

[www.isetta-owners-club.gb.com](http://www.isetta-owners-club.gb.com)

No 338

# ISETTA

Gazette

SPRING 2010 EDITION .....



Wareing 2007

**MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN**

**The Isetta Owners Club of Great Britain Ltd.**

**OFFICERS & COMMITTEE**

<b>CHAIRMAN/TREASURER</b> Bob Crompton	225 Old Road, Meriden, Coventry. CV7 7JP <b>email:bargeebob@yahoo.co.uk</b>
<b>MEMBERSHIP SECRETARY</b> Fred Parker	Panthers Paw, Horney Common, Uckfield, East Sussex <b>TN22 3ED email:911euf@f2s.com</b>
<b>GAZETTE EDITOR</b> Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX <b>email:isetta@ianparris.com</b>
<b>NEW SPARES MANAGER</b> Mike Hurn	9 Charwood Drive, Leicester Forest East, Leicester. LE3 3HL <b>FAX/24 Hr Ansaphone: 0116 2390319</b>
<b>USED SPARES MANAGER</b> Mike Ayriss	29 Oak Drive, Syston, Leicester. LE7 2PX <b>email:michael.ayriss@talktalk.net</b>
<b>TECHNICAL ADVISER</b>	Contact Mike Hurn
<b>CLUB MERCHANDISE</b>	<b>To be announced</b>
<b>REGISTRAR &amp; NEC ORGANISER</b> Lee Turnham	70 Prebendal Avenue, Aylesbury,Bucks. HP21 8LQ <b>email:lee.turnham@tesco.net</b>
<b>BMW 600 &amp; 700</b> Roger Barker	'Graygarth' The Holloway, Alvechurch, Birmingham. B48 7QA
<b>ARCHIVE/RE-REGISTRATION</b> Dave Watson	19 Wellhead Road, Totternhoe, Nr Dunstable, Bedfordshire. <b>email:d_watson@btinternet.com</b>
<b>WEBMASTER</b> Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX <b>email:isetta@ianparris.com</b>
<b>OTHER COMMITTEE MEMBERS</b>	Elaine Hurn Steve Hurn

[www.isetta-owners-club-gb.com](http://www.isetta-owners-club-gb.com)

**I.O.C. SUBSCRIPTION RATES**

United Kingdom	£18.00	<b><u>Credit Card Payments. IMPORTANT</u></b>
Europe	£21.00	Please ensure you give the Membership Secretary the
N & S America, Africa, Middle East	£24.00	full card number, the expiry date and the 3 digit security
Australia, New Zealand, Japan	£25.00	number from the back of the card above the signature
		strip

## **Editors Bit**

---



For some of you this could be your last Gazette. Why? Because you have not paid your 2010 subscriptions. At some point you may ask yourself "where is my latest Gazette, it should have arrived by now" at that time ponder the question "did I pay my subs!" The answer to that will probably be 'NO'. Well those of us that did will be enjoying the latest tales from the microcar world.

There will be further articles from the likes of John Jensen in the USA, David Marsh in New Zealand and other contributors in the UK. For my part I will do my best to knock them together to give you some interesting reading.

At the moment, I am concentrating on completing my Berkeley T60. The painting is finished along with the upholstery, brakes and electrics. It just remains for me to take the final plunge getting it off its trestles and dropping in the engine. (I don't literally mean drop it in!) This of course will mean that at some rallies there will be one less Isetta present and one more Berkeley T60.

This year the club is actively looking at events where members can bring along their cars and show them off to the public and promote the IOCOGB. See you there:-

**Ian Parris**

---

## **Chairmans Chat**

Traditionally this time of year is a quiet time for most Classic Clubs and the IOC is no different. It has been way too cold for any sensible work outside. That said if you have a nice centrally heated workshop, you can turn the radio on, boil the kettle and crack on.

At our recent Committee meeting the new Chairman-elect Jeff Todd came up with the idea of generating a new workshop manual for the British Isetta. There is of course John Jensen's excellent book on the Isetta which is much, much, much better than the factory workshop manual but is targeted towards the US Isetta.

After some discussion we decided to take it to the next step and incorporate the excellent collection of Technical articles published by Steve Hurn during his tenure as Editor. Watch this space for news as to progress on this item.

At the same Committee meeting, we agreed to increase the spares prices by 12.5% effective March 1<sup>st</sup> as we are simply not covering our costs. As always with these things, the more the membership buys the more income there is to spread the fixed costs over.

