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ISETTA GAZETTE

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MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

The front cover this edition is of my car in the spray booth eventually getting its coat on. It has only been there for 16 months which apparently is not long compared to some of the cars there. Gary the boss showed me some of the cars that have been there 4 years or more so I suppose I should count myself lucky. With a bit of luck he may get the clear coats on before Christmas.

You will see in the gazette the announcement of the AGM to be held near Leicester on 21st October, everyone is welcome, we would love to see you there, come along and meet the committee.

You will notice I am scraping at the barrel for articles, with around 350 members you would think someone owns a pen and a scrap of paper to write down the stories they tell over a pint in the pub, even if it includes getting stuck in a garage because our cars don't have a reverse gear.

I am having to reprint articles from the 80's to fill the pages.
Come on you lot, help me out.



Ian Parris

Chairman's Chat

In my last chairman's chat I mentioned that I'd ordered a brake master cylinder as mine had seized. Well it arrived, thanks Lee, but that's as far as I've got. Which brings me to the subject of this article.

My wife was offered the chance to run her own business which is a dream I believe she'd had for a while, Jo is secretary of the club. What we didn't realise was how much work there would be to do out of hours so to speak. It is with much regret that we feel we need to step down from our current club roles for the time being. This means that the club is looking for a Chairman, Secretary and Membership Secretary.

Elsewhere in this Gazette are details of the annual general meeting, don't be afraid to come forward, the committee don't bite.

My contact details are in the front cover of the Gazette, please feel free to get in touch for a confidential risk-free informal chat about any of the above roles.

Finally, I must thank the committee for putting up with me for the past 7 years. I am sure a new chairman will be more active than I and can take the club forward. Thanks for having me.

Jeff Todd

Einbeck, Germany, 1st and 2nd June 2018

The Story Revival Rally

Well, a holiday of three halves, the first half covering Belgium, France, Luxembourg and Rhineland and the second week split into two halves covering the Harz mountains, an excursion to Berlin and a steam railway ride up the Brocken (the highest mountain in the Harz) and then the last half covering the Rally itself.

Back in the eighties and nineties, the older ones amongst will remember the excellent rallies staged at the Automuseum Story. We along with a number of members, notably Mike and Helen Ayriss, Terry and Carol Parkin, Mike and Elaine Hurn and Malcolm and Sheila Thomas (+families), had come over in a variety of normal and micro cars and were admirably hosted by Otto and Marianne Kunnecke.

Memorable microcar runs out in the Harz mountains plus some noisy nights singing Zehn Grun Flaschen (Ten Green Bottles) while standing on one of Otto's tables with beer in hand!! still bring a smile. Our kids were of a similar age to Otto and Marianne's and they got on really well, with the probable highlight, for ours, being a ride on the dickie seats of Otto's first world war vintage, 8 litre, single cylinder tractor. The explosion when it started rattled the whole village !!!

Unfortunately the Automuseum Story closed some years ago and it was not until 2016 that we were advised that Otto's collection was to be transferred to the PS Speicher Museum in Einbeck to the west of the Harz mountains. Then in 2017 we were advised that the Museum was going to run a Microcar rally at the end of May 2018 to celebrate, in part, the opening of a new wing which housed the collection of cars, motorbikes, scooters and mopeds from the Story collection, hence the Story Revival Rally.

Kath, the current Mrs Crompton (as Sir Terry Wogan would have said), had never been to this area of Germany before, so we resolved to attend the rally. Our days of camping in fields are past, so we booked an apartment in nearby Dassel for the week. Our friends, John and Sheila, had said they would like to come along, so after a trip down to Dover, a calm crossing to Dunkirk, and a week or so driving around the Low Countries and the Rhine, we arrived in the locale.

The town of Einbeck is centred around the brewing industry, indeed those of us who attended the Story rallies can probably remember the Einbecker May Brew which was a pretty powerful lager beer. This year, John and I found the Einbecker Dunkel (dark) beer which was a very tasty alternative.

The rally itself was not of the same style as the Story rallies, which were based around the main camping and display field together with Otto's museum, barns, garages and courtyard.

The Einbeck rally was a different affair all together, being based around the largest and most professional motor museum that I have ever been in. It is centred around an old granary on 6 floors and has 5000 sq metres of display space both in the granary and some modern buildings.

