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June 24

Run to Atchelitz Thresherman's Museum, Chilliwack
We have invited members of other car clubs to attend as well, so if you know of anyone with an old English car or someone who is just interested bring them along to share the fun.

July 1

Saltspring Antique and Classic Car Show, Ganges

July 3 Meeting: 7 PM

Intermeccanica International
150 E 1st Ave., Vancouver

Alec Issigonis

Part I: The Interview Walter Reynolds



Alec Issigonis 1946 (5)

This is Part One of Two regarding Alec Issigonis, designer of, amongst others, the Morris Minor, the Mini (Morris Mini

Minor and Austin Seven) and BMC's 1100 and 1800 family of cars.

In Part One, I relate a 1968 interview I did with him while I was a Commercial Apprentice at Hardy Spicer in Birmingham, England. In Part Two, The Accomplishments, I review Issigonis' background and achievements. Part One is taken mostly from my report of the interview, with "filler" inserts as required to clarify a point, and as credited.

Background to the Interview

Born and raised in Birmingham, Britain's once powerful automotive centre in the Midlands, I guess it's not surprising that I went to work in a motor industry-related company after graduating from high school. The Monday after finishing school on the Friday, I reported for work at Hardy Spicer Limited. Hardy

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VanDusen ABFM

Walter Reynolds

ABFM: May 19, 2007

Moses said to God, "Lord, the cars are on their way to the ABFM. Let it rain."

God let it rain!

Later, Moses said to God, "Lord, the cars are assembled, stop the rain and allow the wind to blow and the sun to shine." And God did just that.

Not too much later, Moses said to God, "Lord, the people are warm and the cars are dry and glossy. Let it rain."

God let it rain.

Moses sometime later said, "God, switch off the rain and allow the wind and clouds to appear, with an occasional dash of sun."

And God did as asked.

Sometime later on, Moses said to God, "Lord, the Awards Ceremony has started. Let it rain."

And God let it rain!

So went the ABFM at Van Dusen on May 19, 2007. Over 575 cars were



registered, though how many actually arrived was not announced.

For those readers who were not able to attend, this year's featured marques

Continued on page 2

What Was I Thinking?

Or the Restoration of a Demon Sunbeam Imp - Part VII John Chapman

So, here we are, 18 months into the restoration of this little rust bucket. If you recall that in pt.1 of this saga I said to the previous owner, when asked how long the restoration would take, that it "would be easy and should only take about 18 months". So 18 months later where am I? I have a body shell, which is still very rusty on one side. We are just over half way with the cutting and welding. We still have to weld in both the rear lower fenders, passenger side rocker and front fender. Once this is done I will start stripping the paint off of



the rest of the body and prepare it for paint. Although, I think this is going to be some months away, especially that we are now into summer and I would rather spend my time driving my old cars than being stuck inside my workshop up to my neck in rust.

Continued on page 2

What was I thinking? - Continued from page 1

The driver's side rocker is welded in now and it looks just great and fits perfectly. We refitted the door first before Pat went crazy with his welder just to make sure that everything lined up, and it does!

In the last installment I voiced a concern of the fit of the rear lower fender. I was right to be concerned, it was a headache. Not for me but for Pat. After about 45 minutes of discussion of what to do with this ill-fitting panel and how to overcome the problem. I thought "I'm out of my depth on this one" so I left him to it hoping that he would perform some sort of miracle. An hour later, after much trial and error, cutting, more cutting and some sparks it was tacked into position and looks as it should do. A miracle was surely performed that evening. Well-done Pat!

I have started working on both doors. Cleaning off the dirt, stripping off the paint and cleaning off the light surface rust in a couple of places. Surprisingly enough, there are no rot holes of any description on either of the doors. When I took out the trim panel of the passenger door, I found yet another mice nest. This brings a total of nests found on the car to eight. I also found another skeleton inside the passenger rocker when I cut it off, which brings the total skeletons found to three, plus two rotting corpses.

I'm concerned that soon I will be getting up in the morning and finding some animal rights activists, complete with placards, demonstrating outside my house about the eviction of these little, cute, furry creatures. Yes, those little, cute, furry creatures that wrecked the headlining, chewed up some wiring, and did untold damage to the chassis sections from

VanDusen ABFM - Continued from page 1

were Aston Martin and Bug-Eye Sprite. Both were well represented.

All the usual marques were there, Rolls Royce/Bentley, Morgan, Rover, BMC Farina, Vauxhall, Triumph (sports cars and sedans), MG, Austin Healey, Mini, Aston Martin, Sprite, and Jensen. A large contingent of Land Rovers were also present as were quite a few motorcycles. New classes this year were Rootes vehicles and racing cars.

