

THE COLONIAL



Official Journal of the
Canberra Antique & Classic Motor Club Incorporated

Annual Subscription
Colonial \$25

1971 MGB Roadster
Tora Bennett

Vol. 45
June 2012



EDITOR'S PAGE

Thank you to those who have provided items for this month's Colonial. Stories to come: Mini restoration in progress from David Bennett; Update on Alec's Lagonda restoration; Michael Toole's take on NRMA Motorfest; Greg Munro's Volvo 164E; Barbara Phillips' Anglia "Harriet" story is coming. Thank you to these members.

Week Day Social Lunches

Friday 1 June 12 noon and every first Friday: Sandwich lunch at the Southern Cross Club, Woden.

Friday 15 June to the Belconnen Magpies Club, 76 Hardwick Cres, Holt near Kippax Shops at 12 noon. Please sign the form at the front desk as you enter.

Any queries to Alec McKernan 6286 1046. All members welcome.



Get Well

Advise Acting Secretary Roger Amos if you know of anyone who could use a cheer-up card, especially if they are in hospital.

Congratulations

Charmaine, Beege and Mia Givens welcomed a baby daughter, Lilliana Grace into their lives recently. Congratulations. Mother and baby doing well.

Things to remember

Things to remember over the next two months: pay your subs, offer to help on the Events Committee, write a story for Helen, put your name down for June lunch, buy your ticket for Presentation Night.

Although we have had poor attendances the last couple of years at Presentation Night, the majority on the surveys returned, opted for the current format.

Did you notice in the New Members, a takeover by Volvos, two last month and another two this month!

The problem of a replacement Editor has not gone away. I will be away mid-September to mid-October so the crisis is looming.

Thank you to the Events Committee for the effort and thought being put into future events.

See you Tuesday
Cheers ... Helen

CANBERRA ANTIQUE AND CLASSIC MOTOR CLUB

GENERAL MEETING 8 MAY 2012

DRAFT MINUTES

Attendees	51
Apologies	7
Visitors	7

Welcome

President David Wyatt welcomed members and visitors to the May meeting.

Guest speaker

Club member Box Alexander gave a presentation on the Road Ready course he conducts for learner drivers.

Confirmation of the Minutes

The Minutes of the April 2012 Minutes were confirmed without amendments. Moved Alec McKernan Seconded Phil Donoghoe Carried.

Correspondence Gerry Walker

IN

22 Newsletters
1 completed Survey
Shannons Auction flyer
Membership application
Return of Wheels voting slip
Email David Mault re a Rugby
Email Geoff Strange re Studebaker carbie
Membership enquiry
St George Rally account statement
CBA Merchant Fe statement

OUT

Get well cards
Sympathy card
Responses to emails—Dandenong Car Club

Moved Gerry Walker that correspondence be accepted. Seconded Alan Martin. Carried

Presidents Report David Wyatt

David reported on his attendance at the Collector Pumpkin Festival and that Jack Houston is now back home after a time in hospital.

Vice President Graham Waite

June Guest speaker will be Peter Smith Fuel technologist

He thanked Joe Vavra for updating the members register. Copies of the register will be available for sale to members soon.

Lucky badge #13 John Bore ??

Last Run #11 Tony Fry

Treasurer's report Bob Judd

Current account balance \$9175:18

Balance made up of Great Lakes Tour deposit money and Wheels and Wheels dinner account.

Moved Bob Judd, Seconded Vin Liston. Carried

Editor Helen Phillips

OK for June

July hopes to have Barbara Phillips Anglia story

Helen advised that Maureen Vavra has had a knee replacement, hence Joe has been busy being cook and carer.

Events Director Jan Wyatt

Requested that last year's trophy winners please return them to the events committee for engraving for this year.

National Motoring Heritage Day on Sunday 20 May – meet outside Bunnings Tuggeranong 0930 for 1000 start.

17 June run Battle of Waterloo

24 June Club run to National Film and Sound Archives at Acton, followed by Gungahlin Lakes Golf Club lunch. Numbers required for lunch.

14/15 July Weekend Away to Nowra via Neriga. Maximum of 40 people

Options are to only go to Nerriga Pub for lunch then return home or travel to Nowra for overnight stay and visit Nowra Air Museum and NRMA Motor Life Museum at Dapto

17 August Presentation Dinner Burns Club \$25 per head. Tickets on sale now see Chris Berry

Day after is President's Run

Raffle #55 Bob Judd**Super coordinator** Clive Glover

June need one person otherwise all OK

Registrar Bob Alexander

Twelve registrations for month

Bob advised that there is a Mercedes Benz 220 for sale in New Zealand.

Librarian Joe Micallef

Grahame Crocket thanked for a donation of several books which will be ready for borrowing at June meeting.

Membership Joe Vavra

No report

Shop manager Norm Brennan

Shirts, Badges and banners for sale

Information officer Mark Butterfield

Sixth EH/WEJ Holden display 20 May car park opposite Bunning's Tuggeranong.

Council delegate Graham Bigg

SIVS Council received a letter from the Minister advising that the SIVs advising scheme will not proceed. Council preparing a reply and request to see Minister.

National motoring heritage Day 20 May 2012 Initiation extended to any Council affiliated club to Join Canberra Antique for National Motoring Heritage day.