It has a great collection of old and modern cycles/motorcycles, some micro and big cars, a good restaurant/cafe, toilets, conference facilities, an on-site hotel and a Porsche driving

simulator. The museum has good sized car parks and open spaces and these were used for accommodating camper vans and providing a display space for the cars.

The rally format was:-

Thursday - Arrival day with about 12 or so microcars and a good number of Camper vans on site by the evening

Friday - Mostly an arrival day, but in the morning the Depot across town, which houses the reserve collection of some 70 or so microcars, was officially opened. In the evening the opening of a Special Exhibition of Microcars took place in front of 250 guests.

Saturday - A run out of Microcars to a World Heritage factory in Alfeld about 20 miles from Einbeck, where a free BBQ was provided together with an excellent display area for the cars, which by now totalled some 60 to 70 cars.

On the way back, the cars were parked remotely for a while and then brought back into the Museum one by one, with commentary offered on each vehicle.

The Saturday evening concluded with live music and allegedly a good chat, although by now the very hot weather had drained our reserves and we left early. Sunday is a departure day and we made our way back to Cologne and then Dunkirk on the Monday

The variety of cars at the rally or in the Museum collections was astonishing. As well as the usual Isettas, Heinkel/Trojans, Messerschmitts, Bonds, Reliants, Scootacars, Peels, and Berkeleys, there were the more German focused Goggomobils, Janus', Victorias, Trabants, Goliaths etc. together with Vespa cars, Mopetta, Kleinschnittgers etc.etc.

There must have been at least 6 marques there which I did not recognise and had never seen before.

For those whose tastes tend towards heavier stuff, the Museum also has another reserve depot which houses trucks and buses, although we did not find time to visit these.

I was particularly pleased that, on the Friday evening opening of the Special Exhibition of Microcars, a panel of Microcar luminaries had been assembled to share their memories. Chief amongst these, and arriving in his legendary white Messerschmitt was Otto, to whom tributes were paid for his role in being an ambassador for microcars particularly in the 80's and 90's. I am sure if I had been able to understand more of the German conversation and speeches, I would be able to better interpret the warmth of the reception which Otto and Marianne received.

The new Special Exhibition largely comes from Otto and Marianne's collection at the Story Automuseum and it was great to be there, when it saw the light of day again in its new location.

Overall it was a great Rally and for those interested, the organisers rated it a success too and are planning a 2019 event in Einbeck on the 13th to 16th June 2019.

Bob Crompton

Smith's Semi-Automatic Transmission for Isetta 300

Extract from the June 1986 Isetta Gazette

Introduction.

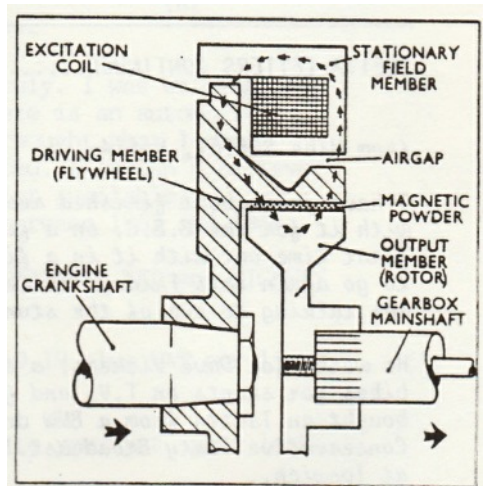
The Smiths Semi-Automatic Transmission gives two pedal control, completely displacing the third pedal and friction clutch by an automatically operated magnetic powder coupling. The operation of the coupling is very simple and is effected through an electrical circuit controlled by automatic switches fitted to the gearshift lever and the accelerator pedal.

The control system takes into account the throttle opening and the road speed of the vehicle. It provides for gentle or powerful acceleration from rest without fear of stalling, and ensures smooth gear changes whilst the car is moving. The car can be brought to rest in gear without stalling the engine, and valuable engine braking is maintained down to a low speed.

As long as the gear lever is grasped, a switch in the gear knob disconnects the coupling. Releasing the gear lever knob enables the coupling to be engaged as the accelerator pedal is depressed.

Function of the Units.

