

# ISETTA

Gazette

AUTUMN EDITION .....



NMCR 2009  
WINNER 1st PRIZE

*J.F.Waring*

## The Isetta Owners Club of Great Britain Ltd.

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Registered Office: 225 Old Road, Meriden, Coventry. CV7 7JP Company Reg. No. 2527362  
Registered in England

## **Editors Bit**

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By the time you receive this Gazette the main part of the rally season will be over and the clocks put back, no evening runs to look forward to but perhaps time to do those maintenance items you put off so that you could still keep motoring. I know this applies to me with the Isetta but also I will be able to concentrate on the building of my Berkeley T60. I was hoping to get it roadworthy this year for its 50th anniversary but I can't see it happening especially as I was talked into getting a Qpod by her indoors. If you are not familiar with a Qpod, have a look on the internet. It is like a quad bike but fully road legal to be towed behind the motor home and used as local transport when the motor home is parked up.

There are other things in the pipeline of course and the biggest of these is probably the Classic Car Show at the NEC Birmingham on 13th, 14th and 15th November. This year we have a corner stand of 36 metres, enough to hold up to 10 cars. As normal, we do not limit ourselves to just Isettias. Lee Turnham our organiser has quite a selection of cars to put on display and we look forward to seeing many of you there. Look for us in Hall 1, Stand 1C80, come and introduce yourself to us. For more details see the full page advertisement in the Forthcoming Events on page 14.

Ian Parris

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## **Chairmans Chat**

With another chaotic summer nearly behind us, I wonder where all the time goes!!

The Piaggio Ape mini truck is still not on the road but some progress has been made on headlights/speedo/fog light with seat belts next up to be fitted. Obviously we did not make any rallies this year with it, but there is always next year.

Picking up a thread from my last Chat, the micro car world is having to face up, it would seem, to not having Hans Rothkegel's spares service around anymore. This together with one of our members advising that the Story Museum is now a shell with all of the collection gone has saddened me deeply.

However we have to carry on and the IOC Committee has been trying to maintain and indeed increase the number of items which we can supply, albeit in a number of cases Hans was our only source.

Accordingly, we have just placed orders with a British rubber company for a significant quantity of side window and front door rubber mouldings. This will not be available for a short while but, as is often now the case, the IOC has had to buy a minimum quantity of these parts and pay for a significant amount of tooling.

Therefore, when it is available, we will advertise it and it will then be up to you, The Members, to buy it for your cars. I strongly recommend that you do not "wait until I need it" as when it is gone, I very much doubt that there will be enough demand to warrant another investment in further minimum quantities.

We have also recently sourced a nylon float for the Bing carburettor which should overcome the normal "leaky float" problem that we have experienced with the soldered brass variety.

Rubber drive doughnuts and engine panel bolts are also on the current research/buy/make list.

We do not have unlimited funds and we need members to help us by buying the available products so that we can invest again.

As we head towards shorter nights, thermal overalls and freezing spanners, with lots of IOC members doing work on their cars over the winter months, please have a look at your requirements for spares and get your cheque books out.

For those of you with driveable cars, the Autumn, in my experience, is a great time to drive around in your Isetta, lets see more of them out and about.

Good Bubbling

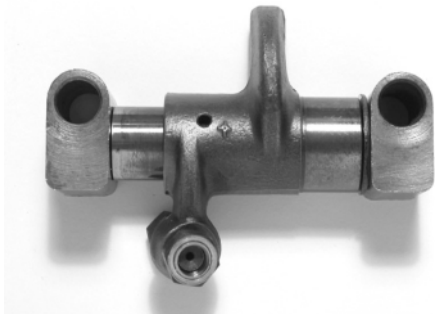
Bob Crompton

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## The BMW Isetta Rocker Arm

by John Jensen

Perhaps crude by today's standard, the Isetta rocker arms were no doubt state-of-the-art in their day, strong, well-made and very reliable. I suspect most of our Isetta engines are still running on the original rocker arms. Here's a photo of a rocker arm assembly. The rocker shaft is pulled out from the mounting blocks enough to see the bushing at the left. The machined portion of the rocker at the other end is needed to hold the rocker casting when machining it. The mounting blocks for the assembly happen to be upside down in this photo. The mounting blocks are held in place by the head-bolts. There is space all around the head-bolt and the mounting blocks for oil to reach the lifter for lubrication.