Publishing committee Phil Donoghoe

Phil advised that due to the Anzac Day public holiday the magazine was received late from printer but mailed out on time. Suggested that members on email should switch to receiving The Colonial by email

General Business

Wheels coordinator Daniel Wyatt and President David Wyatt presented trophies to Terry and Jon Karapanagos for their help in marshaling at the Wheels display at Thoroughbred Park.

Bob Alexander said Maureen Vavra was home from hospital following a knee operation and was in pain.

Graham Gittins mentioned four articles in the *Canberra Times* concerning the provenance of a long wheel base Land Rover in the possession of the Admainaby Snowy Scheme Museum.

Alan Martin advised that club member Kevin McKay was now home from hospital. He thought the event held at his Yass property went very well and would be happy to extend an invitation to the property next year.

Helen Phillips The mystery photograph in the April edition of *The Colonial* was Alinga Street, Civic in the 1960s.

David Rogers advised it was unanimous that Council affiliated clubs thought the Thoroughbred Park site was an excellent venue.

The Canberra Rally, part of the Centenary of Canberra celebrations is scheduled for the weekend 18-19 October 2013 and a Steering Committee, on which he and Graham Gittins, from Canberra Antique and Classic Motor Club have been invited to join, is underway with planning.

Around 2000 vehicles are expected to enter from across the country. The rally will start at Jervis Bay and finish at Canberra to take part in the Spin day at Fyshwick.

Jan Wyatt—The events committee investigated the possibility of inspecting the National Museum of Australia Royal Daimler undergoing restoration but the fee of \$30 per person to pay for security was too high a price to pay. Instead the club will invite the NMA to provide a speaker to make a presentation about NMA restoration and the vehicle.

Norm Brennan attended the Tumut Festival of the Falling Leaf where vehicles from Cootamundra, Berrima, and Goulburn displayed their vehicles - a good two day event

Bob Judd—a number of membership badges are available for collection

The meeting closed at 9.24 pm

Graham Gittins, Minute Secretary.

SUPPER ROSTER

June	Clive Glover and Graham Moore
July	Ken Walker and Ray Gallagher
August	Clive Glover and ??????????????????????
September	Bob Garrett and Dick Rowe
October	Jeff Kevern and Brian McKay
November	Alec McKernan and George & Aileen Sturgess

Supper Co-ordinator Clive Glover's contact is 6161 3068.

SHOP MANAGER

Check out Club badges and sew-on patches. Norm Brennan can order Club polo shirts, long sleeve cotton shirts and polar fleece vests/jackets or bucket hats with the Club logo. Large car badges for sale still at the old price of \$15. New Register of Members for 2012 coming out soon. Get a club banner for on your car at displays — \$15.

**SPRING TOUR OCTOBER 2012
Forster and Port Macquarie
14-24 October 2012**

Approval has been given for the running of the above tour under the auspices of CACMC.

By word of mouth the tour has quickly filled.

Contacts:

Graham Gittins 0419 249 109

Ray Gallagher 6241 9823

DANDENONG VALLEY HISTORIC CAR CLUB

The above car club will be here Tuesday 16th and Wednesday 17th October staying at Crestview Caravan Park, Queanbeyan. Around 20 people. They are interested in getting together for dinner one night, preferably in Queanbeyan.

As a lot of the committee will be away on a rally, Phil Donoghoe has kindly agreed to organise this event.

It is interesting to note that the person who sent the email was Sue Pater. Those who went on the Vic Rally in 1990 will remember she was our contact when we met with the Dandenong club then.

PERPETUAL TROPHIES

Sorry your time is up—please return trophies to the Events Committee at the June or July meeting or make arrangements to drop off to your nearest Events committee member by 16 July.

You keep the small plaque.

The Colonial

Any errors/omissions let Helen know.

It is still possible to get your Colonial by email: just email Helen, so that she gets your details correct, cc Joe Vavra and Joe will take you off the labels list.

National Motoring Heritage Day 20th May 2012

On Sunday 20th May our club along with members from the Mercedes Club, Morris Minor, BMC and STHARC clubs participated in a drive through some of the Canberra streets to commemorate National Motoring Heritage Day.

About 45 cars gathered in the Tuggeranong Bunning's carpark before we departed at 10am after Chris Berry handed out instructions for the drive. We had some stops along the way in case some of the slower cars needed to catch up. After travelling along the Parkway, our first stop was Scrivener Dam carpark, which was overflowing with our cars.

We then proceeded along beside the lake and into the City, parking at the Law Courts/Police Station carpark. After a re-group there, we continued on through Civic and across Commonwealth Avenue Bridge before passing through Parkes and under Kings Avenue Bridge. We were in time to see some of the dogs and people participating in the Million Paws Walk (everyone's mate "George" included in those participants). We then proceeded through Kingston and gathered again at Manuka Pool.

After that we passed through Manuka and made our way through Yarralumla to the carpark at Yarralumla next to the YMCA Sailing Club with 39 cars finishing the drive. Thanks to Vin Liston who was waiting there with the Bar-B-Que trailer and the 'billy boiling' for us to enjoy a hot drink. Several people also took advantage of the trailer to cook some lunch.

Many of you may have spotted Geoff Hall, one of our club members taking footage of the run at various points. Geoff has compiled a video for us and it can be viewed on YouTube at the following link: <http://www.youtube.com/watch?v=6N0kPW6yCvI> and should also be on our website soon. Thanks very much Geoff for doing this.