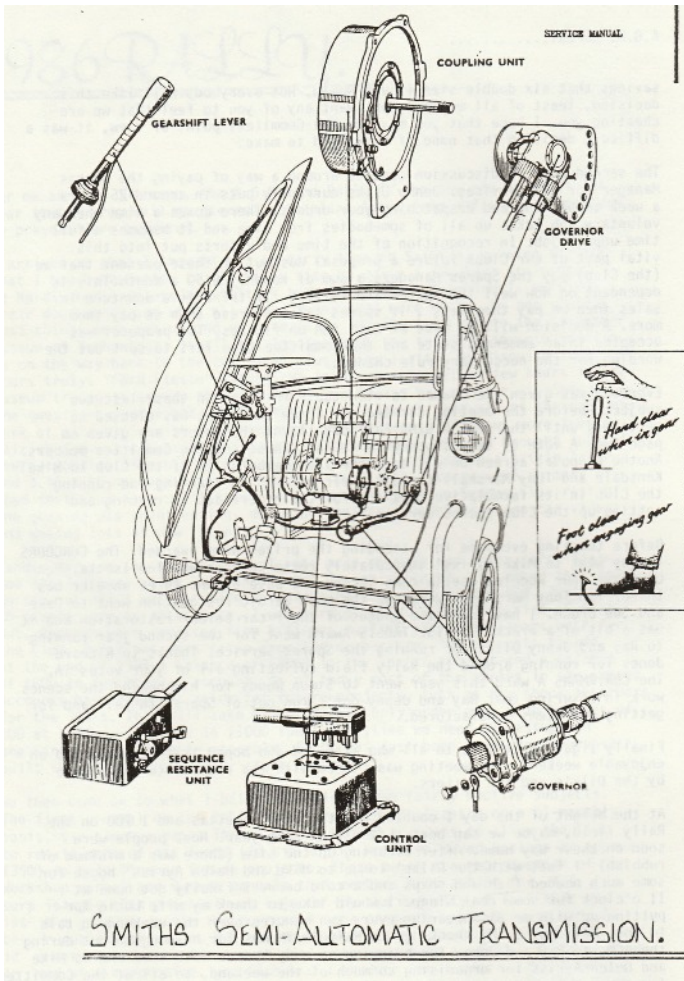
Coupling unit..... When a current passes through the coupling excitation coil a magnetic flux is created around the coil in a plane at right angles to the direction of the current. This flux passes from the stationary field member, across the air gap separating the stationary and driving field members, and through magnetic powder between the driving and driven field members. The powder particles are attracted and form columns between the input and output members of the coupling. This gradually causes the output member to start rotating and when the magnetic flux is intensified by increasing the coil current, the powder "freezes" and the input and output members are locked together (i.e. no slip occurs during normal driving).



Dynamo Circuit..... The dynamo output is used to excite the coil progressively up to road speeds of 12mph. Thereafter the coil is excited by the battery. Normally a dynamo produces a sharp voltage increase at quite low speeds to moderate this increase into a gradual rise in output (thus producing

a corresponding increase in flux density) a resultant smooth take up of the drive, the dynamo circuit is modified by the sequence resistance unit,

Sequence Resistance Unit..... This operates in two stages up to half throttle the cam-operated switches progressively short out the resistance, providing a smooth increase in coupling current beyond half throttle. the resistance is completely short circuited and an alternative resistance is inserted into the dynamo field circuit



Governor..... The Governor contains a spindle carrying a flyweight which is biased by a permanent magnet. To the flyweight are fitted moving contacts which on accelerating open at approximately 12mph and de-energise a relay in the control unit, causing the coupling to be excited by the battery. The governor contacts close at approx. 10mph during deceleration and restore dynamo current to the coupling.

Gear lever..... Whenever the lever is grasped, the switch within the knob completes the circuit to a relay which de-energises the coupling.

Control Unit..... This unit houses two relays which are operated by the governor and the gear lever switch respectively. the dynamo resistor and the drag resistor are also fitted in this unit.

The AGM of The Isetta Owners Club of Great Britain

Will be held on 21st October at 2pm at Beedles Lake Golf Club, 170 Broome Lane, East Goscote, Leicester.