Mike has been busy sourcing new parts and cylinder barrel nuts, 18mm track bushes, rear spring bushes and door compensator bushes are all now available. Side window rubbers are progressing but the suppliers are having problems with the adhesion of the flocking to the base rubber. We are hopeful they will get it right soon.

For those members who have not yet renewed, you should receive a note with this issue that it will be the last one you receive, so please get your cheque books out and send a cheque to Fred Parker for your 2010 membership.

On a sad note, we have been advised that Leonard White died on 13<sup>th</sup> December 2009. Leonard was one of the few remaining employees of the British Isetta company known to the Club and was an enthusiastic supporter of IOC.

By the time you read this, I am hoping the warmer weather will be with us and the spanners will be a bit more bearable. I hope your car starts the season in the best shape it has ever been and that you get out and about in it for a great Rally season .

**Bob Crompton**



# FARMOBIL HISTORY



In 1955 the designers at the German tractor and agricultural machinery manufacturer Fahr AG based in Gottmadingen were given a design brief to create a utility vehicle that could be sold alongside other Fahr products to the likes of farmers, market gardeners, nursery growers and market traders. The brief specified that it should have a gross weight of 1000kg, a wheelbase of 5 foot 11 inches, track of 4 foot 5 inches, should be able to travel over rough tracks and terrain, utilize an engine of about 20hp, have four forward and a reverse gear and have a top speed in the region of 50mph.



In 1956, the first running prototype was produced, driven by a Horex parallel twin motorcycle engine. This engine was quickly discarded due to insurmountable reliability problems associated with vibration and overheating.

A second prototype was developed, I sus-

pect, in cooperation with BMW although I've found no acknowledgement of their input. This prototype was heavily influenced by the design of the Isetta and featured a rounded cabin with a single opening front door. This version was fitted with the engine and four speed gearbox from the BMW 600.

This Farmobil prototype was deemed developed enough by management for a press launch in July 1959 and it was announced that when production began, it would sell for less than 4.000 DM.

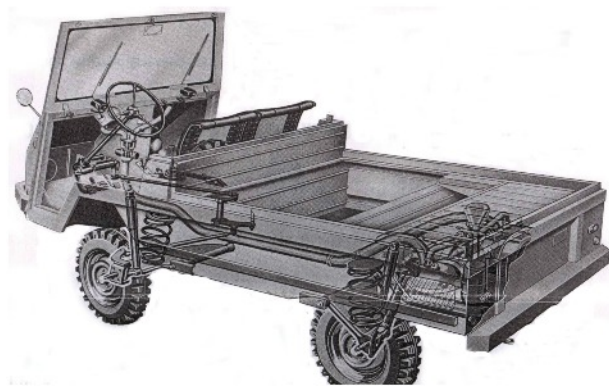


When announced, the front opening door design received mixed comment from the press and public alike. It was felt that the door would be easily damaged and access could be a problem in and around farm buildings or on rough ground, so once again the designers went back to the drawing board and developed a 3<sup>rd</sup> prototype. This rather attractive vehicle retained the rounded cabin but was now fitted with two, more conventionally mounted, side doors.

The BMW influence was still strong and this version utilized many mechanical parts from the BMW 700 LS, such as the engine, gearbox, gear lever/ ignition switch, brakes, switchgear, wheels, hubs and bearings. Confidence was high that this model could be successfully

produced and 15 vehicles were constructed for homologation testing, on the Fahr tractor assembly line.

During the manufacture of these pre-production models a number of problems arose and management at Fahr realized that the tractor production line at Gottmadingen wasn't suitable for large scale production of this type of vehicle. Enquiries were then made to find a suitable manufacturer who could produce them under license, and an agreement was subsequently signed granting Peter Kondogouris a Greek entrepreneur, production rights. The Kondogouris brothers formed the Farco Manufacturing Company and engineers from Fahr helped set up the production line in a factory located in Thessaloniki (Greece). Before production began, in an effort to reduce production costs and simplify production, the design was simplified and instead of the rounded body, extensive use was made of welded flat and ribbed panels and the final version came into being. Around 50 people were employed at the factory and in 1962 the first Greek produced Farmobil appeared on the German market.



Initially, again using the BMW tie-up, all production was sold through the worldwide BMW dealer network.

