

ISETTA

GAZETTE

SPRING 2011.....



J.F. Wareing

The Isetta Owners Club of Great Britain Ltd.

OFFICERS & COMMITTEE

CHAIRMAN Jeff Todd	108 Clee Road, Grimsby. DN32 8NX email:jeffrey.todd@ntlworld.com
TREASURER Bob Crompton	225 Old Road, Meriden, Coventry. CV7 7JP email:bargeebob@yahoo.co.uk
SECRETARY Joanne Todd	108 Clee Road, Grimsby. DN32 8NX email:joanne.todd@ntlworld.com
MEMBERSHIP SECRETARY Jeff Todd	108 Clee Road, Grimsby. DN32 8NX email:jeffrey.todd@ntlworld.com
GAZETTE EDITOR Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
NEW SPARES MANAGER Alan Perrett	1 Salden Close Shenley Church End Milton Keynes MK5 6BL email:isettaspares@gmail.com
USED SPARES MANAGER Mike Ayriiss	29 Oak Drive, Syston, Leicester. LE7 2PX email:michael.ayriiss@talktalk.net
TECHNICAL ADVISER	Contact Mike Hurn
CLUB MERCHANDISE	To be announced
REGISTRAR & NEC ORGANISER Lee Turnham	70 Prebendal Avenue, Aylesbury,Bucks. HP21 8LQ email:lee.turnham@talktalk.net
BMW 600 & 700 Roger Barker	'Graygarth' The Holloway, Alvechurch, Birmingham. B48 7QA
ARCHIVE/RE-REGISTRATION Dave Watson	19 Wellhead Road, Totternhoe, Nr Dunstable, Bedfordshire. email:d_watson@btinternet.com
WEBMASTER Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
OTHER COMMITTEE MEMBERS	

Website www.isetta-owners-club-gb.com

Forum autos.groups.yahoo.com/group/IsettaWorld

I.O.C. SUBSCRIPTION RATES

United Kingdom	£18.00	<u>Credit Card Payments.</u> IMPORTANT
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

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

Editors Bit



This is the first Gazette of the new year and for some of you it could be the last as you may have forgotten to renew your membership. Take this as a gentle reminder to send in your subs to the new Membership Secretary who's details you will find in the front cover. If you are unsure whether you have paid or not for the current year, get in touch and we can check this out for you.

As we have a new "New Spares Manager", I have taken the opportunity to list the spares available and their prices. There may be some discrepancy in the prices as the cost of some items may change slightly but I am sure there will not be a great difference if at all.

I would like to thank Mike Hurn our retiring 'New Spares Manager' for the service he has given to the club over the last 13 years. He will still be active in the Isetta arena and will still be able to give valuable advice when necessary.

You will see from the 'Forthcoming Events' page that we are endeavouring to show a presence at a number of events throughout the year. If you should attend any of these events please come and make yourself known to us as we may not recognise you.

Ian Parris

Chairmans Chat

It's that time of the year again and Ian has put together another superb Gazette. The past few months have not been without a little trauma as far as the club is concerned. You will all know by now that Mike Hurn tendered his resignation at the November committee meeting effective from the end of 2010. Elsewhere in this Gazette is a tribute to Mike from Bob Crompton; I felt it better that someone who had known Mike for some years should do this as I did not feel qualified having known him for only a year or so. Nevertheless, Mike will be a hard act to follow, his knowledge of our cars is already legendary.

I can announce that Alan Perrett has become New Spares Manager and that service will continue just as soon as we can arrange to transfer the stock to him and set up a phone line and the credit card machine. Good luck Alan, I will probably be one of your first customers!

After that came the news that Fred Parker had decided to bring his retirement forward as Membership Secretary following some exchanges on the Isetta World forum. The forum is a public place for those interested in our beloved cars without censorship but wouldn't some things better be said in private. Ian Parris has decided to circulate the Gazette as well as print it; a somewhat time consuming task as I learned when distributing the advert for the New Spares Manager. I will keep the membership records after Ian has set up the spreadsheet.

A final word, could you please let me have email addresses where possible, just send me a quick note to my address inside the front cover. It could save the club a considerable amount of money if we have other urgent communications in the future.