Many of our fellow OECC members were there, some from beyond the Vancouver Coast Branch. During the Awards Ceremony, 14 awards were presented to Vancouver Coast Branch members, and all are listed in the sidebar. There was an unofficial Branch Hospitality Tent, care of Italo (wine) and

David Ballantine: Jensen Class, 1st Place
Fred Bennett: Triumph GT6/Spitfire Class, 2nd Place
Steve & Liz Blake: MG T Class, 3rd Place
Doug Courtemanche: (Sorry, didn't get class or place)
Les Foster: English Ford Class, 1st Place
Steve Hutchens: Morgan Plus 4 Class, 2nd Place
Ohan Karlikian: Rootes Class, 3rd Place
Elaine LaFontaine: BMC Farina Class, 1st Place
Bence McIntyre: MG Midget Class, 1st Place
Ken & Pat Miles: Morgan 4/4 Class, 1st Place;
Morgan Plus 4 Class, 1st Place
John Pierson: 1911 Rolls Royce: Best First-Timer;
People's Choice; Pre-War Tourer, 3rd Place
Bart Shaw: Triumph TR4 Class: 3rd Place
Mike Stout: Post-War Sports GT Class, 1st Place
Malcolm Tait: Rover Class, 3rd Place
Dave Walker: Austin Seven Class, 1st Place
Roy Wilkins: Austin Seven Class, 2nd Place
Gil Yarrow: Motorcycle Class, 3rd Place

their excrement. So, that's about where we are at the moment with the restoration. Still a long way away but still hanging on in there against the odds.

In the last issue of the Roundabout, there was an article by Alan Miles about the Smiths "Easydrive" Automatic Transmission that were fitted to the smaller Rootes Group vehicles. Well, here is some more trivia.

In May of 1964, just before the introduction of the Imp, Lord Rootes requested that an automatic version of the Imp be available for the North American market. He insisted that it be available for the American launch in the October of that year.

There were three prototypes built all using the standard transmission but linked to the engine via three different types of coupling. One coupling was a Borg-Warner designed servo clutch, one was a Borg-Warner modified Porsche designed coupling and the other was, yes, you guessed it, a version of the Smiths electro-magnetic powder type clutch. Not much is known of the performance or reliability of any of these setups. But we do know that neither went into production as the imp previewed in North America in October of 1964 without the automatic option available. The Rootes engineers must have given up as an automatic version of the Imp never did appear throughout it's lifespan of 12 years.

Now, let's stop and think for a few seconds. You can now realize why Rootes went broke. What was going on in the minds of the Engineers and the Management? Not content with designing and building one of the worlds most unreliable engines for the Imp, they then try to mate it to a, by then known to be, extremely unreliable automatic transmission. It makes you wonder doesn't it?

WHAT WERE THEY THINKING?

others (tent and entertainment).

Roy Wilkins had his Austin 7 engine on display, along with a "groupie" who could be seen turning the engine over on and off all day.

Although the weather was not the greatest, it was an enjoyable day. At day's end, folks drove off into the rain with destinations like home, OECC's Cheshire Cheese dinner and places unknown.

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OECC Society AGM Success

Walter Reynolds

AGM: May 20, 2007

Moses said to God, "Lord, the cars are on the way to the Mini Monte. Let it rain."

God let it rain!

Later, Moses said to God, "Lord, the cars are assembled. Stop the rain, but let the wind and clouds remain."

God said, "Oops, the Rain Off switch just broke. Call the Lucas technician for me, but don't do it until Tuesday because it's a long weekend and overtime rates are in effect." So God let the rain continue.

Such was the day for the photo shoot, Mini Monte and Society AGM.

Everyone met at the Totem Poles in Stanley Park and Chris Walker, Official Photographer de jour, took the group photo. That sounds like a simple thing, but as it was raining, and as most people were under umbrellas, Dave Walker hollered at us when to take down the brollys which coincided with Chris's taking the photo. Chris wanted to take two photos (on the "just in case" principle), so the brolly up and down sequence was cycled twice.

After the group photo it was off on the Mini Monte, but not before we jammed up the parking lot so tour busses couldn't exit. (Now, why did Steve park his Cambridge in that place?) One enterprising tour bus driver parked his bus in such a way that some of us were momentarily cut off and couldn't get out. Pay back time?

The first part of the tour was around Stanley Park. This, for me, without a navigator, was OK because the tour buses were going so slow that I was able to catch up to the TR4 which had left about a minute before I did, so I had someone to follow. If you've not been around the Park since the winter storms, you will have your eyes opened. So many wide open spaces in what used to be dark tree-lined avenues through the Park. Devastation everywhere, some trees having literally exploded when they broke.