The Farmobil was initially designed to carry a driver and one passenger in the cabin area with a semi flat load area behind, over the rear mounted engine. The flat twin engine can be accessed by either unlocking and removing the ribbed top cover or by removing the rear panel. The vehicle was designed to be able to cope with travel over rough tracks and terrain and for that reason

was designed to use hydraulically damped long travel suspension using coil springs all round mounted over leading and trailing wishbones front and rear, rather than the BMW 700 road vehicle set-up. It was never designed with four wheel drive in mind. There were a variety of options available to buyers including a low ratio gearbox, a lockable differential, and a power take off to drive farm machinery such as a milking machine. The load area could be left as a flat load area or fitted with side capes to carry bulkier items or even livestock like sheep or goats. The "cabin" could be fitted with a canvas roof and the rear could also have a canvas covering similar to the Land Rover. The doors had detachable side windows and the doors themselves could be removed in minutes. The windscreen can be folded forwards over the "bonnet". For some markets a rear seat was fitted on the load area allowing passengers to sit facing forwards with their feet in the sunken well of the rear platform. I have seen a rather amusing advertisement showing very elderly Greek grandparents sitting on the back – the photo didn't show quite how 80 year old granny got there, perhaps steps or a hoist were also on the options list!

In 1964 Chrysler bought over the company but the vehicle still retained all its BMW parts. This was an astute move by Chrysler who couldn't access the German car market because of import restrictions in force at the time. By buying Farmobil the doors to the German market were opened to them and I suspect Farmobil was regarded by Chrysler more as a Trojan horse than an asset on its own merits.

Nevertheless Simca (part of Chrysler) immediately set about applying for homologation in France and following approval in May 1965 became the official distributor in France. Interestingly from a UK point of view, Rootes (part of Chrysler) imported a couple of rolling chassis into this country in 1965 and experimented by fitting them with Hillman (Chrysler) Imp engines and front mounted radiators. The Imp engine was always troubled by overheating even in the car it was designed for and it proved to be even worse in the Farmobil! The experiment was a failure and one car is believed to have been cut up and destroyed. The second car was road registered by the Humber Motor Company who six months later sold it to a farmer in Devon who used it on the farm between 1965 and 1986, when the brakes failed! The vehicle went into barn storage and was subsequently sold. It was restored between 1991 and 1995 and re-sold and is believed to still be in the UK. Production ended in 1966, with around 900-1000 vehicles having been manufactured during the 4 years of production.

I've researched the history of the Farmobil because I have a vested interest, having recently bought, not one, but two as a "job lot"! The previous owner had intended making one vehicle out of the two and scrapping the rest.

The first vehicle was registered in Central London in 1964 and I would like to try and trace its history to establish if it could perhaps have been imported and registered for an Earls Court Show as Central London seems an unusual place to register a country utility vehicle. Unfortunately London vehicle registration records were apparently all destroyed when DVLA in Swansea took over vehicle registration nationally. If anyone has access to Earls Court Show records or pictures for 1964, I'd be delighted to hear from you.

I believe this may have been the only BMW powered Farmobil imported to the UK.

The second vehicle I have was registered in France in 1966 and was subsequently purchased in 2006 in Marseille by someone prepared to drive even further than me, to add an unusual car to his collection. He travelled from Scotland to Marseille in his camper van and towed it home – I make that 1200 miles each way by the shortest route! This vehicle had at some time in the intervening 40 years been converted to 2CV power.

After a thorough examination of both vehicles, I have decided that it would be a criminal act to destroy either of them as they are both restorable. The parts missing from this French vehicle are largely the BMW 700 mechanical and electrical parts and theoretically they should be easiest bits to find! I have already managed to buy the correct engine and gearbox. Does anyone have any other 700 bits to sell to aid a worthy cause? One headache I am anticipating is sourcing four 5¼ inch headlights – I know from my Bond Mk C quest, they aren't the easiest to find as they seemed to have been sourced originally from Marchal and Cibie, and of course I'm looking for RHD dipping lights!



Today, the Farmobil is a rare beast and I know of only eighteen surviving examples in various states of restoration or use with another two effectively scrapped and being used as donor vehicles. The majority are in France, although there are two in Belgium, one in Italy and one in Australia. No doubt given its original purpose, there may well be others lying, waiting to be discovered in old farm buildings in sunnier climes?

As I write this article I now have realised that the multitude of photos I took of each vehicle before they were garaged, are mainly close-ups, showing the detail needed to allow me to search for parts and I didn't take full body shots. You'll need to make do of a photo taken in 2006 when the French vehicle was imported into the UK. It is unchanged today as no work was ever carried out by the last owner.