This is the intake valve rocker-arm. Oil comes up through the mounting block on the right. The rocker-shaft is ground to fit the bolt and there is a channel ground at that end of the shaft to allow oil to enter the flat upper side of the rocker shaft and flow across to the far side. The shaft has two steel bushings that together are nearly the length of the rocker. Oil can move outward through the rocker body at a gap in center, between the two bushings and at either end. This ensures that the shaft bushings and rocker body contact surfaces are fed a constant supply of oil. You can see how the oil moves from inside the mounting block over to the top void on the rocker shaft. The washer is a special "thrust washer". The pushrod is at a slight angle and tends to push each rocker to the far side of the shaft.



This washer takes the wear, and protects the mounting block from wear. The rockers are hardened. These bushings show a little corrosion. I cleaned them up and decided they were good enough to use again. In this second photo the mounting blocks are right side up. The head-bolt makes firm contact against the raised seat of the mounting block, keeping the oil sealed within the lubrication system. There is a weep-hole on top of the rocker that permits oil to dribble out. Some will work its way along both arms of the rocker to lubricate the rocker-finger and valve-stem on one side, the push-rod on the other. Some oil can also exit at this end of the rocker. The end clearance specification is 0.02mm to 0.06mm. You might not have a feeler gauge this thin, but you should find a set if possible. In inches it is 0.00118 in. to 0.00236 in. I think the reason for this very small gap is because the weep-hole provides adequate splash-oil for the valve stem, valve guide, push-rod and lifter bodies without over-doing it. The concern is that too much oil will move down the guides, burn on the lower part of the stem and cause a valve to stick or never fully close. It seems that the oil supply is not intended to cool the head. The cooling fins and forced air are relied upon for that. The hollow-tube oh-so-light titanium pushrods have spherical ends with a small hole in the center to allow oil to flow from the top down. The valve adjuster has a cone receptacle on top to catch splash oil, even when it is vibrating 30+ times a second at 6000 rpm.

This oil lubricates the ends of the pushrod at top and bottom. Oil in the rocker-chambers returns to the engine via the push-rod tubes, lubricating the lifter bores, the lifters and the cam-lobes before falling into an upper pool of oil that is for the cam lobes.



The crankcase pressure increases as the piston drops, decreases as it rises. The breather-valve softens the pulses, but they are probably carried up into the valve covers. If your valve covers are not tightly sealed with a good gasket, splash oil can escape around the gasket and run down the cooling fins inside the cooling-shroud. Oil on the cooling fins will attract dust, limiting the ability of the fins to dissipate heat into the air stream effectively. Be sure the split pins in the head are anchored at the hole in each valve-cover. You can dismantle the rocker assembly using a puller, check the interior parts, replace the thrust washer or flip it over if worn. Then press it back together and verify the side clearance. After bolting each assembly down onto the cylinder head and torqueing the head-bolts, check the side clearance again to be sure that torqueing didn't alter the clearance. Then adjust the valves. When you have the rocker off, take a look at the "rocker finger", the rounded tip of the arm that presses down on the valve stem. On engines with a lot of miles, the guides can wear and the valve stem can begin to rock slightly within the guide. This, in turn, can cause the beautiful curve at the finger to become stepped in flat segments. If you replace the valves, you should have the curve of the finger restored if needed. To do this just right, and obtain a curve that keeps the finger contact always at the center of the

valve stem, may require a specialist. Or you might be able to find rebuilt rockers.