Eventually we arrived at the "hollow tree" where Chris Walker was set up for a car & driver photo shoot. (Note for next time: Chris's under-employed helpers should hold a brolly over her and her camera so that she doesn't have to do the "rain on my camera" dance between photos.)

Following along behind the TR4, we left the Park and drove city streets, along Burrard Street onto 16th Avenue, across Granville and up around The Crescent. I knew things were wrong when, for the second time, we passed the London-style

taxi with Washington State plates. Alan and Mary Lou Miles were behind us, so they overtook and the TR4 followed with me bringing up the rear. Thanks to Mary Lou's excellent navigating, we arrived at the Seasons Restaurant in Queen Elizabeth Park with oodles of time to spare.

The AGM proceeded in the fashion of all AGMs with the required reports of adventures in our other Branches, followed by language proposals and discussion, then voting, and then a



deep breath before the rush of elections. From my count, 47 people attended the AGM, with 43 remaining for the lunch. I was not one of those because I had

to return to the rain and home right after the meeting. Photos from the two photo shoots were available for participants at the AGM.

Chris and team are to be congratulated for the photos, the quality and the speed by which they were ready.

Statistical Summary (approximate):

Vancouver Coast Branch: 28

South Island Branch: 10

Central Island Branch: 6

Thompson Valley Branch: 6



Notes from the Iron Man in a Wooden Car

Ken Miles



The months of April and May have now passed and the annual AGM is behind us.

AGM: The AGM appears to have been a great success with 50 people attending the post-VanDusen party at the Cheshire Cheese, 46 people doing the Mini Monte, 46 people attending the AGM meeting and 42 people attending the banquet.

Thanks to Steve Diggins for organizing the Mini Monte, to the Walkers for taking the pictures, and to the Chattertons for making sure we did not miss the picture location. Also a big thanks to Bart Shaw for organizing the Seasons Restaurant and the Cheshire Cheese for the banquet and party respectively. Without the help of these people the AGM would not have been a success.



Sincere congratulations to Steve Diggins for being the recipient of the Lord Montague Award and to Steve Hutchens for winning the OXO Award and the Link Award.



VanDusen ABFM: In regards to the VanDusen ABFM, the OECC entries were very competitive with over 15 plaques being awarded to our members. Congratulations to all those who

competed and saw their hard work in preparation for the show being tempered by the rain and the cloudy conditions but the end was worth it in the awards they won and the friends they met.

April Meeting: Ron Rosevear's personal car collection: We had a great turnout to see this outstanding personal collection of cars. The hospitality was absolutely first class and the sticky buns were to die for! The collection, displayed



A complete '50s soda fountain helped set the era of the collection



Ron Rosevear receiving an OECC mug

Photos by Chris Walker, Pat Miles and Steve Hutchens



around a Shell theme, included a lot of bits and pieces of things that old car enthusiasts remember from the 1950s and 1960s.

May Meeting: Johnson Group: We also had a good turnout for the May meeting at the Johnson Group collection. For those of us who attended, it was quite a show. It was a wonderful collection of cars, including Dianes, Cords, Dusenbergs, Pierce Arrows, Rolls Royces, and other classics. As each room was opened (there were several), the type of car and quality appeared to get better and better. There were a number of cars from the 1920s and 1930s, and some even older. It was a



Classics to Messerschmidts, even a Crosley



The details of the cars were fascinating, motivating some members to do a careful inspection. Who is this?



Terry Johnson receiving an OECC mug



Photos by Chris Walker, Pat Miles and Steve Hutchens

great collection and hopefully we can go to their new location and see all their cars under one roof next year when the new building is finished. Interestingly, there were a number of volunteers to help them move the cars when the moving day arrives!

Run to Atchelitz Thresherman's Museum June 24: Don't forget about the run to Atchelitz Thresherman's Museum in Chilliwack Heritage Park on Sunday June 24th. The cost is \$10 each for entrance and lunch. Be sure to let Walter Reynolds or Bill Grant know you are coming. We have invited members of other car clubs to attend as well, so if you know of anyone with an old English car or someone who is just interested bring them along to share the fun.

Whistler Run w/ Duffy Lake Road Tour Overnight: For those who are interested in attending the Vancouver to Whistler Run on Saturday September 22nd, we have had 10 rooms set aside for us at the Pemberton Valley Lodge for the Saturday night. This will allow us to drive the Duffy Lake road on Sunday, returning to Vancouver via Lytton and the scenic Fraser Canyon. We plan to have dinner together on the Saturday evening. If you want to join us, reserve a room by Aug 22. The cost is \$99 per night including parking.