LE7 3WQ

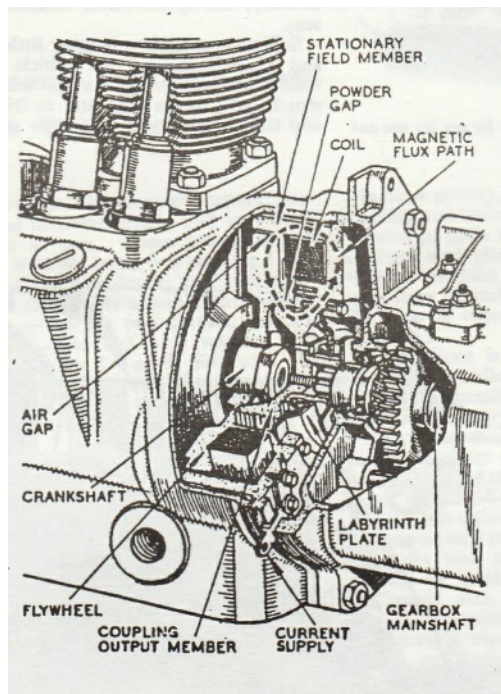
All members are welcome to attend.

Two Pedal Control for the Isetta

For the first time a two-pedal control has been made available on a bubble car. The Smiths Selectro-shift system which has been under development for some considerable time can be obtained as an optional extra on the Isetta 300 Plus model. It costs £116 13s 0d basic £24 19s 6d with purchase tax, bringing the total price of this model with two-pedal control to £282 8s 0d basic and £424 19s 0d including purchase tax.

The clutch, which is of the electro-magnetic type is fitted in place of the normal single plate unit. There is no clutch pedal, and to move off from rest the driver merely presses the accelerator and the clutch takes up the drive.

For gear changing the clutch is disengaged by the movement of the switch built into the gear lever and operated by the driver.



In construction, the clutch consists of a driving member attached to the rear of the crankshaft, a stationary member containing the windings of the coil, and an output member splined to the gear box main shaft. The small gap between the driving and output members contains steel powder which is magnetised by the field built up by the coil, and the powder is attracted between the pole faces so that driving torque is transmitted. This arrangement is an improved version of the earlier Smiths clutches in which the coil rotates with the driving member. The latest arrangement gives a considerable reduction in the inertia of the moving parts and the need for slip rings is avoided. With the car at rest and first gear engaged for starting, the windings receive a current from the dynamo, as the throttle is opened, the dynamo output rises and the corresponding increase in magnetic flux causes the clutch to take up the drive. Dynamo supply is modified by a resistance to give a suitable voltage speed characteristic.

Clutch slip ceases at 12 mph when a supply from the dynamo is cut off and current is taken from the battery instead. This is carried out by a governor driven from the speedometer gear box by a flexible cable and carried underneath the car. At the same time the dynamo output is returned to its normal characteristics for battery charging.

When gear changes are made the switch in the gear lever is opened and the current to the windings interrupted thereby disengaging the clutch. As the car is brought to rest the governor contacts are remade at 10 mph and, as dynamo voltage falls, slip occurs and the clutch is disengaged. A small control box containing two relays and two resistors for the clutch circuits is under the seat.

On the road

Experience with a right-hand drive Isetta 300 fitted with Selectro-shift showed that a big improvement in driving ease has been obtained, particularly in heavy traffic. Clutch engage-

ment from rest is consistently smooth, however clumsily the accelerator is used. It is possible, though not recommended, for a getaway to be made in any gear, the duration of slip being longer, the higher the gear selected. As the car nears a standstill the clutch is not quite so smooth, there being, slight unevenness as it releases. There is never any difficulty in selecting first gear, a very small current being passed to the coil to obtain slight relative movement between the dogs. Both upward and downward changes can be made as fast as the lever can be moved, and it is almost impossible to make a noisy change. The ease of control is marred to some extent by the gear change mechanism, which is rather stiff and not sufficiently positive. Reverse is difficult to engage on occasions.

Those who like to brake with the left foot on cars with two pedal control will find it impossible to do so on the Isetta, because of the position of the steering wheel column. However, the clutch is sufficiently sensitive for low speed manoeuvring by means of the accelerator only. Re-starting on a steep hill was entirely satisfactory, and it was even possible to run backwards with first gear engaged press the accelerator to stop the car, and then return up the hill.