I could go on and horrify/entertain you with an account of how hard it was to get information and negotiate with a retired farmer selling a pair of Farmobils, who spoke as if words were rationed and was some words for a rainy day and communicated by email the same way – a page of questions getting a two sentence answer.

I could tell you how he also had a mountain of BMW700 parts but each time I asked for the missing parts for the Farmobile, they went up in price "because they are rare". From first contact to last, they increased in value by A FACTOR OF 10!

I could tell you how he failed to mention that on one of the Farmobils three out of four of the brakes were seized on and while "helping" to load, as I winched, he first broke a front indicator and then a headlamp!

I could tell you a long story about how unloading at my end involved the use of a telegraph pole!

I could even tell you how, while bringing my second Farmobil home and sitting at 50mph on an empty, dead straight dual carriageway at 9am on a Sunday morning, I was overtaken by two cars being driven much faster passed me travelling about 6 feet apart. How the first car cut in about a car's length in front of me and braked HARD for no apparent reason, bearing in mind the nearside lane was empty for at least a mile ahead. How a small car can stop quicker than a larger car pulling a car transporting trailer loaded with a Farmobil. How in these circumstances your attention is divided between the ABS working on your car, the trailer wheels producing clouds of blue smoke behind you, the gap diminishing between you and the car in front and a rather morbid fascination as to whether the trailer straps will hold, or whether a Farmobil is about to enter your car via the rear window. I could tell you how when the inevitable happened, the young lady driver apologized profusely and admitted it was all her fault because she "panicked because she thought the "boy racer" in the outside lane behind her was going to ram her!"

I could tell you how the Police refused to attend the accident (perhaps they were too busy at 9am on a Sunday morning!) I could even end this story by telling you how, knowing there were no independent witnesses and that she hadn't admitted anything to the Police, she later told her insurance company that for no reason I had run into the back of her!

A 35 year accident free record up the spout because the boy racer didn't stop, the Police didn't attend and an idiot of a driver who saw her chance to walk away from any responsibility for her actions by blaming me!

I suspect the full story could be serialized, but I've no doubt you've all met similar sellers and seen similar drivers – but all of them in the one weekend/transaction, that's real luck!

Alastair Lauchland

---

**This seemed to be the norm this winter. Let's hope we get a better summer**



## The Bubble Trouble – The Final Part by David Marsh

In the last Squeaky Wheel I left off where the bubble car was now in the Panel Shop awaiting the ministrations of the specialist to work some minor miracles.

The cutting away of the rust revealed big holes. Barry Jackson the specialist who is over 70 made new bits for the wings and also fabricated new pieces for the hole in the body.



Over a period of three days the repairs were completed. On Wednesday 4<sup>th</sup> I collected the bubble at 5 pm and brought it home. I arranged with the AA to bring it down to them the next morning to restart the examination process.

I got up early on Thursday and decided to start the car. It did but the horn jammed on – I disconnected the horn on checked the wiring through – I could not see where the short was occurring. I phoned around.

There is an auto electrician in the town so I arranged to take the car to him. He could not do the repair straight away – he would fit it in between jobs. I could see time ticking away. The following day (a Friday) was a public holiday here so nothing would be done then – if the car was not certified today then it would be next Monday.



The electrician and I stripped the switch on the steering column and the horn button – nothing amiss here except the spring in the switch was not the correct sized – so he made one. The horn now worked. I drove it to the AA. As I unloaded it from the trailer the horn started again and kept on. The fault must be in that wire that runs down through the steering column. The only way to get at that is to take the steering wheel off and strip it down. No time for that! An idea struck me, why don't I slide some insulation sleeve over the wire – that would stop it shorting. This I did and it worked. It was now 3 pm. Chris (the AA inspector) said he would try to do the inspection but was not hopeful as he was going to have to take all the wheels and brakes apart to measure the thickness of the new brake linings. I was gob smacked – why did he not do that at the Brake Specialists when the called in to see the work there. I sat around rather forlornly to see if the inspection started – at 4.30 pm nothing had been done so I went home and “kicked next doors cat”.

On Monday I phoned the AA – the manger said - “Your car should be ready about 11am – they have made a start and it looks like it will pass”. I spent the next couple of hours planning what to do next, and sorting out the stuff that needs to go in it – spanners etc..

The car will need a service and a good clean and there is also the new number plates etc to fix. I prepared the trailer and put it back to bubble car mode. (The trailer has two modes –



bubble car mode where it is essentially a flat bed trailer and closed mode – the removable sides are put in place and it's a box trailer.)