Jeff Todd

And an Isetta is number 188. By Richard Clark

Number 188 in what? you may ask. It started with one of those phone calls which begin with "Hello my name is Alex, I don't know if I have the right person, but I got your name from the internet. I am looking for someone with a Bubble Car, particularly a BMW Isetta, who can give someone a ride". I said yes I have an Isetta what is it you are looking for? Well there is a chap in Bristol called Edwin Shackleton who holds a World Record for being a passenger in the largest number of airplanes, currently stands at 864, and is now trying to ride in the largest number of different types of transport in the UK. He started with an aim of 100 in 2009 at the age of 82.

He reached the 100 by 10th July the same year and decided to carry on.

Arrangements were made and on 15th Nov Edwin and Alex arrived at my house, fortunately it was a lovely day first sunshine for ages. Edwin is a lovely old chap now 83 after a chat about his exploits in various aircraft, turns out he started working in Bristol Aeroplane Co. just after the Bristol Brabazon made its first flight. (Look on the net if you have never seen it). Spent all his life in the aircraft industry and organising various air shows. Hence the large number of flights. He says if you are a bit cheeky and ask nicely it is amazing what people will let you do. He moved on to his transport challenge as he had just about run out of aircraft types.



He had a couple of books of pictures of the transport he has already been in which include, Bus, Ferry, Train, Local Dustbin Lorry (just asked as they were in my road), Sand Yacht, DUKW, Model T Ford, Dog Sled, Sledge (borrowed from a kid on Clifton Down), Hot Air Ballon (with Wallace & Grommet) that made the 100. Carried on with Narrow Gauge Railway, Tug, Lister Autotruck, Mule Wagon, Sinclair C5, Electric Bike, Road Legal Motorised Double Bed, Cyclemaster, etc .

So out to the Isetta for a quick look round and an explanation of how to get in without banging his head. Took a ride along the hills to a spot where we can see the local White Horse.

Edwin gave me this certificate as thanks for the ride.

Edwin enjoyed his ride commented on how smooth the ride was. I must have missed the pot holes this time.

We drove through the town on the way home and when we got back Alex, who followed us, said he was amazed at the reaction of the people we passed. The effect is much better appreciated from a following car.

EDWIN SHACKLETON
has flown in the most types of aircraft as a passenger, a record that has been in ten editions of the Guinness Record Book since 1990. The record total of 867 includes many lightplanes, airliners and military machines as well as 59 helicopters and 31 gliders.



As a diversion, he planned to experience 100 different types of travel – land, sea and air – within the UK during 2009. The year's total reached 136 and the quest continues.

Many thanks for your help. The total is now:
188
Edwin Shackleton



Anyway after another chat about the car and where Edwin is going next, Sedan Chair, Dray, Sea Tractor and Tracked Vehicles are high on the list. 200 should be reached soon and where will it end. It was great to meet Edwin. Also Alex who is helping him runs a web site <http://www.retirement-news.co.uk/index.php?section=695> so there is an article on that, also if you search for 'Edwin Shackleton' you can find out more about his exploits. A great hobby and much more fun than sitting about watching the TV.

The Club is pleased to welcome:-

Nicholas Wilkes	Oxfordshire.	Patrick Devine	Co. Louth, Eire
David Marriott	Warwickshire.	Terry Hill	West Yorkshire
Kaine Peters	East Sussex	Sean Thompson	Shropshire
Dave Clarke	Cheshire	David Williams	Northampton
Paul Ward	Surrey		
New members this year.			

Most of you will have noticed from the Isetta World web forum that the IOC Committee has had some significant changes this year and one of the very important changes has been the stepping down of Mike and Elaine Hurn as New Spares Managers.

Mike and Elaine clearly felt that after 13 or so years of, not only, administering the Sales side of the service, but also researching and buying new parts, the gloss had gone off to some extent and that it was time for someone else to pick up the load.

I will leave Jeff to advise Members on the new arrangements for the Service, but it is entirely appropriate for me to offer my and the Club's "Thanks" to both Mike and Elaine for jobs well done.

Few members will know that when it became impossible or uneconomic to procure some parts, Mike would often set to and simply make them himself. This extended to silencers, exhaust pipes, heat exchangers, petrol caps, clutch rods, remaking crankshafts and a number of other parts.

Mike has always been very conscious of the safety of the cars we love to drive and these parts would always be to the same or better standard than the original parts, Elaine meanwhile would be handling the invoicing, accounts, packing (not insignificant for a silencer !!!) and setting off to the Post Office to post the items out.

As there have been rumours to the contrary, I can confirm that the relationship between the Club and Mike and Elaine remains entirely amicable and indeed Mike has indicated that he is very willing to continue to make those items for the Club that he has made before.