Maybe one day we'll have aluminum rockers on needle bearings with a roller tip at the valve stem for 7000+ revs. I wonder if this old engine can handle it. At 30 mph, my tack reads 4000rpm. So at faster speeds our Isetta engines are turning much higher rpm, often in excess of 6000. What a tough little engine, huh? Downhill, with timing, carb and valves all adjusted just right, you should be able to run up to 5500 or 6000rpm easily enough. Be careful though, "stuff happens". If your engine has been rebuilt with care, and properly broken in, it should run surprisingly well. Mine is!

Photo sent in by Alan Town of his bespoke weather vane. Alan Asks :-  
How many Birds can YOU get in an Isetta







## **MICK BELL'S Experience of the LBL Rally 2008**

We make it to Cortina and we have started to settle into a routine. As soon as we arrive we report in and have our check point photos examined by the marshals. The bubble gets a good check over and a clean whilst Sara goes to our room to do her home work, plotting the route for the next stage on the map and this takes up to 2 hours. Only tonight she re appears after about 5 minutes. We were staying in the best hotels and this one has been frequented by David Niven and Bridgett Bardot but she is complaining that our room smells of wet dog. She manages to trace the smell to the sodden bubble carpet which I have very carefully laid over the radiator in our room to dry. Admittedly I had not anticipated the water running out of it on to their beautiful antique parquet flooring.

The only problems with the car so far have been a blown headlight bulb and the windscreen wiper motor working loose with all the use. However tonight as we arrive we notice the bloom of petrol on the wet winding driveway. It seems to be the fuel float so after a small tinker all appears well.

There are a wide variety of cars in the rally: Messerschmitt, Hienkel, Vespa 400 Subaru 360 a Gogomobil and even a UMAP Citroen 2CV. Our Berkeley friends seem to constantly fettle their cars to keep them going. When ever we see one the bonnet is open with two heads stuck inside. It is so bad for one of the crew that they now come to breakfast wearing their overalls, leave them on all day and we wonder if they are pajamas too.

### **Part 3: A technical hitch**

Day 4 (14 July) Cortina to Ljubljana. We leave the hotel and are on our way to the first control point of the day. We are on a 1300m climb, and can hear a slight knocking from the engine. It soon clears and we put down to being another bubble rattle. A little further along the route, we are hearing the knocking again and stop to investigate at a convenient bus stop. We can see quite a large oil leak coming from the sump gasket and this introduces concerned about the rattle. Fellow competitors stop to help us and we all have a listen. It is not sounding good and we are all quite concerned. It could be the big end. Now I have to explain to Sara and tell her the rally is over for us if that is the case. I can not anticipate her reaction. Having gone from expecting a holiday parade to Europe she is now a committed rallier. I am told in no uncertain terms that if I can fix the car at home, there is no reason I can not fix it in Italy. Besides which there is no way she is going home in a car which is still running (just about) and as we have not missed any point of control photos so far she does not want to start now. She also tells me that if I want to compete in the Dakar (a childhood dream of mine) I will have to toughen up and get on with the repairs. After all the RAC do not cover the Mauritanian desert! Our fellow Dutch competitors think this is wonderful. He puts his arm around Sara and tells me "that it is the spirit which made Britain great and gave us the Empire".

The BMW museum Isetta and their support vehicle answer our phone call for help. With much multilingual deliberation, the verdict is that it's just a bubble rattle and not a major mechanical problem. So we continue on our way and are topping up the oil every 50miles. We finish the day in Slovenia with the cars being displayed in Ljubljana town square. This has been closed to traffic for two years and is only open by special permission of the mayor.

By now the bubble is leaking so much oil we have put a towel and some paper bags underneath to protect the beautiful old cobbles.