At eleven I arrived – It was done. The formalities had to be observed – first to pay for the retest – another 300 dollars! Then to buy the first year's "Reggo" (road tax). 140 dollars. I collected the paperwork – including copies of all the various reports that had been provided by the companies who had helped in its preparation and the all important Vehicle Compliance Certificate. Then the number plate. The girls at the AA got the next set of number plates from their box and were about to hand them over when the manager reminded them that the bubble car is classed as a motorcycle here, so it has a different sort of number plate and only one! To be put at the back of the car!



I took the car back home and spent a couple of hours changing the oil and greasing the various grease points etc, gave it a good clean and put the new number plate on.

I took the car on its first drive to town to see the various folk who had helped with the work. Their smiles were as large as mine. The looks I got as I took it through town were just typical of the reaction I get in the UK, however even more so, folk came up at Traffic Lights and said "What a cool car" and "What is it?"

At one place I stopped a car drove in behind me and a lady got out and rushed over and said she had followed me through town – she had one of these 40 years ago and I let her sit in and tell me her stories, just like in the UK.

I drove home at a steady 45 mph, must mark the Speedo in KMH!

I arrived home, all the neighbours wanted a ride in it, so many joy rides were given.

I put the car away, tomorrow I contact the registration plates department as I have already bought for the car the same number as it had in the UK as a personal plate – all I have to do is to get the registration number swapped over.



### Post Script

First some good news, the Tango Queen is going well (well apart from still having trouble with that horn!). I have taken it regularly into town, a trip of about 15 minutes each way. The reaction by the residents and visitors to Nelson has been fantastic. These trips included the supermarket and also coffee shops etc. On two Friday nights it was placed in the middle of the Twilight Arts Market held at the top of Trafalgar Street. It was a major attraction met lots of folk who had memories of these cars and a number who had owned or been driven in them. Great.

Now a bit of bad news, I had bought the same number plate (EUP 385) as the car had in UK from the NZ number plate's service here (599 dollars!) When I tried to transfer that number to the car I was told I could not as they are **motor car** number plates and as I have been allocated a motorcycle number (motor bikes are 2 numbers and 3 letters).

Yes the other way round is fine, you can fit bike plates to a car! So I had to choose another number, luckily I only had to pay a few dollars to change, so the new number will be ISETA. I awaited the plates. They came five days later.



More good news. After the number plate saga I thought, if it's a bike then surely I can park in motorcycle parking bays which are free of charge! I went to the council parking officer and asked if that was the case. After 20 minutes of looking up stuff the answer is yes and I was told if I get a ticket to bring it to the office and they will cancel it.

This is a result as the parking on market days for cars is always difficult – but there are always spaces in the motorcycle bays. Last Saturday I went to the market for the first time and parked easily in the empty motorcycle bay !!!!

Sweet revenge!! – I will continue to send you all updates on life here with the Bubble .

Recently a classic car run was held to raise funds for the Local Hospice. It was open to all cars (who paid a five dollar fee). The run went through the streets of Nelson, Stoke and Richmond. I set off in the bubble and made the start point – a new record as it was about 20 kilometres away from home. The range of cars assembled was staggering – see the pictures below. I parked gingerly as the Tango Queen is not in what I call would show standard condition yet. I was astonished, I was swamped with folk and kids who ignored the shiny muscle cars to come and talk to us.

The run set off and was “headed and tailed” by two fire engines who were doing a street collection from the folk who came out in droves to watch the 100 plus cars. It was a hot afternoon and in one street the folk who lived there had turned the event into a mini street party with tables of food and drink. Thirst set in, I stopped the bubble and reversed up the drive to where they were sat and asked if they could spare a beer for us.

It was a real a hoot, one of the party goers told us that many years ago she had a yellow Isetta and had learnt to drive in it. The other cars passing the gate seeing we were stopped slowed down in case we had broken down. The beers (ice cold) were duly delivered to us via the sun roof and with a grateful thank you we set off.

The run concluded with a picnic, again many of the other drivers came up and chatted, what a day, and yes it got home just fine, total distance covered, 90 kilometres. Well done the Tango Queen !

## “Czech please.” by john jensen

Last night I was up late working out some details for a hitch plate that would bolt to my rear axle housing to pull a two-wheel trailer. So I took some measurements off my Isetta parked out front on the street, cars roaring by as I lay peacefully on the asphalt with tape measure, clip board and grid paper.