Again we were lucky with the weather and members enjoyed lunch in the sunshine.

Thanks to all our members for joining in, and a special thanks to the visiting clubs for joining us, we hope to see them again on some of our runs.

Finally, thank you to Chris and Vin, with help from their wives of course, for organising such an enjoyable day.



Ten tips for safer winter motoring

If you want to be prepared for the worst of winter weather, then make this your checklist.

1. Ensure your car is serviced in advance with hoses and drive-belts in particular checked and replaced as necessary.
2. Check anti-freeze levels and top-up if required.
3. Over inflated tyres are particularly dangerous on winter roads, so check the pressures when the car has been stationary for a period and the tyres are cold.
4. If you have an older car you depend on, you might consider replacing the battery.
5. Corrosion on battery terminals and connections is often why the car refuses to start, so it is prudent to clean and spray with anti-corrosion penetrating oil.
6. Check that every bulb in lights is functioning properly, including in reversing and fog lights.
7. Inspect your windscreen wiper blades for splits and replace them if there is the slightest evidence of any wear.
8. Ensure the windscreen washer bottle is fully topped up with cold weather screen wash fluid.
9. Clean the windows and windscreen before leaving home, but never use very hot water because it could crack the glass.
10. What's in your car for emergencies? Here are two lists, one for everyone who will experience a mild winter and one for those who regularly endure a severe one.

In every car:

- Windscreen de-icer
- Ice-scraper
- Torch
- Road atlas
- Screen wash
- Spare light globes
- Pad and pen

Plus for severe winters:

- Snow chains
- Shovel
- Warm clothes

- Chocolate
- Blanket
- Boots with good grip
- Spare mobile phone battery.

From Chapman's car Compendium

Thanks to Graham Gittins.

Compare to last month's "Get Ready for Winter"!!

LEARNING TO DRIVE IN '38

"The car has been exciting for I have been learning to drive in Washington's busy streets. However, I hope to secure a license next week.

Oh yes, the car! It is a Ford '36 Two-door sedan, costing about 370 pound new in Australia.

Ours cost us \$350 or about £90 (Second-hand, but in splendid order). They don't go in for the light cars over here, so the Crawfords will tour the U.S. In a V8 65h.p. The thing feels horribly powerful to drive – but I'll get used to it – I hope.

You may wonder where the Crawfords found \$350 – well, its this way. The Scholarship Fund advanced \$200 from the summer travelling allowance, and the balance is a substantial portion of Jessie's fare back home. We hope to get it back when we sell the car in 1940! It will be hard when we get back to Australia to pass a car "b(u)y" ! [Pardon!] "

This is a snippet from a letter my Uncle (Sir John Crawford) wrote back to his family in 1938.

Harry Crawford.

ALSO FROM THE USA 1955

The fast food restaurant is convenient for a quick meal, but I seriously doubt they will ever catch on.

Thanks to Keith.



MORE FROM 1955

Have you seen the new cars coming out next year? It won't be long before \$1,000 will only buy a used one.



I never thought I'd see the day ll our kitchen appliances would be electric. They're even making electric typewriters now.

[Imagine doing the Colonial on that!!]

There is no sense going on short trips anymore for a weekend. It costs nearly \$2 a night to stay in a hotel.

Thanks to Keith.



The Colonial

June 2012

WHAT'S IN THE LIBRARY

At the May club meeting Grahame Crocket donated to the club the following Riley and Bentley books. From the quick glance that I've done of the books they appear to be rare and valuable books about the history and maintenance of the marques. This donation will enhance our library further. Thank you Grahame

- The production and competition history of the pre -1939 Riley motor cars – By A T Birmingham
- As Old as a the Industry 1898 Riley 1969 – David G Styles
- Sporting Rileys The Forgotten Champions – David G. Styles
- The Book of the Riley Nine – D.H. Warren
- Riley Spare Parts Catalogue “9” Models – Riley Ltd Coventry England
- The Technical Facts of the Vintage Bentley - Bentley Drivers Club Ltd

Books for sale - surplus to the library requirement

Holden 'HQ' Service Manual volume 4	\$7
Holden 'HJ' Statement Service Manual	\$7
Falcon – Fairlane 'XA' – 'ZF' Repair Manual	\$12
Falcon 'XD' Repair Manual	\$12
Falcon – Fairlane – LTD Repair Manual	\$12

All these manuals are in a very good condition and are priced low to make room in the library, just have a look on Ebay and see what their real price is.

See Joe Micallef at the June meeting or give him a call.

MEMBERSHIP FEES FOR 2012/13

Your membership renewal form is in this issue of the Colonial. Please return it, after amending details as necessary, with your payment, at the June or July meeting.

Those receiving e-Colonials will receive your renewal form by post.

ANNUAL PRESENTATION DINNER 2012

Friday 17th August 2012
Burns Club
8 Kett Street KAMBAH ACT
6.30 for 7pm

\$25 per person for members
non-members \$30 per person

The menu will be a Carvery Buffet dinner containing the following choices of dishes:

3 salads
2 carvery meats
1 hot dish with rice
Choice of 4 desserts
Tea and coffee will be provided.