New Members: Welcome to the following new members who have joined our group since the end of March:

- Michael Harford, 1979 MGB
- Heidi and Hames Marshall, 1985 Morgan, Jensen Healey, TR 6.
- Peter Rudy
- Chris Venning

Be sure to introduce yourself to these new members and new members should be sure to ask Steve Hutchens for a name tag so that we all know who you are - the name tag will help keep our treasurer from being after you to pay a \$1 fine for not wearing one.

Tradex Display 2007

Walter Reynolds

Once again, the Club had a display at the B.C. Classic & Custom Car Show at Tradex on the weekend of April 28/29, 2007.

Organized by Fred Bennett and myself, the display used last year's "Memory Motorway" theme and included photographs of member's cars, past and present.

Fred organized the volunteers (booth manning and drivers) and all who volunteered worked very hard to make the display a success.

Cars displayed this year (including information on trophy results) were:

- Les Foster, Ford Thames pick up
- Bill Grant, Ford Zephyr
- Ken & Pat Miles, Morgan Plus 4 DHC
(1st place, Import Class)
- Gerry Parkinson, MGA
- Bart Shaw, TR4A (2nd place, Sports Car Class)
- Mike Stout, Jowett Jupiter (3rd place, Sports Car Class)

All of the display material was at the Reynolds' house so the truck was loaded down really well by the time Fred and I left for Tradex. With help from the volunteers there on Friday, the truck was unloaded and the display set up in a reasonably short (?) time. As the Club cars arrived, they were placed and the drivers taken home by one of three volunteer drivers.

Saturday and Sunday were days of talking to visitors to the display and promoting the "Made in Britain" autos. At least three Club application forms were given out, plus we were given information on the location of at least two British vehicles for sale.

There were many excellent cars at the Show, including North American, German (1), British (7), and Japanese.

From a statistical point of view:

- Club members involved in the weekend: 14
- British Car Clubs present: 1 (OECC)
- British cars in Tradex Show: 7 (6 from OECC)

The Show ended late on Sunday, at which point the display was broken down and loaded back into the Reynolds' truck.

Draw prizes for members who came out and attached car photos to the Memory Motorway mural were donated by Octagon Motors, A&W Maple Ridge, OK Tire Port Coquitlam, Alldec Trading, and Lordco. Many thanks to those businesses. The prize winners were drawn at the May 1, 2007 meeting.

While our display didn't win anything this year, the event and our presence in 2008 do need to be discussed at a future Club meeting.

Many thanks to the Club members who donated their time in helping out at this year's display.



Fort Langley Run Photos

Chris Walker



Tiny Austin built for the British working man

Bob English, *The Globe and Mail*, Thursday, April 12, 2007, page G21

Submitted by Roy Wilkins

After almost eight decades on the road, "Albert" could be excused for getting about rather slowly and rattling on interminably -- it's always been difficult to stop, says owner Roy Wilkins -- but then it's pretty much been this way since it rolled out the gates of Austin's Longbridge factory in 1930.

Wilkins himself had arrived on the scene just a year earlier, but the pair didn't get together until 1965 when "Albert," the Austin Seven Chummy, was purchased, for probably over-the-top money.

Wilkins was first in line in responding to the previous owner's ad, but a pair of rivals soon appeared. "I had the first test drive and thought if I don't give him what he wants, £75, I'm going to lose it," he says.

Wilkins drove it home with his six-year-old son Adrian in the passenger seat and the diminutive car has been part of the family ever since, now residing in Tsawwassen, B.C.

The Austin Seven was to British motoring what the Model T was to North America, the car that allowed the average bloke to climb off the saddle of his motorcycle and sidecar rig and into the driver's seat of an automobile for the first time.

It was also the car that got aero engine and motorcycle manufacturer BMW into the car business -- its Dixi was a Seven built under license.

Nissan built the car in Japan in the early 1930s and it was also constructed in America as the Bantam and in France as the Rosengart.

Jaguar founder Sir William Lyons used the Austin Seven to make the move from building sidecars to automobiles, re-bodilying bare Seven chassis and selling the result as the Swallow.

And with roughly 300,000 built in England between 1922 and 1939, it provided a ready source of raw material for countless backyard special builders. Among them was Sir Alec Issigonis, who went on to create the Morris Minor and the Mini, and Colin Chapman of Lotus fame.

The Austin Seven was the brainchild of Sir Herbert Austin, who was born in 1866, set out to be an architect, switched to things mechanical in Australia and returned to England to produce sheep shearing machines.

He built his first car in 1900, managed the Wolseley Tool and Motor Car Company and then launched his own brand in 1906. The company switched to munitions manufacturing during the First World War, and returned to car making when it ended, but by the early 1920s it was in financial difficulties.