I noted that the carrier plate I would bolt to the right side of the chain-case surrounding the axle would be 2 1/8” off center. I would like my hitch point on center, an aesthetic that Italian design engineers gave a low priority. No problem, I can solve this issue with a few more shapes of 1/4” aluminum plate and some more pieces to brace the essential pieces. Only very curious people will get down on their knees to look under the bumper to see what is there. On a sunny day, you can’t see much of anything under there anyway. You’d have to come by at night with a flashlight, er.... torch.



Thoughts of Terry Parkin touring the continent are still on my mind. On a past trip he took a very nice photo of his Isetta in front of the Guggenheim Museum in Bilbao, designed by architect Frank Gehry of Los Angeles, Venice Beach and Beverly Hills. Night photography is interesting, has an artsy aspect to it. Mind you, this was 4am just after driving off the boat from England, bleary-eyed, headed to France, I believe, looking for a Starbucks in sleepy Bilbao. Trust me, that is definitely the Bilbao Guggenheim in the background!

I envy Terry and his fearless adventures abroad, the serenity of cruising along on gentle back-roads through charming country villages, waving and smiling at the locals, the Isetta and trailer moving gracefully as one. You can see his trailer in Terry’s Isetta World photo album. Any actual Isetta owners seeing him pass by towing his trailer would have done a double-take or chased after him for an extended conversation about aerodynamics versus practical reality. Go ahead, ask me how many times I’ve seen an Isetta on the highway pulling a trailer, any kind of trailer.

Here it is, mid summer, and I have been nowhere. An acquaintance who recently returned from Dubai brought to mind the sky-



scraper being built there, the Burj Dubai Tower, along with new majestic hotels and mosques, and with little concern shown for economies of scale or dinars. We have direct flights now between San Francisco and Dubai for around a thousand dollars, one-way perhaps, not sure. You can Google it easily enough. I was looking for a cozy oasis “bed & breakfast” in the Dubais dunes, but no luck as yet. Google’s wheels kicked up a lot of sand and are still smoking from that search.

<http://www.burjdubai.com/>

<http://burjdubaiskyscraper.com/>

The single-wheel PaV trailer, originally stamped out in former Czechoslovakia by brave party members with rampant hearing loss and no ear-plugs, is quite interesting. The design is elegant and simple, with a snug lid to seal out the weather or 2-stroke fumes from the barely affordable motorbikes of the socialist period inside “the curtain”. Today, they’re collector’s items. I find “the PaV” particularly handsome attached to a Messerschmitt or a Heinkel scooter.

If you’re already on a Yahoo group, go to Richard Lewis’s new Microcar Trailers group and see what one looks like.

<http://autos.groups.yahoo.com/group/MicrocarTrailers/>

So I Googled flights to Prague, and I see they are a bit less than a flight to Dubai. Not only that, but there are slightly more gorgeous natural blond girls in Prague, although the balance is shifting slightly to Dubai each year. It’s the oil wealth I suppose. “Diamonds are a girl’s best friend”, as MM sang in the 50’s, while avoiding guys in Isettas. Today they’d stand on their head for an Isetta ride, not those same girls of course, but fresh faces.

I’ve wanted to see Prague for a long time, especially since Frank Gehry created his “Ginger and Fred” building that stands there near a bridge across the Vltava. (I think there should be one more vowel in that word.)

<http://lava.ds.arch.tue.nl/gallery/Praha/tgehry.html>

Here’s a map of the Czech Republic.

<http://www.lonelyplanet.com/maps/europe/czech-republic/>

Once settled into Prague and having enjoyed the art museums and numerous open-air coffee shops, I’d set about touring the countryside with PaV photos, seeking any that might still exist in barns and attics of the common people. I might not be the first resourceful American to do this. There might be others already there, even resourceful Germans or British, perhaps even Czechs. I may need someone who is charming and speaks the language to help with public relations. I wonder how much that would cost in Euros? I only have dollars, American dollars! Back in the 50’s a dollar actually meant something. I should have invested in a PaV trailer franchise then, but I never really thought Harley Davidsons would survive the British bike explosion.

I recall how Scandinavian people suffer during their long winters and then love to get out to the countryside and camp during those few weeks of summer. There just might be a lot of those single-wheel trailers in Finland or Sweden, even Poland, still in use, handed down from father to son or mother to daughter for summer motorcycle trips into the ausbakken. What if I managed to collect a small shipping container load to bring back to America? Would I save money having the units restored in Eastern Europe first, or should I take them to Michigan where there are good capable GM workers who need jobs. Actually, they could probably make brand new ones just as easy. Smart Cars, Minis and Little Fiat 500's will all need something like that soon.