The Isetta 300 is manufactured in this country by Isetta of Great Britain Ltd. New England Street Brighton.

In the Smiths Selecto-shift clutch, a magnetic field from stationary windings magnetizes the steel powder, by which the drive is transmitted.

(Extract from The Isetta Gazette January 1989)

From the Counting House

I am pleased to report that your Club not only remains in good financial health but continues to grow quickly.

The outstanding efforts of Mike Ayriss, Lee Turnham and Ian Parris in particular, are resulting in a Club which is stronger and more resilient financially than ever before.

We have just had the 2017 accounts audited by Geoff Davey and he has reported a profit of nearly £18,000 for the year most of which is wrapped up in the spares stock which Mike has been bringing in for your (and your Isetta's) benefit.

These Spares now often need significant tooling, which Mike is keeping control of. The cost of the tooling we are writing off as incurred, at least for the moment.

This is on turnover of just under £52,000 for both Spares and Membership subscriptions.

The downside of this is that we will become due to pay Corporation tax for which I will have to make provision this year. That said, as my Accountant used to say (when I earned enough to use one) "I am glad you are paying a lot of tax, it means you are earning a lot of money". The audited accounts are open to any Member and I will be bringing them to the upcoming AGM, so if you want a detailed look, please let me know.

As an aside you will note from the inside cover of this Gazette that my Email address has changed to bargeebob999@gmail.com due to my previous Yahoo Email being badly hacked (grrrrrr).

I hope you have had a good Rally season and are looking forward to a productive Autumn and Winter in the workshop. There is a chance that my Isetta and Piaggio may make an appearance next year ???

Regards

Bob Crompton
Treasurer and Company Secretary

National MicroCar Rally 2018

Fine weather was forecast for the weekend from Thursday 30th August to Sunday 2nd September and what a scorcher we had at this the “Premier Bubble Car Rally” of the year. The Rally, is in its 44th year, and was held at Sycamore Farm, Nether Alderley, right next to Jodrell Bank Observatory in Cheshire.

We towed our Four-wheeled Isetta the 90-mile journey arriving on the Thursday so that we could take part in most of the drive outs, but disappointingly we missed the Wedgwood Pottery visit.

Friday’s run out was supported by about 50 Micro cars visiting The Runway Visitors Centre, at Manchester Airport, and those huge Airbus 380 Jets dwarfed our small cars as they taxied so close you could almost touch them. We continued on to Bramhall Hall, a Tudor Manor House which, in its day, must have been just as impressive, in its own right.

On Saturday a similar number of cars went to The Anson Engine Museum, with its huge engines mainly used in the mining industry, giving us a fascinating insight into industrial power needed to produce coal or pump water.

The evening was spent in the large Marquee, listening to two super singers, supported by a live band, doing everything from Rock to



songs from the shows and perhaps the best music at a microcar rally I have ever listened to, and they were so entertaining!

Sunday morning arrived, all too quickly for me, and we parked our Isetta beside the Nine other Isetta’s and I thought how disappointing, just ten in total, it was not that many years ago when forty plus was not unusual!

The results for the Isetta Concours are

1st Prize. Green, Four Wheeler. Helen Ayriss

2nd Prize. Red, Four Wheeler. Andrew Meynckens from Belgium

3rd Prize. White, Three Wheeler. Nigel Owens

Spirit Award. Blue, Tritec Isetta Bruce and Noreen Morton.





Helen Ayriss



Andrew Meynckens



Nigel Owens



Bruce Morton



Powerdrive

I had a look around at the Isetta line up and noted a few things of interest. There were three RHD four wheelers and two LHD four wheelers, one RHD three wheeler and three LHD three wheelers and a RHD three wheeler Tritec. Of these cars there were 3 Red cars, 1 Burgundy, 1 Yellow, 1 White, 2 Blue, 1 Green, 1 Two Tone Blue. I had to stop there as I was beginning think I had to much time on my hands, but, I couldn't help noticing the air intakes below the rear window, because, six cars had louvers and four had cowls! Cow Catchers started to get jotted down but I thought it best to stop before someone suggested I should get seek help!! Star of the show for me was a beautifully restored Powerdrive with a twin cylinder Anzani engine that sounded absolutely beautiful as it burbled down the road.