At this time in England, most cars were either large expensive models or spindly and not-too-practical cycle-cars. The idea of a car for the masses was novel, but Austin felt the timing was right and set out -- with strong opposition from the board of directors -- to build a small but practical vehicle affordable to the British working man.

The Seven that emerged in 1922, designed by Austin himself with help from draftsman Stanley Edge, was a remarkably tiny, but technically advanced, automobile.

It was only 2,642 mm long, 1,168 mm wide and weighed less than 300 kg complete with bodywork styled after the larger

Austin models. It had two seats up front and a rear seat into which two or three children could be crammed and weather protection was provided by a fabric top with

side screens.

The Seven's engine was a side-valve four-cylinder, displacing 696 cc that produced 10 hp at 2,400 rpm. Ignition was by magneto and it had a three-speed gearbox. A solid axle up front was suspended on a semi-elliptic cross spring and the live rear axle on quarter elliptics.

Unusually advanced for the day was its four-wheel, mechanically operated braking system.

The fuel tank held 16 litres and fuel economy of 5.0 litres/100 km or 50 miles per gallon could be expected. Top speed was 52 mph or 83 km/h.



The Seven cost £225, which was soon reduced to £165, after Sir Austin paid a visit to North America and returned home with a suitcase full of money-saving, mass-production techniques. Prices eventually dropped to just £100.

The Seven was built over the years in a bewildering number of variations, everything from delivery vans to world speed-record breakers driven by the likes of Sir Malcolm Campbell on Daytona Beach. And among them were the Nippy and the Chummy, both of which have been owned by Wilkins.

Wilkins was born in London, England, in 1929 and is now retired from a career as an aeronautical

engineer that saw him involved with the design of such aircraft as the VC10, the Concord, various Boeing and Airbus models and the Canadair RJ.

His first Austin Seven was a 1928 Nippy -- a sporty little two-seater -- purchased from his brother for £50 in 1951 and it was in this car that he obtained his licence. This was followed by a 1934 Box Saloon and a 1938 Big Seven, both of which served as family transport.

By the mid-1960s, Wilkins was driving a Mini Traveler, but obviously still had a soft spot for Sevens. His 1930 Chummy -- affectionately known as Albert -- and which he's owned for 42 years now, has been fully restored by himself.

"Being a simple car, the work is simple," he says.

Chummy, incidentally, refers to the body style. Many small cars in the 1920s only provided "indoor" seating for two, with a "dickey" seat tucked "outdoors" in the tail. Designs that expanded the accommodation to provide cramped "occasional" seating for two under the top were referred to as a Chummy.

Wilkins' Seven has the 747-cc engine introduced shortly after production began, and with its 13 hp, the car will cruise at 60 km/h, fast enough for touring around Tsawwassen, where he moved in 1994 after leaving Canadair in Montreal. Albert made the trip cross-country in the back of a rental truck.

Wilkins is a member of the Old English Car Club in Vancouver, but in 1999 founded the Austin Seven Owners Club of Canada, which now boasts 27 members, including three from Tsawwassen. He and Albert are regulars at area old-car events. And Wilkins took part in the London to Brighton run for Austin Sevens held in 2005 to celebrate the 100th anniversary of Austins.

It would seem the team of Wilkins and Albert is good for a few more miles yet.

Alec Issigonis - Continued from page 1

Spicer's Castle Bromwich factory was up the Chester Road from Fisher Ludlow (Austin bodies), who, in turn, were around the corner from Dunlop's Fort Dunlop tire factory.

I was one of the first three Hardy Spicer Commercial Apprentices. The apprenticeship for me was called "Day Release" and consisted of four days at work and one day at college. During one portion of the college part of the apprenticeship, my class was given an assignment whereby each class member had to interview a successful Birmingham business person in order to establish whether, in reality, there was a "way to the top" and what that way was.

Being in the motor industry, I chose Alec Issigonis who worked at Austin's Longbridge plant on the other side of Birmingham to where Hardy Spicer was located.

The Interview Alec Issigonis 1946 (5)

To understand if, for Issigonis, there was a way to the top, he first told me his background, including education, and details of a number of his jobs.

Issigonis was born in Asia Minor (see Sidebar, "Where is Asia Minor?") in November 1905 to a "well-off" family and given the names, Alexander Arnold Constantine. His father was a Greek marine engineer who had his own engineering firm and who had taken British nationality. His mother, Hulda, was the daughter of a Bavarian brewer. As there were no schools available in Asia Minor at that time, he received private tuition. However, during the 1914 - 1918 war, his family was imprisoned and lost all their property.

Following the war and after the death of his father when Issigonis was 16, his mother brought him to England where he went to London's Battersea Polytechnic. Math not being one of his strongest subjects, he failed matriculation not once, but three times. Languages also gave him problems. On attempt number four, he passed and then studied for a Battersea Polytechnic Diploma in Mechanical Engineering. Math again let him down, but he achieved his Diploma on the second attempt.

