HILLMAN SUPER MINX

Engine: **1592cc / 1725cc Rootes OHV Inline-4**
Transmission: **4-Speed Manual (w/ OD) / Easidrive**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1967)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

MONOCOQUE BODY INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Outer & Inner Sills**	Check length of boxed sills and rear jacking points. Road salt traps rot the inner sill box section, compromising structural monocoque stiffness.
☐	**Front Wing Eyebrows & Flitches**	Feel inside front wheelarches above the headlamp cowls. Mud traps behind front valence corners perforate into visible outer wing bubbling.
☐	**Rear Leaf Spring Mounts**	Inspect forward spring hanger boxes where rear semi-elliptic leaf springs mount to the floor structure. Rot causes axle misalignment under load.
☐	**Boot Floor & Guttering**	Check boot floor drop-wells and spare wheel carrier. Perished wraparound rear window seals leak water into inner quarter panels and boot seams.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Rootes OHV Engine Health** **Spec: 45–55 Cold | 20+ Hot**	Robust 1.6L/1.7L iron block. Listen for top-end rocker shaft clatter and timing chain slap. Check oil pressure warning light extinguishes on cold crank.
☐	**Easidrive vs Manual Box**	Smiths Easidrive magnetic powder automatic is notoriously troublesome and nearly impossible to repair today (requires manual conversion). Check manual synchros.
☐	**Steering Box & Idler Play** **Max Play: <1.0 inch at rim**	Recirculating ball steering box. Check for heavy play on center and worn center idler arm bushes causing steering vagueness and wandering at 45 MPH.
☐	**Cooling & Heater Matrix**	Inspect brass radiator core and lower hose connections. Check cabin footwell carpets for dampness indicating a leaking interior heater matrix.

Identity & Series Verification: Chassis plate located on the passenger side bulkhead/scuttle panel. Format: B11XXXXX (Series I/II 1592cc) or B14XXXXX (Series III/IV 1725cc 5-bearing engine). Stamped engine number on right-hand block boss must match V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Sills & Rear Spring Hanger Welding	£850 – £1,400 (Structural fabrication)	£
Failed Smiths Easidrive Transmission (Manual Swap)	£900 – £1,500 (Gearbox, pedal box & clutch)	£
Worn Steering Box & Centre Idler Arm Assembly	£320 – £480 (Steering box rebuild & tracking)	£
Corroded Front Wing Eyebrows & Lower Valance	£400 – £650 (Panel repair & paint blend)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£