After all this thinking and planning, I should simplify my hitch design. Maybe 2 1/8" off center could be resolved by placing the tongue-mount slightly to the left of center? That might add a certain Isetta panache to trailering, something for other devoted microcar fans to discover while examining the Isetta and its trailer at some future gathering in the High Sierras.

Time to crank up the Isetta and do some shopping this morning. An Isetta ride always brightens the day somehow. If only I could drive it through Prague and tour the Czech Republic in true BMW style.

john jensen



Ray Glendinning's Isetta & sleeper

## **Obituary- Leonard White.**

He was born in 1925, and died on the 13<sup>th</sup> December 2009, at the age of 84, at the Phyllis Tuck well Hospice, in Farnham.

Leonard had been in hospital for three months prior to this, with septicaemia and pneumonia, but sadly died of lung cancer.

Leonard was involved as a Company Secretary in the administration of running the Isetta Factory at Brighton, right from the start, under the management of Captain Ashley.

He and his wife Mary used an Isetta daily as their mode of very reliable transport, at that time. Later on, they had a chance to loan the prototype right hand drive BMW 600, which was used very successfully for a holiday to Scotland!

Mary recalls that the only problem they had with the BMW600, was near to Glasgow, when they came to drive off in the car, but only managed to travel a few feet in it, realising that someone had removed the non locking petrol cap, and siphoned out all the fuel!

On another occasion, Mary recalls another successful holiday trip to France in a new BMW 700. The only problem being experienced was, by a rather grumpy Customs Officer after asking Leonard to open the boot. Leonard then went to the front of the car, the Customs Officer immediately then thinking Leonard was messing him about, and was going to show him the engine, then got rather cross and decided every piece of luggage was going to be removed from the car, and inspected!

Leonard retired when he was 62. He is survived by his wife Mary and two daughters.

# **FORTHCOMING EVENTS**

## **Louth Lincs Wolds Rally**

The Micromaniacs would like to Invite you all to the Louth Lincs Wolds Rally on the 13<sup>th</sup> to the 16<sup>th</sup> of May 2010, organised by Jon Hunt Esq. and Helpers. We will be Camping at the West End Farm Gt. Carlton. <http://www.westendfarm.co.uk/index.html>  
Also I hope to Organise a Meal out on Friday or Saturday and Scenic Testing Road Runs, Friday Saturday & Sunday. There are about 15 Electric Points but we are allowed to Piggy-Back if you have the right connectors, and a few toilets and showers available. The Nearest Fuel Garage is 9 miles away so a Fuel Can could be an Idea?  
More Info. Jon.Hunt@Ntlworld.com

## **'The Bristol Microcar Club' 25th Bath Microcar Rally**

To be held at the Keynsham (spelt K.E.Y.N.S.H.A.M) Rugby Club on 2-4 July 2010  
For further information go to <http://www.bristolmicrocarclub.com/>

## **Annual Isetta Club Meeting of German Isetta Club**

Mr. Dr. Klaus Kaufmann, former president of the German Isetta Club, organises this years annual meeting of the Isetta Club. It takes place from August 27<sup>th</sup> to 29<sup>th</sup> 2010 in Tangerhütte. All members of the Isetta-Owners-Club of Great Britain are very welcome. Tangerhütte is a small town situated 40km north of Magdeburg. The meeting is planned as a camping meeting.

For further information please contact: Dr. Klaus Kaufmann Hindenburgstr. 8 D-31167 Bockenem Phone: +49-5067-3888 or the town Tangerhütte on [www.tangerhuette.de](http://www.tangerhuette.de)

## **2010 IS THE FIFTIETH ANNIVERSARY OF THE UK LAUNCH OF THE BMW 700!!**

An Anniversary Celebration of as many BMW 700's of all types and configurations is being planned to coincide with the National Micro car Rally, to be held at the Three Counties Showground at Malvern, Worcestershire, between 3<sup>Rd</sup> to 5<sup>Th</sup> September 2010.