After graduating with his Diploma, his mother bought him a car so he could tour Europe before starting work. The car was unreliable. It had two punctures in one day and the experience motivated him to try to improve the experience of driving for all drivers. (1)

His first job was with a small London Engineering firm. In 1933, he left to join Humber as a draftsman, where he worked only on small jobs, one of which was the design of an automatic clutch (never put into production). He submitted many more ambitious drafting jobs to the Company, but all were rejected.

During the period 1933 to 1938 in his spare time he and his friend, George Dowson designed and built a car, the Lightweight Special. (1) (See sidebar, "Lightweight Special".) (Ed. Look for a future article on this.)

He became very interested in suspension bridge design but, in 1936, changed jobs to work for the Morris Car Company at Cowley where he re-designed the front suspension for the MG YA. This design was completed just prior to the start of WW II but was not put into use until after cessation of hostilities. It also found its way into the MGA and, in modified form, into the MGB.

While at Morris, and shortly after WW II, he designed the Morris Minor and, in November 1951, following the Austin-Morris merger that created BMC, he moved to Alvis to design a sports saloon (Ed. Look for a future article on this.) Unfortunately the car was cancelled in 1955 before reaching



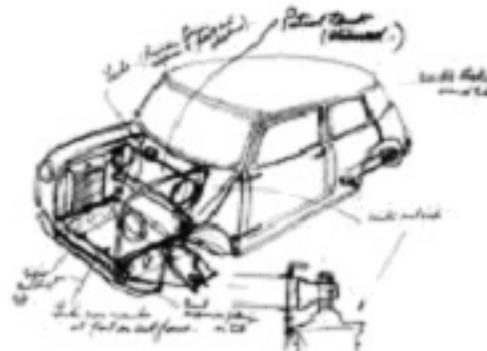
Morris Minor (Original Brochure) (1)

the production stage so he moved to Austin (3). At Austin, he began to realize an ambition he had had from the age of five, and that was to be a designer.

In 1957, while still at Austin, he was given the responsibility for several very major designs (including designing a small fuel-efficient four-seater car, which became the Mini). He was eventually promoted to Technical Director, a position which, at the time of the interview in 1968 he had given up, preferring the quieter position of Research Director. With the exception of the three-year break at Alvis, he had worked for the Company

(Morris/
Austin/BMC)
since 1936.

Issigonis has been driven to design "things" from a very early age when he was able to visit his father's engineering firm. He stated that his career



Sketch for the Mini (5)

had been guided by two or three close friends who have had a great influence on him. One of these friends was Alex Moulton, designer of the Mini's hydrolastic suspension. (Ed. Look for a future article on Moulton.) Apart from this, he admits to being "the last of the Bugatti's" (that is, a man who designs whole cars) (2), preferring to head a small team and be completely in charge.

During the interview, he gave the impression that he was not really interested in success, but only in his designs and work. Working as he does with a small team, taking charge of designs himself, he seems very individualistic, compared with methods in market research explored in the present-day motor industry.

Regarding the question, "Is there a way to the top?", he considers that the key to his success lies in his own great ability, his dedication and hard work, all combined with a certain amount of luck. In addition, he considers that the rapid growth of the motor industry, together with his own abilities have contributed greatly to improving his position within the industry.

Two of his "success maxims" were, "When you design a new car for production, never, ever, copy the opposition" (1) and "Less is more".

When asked of what he is most proud, his answer does not relate to design achievements, but to when he became a

Fellow of the Royal Society and signed the book containing signatures of people such as Charles II and James Watt. "That was marvelous" he said. (2)

Postscript

Issigonis never married, valuing his independence greatly. Throughout his life he kept a small circle of friends, trying to not mix work with his social life.

Alexander Arnold Constantine Issigonis was Knighted in 1969 by Queen Elizabeth. He died in 1988 at the age of 82.

Where is Asia Minor?

Asia Minor is the Asian territory of Turkey, also known as Anatolia and is a peninsula area of western-most Asia. Geographically, it is a large plateau area with many lakes traversed by mountains. From early history, Asia Minor was the link between East and West and saw the rise and fall of Greece, Alexander's Empire, Roman, Byzantine and Turkish civilizations and the Christian attempt in the Crusades to hold this area for the West. It also saw the rise of the Ottoman dynasty after the 1400's. In 1918, Asia Minor emerged as a westernized Turkey following the fall of the Ottoman dynasty. (4)

The Lightweight Special 1933 to 1938

This car, designed and built by Issigonis and his friend, George Dowson, was based on an Austin Seven. It had a blown Works "Duck-type" engine which produced about 70 bhp. With its 600 pound weight, it had a phenomenal power-to-weight ratio. The car was very successful. (6) It's interesting that the man who designed the 1950's Austin Seven worked in his spare time designing a car around the original Austin Seven.