Orange juice and water will be provided on the tables. All other drinks will be at your own expense.

Please, anyone with special dietary requirements, notify Chris or Jan on phone numbers below.

Tickets available at the June and July meetings only (as final numbers are required by the Burns Club before the August meeting) or from Chris Berry, 62547145 or Jan Wyatt, 62861782.

PARTICIPATION AND ENCOURAGEMENT AWARDS 2012

Members, your assistance is required in recommending nominees for the awards below. Please give your suggestions, with a reason for the recommendation, to Jan or David, Graham or Helen. The Management Committee will be discussing the awards at our June and July meetings.

12.2.2 Bill Southwell Encouragement Trophy

To be awarded to a young, inexperienced or keen member who has achieved a high standard of restoration so far and deserves recognition for his or her efforts. It should take into account setbacks in restoration, and difficult conditions with which to work, such as moving house, additions to the family, and work or family responsibilities.

12.2.4 Henry Le Grande Club Participation Award

To go to a member who helps other members, gives assistance with meetings and outings. Someone who freely gives advice, service or time, lends tools and equipment to other members of the Club. Someone who welcomes new members and introduces them around. One who furthers the work of the entire vehicle movement.

12.2.5 Bill Phillips Roaming Ambassador Award

Presented to a Club member who promotes goodwill within the antique vehicle movement in the Canberra region, who spreads goodwill when touring or goes out of his/her way to welcome members of visiting vehicle clubs.

12.2.6 Hard Luck Trophy

Awarded to someone who has just had plain bad luck resulting in setback of restoration or use of an old car. To include bad luck on a personal side such as a house burgled, motor accident, health problems or even divorce.

12.2.7 Fossicker's Award

A person always attending swap meetings, trading parts, etc. Perhaps the lengths that a person goes to in order to obtain parts or a complete car. One who passes on information to other members.

We look forward to your help.

CACMC EVENTS CALENDAR 2012

DATE	CONTACT	DETAILS
Jun 24	<p>Jan Wyatt 6286 1782</p> <p>or any Event Committee member</p> <p>Please note change of date due to Battle of Waterloo being on 17th June.</p>	<p>A visit to the National Film and Sound Archives, McCoy Circuit, Acton, then lunch at the Gungahlin Lakes Golf Club, Gundaroo Drive, Gungahlin. Meet at the National film and Sound Archives at 10am and then attend one of their regular presentations at 11am taking you through Australia's screen and sound history. Before the 11am presentation members can look through the exhibitions themselves, or enjoy a coffee at the café. We may also be able to arrange for a short film (car related) to watch prior to the 11am presentation if there is enough interest. Presentation takes 45min, we will then leave for Gungahlin and arrive there about 12.30 for lunch.</p> <p>We will reserve some tables there so numbers for that would be helpful.</p>
Jul 14-15	<p>Jan Wyatt 6286 1782</p> <p>Chris Berry 6257 7145</p>	<p>Day/weekend trip with overnight at Nowra. Meet in the Spotlight Queanbeyan carpark at 9 am on Saturday 14 July to leave at 9.15 am for so that members who wish to do a short run can join us and for lunch then return home. We will travel on the road through Tarago as this road to Nerriga only has about 3 km of dirt. We will stop at Tarago for a break, please bring a Thermos for tea/coffee (no cafes at Tarago). For those continuing on to Nowra, we intend visiting the Air Museum at Nowra after we arrive there on Saturday. Then visit the Australian Motorlife Museum at Kembla Grange on Sunday, then home after lunch. Expressions of interest at the June meeting so we can discuss accommodation options, or by phone to Jan or Chris Berry. Modern cars welcome.</p>
Aug 19		President's run.
Sep 16		TBA

CACMC EVENTS CALENDAR 2012

DATE	CONTACT	DETAILS
Fri Aug 17	Jan Wyatt 6286 1782 Chris Berry 6254 7145 See also page 18.	Annual Presentation Dinner. Please note this is a Friday night. It will be held at the Burns Club, Kett Street, Kambah, 6.30 for 7pm. It will be a buffet dinner, cost \$25 per head (our club is subsidising the cost of the meal). Names will be taken at the June and July meetings by Chris Berry or by phone to Chris or Jan. Tickets available at June and July meetings. Please pay for tickets by 6th August as we have to pay the club in advance.

EXTRA RUNS AND SWAP MEETS 2012

DATE	CONTACT	DETAILS
Jun 17		Battle of Waterloo at Rond Pond 9 am—3 pm
Jun 17	4392 2270	Gosford Swap Meet, Showground Road, Gosford.
Jul 1	Chrissie 6297 2828	Henry's Winter Wander. Bow Tie Club Start top of Mt Ainslie
Jul 15	Colin 4729 0482	Liverpool Super Swap, Fairfield City Showground, Smithfield Rd, Prairiewood
Jul 28-29	Garry 4454 4701 Tom 4553669	Milton Ulladulla Vintage & Classic Car Club Ulladulla Harbour Biennial Classic. Book by 1 July. Jan has entry form.
Aug 5		Canowindra Swap Meet
Aug 11-12		Newcastle Swap Meet
Aug 19		Eastern Creek Classic
Sep 2	6942 1282	Cootamundra Father's Day Swap Meet
Sep 9		Shepparton Swap Meet
Sep 30		Bay to Birdwood www.baytobirdwood.com.au
Sat Nov 3		French Car Day 3 pm - 7 pm Telopea Park School

CONTINUED ON PAGE 32-33

1971 MGB ROADSTER

The Bennett Clan has a new addition. A 40-year-old MGB Roadster has been placed under the care of Tora. How did the acquisition take place? Well, it was a present for her 21st Birthday Party. How can that be, some of you readers who know Tora are probably asking? The accuracy of the Birthday years is quite correct if you introduce multiples. Tora recently celebrated her 3rd 21st Birthday Party.