We get back to the hotel and I decide to change the sump gasket. I am in the hot, dingy underground car park of the hotel while my fellow travellers have dinner with the mayor in the luxurious dining room. I can not include Sara in that as although she is in the dining room, she is unable to eat through worry. When I drop the sump down, I find large chunks of metal and pieces of oil seal at the bottom. It looks like I do have a major mechanical problem after all. After much discussion with the Belgian bubbleblers who inspect the contents of my sump, spread out on the white linen tablecloth, in front of the mayor, we conclude that it is the oil seal and flywheel side main bearing. At this point, Stoffel Mulier, who is also driving an Isetta 300, goes into overdrive. He is determined that with all of the Isetta 300s having got half way, they must all finish. He starts sourcing me parts and offers of help from fellow competitors.

While I am in the garage looking at the feasibility of changing the bearing and seal effectively at the side of the road, I am approached by a local car enthusiast who has been playing in the casino of the hotel. He is taking a look at the micro-cars and in English; he introduces himself as Gregor and asks what the problem is. I explain with the help of the manual. Basically the situation is that unless we can effect a major engine re-build, we are going home. Our friend Stoffel had found us an oil seal and someone who is confident they can remove the flywheel with a hammer (!) but that is only the tip of the iceberg. Gregor calmly suggests this is not a problem, he can help us out. At this point I doubt whether I have fully communicated the problem to him. In any case, our options are limited and so it is agreed that I am to take the engine out and he will pick us up at 9am and take us to his workshop where we will re-build it.

Now it is decision time. Sara is trying to get hold of our Italian friends who could help us repair the car at the next day's stop over; it is not far from where they live. In order to get there we have to get the bubble on to the transporter, which is leaving tomorrow at 7am. I'm not convinced that Gregor will turn up the next morning but I have arranged to meet him at 9am and if he does come, it is very poor form for us not to be there plus we will have missed an opportunity to get the car fixed...and not miss any check point photos! Sara and I decide we will put our faith in Gregor. At 2.30am I finally get the engine out, Sara finishes off the route for the day and we say good night to Gregor. At 8.50am I ring the number Gregor has given us to see where he is. "I am in the garage waiting for you" he chirps.

We load the engine into his Ford Escort Mark 5 and drive for about half an hour into the middle of the Slovenian countryside. I have absolutely no idea where we are and as we are approaching his house he explains that earlier that week he has seen a large brown bear roaming along this very stretch of road...The bears live in the woods opposite his house. We are going to be murdered and fed to the bears so that he can have our bubble! I can see Sara in the back holding her mobile, just in case.

Outside his house are a number of old cars awaiting restoration. Gregor has all the equipment we could possibly need. Together in the sunshine we start work on the engine on his bench in the yard. The first job is to remove the flywheel. The rally mechanic has lent me a puller set, which is all horrible English threads apart from two spare bolts which by chance are M10 fine and fit the flywheel. The flywheel is off and now we need to remove the bearing without totally stripping the engine. I suggest to Gregor that we weld two bolts to the bearing and pull it out using the flywheel puller. We set about welding; he keeps his mig welder in what should be his lounge, so we carry the engine inside. It works! There is some

slight damage to the flywheel where the bearing has broken up and Gregor offers to polish these out with his dye grinder. I think he has finished and admire his work, only to discover that he hasn't completed it to his satisfaction and is going to complete the job with a finer grade.

We wash all the parts in his parts washer (half a plastic barrel, some petrol and a paintbrush). I am reprimanded for not washing the clutch thoroughly and Gregor redoes it to his own standard. We load the engine and Sara back into Gregor's car and we are off to his local bearing shop. We find this on an industrial estate which without his help we would be impossible – even with a map! It is a heart-stopping moment when we wonder if the gesticulations of the proprietor and Slovenian exchanges mean that the bearing we want is out of stock. We realise that Gregor is actually arranging for us to buy the part and a spare.

Finally, we return to that dingy hotel car park and refit the engine. The job is finished at 2.30pm and we fire up the bubble. Success!

To be continued.....

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## **MICROCAR WEDDING**

Alan Town arrives for his wedding in Southport in his Tg 500 chauffeured by Mark Smith.



