the car manufacturer).

In desperation, my son, Lee, and I wandered off to the wreckers to see what might be adaptable. Lee recalled that the Ford Falcon XE (as well as the XD & XF - and some Oz built Cortinas) had the horn on the stalk as does the Hunter. I looked at a number of switches, being tempted by others which offered more features but bought

the Falcon switch (\$35), made in Australia by Bosch, and it is far superior to the British Lucas item. One advantage of this switch is that it is a close match in external appearance to the original. The switch is compact and the wiring solders onto fixed terminals unlike the Lucas switch. With the Lucas item, because the wires move with the switch, you have to be careful that you don't foul them inside the switch cover moulding (especially on the HE series Hunters which have the collapsible steering column tube at the top and thus uses a different cover moulding which doesn't leave a lot of room around the switch). Also, if you break a wire on the Lucas unit and resolder the termination, from then on it will break regularly at that point.

The only problem was with mounting the switch. After a little (very little) thought I made up a prototype adaptor. It is a sleeve which fits over the steering column outer tube. The outer diameter of the sleeve fits the Falcon switch. To have the switch self-cancel, I made another adaptor which replaces the standard Hillman cancellation cam. Hopefully, the drawings which are included in this issue are self-explanatory - note that the dimensions shown are for the HE Hunter. I assume that the earlier Hunters have the same diameter column. Also required but not shown are a couple of tapped spacers to fill the gap between the switch and the clamp bracket which goes around the column outer tube. Owing to the short length of the cancel lever in the switch, it is imperative that the switch is mounted as close as possible to the column and that there is the minimum distance between the canceller bar and the switch. If I was making another adaptor, I'd probably use the 4-jaw

TECH BITS

Ron Beckett

Blinker Switches

What do you do when the Lucas headlight/blinker/horn switch fails on your Hunter? Go and buy another for more than \$100 knowing it won't last for long either? That's what I have done in the past. My Hunter has had at least 4 (perhaps 5) switches over the 24 years of owning it. The last switch (with Escort plugs) was bought in February 1993. On installation, it was found to be faulty but I couldn't return it because I had cut the non-Hillman plugs off and joined on the ones from the Hillman. So I pulled it apart and fixed it.

A year later the plastic moulding around the blinker detent broke. I tried returning it this time but Lucas rejected the claim because I had already worked on it. So, I fixed the switch again by using square brass tubing from the K&S range (available from model shops - I am a modeller so I had some). The switch lasted another year but this time the moulding that fits around the steering column broke and so did the detent mechanism. (You probably think that I am rough on switches but I have heard from others that they have had the same problems).

Dog unearths collector's stash!

We've heard of the odd dog burying its bones in the yard, but the family pooch could hardly be blamed for this story floating across the wires from England. Lionel Gadding, from Gloucester, became intrigued by a large lump which was emerging in his yard. After spending several weeks watching it grow, his curiosity got the better of him. On taking a shovel to it last week he discovered a rusty blue Hillman slightly below the surface. After a brief investigation, he discovered that the home's previous owner had

DOUBLE TORQUE



buried the car 32 years earlier. Exactly why, we don't know - maybe he wanted the old Hillman to grow into a shiny red Ferrari!

Three cheers

Three cheers for the folk at Wyong Council who have used the peak hour traffic mats on the Tuggerah railway bridge. Before the recent alterations, it was not uncommon for freeway-bound traffic to hunk back to Chittaway. Some of our readers say their trip to work is now 10 minutes shorter. Mind you, won't it be nice when the final stage of Wyong Road's reconstruction extends to Tuggerah!

A real classic

When people talk of classic cars, you can bet your life someone will mention the Volkswagen Beetle or Model-T Ford. But don't be surprised if you start to hear the Honda Civic being added to the list. Honda has informed 'Double Torque' that the 10-millionth Civic is about to roll off the production line. An impressive milestone, but there's a fair way to go if Honda wants to match Volkswagen's record of 21 million Beetles.

Above: Excerpt from John Woods' local paper

chuck in the lathe and turn the centre bore slightly off-centre toward the switch mounting side. This would serve two purposes, it would get the cancel lever in as far as possible and would also bring the switch in further thus making fitting of the outer black plastic shroud easier.

You will note that I have used grubscrews to hold it all in place. After I drilled and tapped mine for 5/32" Whitworth grubscrews, found that the grubs were 40TPI and the tap was 32TPI - don't you make the same mistake. Also, don't do as I did and make too smooth a finish on the adaptor tube (I used aluminium because I had some). With a smooth finish, there isn't much friction between the switch clamp and the adaptor and, as a result, the switch tends to rotate. If this happens, the self-cancelling function won't work. I have had to screw through the clamp strap to the adaptor sleeve to stop the switch rotating.

It may be advantageous to use steel for the adaptor sleeve because you can probably turn it thinner than I did with the aluminium and still have sufficient strength not to collapse when you do up the clamps.

The reason for the step in the outer

column adaptor is because the switch has different diameter arcs at each end of the switch, so you can't use a straight adaptor tube. The reason for the step in the cancel bush is only to give enough meat for the grubscrews in the thick section. The small diameter section is to allow the cancel lever in the switch to ride over the canceller bar as you turn the wheel and to return to its correct position ready for the cancel bar to push it in when the wheel returns to the straight ahead position.

Alignment of the canceller bar to the cancel lever in the switch is fiddly, if you want the switch to self-cancel. Try to arrange to have the grubscrews where you can get at them when the whole lot is fitted so that you can make adjustments. Another tip - try to get the steering in the straight ahead position before removing the steering wheel and the collapsible tube. Then, when you have removed the wheel, centre pop a mark at top dead centre on the column and a matching centre pop on the inside of the collapsible tube to ensure you can start off with the wheel in the correct position and the switch setup close to correct.

One problem is that, as bought, the blinker lever sits too far down from the steering wheel toward the dashboard on the HE series Hunters, again because of length of the collapsible tube between the wheel and the column. On earlier Hunters (HB, HC) without the collapsible tube, the switch would be at

the right distance from the wheel. For the HE, the lever needs to be bent towards the wheel - this is not for the faint-hearted - but it can be done.

Note that the switch must be mounted as close as possible to the steering wheel if you want to refit the shroud. It is a very tight fit but it will go back on. I had to loosen the column mount under the dash slightly to refit the top shroud. Note that this is on the Hunter Royal 660 which has padding below the wooden dash. Also the switch mounting lugs need to be rounded off with a file to give a little more clearance.

This switch is noticeably "heavier" to operate than the Lucas which is very light.

(As an aside, the HE used the same steering wheel and tube as used on the Chrysler Valiant 770 (and perhaps other models) of the same era although the Valiant had horn buttons in the wheel spoke cutouts - HE owners will know where I mean)

Perhaps, one day I'll do another column adaptor sleeve and redo the drawing for a future issue. At least this article will give you an idea of what can be done with other brands of switches.

If you have any queries, Don't hesitate to call me. If you don't have access to a lathe, I am sure club member, Les Compton would make the items at a reasonable price. Ring Les on (02) 607-7176.

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