To explain the choice of gifts, it is first necessary to go back in time some 27 years to the 'DINK' period in our lives. Double income, no kids of course.

During the early eighties, Tora was the proud owner of a Mk111 '68 Midget maroon in colour with a black interior and chrome wires. Tora used to drive it everywhere including to work with the top mostly down and only a tonneau cover when parked. A stereo was fitted under the centre dash with two 3 way 6 x 9 inch speakers mounted about 40 cms or so behind the driver's head. When 1st gear was selected the driver's left thumb lined up exactly with the on/off/volume button. Occupants experienced severe forward whiplash when the speakers on full volume kicked in. Anyway, being the resident mechanic and body detailer, I used to insist that Tora mostly use the Midget in dry weather as it took ages cleaning and polishing each chromed wheel spoke. When an opportunity for promotion came up for me if I transferred interstate for a couple of years, we decided that selling the Midget was the only option as parking on Sydney streets overnight did not seem terribly clever. Tora never ever let me forget that promotion, interstate transfer and sale of the Midget.

Now fast forward to May 2011 when the date of Tora's 3rd 21st was drawing closer. What special present could I purchase for Tora? I remembered the wonderful freedom of the early '80s 'sans enfants', the intervening years of bringing up two children with the associated sacrifices and hard work by Tora and my choice of a birthday present was made, some type of MG.

I examined Midgets versus Bs and due to our more mature years and less agile physical abilities, I felt that adopting the crab stance and movements associated with entering and egressing a B was much easier than with a Midget. So once the choice was made, I commenced researching. I treated the exercise like a work related problem of defining the objective, time and resources available and logistical aspects associated with achieving the objective.

The Internet and Ebay are wonderful sources for conducting research and purchasing items. In no time at all, I felt I possessed sufficient rudimentary knowledge to at least feel half way confident in making an educated guess regarding a suitable B. Unless a GT was exceptional for the money and included a large sliding Wibasto type sun roof the choice had to be a Roadster.

I soon identified through the Internet, a suitable Roadster only a couple of suburbs away. An inspection and test drive confirmed suitability for Tora and once purchased a new problem arose, where was I to secrete the car until Tora's birthday as I wanted the event to be very special for her.

The previous owner agreed to permit me to use his carport for a several weeks until I could organise another hiding spot. My mechanic friend then assumed custody of the B whilst he performed numerous tasks to bring the Roadster up to complete, reliable, roadworthiness condition.

Some weeks thereafter, I approached a car club friend passionate about Mercedes Benz saloons and coupes who agreed to provide undercover storage whilst I detailed the B. A couple of days before the party, I moved the B closer by parking it in my son's garage and during the afternoon of the party, I parked it under a car cover outside a local restaurant.

Later that evening at the appropriate time, I presented the Roadster to Tora. The '71 bright blue with black interior MGB roadster has since been named Abigail and has been on a run to Murrumbateman with the Morris Owner's Group, a lunchtime meeting with the MG Club at Yarralumla and a longer run to the Bredbo Pub with the MG Car Club. So far, Abigail has been running like a dream. Enjoy the B Tora, you really deserve it.

Dave Bennett

My apologies—this happened last August and I am just getting the story in. Ed.

You are a lucky lady, Tora. And three birthday cakes to boot.



The Isuzu- Hillman story

By Vic Hughes

At first glance the picture above seems just a normal Hillman Minx; a Mark VI model from 1953/4. But looking more closely at the plaque mounted on the grille, there are some Japanese characters printed under the word 'Hillman'. And the sign in front of the car is also in Japanese. What does this mean? Simply, that this Hillman Minx (which is in the Toyota museum in Nagoya) was built in Japan – by Isuzu Motors, under licence from Rootes in the UK.



Today, most people associate Isuzu with trucks and SUVs. If you were around in the 1970s and 80's you might remember the Holden Gemini / Chev Chevette – a product of a joint collaboration between Isuzu and GM. Those who can remember the 1960s may also remember the Isuzu Bellett and Florian cars, and possibly the Wasp utility. But not many people are aware that the first cars made by Isuzu after World War 2 were Hillmans.

Isuzu's early history

Isuzu traces its history back to the Tokyo Ishikawajima Shipbuilding & Engineering Co., Ltd. which was established in 1893. In 1918, this company diversified into car making, by starting a passenger vehicle production venture in a tie-up with the British automaker Wolseley Motor Ltd. In 1922, Tokyo Ishikawajima Shipbuilding & Engineering succeeded in localizing production of the Wolseley A9 - the first passenger car ever made in Japan (Toyota made its first car in 1936). During the 1930's "Tokyo Automobile Industries" was formed and in 1949 the company name was changed to Isuzu Motors. The name Isuzu is taken from a river in Japan.

The Hillman connection.