Sandy, his bride arrives in style in a BMW 600 owned and piloted by Roger Barker resplendent in his chauffeurs uniform.

I hope the bride wasn't too late as Roger is affectionately known as 'The Late Roger Barker' due to his inability to get to committee meetings (or anywhere else) on time.

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### **BMW 700 information required by Roger Barker**

I have just had confirmation from a reliable source in Germany that has contacted BMW, that the first BMW 700 for the UK was shipped in 1961. Although the exact date and place of the UK launch is unknown. Hence, next year is the fiftieth Anniversary of the UK launch of the BMW 700, and as the Club Secretary for this mark, I am intending to arrange a gathering.

If anyone knows the exact date of the UK launch of the BMW 700 in 1961 would they please contact me (07968-048762) or any of our Club Committee if they have any further information.



## THE NATIONAL MICROCAR RALLY 2009

This year's NMCR held at Ripon Racecourse was as usual well attended by all factions of the microcar world. It was organised by Jim Jamieson & Terry Parkin of The Micro Maniacs Club. Fortunately the weather was kinder to us this year, although we had strong winds and rain at times we didn't suffer the mud of last year.

Isettas were outnumbered this year by Messerschmitts by 14 to 9. There were also 12 Heinkel/Trojans, 7 Bond Bugs, 4 Berkeleys, 2 scootercars, and various other makes too numerous to mention, there were even 3 Peels there. It is disappointing that more Isettas did not attend as there are plenty on the register.

The Isetta Club awarded 4 trophies and I would like to thank Jeff Wareing our past Membership Secretary and Bob Prescott for carrying out the judging on behalf of the club. They took a great deal of time over the task and I think they were very fair in awarding the marks. First Prize went to Andrew & Carine Meynckens MJE 221 of Belgium, Second Prize to Dave Watson 6911 PO and Third Prize to Ian Parris OKU 138A. The 4th award was for "The Spirit of Bubbling" and that went to Terry Parkin who drives his Isetta all over Europe, co-organised the rally and does a lot of work for microcars in general.



Andrew &  
Carine  
Meynckens  
Isetta 300



Andrew Meynckens



Dave Watson



Ian Parris



Terry Parkin

## Transportation 2008 style Part 3 by David Marsh

### **Taking the Tango Queen to New Zealand**

Frazer showed me one of the new innovations out here in NZ, billet wheels.

The spun alloy billets come as per the photos, the client provides a drawing of whatever design they want for the wheel. Then using Computer Numerically Controlled (CNC) machinery the wheel centre is cut and then polished before being placed on the centre of the rim. I was astonished by the joint between the centre and the rim, what do you think.



In the workshop were examples of many of the repairs they were working on. I was amazed that such damaged wheels could be repaired.

However these pictures of a previous job show just what can be done!

There were also some beautiful examples of the finished wheels they had worked on as well.

One of the really interesting sets of wheels they had made recently was for a very old Bugatti. All the owner had was some photos and some dimensions. From that scarce information Frazer and his team had hand crafted the new wheels.

I returned to the hotel not expecting to hear anything until much later in the day. At lunchtime the phone rang, it was Tania, "The wheels are stripped and we will be welding this afternoon. I grabbed the camera and drove to Elite.

Yes the wheels were stripped and the new base plates were made and ready to be MIG and TIG welded into position. "Strong stuff that paint stripper over here" I remarked, Frazer just gave me a sort of knowing smile.

The pictures below show the now stripped rims and the new centres ready to be welded in.



On the front wheels the centre goes on the inside, whilst with the rear it goes on the outside.

The next step was the welding. The centres were first tack welded then a seam weld

The next step was to smooth down the welds on the lathe so that they did not show on the car once the work was completed. With the front wheels this was no problem as the weld would not show however with the rear wheel it was impossible to do this without risking weakening the weld so we decided to leave it alone.

The final stages of the construction work were the drilling of the holes for the wheel studs and the chamfering of the holes.

Frazer did this on a huge pillar drill which makes short work of the task.