Please contact Roger Barker on 07968-048762, for more information, and register

## **36th (Inter) NATIONAL MICROCAR RALLY**

To be held at The Three Counties Showground in Malvern Worcestershire  
2nd - 5th September 2010

Organised by Nick Haddon & Ray Dilks on behalf of The Heinkel Trojan Club  
[www.national-microcar-rally.co.uk](http://www.national-microcar-rally.co.uk)

## **BUY AND SELL AND WANTED**

### **Wanted for 1959 three wheeler:**

Front bumpers; luggage rack; ideas for improving the upholstery - I need a comfy seat to bring Bubble 1200 miles home to Spain; suggestions for headlamp mounted wing mirrors.

Any help appreciated please email on [philip.mckiernan@gmail.com](mailto:philip.mckiernan@gmail.com)

### **FOR SALE**

1963 Isetta 300 RHD 3 wheeler. Has no body shell, doors or lights, all the rest is there, even a good seat. I have the chassis plate and the V5 with original registration number. The engine was running recently. £950 the lot. I also have lots of other Isetta parts to sell separately. I can post small items but heavy and large items would need collecting from Inverness. Tel 01463 710200

#### **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

#### **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.

#### **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 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 Saloon**

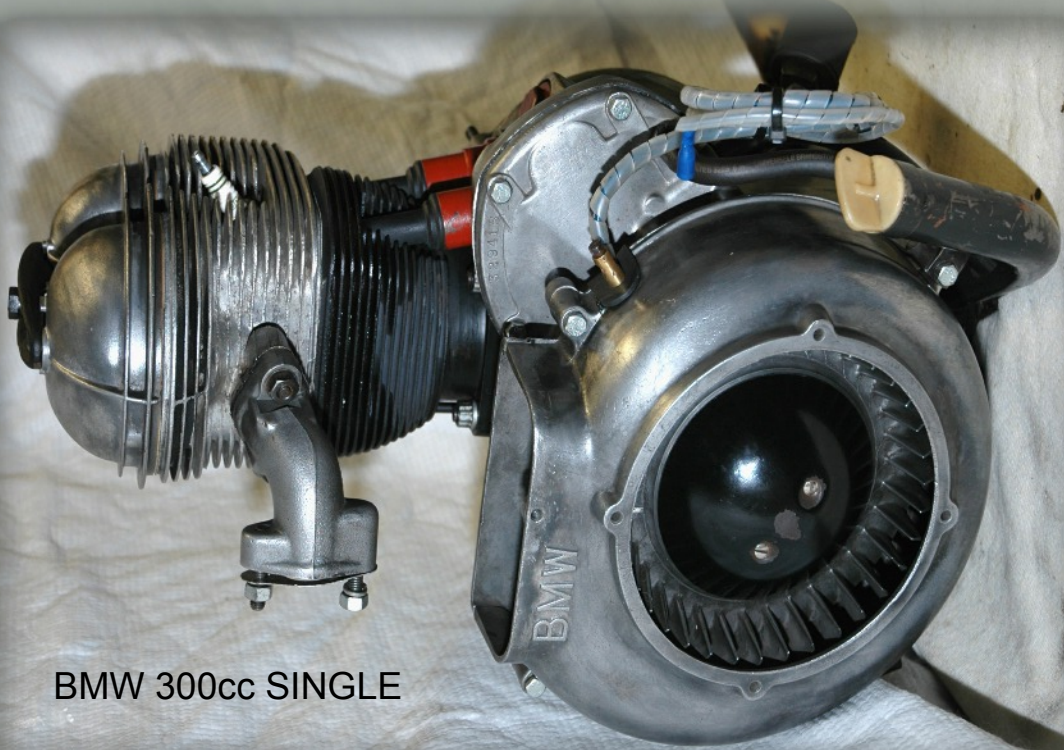
RHD Body shell and parts for restoration. Complete with V5C Registration Document. Previously owned by Lord Strathcarron, this vehicle was also featured in a comparison road test article, featured in the BMW700 Brooklands book. RHD versions of these cars are now very scarce. I am open to offers for it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

The back cover of the Gazette shows the rebuilt engine of Jeff Wareing's Isetta 300cc single cylinder 4 stroke compared to the 2 cylinder 2 stroke 328cc Excelsior engine, gearbox & diff from the Berkeley T60 being rebuilt by Ian Parris.

To advertise your items for sale or want adds etc. please email the editor at [isetta@ianparris.com](mailto:isetta@ianparris.com)

The Isetta Owners' Club of Great Britain Ltd. will not accept liability for any loss or damage resulting from articles, features, adverts or any other material published in The Isetta Gazette.

Copyright The Isetta Owners' Club GB Ltd.



BMW 300cc SINGLE

EXCELSIOR 328cc TWIN