After World War 2, car companies from Western countries were anxious to sell vehicles in Japan. By April 1952 six companies – Rootes, Renault, Standard, Opel, Fiat and Chrysler - had conducted Japanese market research studies. The Rootes group initially proposed to set up their own CKD factory and had applied for approval to do so. This was

opposed by the Japanese Ministry of International Trade and Industry (MITI), and Rootes was required to seek a Japanese partner. Rootes then sought to develop an agreement with Ikegai Motors by which Rootes would import parts, Ikegai would assemble them and then Rootes would sell the vehicles. This was also rejected, and finally Rootes entered into an agreement with Isuzu – under terms set by MITI.

In fact, in June 1952 MITI had basically been forced (by the lodging of proposals by both Rootes and Chrysler) to issue a policy in respect the entry of foreign manufacturers. MITI stated that it would allow foreign firms to enter the market only through technical agreements with existing local “chassis makers”. They also stated that smaller European cars were more suited to Japan than larger American ones. MITI also controlled the amount of foreign currency that could be spent on auto imports and said they would only allocate enough to allow 1200 cars per manufacturer (per annum). MITI released a further policy statement in October 1952 which provided:

- Foreign capital for sales operations was not permitted.
- Foreign capital for production was allowed if it contributed to local industry development.
- Remittance of royalties and patent fees was guaranteed (in the 1920s there had been issues with Wolseley not being paid some of the royalties due to them).
- Within 5 years of a technology agreement being signed, 90% of parts were to be produced domestically.
- Manufacturing rights for foreign cars must be transferred to domestic companies.

In January 1953 Isuzu and Rootes signed a “Technical Assistance Agreement” under which Isuzu would build (and sell) Hillmans in Japan from CKD (Completely Knocked Down) components. The terms of the agreement were:

- Isuzu received the sole rights to import all types of vehicles made by Rootes.
- Isuzu acquired the right to build Hillman Minx cars and Commer delivery vans – beginning with CKD assembly and moving to domestic production.
- Isuzu would pay £25 royalties for each car (the first 2,000 were royalty free). Also, Isuzu would pay Rootes £50,000. However, Rootes would not remit this money to Britain but use it (along with a slightly larger sum contributed by Isuzu) to establish a sales and service network in Japan. Profits from that network were also not to be remitted to Britain.

- After 5 years, the agreement could be terminated with 1 years notice – if not terminated it would remain in force for 25 years.

On 28 October 1953 the first Isuzu built Hillman Minx was produced at Isuzu's new Oomori factory. Known in Japan as the PH10 model, these were basically the normal Mk VI Hillman Minx; 1265 cc side-valve motor, column shift manual gearbox etc. The Isuzu Hillman Minx was sold through the Japanese Yamato Motor Company (jointly owned by Isuzu and Rootes) from 12 November 1953.

Rootes UK updated the Hillman Minx every year, with a new model being released late in the year. Thus the Mk VI was released in November 1953 to be sold as the 1954 model; then, the Mk VI was revised and became the Mk VII late in 1954. Isuzu followed a similar path, and the PH10 was replaced by the PH11 (Mk VII Minx) model in August 1954. The PH11 was replaced by the PH12 (Mk VIII Minx) in February 1955. Rootes introduced a new 1390 cc overhead valve motor with the Hillman Mk VIII, and this was also used in the Isuzu built PH12.

The PH10 to PH12 models were very much sold as Hillmans. The marketing brochures appear to be Japanese language versions of English ones; the illustrations are of people who are clearly western rather than Japanese in appearance, and terms like 'Gay Look' (for two tone colour schemes) were carried over from UK marketing. It seems that (at least for the PH11 and 12 models) 4 body styles were available: a four-door sedan, two-door convertible, the two-door Californian coupe and a two-door estate.



Brochure for the Isuzu Hillman Minx Range

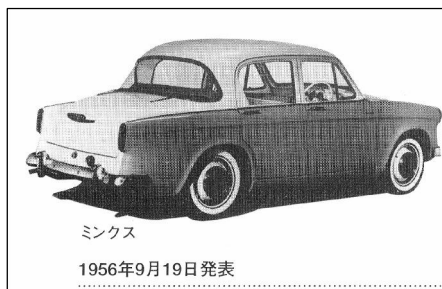
Local Production

Under the terms of its technical assistance agreement (as specified by MITI), from the beginning Isuzu had pursued a policy of gradually moving away from CKD assembly and towards local production of parts.

From the outset about 6% of the car's value was Japanese - tyres, tubes and batteries were local and the cars were painted locally. By October 1954 about 18% of the car was produced locally. In 1955 MITI formed the view that Isuzu was not moving quickly enough toward domestic production, suspecting that Rootes was deliberately causing delays (Rootes obviously gained by delaying, as they sold more CKD parts). MITI threatened to reduce foreign currency allocation where "domesticisation" was proceeding too slowly. They also established a schedule for moving to complete local production, which Isuzu agreed to meet. By November 1955 local production had risen to 30%. In August 1956, when the engine and gearbox joined the list of parts locally produced, it had risen to 50%. During 1957 the major body components were built locally taking the percentage to 100. On 28 October 1957, four years to the day after the first PH10 rolled off the CKD line, the first completely Japanese made Hillman was completed.