It was now 16.30. I was feeling exhausted. Frazer and I went to the office. He picked up the phone and called a company that does the powder coating of his wheels. "What colour are you using tomorrow" he asked." Sliver" was the reply. "Is that OK for you?" he turned to me and asked. "It sure is I replied with a grin.

"Well that's it for today" he added. "See you first thing and we will see if we can get the whole job done tomorrow, and by the way the new wheels nuts will be with me first thing as well" I thanked him carefully and deliberately. I was sure he knew what sort of strain I had been under over these wheels and in his quiet efficient manner had not only done the job, but had removed my fears as well.

I went back to the hotel and celebrated quietly with myself. What great luck to meet such a team, well man! What a find, such skill and expertise as this is not common at all, and all so low key as well, typical of New Zealand.

The next day I went to the workshop, the team had proof read the article and they were pleased with it and the photos. They asked me to take a picture of them all for publicity purposes.

However before that the wheels need to go to the powder coating company. So after a brief phone call to set this up off I went.



I met the owner who is a friend of Frazer's – and chose the colour of the paint – a warm white similar to what had been on the old wheels.

The process is surprisingly simple – the parts to be coated are sprayed with a zinc coat especially between the joins – this is because the powder may not get into the small cavities.

Then the wheels were hung on a rack in the powder spraying room. The powder is "sprayed" on with an air gun. The coated articles are then placed in an oven and heated

to 160 degrees C. After an hour cooling down they are safe to take away.

At 4pm I went back to the workshop, collected the new wheel nuts, took the photos and said my farewell ready to travel back to Nelson. I felt tired but elated, another major hurdle dealt with. I arrived back in Nelson at 10.15 pm.

The next day I went back to the Nelson Brake Company to see how the brakes etc. were getting on. Peter met me with a grin, "All the work is done – have you the wheels?" My grin told it all.

I left Peter to put together the bill and went to the local tyre shop to get the tyres refitted to the wheels.

On my return I went through the bill

- New master cylinder 55 dollars
- Re-sleeving all the wheel cylinders and new rubbers (5@80) 400 dollars
- New brake linings (all wheels) 90 dollars
- New inner and outer wheel bearings (sealed front wheels) 36 dollars

Plus 8 hours labour to do all this and fit the king pin and the lower brake arm bushes.

Peter also told me that he had called the AA and they had come round to inspect the work and had passed it OK.

We fitted the wheels and lowered the Tango Queen onto the road. I checked the oils and attempted to start it. NO GO. Checked the spark plus – fine, checked the fuel, none coming through. The small amount in the tank had evaporated. After putting some fuel in it, it fired second time. I drove it round the yard – it was fine – the brakes are awesome and the handbrake is a treat!

Now the only job left to be done is the weld to the mounting for the rear spring. This work has to be checked by a specialist engineer so I phoned him and asked which welder in Nelson could do this little job. He recommended S&S panels – they are known to me as they did work on my 4x4 for me.



I put the Tango Queen on the trailer. I have two days left to get the weld done ready if I was to meet the deadline for getting it re-inspected for free.

I met Richard at S&S panels and he put the car on the ramp. The examiner had marked the weld required – it was so small they must have had a magnifying glass to see it.

The spot was sand blasted and we then waited for Neville the examiner to come and inspect it before the weld and then after. The Weld took 25 seconds to do!



That's fine he said, however he then looked serious. Those two rust spots will have to be done before I can certify it.

I was horrified – the rust is not structural. I queried why this had to be done now. He explained that if the panel was bolted on it was deemed non structural and could have as much rust in as it liked, however this panel was welded





and under the rules structural so had to be rust free. Richard and I looked at him. This was going to take a couple of days at least to fix and I would miss the deadline. And as a consequence pay the certification fee again!



We suggested to Neville that if he ok'd the car now, I would not put it on the road until this work was done, after all its just cosmetic. I said I would bring it straight back to S&S after it had been re-inspected by the AA. He was totally inflexible about this. "When these rust spots are done I will certify it and not before" he said. "You don't need to refinish it he added just do the metal work required".