References

- (1) British Council's Design Museum, "Designs in Britain", 2006
- (2) Autocar Magazine, 25 August, 1979
- (3) History of the Morris Minor (date and publisher unknown)
- (4) Everyday Encyclopedia, published by Random House Canada, 1954
- (5) British Motor Industry Heritage Trust
- (6) Barry's Austin Seven Website, freespace.virgin.net/john.lovelock4/ASSOCWEB2.htm

Easidrive Followup

Joe Carroll

Alan Miles' article on the Smiths/Hillman 'Easidrive' brought back memories. Erwen Smith of Ram Hill Motors in North Van who had sold me my much loved Minx IIIa invited me over to test drive the new Easidrives and I was much impressed. The drive was positive and matched the output of the 1500cc engine.

The Rootes headquarters on Broadway made sure that main dealers such as Johnston Motors at 7th and Main had the "Black Box," without which it was difficult to set up the electricals.

The dynamo was an essential part of the system. Not only was it an up rated unit but it also had a special output curve which provided intelligence to the electric controls. So, if you have an Easidrive make sure you have the correct dynamo. I haven't a clue what the part or model number of the special dynamo is, but maybe "Rootes Ruth" at ABC might know.

How to Decode Antique Automobile Ads

www.diabloas.com/dastrivia/Decipher-Car-Ads.htm

Rare model: Nobody liked them when they new either

One of a kind: Made it myself!

Needs engine work: It's been frozen for 30 years

No rust: Body and fenders are missing

No time to complete: I can't find the parts anywhere

Good investment: Couldn't depreciate any more

Rough: It's too bad to lie about

Top good: Only leaks on rainy days

90% complete: Just needs a body

Rebuilt engine: Has new spark plugs

Needs minor overhaul: Needs new engine

Completed many club tours: On a trailer

May run: But it never has

Lost storage: Neighbors getting up a petition

Uses no oil: Just throws it out

Needs interior: Seats are gone

Drive home: If you live next door

Best offer: About what I expect to get

29 coats hand rubbed paint: Took that much to cover the rust

Always driven slow: Won't go any faster

Prize winner: Hard luck trophy three times in a row

Ready for show: Just washed it

Stored for 5 years: Under a tree

Real show stopper: It's orange with purple fenders

Clean: It sat out in the rain yesterday

Easy restoration: The parts will come off in your hand

Older restoration: Can't tell it's been restored

Drive it away: I live on top of a hill

Can be towed: Has four wheels, but no tires

Drive anywhere: Within ten miles of home

Desirable antique: Nobody likes it but me

Extra parts: I finally gave up on it

Sharp: Whitewall tires

Need money: Found a better one

New top: Less than 5 years old

90% restored: It's been washed and waxed

One owner: Never been able to sell

Low mileage: Third time around for the odo



2007 OECC/VCB CALENDAR

Plan ahead for another great year! Visit OECC/VCB online for the latest updates: www.oecc.ca/vcb

| | | | | | |
|-----------|---------|---|-----------------|------------------|--|
| Jun 24 | Sun | Run to Atchelitz Thresherman's Museum, Chilliwack | Bill Grant | 604-936-6454 | bshed@telus.net |
| Jul 1 | Sun | Saltspring Antique and Classic Car Show, Ganges (10 am to 3 pm); info: members.shaw.ca/mcoulthard/sacccwebsite/canadaday.html | | | |
| Jul 3a | Tue | OECC/VCB Meeting, Intermeccanica International, 150 E 1st Ave., Vancouver; 7:00 pm | | | |
| Jul 22 | Sun | Brits on the Beach, Transfer Beach, Ladysmith | Wayne Peddie | peddie@telus.net | members.shaw.ca/cioecc/ |
| Aug 18 | Sat | Heritage Classic 2007 Jaguar & MG Field Meet, Waterfront Park, North Vancouver | | | www.jaguarmg.com |
| Aug 18-19 | Sat-Sun | All British Meet at Filberg Gardens | Karen Whitworth | 250-388-0026 | www.oecc-comox.com |
| Sep 22-23 | Sat-Sun | Whistler Run, with optional tour via Duffey Lake Road | Ken Miles | 604-576-8036 | kengmiles@shaw.ca |
| Oct | TBA | OECC-BCTR Challenge | | | |
| Nov 4 | Sun | Ladner-Bellingham Run | Bill Grant | 604-936-6454 | bshed@telus.net |
| Dec 4 | Tue | Annual Christmas Celebration & Awards Dinner | | | |

Autojumble English Cars For Sale

AUTOJUMBLE VOLUNTEER NEEDED!