Mike will also continue to be active in Isetta restoration and would welcome any enquiries for that type of work.

So "Thank You" Mike and Elaine, there are many cars out there which, without your efforts, would still not be restored or in running order.

Bob Crompton

ISETTA SPARES

New spares are now available from our "NEW SPARES MANAGER"
who's details can be found inside the front cover of this Gazette.

A0005	SEAL CRANK/FLYWHEEL	£6.20	B0550	MAIN JET COVER SCREW	£3.38
A0007	PLUG IGNITION TIMING	£1.13	B0552	FLOAT	£23.70
A0008	HEX. NUT CYL.BASE/CRANKCASE	£2.25	B0554	SCREW FLOAT COVER WITH WASHER	£1.50
A0010	GASKET TIMING COVER	£1.50	B0556	HOLLOW SCREW BANJO FROM HOSE	£3.94
A0017A	DIP STICK LONG	£19.85	B0557	HOSE BANJO UNION FROM FUELPIPE	£3.95
A0020X	RECON CRANKSHAFT 300	£219.38	B0558	BRACKET AIR PILOT HOSE/TIMECAS	£1.13
A0027	BEARING TIMING COVER	£15.75	B0560	PETROL TAP CORK GASKET	£1.15
A0029	BEARING CRANKSHAFT 300CC	£30.38	B0561	CORK GASKET FOR GLASS BOWL	£0.90
A0034	FLYWHEEL NUT	£2.09	B0562	CENTRE PLATE FOR JET NEEDLE	£3.66
A0050	CYLINDER BARREL-250 +1.5MM	£56.51	B0564	GLASS BOWL TENSION NUT	£1.13
A0052X	CYLINDER BARREL 300CC	£56.51	B0565A	FUEL BOWL CLAMP	£5.63
A0054	GASKET CYLINDER BASE	£1.15	B0570	CARB.- NO FUEL FILTER ASSEMBLY	£216.41
A0055A	VALVE GUIDE [STANDARD 13mm]	£9.92	B0571	PETROL TAP LEVER(REPROD.)	£6.02
A0056	VALVE GUIDE INLET +0.1MM	£10.13	B0572	RUBBER GROMMET,ACCEL.CBL/CARB	£2.50
A0056A	VALVE GUIDE [13mm STANDARD]	£9.92	B0573	PETROL TAP OPERATING ARM	£7.22
A0064	GASKET ROCKER COVER	£1.80	B0574	PETROL TAP LEVER ARM	£8.00
A0067	GASKET CYLINDER HEAD	£3.00	C1005	OIL SEAL GEARBOX INPUT	£4.22
A0072	PUSH ROD TUBE SEAL(PAIRS)	£4.75	C1006	OIL SEAL GEARBOX OUTPUT	£3.90
A0077	BUSH ROCKER ARM BEARING	£16.17	C1012	BEARING GEARBOX INPUT	£11.81
A0082	VALVE SPRING SET	£18.00	C1015	SEAL RING CLUTCH THRUST PIECE	£3.66
A0083	VALVE SPRING RETAINER BOTTOM	£2.25	C1016	NEEDLE CAGE BEARING INTERMED.	£6.75
A0084	VALVE SPRING RETAINER TOP	£9.56	C1021	SPRING CLUTCH RELEASE LEVER	£1.97
A0085	VALVE COLLETTIS (PAIR)	£5.00	C1035	BEARING GEARBOX LAYSHAFT	£15.69
A0086	VALVE INLET	£20.00	C1041	BEARING GEARBOX OUTPUT	£13.22
A0087	VALVE EXHAUST	£20.00	C1042	BEARING GEARBOX OUTPUT	£14.46
A0094	TIMING CHAIN TENSIONER	£19.00	C1048	GEAR LINKAGE BUSH	£1.70
A0095	TIMING CHAIN TENSIONER SPRING	£9.50	C1063A	INTERMEDIATE SHAFT PIVOT CLIP	£2.25
A0098	TIMING CHAIN	£21.00	C1072	GEARCHANGE CABLE RHD	£38.00
A0106	GASKET OIL PUMP	£0.65	C1083	GASKET GEARBOX TOP COVER	£1.13
A0109A	OIL PUMP SHAFT COUPLING	£3.38	C1084	GASKET GEARBOX SIDE COVER	£1.69
A0112X	CLUTCH PLATE	£56.25	C1086	G/CHANGE CABLE EYE END	£0.00
A0130	SPECIAL NUT CYLINDER TO EXHAUS	£1.80	D1503	KING PIN & BUSH (UPRIGHT SUSP)	£48.00
A0133	WOODRUFF KEY-CRANKSHAFT	£0.85	D1504	RUBBER BUMP STOP FRONT SUSP.	£4.22
B0505	AIR FILTER TRIANG.BRACKET	£9.00	D1506	SILENTBLOC 18MM TRACK ROD	£4.75
B0508	AIR FILTER ELEMENT	£8.44	D1507	SILENTBLOC 28MM TRACK ROD	£4.75
B0511	GASKET INLET MANIFOLD	£0.95	D1513	SEAL RING CONTROL ARM	£0.65
B0521	FLOAT CHAMBER COVER GASKET	£0.65	D1514	WASHER SWING ARM/STEERING KNUC	£1.86
B0522	MAIN JET 125 (300)	£4.20	D1519	NUT BACKPLATE SILENTBLOC	£0.56
B0523	NEEDLE JET 1308 (300)	£8.72	D1520	SPRING WASHER BACKPLATE S/BLOC	£0.34
B0524	FLOAT NEEDLE	£6.50	D1521	SEAL RING BRAKE PLATE STAY	£0.65
B0525	JET NEEDLE	£5.06	D1536	BEARING FRONT WHEEL HUB	£14.46
B0526	IDLING JET 35	£4.20	D1537	BEARING FRONT WHEEL HUB	£12.09
B0533	THROTTLE SLIDE SCREW	£4.50	D1538	SHIM 0.18MM FOR FRONT HUB	£0.28
B0534	SPRING THROT. SLIDE STOP SCREW	£1.13	D1541	GASKET BACKPLATE CAP/BACKPLATE	£0.56
B0535	SPRING FOR THROTTLE SLIDE	£3.66	D1543	BACKPLATE FELT SEAL	£1.70
B0539	CHOKE PISTON SPRING	£1.15	D1546	BEARING,STEERING WORM 2303	£16.88
B0540	HOLLOW SCREW CHOKE ENTRY/CARB.	£2.53	D1572	DRAG LINK BOLT,NUT&PIN-18mm	£2.53
B0541	BING CARB. CAP	£12.94	D1587	OILITE BUSH FOR BACKPLATE	£5.50
B0542	THREADED RING FOR CARB. CAP	£5.63	D1588	OILITE BUSH FOR SWING ARM	£4.80
B0544	HOSE SWIVEL FROM AIR PILOT	£3.32	D1589	OILITEBUSH BRAKE BACKPLATE STY	£3.70
B0547	AIR ADJUSTER SCREW	£7.30	D1590	'D' WASHER WITH OILWAY 20MM ID	£1.69
B0549	CHOKE/IDLING JET COVER SCREW	£2.00	D1591	'D' WASHER NO OILWAY 24MM I/D	£1.69
			D1594	GASKET STEERING BOX TO FLOOR	£1.15