The Audax Isuzu Minxes

In 1956, Rootes released the new Audax series Minx - a complete new body which carried over some mechanical components, such as the OHV motor, from the previous Mk VIII. This new model was also built by Isuzu - as the PH100, released on 19 September 1956.



1956 Isuzu Hillman Minx PH100

In January 1958 Isuzu introduced a new model, the "Super Deluxe", at a higher price than the Minx. Then in March 1958 they introduced a more basic "Standard" model, at a lower price. The Standard model seems to have replaced the 'mid-range' Minx. Then in August 1958 the range was face-lifted to resemble the Series 2 Hillman Minx. At the same time, power was increased from 46 to 50 BHP in the standard Minx and to 55 bhp in the Super Deluxe.

In October 1959 the Isuzu was face-lifted again to resemble the Series 3 Hillman Minx. At this same time it gained the 1494 cc motor; the Standard with 60 bhp (7.5:1 compression ratio) and the Super Deluxe (62 bhp, 8.5:1 CR). They were face-lifted again in October 1960 to

what Hillman fans would recognise as the Minx Series 3A - except with the smaller windshield from the earlier Series Minx. There were further minor revisions in October 1961 and October 1962. In April 1963 another revision was made in which power was lifted to 68 bhp (Standard) and 70 bhp (Super DeLuxe).



The last of the line, a 1964 Isuzu Hillman Minx Super Deluxe



An Australian 1960 (Series 3A) Hillman Minx (Rootes). Note the deeper windscreen

There was very little change to the appearance of the cars from October 1960, the last model still resembling the 3A Minx. The Isuzu Minx soldiered on with the 1494 cc motor until the end, never receiving the 1592 cc motor that was released in the Series 3C Hillman Minx. Nor did Isuzu ever build the revised body shape of the Series 5 Hillman (introduced by Rootes late in 1963), the last Isuzu Minxes being the 'old' Series 3A/B shape.

The Isuzu Hillman Express Estate – links to a Commercial vehicle?

As mentioned earlier, the 1953 technical agreement with Rootes gave Isuzu the right to build and sell the "Commer delivery van". This presumably meant the Commer Express – a light commercial van that Rootes had made in the Hillman "Mark" body shape since at least 1950. Images of the Mk Commer Express and Hillman Minx estate show them to be very similar in appearance, both having only two passenger doors, and two-piece tailgates - split down the middle (hinged at the sides). The estate has rear side windows (sliding for the rear passengers) and a rear seat, where the vans have sheet metal and a flat load floor. I was unable to find any reference to Isuzu actually selling a Commer van: However it is apparent from brochures that Isuzu did offer the estate version of the PH11 and PH12 (Mk VII/VIII) Hillman Minx.

With the introduction of the Audax Hillman Minx in 1956, initially Rootes UK produced only a 4 door sedan; the estate version being introduced in 1957. With four doors, winding windows for the rear seat passengers, and the two-piece tailgate hinged at the top and bottom, this was much

more “sedan like” than the Mark Minx estates had been. Isuzu chose not to build the Rootes version, but to introduce its own estate. Known as the Hillman Express, the Isuzu estate was a curious beast. The body was almost certainly inspired by a commercial van design. It was quite different to the English Minx Estate, having a different roofline (more like the Mk Estate cars), two doors, sliding rear passenger windows, horizontal ‘bars’ on the load area side windows, and a single-piece, side-opening tailgate. The front seat was also split oddly – not down the middle, but one third of the way across, on the driver’s side. Isuzu marketed the Express as a multi-purpose vehicle; delivery van during the week, family estate at the weekend.

The first Express was probably released sometime between August 1958 (when the “Series 2” style Isuzu Minx was released and October 1959 when the “Series 3” facelift occurred. The Express was equipped with the low-compression engine used in the Standard Minx.

Rootes Hillman Minx
Series 2 Estate, circa
1958.



The Express name was clearly taken from the Commer Express van – which seems to have had no direct Commer equivalent in the Audax body style. (In the post-1956 ‘Audax’ era, Rootes also sold a Commer Express with a strange combination of the Mark body and a Series 1 style front).

The End

Rootes tried in 1961 and 1962 to further extend the period that Isuzu were to build Hillmans cars. They were apparently optimistic about the possibility of the market being ‘liberalised’, which would have allowed them to sell fully imported cars through the established dealer network (which they owned about half of) – at that time in Japan apparently foreign made cars were still cheaper than locally produced ones. Rootes was even prepared to forego their royalties – but the deal never eventuated. So in June 1964, after almost 11 years in which 57,729 Isuzu Hillmans had been made, Isuzu phased out the Japanese Hillman Minx. Some Isuzu Minxes still survive in Japan as collector cars – at the time of writing, there is a 1964 Super Deluxe advertised for sale for about \$US16,700, which is considerably more than you would pay for a Minx in Australia!

FOR SALE – OTHER CLUBS PLEASE COPY

(N.B. To enable vehicle for sale notices to be copied by clubs in other states, rego or chassis numbers may need to be included.)

1938 Chevrolet Master De Luxe sedan on concessional registration, Historic 693. This car is in good restored and operating condition and is coloured Maroon with whitewall tyres in good condition. Present owner for over 5 years and the car has been displayed at various CACMC car displays and club car run events in and around Canberra during this time. Enquiries to Alan Martin on telephone 62586841 (h) or mobile 0406 377 258.