We need a volunteer to compile a list of English car classifieds from OECC websites and other sources for the Roundabout. Your assistance would be appreciated. Please contact the editor for info!

More autojumble ads are available on the Society's website at www.oecc.ca/Society/classads.htm.

Please submit ads for cars, parts, and tools, both for sale and wanted, to the Editor.

English Cars For Sale

1964 Austin Westminster MK II SD.

Exceptional condition. 66,000 miles (rebuilt engine and body). Interior walnut trim and picnic tables, new leather and carpet, reclining seats. Front and rear heaters, PS/PB, front disks, fogs, reversing lamp. Service log. \$9,500. To acquire over 70 spare parts and an engine add \$500. Michael Clague, 604-224-0604 or mclague@telus.net



1970 Triumph Stag. Manual transmission with overdrive (rare in North America). Original V8 in pieces.

Transmission and drivetrain out of car. Soft top and hard top. RHD, great 2+2 body in dark blue. Stored dry. Manuals. Selling at cost.



Offers considered. Jurgan, jpeterat@hotmail.com or 604-737-8065.

1971 Triumph Stag. V8, automatic, yellow. Soft and hard tops. Looks and runs good. Offers. Ivan, 604-270-1096.

1973 MG Midget RWA. Rolling shell with rollbar. Just a body on wheels. No drive train or interior. Much work done using new panels but still a bit more to do. Ideal if you have a rusty Midget that you can use as a donor. It has papers and is registered as a 1973. \$600 firm. John on 604-290-1537. Car is in Surrey and will have to be trailered. (RWA = round wheel arch = rare!)

1978 MGB. Dual SUs. Electronic ignition. Runs great. Some rust. \$3,000. Bob, 250-537-8352.

1987 Jaguar XJ6. Mechanically very good. Body and paint very good. Interior fair. High mileage. \$5,500 OBO. Brian, 604-599-0733 or b-iris-lees@shaw.ca.

English Car For Wanted

1957 Austin A-55 Cambridge (or similar vintage of the same body style). Drivable restoration project preferred with minimal rust. Bill & Edith Taylor, Mayerthorpe, Alberta. Phone: 780-786-4911 (let the phone ring for answering machine); Fax: 780-786-0197.

Parts & Tools For Sale

Tools for sale. Early 1950s and some prewar tools for Jaguar and other early English cars, including wrenches by Shelley, Snail, and Super Slim plus through-the-floor jacks and miscellaneous items. Steve Diggins, 604-294-6031.

Body parts: 4-door Austin/Morris 1100/1300. All in very good condition. Both left doors. Both bumpers. Hood and trunk (bonnet and boot). Grill & some moulding bits. \$125 for all. Bill Grant, 604-936-6454 or bshed@telus.net.

Engine Bearings, Rods and Mains. All sizes from standard to 002, 010, 020, 030, and 040 for the following:

- Morris Minor, side valve, 39-52
- Morris Minor/A30, ohv, 52 to 56
- Morris Oxford MO, 1250, 48 to 54
- Morris/Austin/MG/Wolseley, 39 to 52
- Ford Consul MK2
- Ford Zephyr MK1 and MK2
- Ford Anglia 105E
- Vauxhall Velox/Cresta E Model, 52 on
- Vauxhall Victor, 57 on
- Hillman Imp, mains only, all sizes
- Hillman Minx, ohv, 1955 on
- Sunbeam Alpine/Rapier 1725

CDN\$30/box to car club members. Bill Grant, 604-936-6454 or bshed@telus.net.

Head gaskets and gasket sets. For some of the cars listed in the previous ad, including a complete engine gasket set for early Jaguar V12. Contact me for more information. Bill Grant, 604-936-6454 or bshed@telus.net.

Early Ford 100E parts. Fenders, bonnet, doors, engine block, and miscellaneous parts for . Les Foster, 604-943-4936 or leswfooster@hotmail.com.

A distress call from my over full garage. I'm determined to dig myself out from under a great pile of used car bits. Will certainly have to dump them if I can't find takers.

- A huge supply of used **Morris Minor** bits. Everything imaginable. It's all got to go soon. Please enquire.
 - **Austin Marina** windshield and rear window with de-fog. FREE. Located in Victoria, BC.
 - **Austin** engine. 1622cc, complete with transmission. Open to offers. Located in Victoria, BC.
 - Miscellaneous bits for various **Austins**, 1947 to 1967. It's all got to go very soon. Please enquire.
 - Trim bits for **Anglia 105E**. FREE.
- Ian Cox, 250-384-2910 or ian@britishcarshop.com.