Will you be going in 2019 I hope so?

Mike Ayriss 2018

New Spares Parts Appeal

The Clubs Online Spares system has over 900 different parts in it now and we want to get even more but before we do that we need to look at how to keep going and I think you can help.

Front brake shoes are sold on an exchange basis but we need more to keep this service going can you help? Note there are two types of front brake shoes early and late types we need both so look at the pictures to help you identify them but they both have Peg which the snail cam adjuster locates on.



On some cars the speedometer is manufactured by Smiths and these use a special gearbox with 7:11 ratio. We run an exchange service for these parts but need more of these gearboxes, can you help?

The club has near on 350 members who all have parts in boxes gathering rust, dust and cobwebs could you assist by forage around in your unused parts to help the spares scheme?

The club is prepared to pay postage on the parts you send us so please don't ignore our request have a look today.

I will report back in the next magazine on how successful our appeal has been so get foraging now!

Send your parcels to: -

Mike Ayriss
29 Oak Drive
Syston Leicester
LE7 2PX



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TEACHING AN OLD 'FROG' NEW TRICKS continued

A Restoration story by Rhona Bell

Well, its the finale - hopefully! The first few months of this year were a collection of illness and a minor house flood thus not much work was done on Kermit. But now we are back to it and hopefully this is the last onslaught to finish it.



Ken resumed work with the fitting of the wiring loom which was already prepared. The first problem came with the indicators. The warning light appeared not to work so, after taking advice, we had to buy a new flasher unit. The dynastart wires were different colours to the ones where it fits to the loom so Ken had to decide which was which. After chatting over with a friend, it was decided which went to where and duly attached them. When checking through the loom, one headlight was not working properly and that turned out to be that a brand new bulb had blown for some reason. Having solved that,

the same thing happened on the other side. Patience was needed! He has fitted an audible warning to the indicators as well whilst doing the wiring.

On to attaching the gear control rods and adjusting them to select the gears.

Fiddley! Whilst the car was jacked up and on moving the rear wheels a knocking noise was heard and Ken suspected a broken tooth in the gear box. Surely not! He had previously tried the gearbox and it seemed very smooth. It turned out that some bolts on the doughnut on the chain-case were very slightly too long - problem solved. It was time to fire up the engine. The engine started but would not rev so he re-cleaned the carburettor and replaced the idle jet and it seems a lot better. However, the engine doesn't pick up as well as we would like so we have ordered a second-hand accelerator pump from Germany as the Club are 'out of stock'.



Whilst Ken was finishing all these jobs, I thought we had better get the V5c changed as it was not a 'Vehicle of Historic Interest' and, therefore, would not qualify for the new MOT rules. I duly sent off the V5c together with a copy of the statement from the BMW Archive

giving all the correct details of the vehicle. It came back fairly quickly with the new classification but the only amendments they had made was the colour (cream over green instead of green) and to put a 4 in front of the chassis number instead of an A. Everything else remains the same, some of which is still wrong including engine size and date of first registration . I cannot be bothered to do battle with DVLA as I find their attitude intransigent at the best of times and, anyway, we have the Certificate from the BMW Archive showing all the actual dates, numbers and specifications.



Next, the brakes were bled and adjusted. A carpet was fitted for a touch of luxury instead of a rubber mat. Ken was concerned that he did not have a spare tyre but, in the back of his mind, he was sure we did buy one. So a thorough search of the garage ensued and sure enough he found a brand new tyre which had been put somewhere else as all five wouldn't fit in the cupboard we had the others in. We picked up a scissor jack for it at a boot sale. Time for a 'test' run up the close and back. It performed well albeit a bit smoky but hopefully this will settle down with

time. We had noticed that, whilst in the workshop, it seemed to have developed a small drip of oil from somewhere. Ken thought this might be a leak from the camshaft oil seal and bought a new seal in readiness. However, upon examination he thinks he may have over-oiled the cam pad oiler and it is very slightly dripping so no action at the moment.

Well, that's it - all done. I am sure we will have teething problems as we have had with other cars we have re-built. For now, Kermit is back on the road after owning it for 16 years! We haven't decided yet which Rally will be its debut but there is a few to chose from this year.