Richard and I looked at each other. "It will take a few days David" he said.

"OK" I sighed. What is really annoying is that I planned to take the body off in the winter here before I left for the UK and to ask Richard to bare metal strip the bottom half and refurbish it for me whilst I was away.



I went home - So bloody close yet so far away.

I went back two days later and Richard had made a start – the rust was (as usual) far worse than expected.

Richard explained he was going to have to bring



in a specialist to deal with this as it would require parts to be hand made, and this person (who is over 70) was not

available till next week. Next week is a short week anyway with the two public holidays Nelson Founders Day and Waitangi Day, so he was not confident that it would be finished then. Oh and BTW the cost was likely to be over a thousand dollars!

To be continued....



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**CLARION**  
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# BUY SELL AND WANTED

**Tyres for your Isetta.** 4.40 x 10, 4.80 x 10 and 5.20 x 10 cross-ply tyres usually in stock. Contact Tony Etheridge 01923 231699 (24hrs Ansafone)

**Isetta Disposals** - I've just about given up on my rebuild and decided to clear my garage. At 66yrs old I need something to be driving around in, not clambering over. I live in Gainsborough, Lincs, UK, and the following must go :

**1962** LHD 3 wheeler, ground up restoration now mainly completed after 3+ years of work, full photo record. Has a non standard floor and will make a good runabout, V5c in my name. Almost all parts are there.

**1961** RHD 3 wheeler chassis and bits, as found, no body, V5c in my name.

**Remains** of a trailer made from part of an Isetta chassis, full front suspensions, wheels etc

**A completely** stripped LHD 3 wheel chassis, ready to start your next project

**An unused** pattern steel floor, various used engine and gearboxes, front suspensions, etc, and many many spares both used and new.

**A pile** of IOCGB magazines, manuals and literature

**Guess** I would like somewhere around £3,500K for the lot.

Pictures are available

Dave Cunnington

dcunn@btinternet.com tel 01427 678084

## **BMW 700 Saloon and Coupe Sills.**

These are new outer sills, copied from factory originals, in a thicker gauge metal. Sold individually or pairs, at £165 each. (Inner sills are also available). Collection or postage cost to be added.

## **BMW 700 Saloon**

RHD Body shell and parts for restoration. Complete with V5C Registration Document. Previously owned by Lord Strathcarron, this vehicle was also featured in a comparison road test article, featured in the BMW700 Brooklands book. RHD versions of these cars are now very scarce. I am open to offers for it to go to a good home!  
Tel. 07968-048762.

## **BMW 700 Coupe Rear Body Panel**

It bolts on behind the rear bumper. Made as a copy from an original panel, in a thicker gauge metal. Price £50 plus postage. Tel 07968-048762.

## **WANTED**

Isetta, any condition, instant funds. Tel Mark on 01455 840041 or 07976 916371  
email: markdaniell4@yahoo.com

## **BMW 700 COUPE OUTER SILL EXTENSION PANEL TO REAR WHEEL ARCH**

This is professionally made in 18 gauge thickness mild steel (Thicker than original BMW 700 bodywork) and is made to be welded onto the end of the outer sill at the rear of the sill and includes the rear wheel arch up to approximately 75mm above the outer sill height. Price £55 plus postage.  
Tel. 07968-048762

## **BMW 700 INNER SILL TO FRONT WHEEL ARCH BOX STIFFENER PANEL**

This is professionally made in 18 gauge thickness mild steel, as a copy of the original profile panel. Price £10 plus postage.  
Tel 07968-048762

## **ISETTA PARTS FOR SALE**

Isetta 300cc 'A' frame, engine, gearbox, lights, glass and lots more. Tel. 07901 798867

To advertise your items for sale or want adds etc. please email the editor at 'isetta@ianparris.com'

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# N.M.C.R. ~ 2009