1956 English Mk 2 Ford Zephyr imported by the present owner. The car was last run in 1990 and has been "stabled" on blocks in a garage since then. The car has numerous extras and it comes with many spares and manuals. Asking price \$6,000. Please contact Ian on (02)6251 3083 after lunch or in the evening to arrange to view.



1960 FB Holden Special Sedan, white with red flash – Fully restored to original condition. Includes almost all of the genuine NASCO accessories available at the time; a real collectable. One family for over 30 years and kept in immaculate condition.



Was voted GMH car of the day at the 1991 All Holden Day, Wilberforce NSW. Originally an ACT Aerial Taxi, coms radio and meter still installed. Currently on ACT historic registration, asking a very reasonable price \$17,500, genuine offers may be considered. Contact: a1960fb@bigpond.com for additional information or to arrange a viewing. Mobile 0419614570

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(N.B. To enable vehicle for sale notices to be copied by clubs in other states, rego or chassis numbers may need to be included.)

1972 series two model Alfa Romeo spider duetto (yellow). Registered and in fair condition, suitable for restoration.
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Contact John on 02 62815381



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Inquiries to Trish on 6227 5799.

WANTED Tyres (2) 20" x 5 to suit moving a chassis around during restoration. Ring Graham 0412 627 437.

LOCAL ADVERTISEMENTS ARE RUN FOR THREE MONTHS UNLESS YOU NOTIFY THE EDITOR TO CEASE BECAUSE OF SALE, ETC. PLEASE ASK IF YOU WANT TO CONTINUE LONGER.

EXTRA RUNS AND SWAP MEETS 2012-13

DATE	CONTACT	DETAILS
Sep 30	Ian Bart 0412 859 444	Forbes Motor Show at South Circle Park Email: bart@midpro.com.au
Oct 6	Norman 0427 535490	1912 re-enactment Motor Show, Bendigo Showgrounds.
Oct 12-14	Brian Calder	MG Car Club Canberra will host an MG TYme 2012 event in Canberra. MG TYme is a non-competitive, socially oriented event designed as a particular celebration of the iconic MG T and Y Types. Check website for more details. Details and event registration information will be progressively added. www.mgccc Canberra.org.au
Oct 14		Albury/Wodonga Twin City Swap, Jindera
Oct 21	Bill 0428 480 632	Rotary Club Swap Meet, Crookwell
Oct 28	0428 697105 (AH)	Canberra Swap Meet at EPIC
Nov 3 -4		Classic Yass and Open gardens & arts
Nov 17-18		Bendigo Swap Meet
Nov 18	Bruce Perry	Marques in the Park 10th anniversary marques@actmotorclubs.org.au
Nov 9-25	Paul Ballard 02 6942 4694 0419 973 822	Cootamundra Antique Motor Club invitation to participate in their next Grand Tour visiting Eastern Victoria and the Snowy Mountains. Email: westkinlocj@dragnet.com.au
Dec 1	Michael Lindfield 6286 4747	Tuggeranong Festival in the Town Park. gmlindfield@bigpond.com
Dec 2		Terribly British Day
Dec 1 and 2	Ph: 0427 267 927 Ph: 0400 394 645 www.qbnswnet	Queanbeyan Swap Meet All Ford/All GM Day Sat 1st American Car Nationals Sun 2nd
Dec 28-31		21st Australian Early Holden Federation Nationals at Bathurst
Jan 20		Mudgee Swap

SPEAKER AT JULY MEETING

At the 10 July meeting David Hallam, Senior Conservator at the NMA will talk about the practices used in the conservation of historic vehicles at the National Museum of Australia, using the Royal Daimler as a case study of how they work. The Museum seeks to conserve both form and function of the objects in the National Historical Collection which poses a wide range of issues and challenges. He will also take the opportunity to let members know about the Royal Daimler Project, a public fundraising campaign to support the Royal Daimler's restoration by 2014, the 60th anniversary of the Queen's first Royal Tour of Australia.

EXTRA RUNS AND SWAP MEETS 2013

DATE	CONTACT	DETAILS
2013 Feb 10		Wangaratta Swap
Feb 9-10	4677 1265	Berrima Rally 2013 Coaches to Cruisers
Mar 2	Sharon Thearle 02 4832 1988	Crookwell Potato Festival www.crookwellpotatofestival.com.au
Mar 17	Harvey Miles	Shannons Wheels 2013
Apr 19-22	John Inshaw 0403 076 175	Morris 100 National Rally, Canberra. Morris Register of NSW
Sep 14-21		National Veteran Tour, Shepparton Vic. Email: dwright@bigpond.com
Oct 18-20	Bill Lewis/ Bruce Perry	Spin rally to Canberra run by National Trust and Council of ACT Motor Clubs

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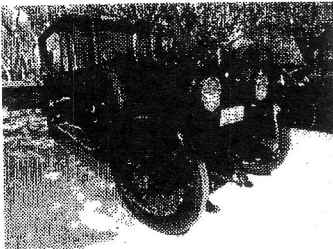


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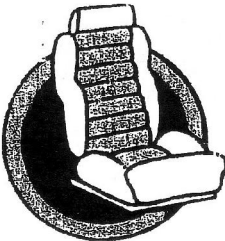
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