The Club is pleased to welcome:-

Phillip Fear	Warminster	Patricia Scriven	Grantham
Graham Smith	Glasgow	Peter Cain	Birkenhead
Ko Kwok Fung	Hong Kong	Michael Bell	Surrey
Peter Moorhouse	Wirral	Roy Clearwater	New Zealand
Kenneth Eardley	Cornwall	Anthony Hietkamp	Canada
Colin Nicholson	Gateshead	Pavel Spirine	Leamington Spa
A Dalton	Thirsk		
Cole Fisher	USA		

New Members since the last Gazette

Isetta 292 MHN by Yvonne Jacques

12 months on.....

It's almost 12 months to the day that I bought my Isetta from another club member. I had never envisaged buying one at all. In fact, I am a Messerschmitt fan, having driven one for over 30 years. It was at the 2016 Cheshire rally that I first drove Ken Bell's Isetta, just to see how it handled. It was very difficult to get into and change gear anyway because the gears needed sorting out, but I came to the conclusion that buying one was a serious possibility.

At the time I owned 2 Schmitts, one was a 1955 dome top that I had had for nearly 10 years and was immaculate having less than 20,000 miles on the clock. I had another 1962 rag top which had been in our family since 1966 and in which I might actually be buried, so attached to it I am.

The months rolled on and 292 MHN appeared for sale on Facebook. I instantly recognised it as I had actually ridden as a passenger in it and as it was Solarium yellow. I waited until I thought the owner might be up and about and arranged to take another Isetta owner down to look it over a few days later, and he drove it around a bit and decided it was a reasonable vehicle for the money. A deposit was paid with a promise to pay up the balance as soon as the 1955 Schmitt was sold. Luckily it was a quick sale, so on 1st June the Isetta was road taxed and insured and the Isetta experience commenced. I drove it round and round the block to get used to the cornering and the upside down back to front gearbox.

One weekend, we had all decided to take our Isettas to a car show about 20 miles away, so we set off and about 10 miles from home just off the A12, the car died and we realised that the carburettor was faulty and there was petrol pouring out everywhere. With a lot of help from Ken Bell, the carburettor type was identified and 2 new float needles were received in the post in no time at all. A week or so later the car was loaded up on the trailer and off we went to Evesham where I soon began to be more comfortable driving the car, particularly on hills and to appreciate the real positives of the car.

There were a few more local trips in the car before the Autumn when I decided to do some much-needed restoration to the interior. New cow catchers were fitted, a new interior mat was laid, the old sun roof was removed and I drilled out all the pop rivets that secured it and replaced them with more appropriate stainless steel dome head nuts. The interior wheel arches were re sprayed, I fitted all new grey interior panels, new interior upholstery was made by Rhona Bell, I rubbed down the steering wheel and column and re sprayed it, and the piece de resistance was a stainless steel luggage rack which was sourced from Oldtimer in Germany. It now looks very cared for and I really enjoy opening the door so the public can see the interior.

The question I am often asked is "which do you prefer, the Isetta or the Schmitt". That's a difficult question to answer, its rather like comparing a cart horse with a race horse. Nothing against cart horses, but the good thing about it is that it dutifully plods along and easily goes up most hill without changing down from 3rd gear. The two vehicles are completely different, and now I have got used to it I really like the Isetta.

CLASSIC CAR INSURANCE?



THE HARD WAY

- Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".

- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".

- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".

- Cough up a £15-50 "certification" fee, on top of your policy premium.

- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.

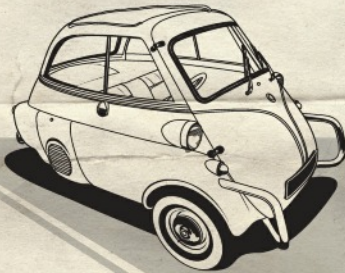
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1383.

- Go for a relaxing drive.



HAGERTY.
CLASSIC CAR INSURANCE

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Hagerty International Ltd.

Good news for club members.

The club has agreed a discount on insurance premiums for club members insuring with Hagerty International Ltd. By quoting our club code CCIOC members will receive a 15% discount on their premium. Don't forget, laid up cars can also be insured.

Telephone 0333 323 0989 email: www.hagertyinsurance.co.uk