D1595	TRACK ROD BOLT & NUT 28mm	£2.98	G3118	FRONT WING REPAIR SECTION N/S	£45.00
D1596	NYLON BUSH,STEERING COLUMN	£4.78	G3130	REAR FLOOR SECTION RHD	£0.00
D1597	BRASS BUSH,DROP ARM SPINDLE	£6.58	H3506	DYNASTART BRUSHES	£8.45
D1602	GEARSHIFT/BULKHEAD GAITOR	£9.28	H3512	SCREW,AUTO ADVANCE	£0.17
E2012	OIL SEAL REAR AXLE R. 4 WHEEL	£3.66	H3516	GROMMET START/CABLE IN BLOWER	£0.50
E2020	BEARING REAR AXLE 4 WHEELER	£16.88	H3517	BLOWER FAN HUB & COVER	£0.74
E2021	OIL SEAL REAR AXLE 3 & 4 WHEEL	£4.22	H3518	SCREW FOR FITTING FAN HUB COV.	£0.50
E2025	REAR AXLE WASHER 4 WHEEL	£0.25	H3519	DYNASTART SPRING	£4.25
E2027	BEARING CHAINCASE	£7.88	H3527	BOSCH SPARK PLUG	£3.00
E2035	GASKET SPKT FLANGE/BEARING	£0.73	H3534	HEADLAMP ROTARY SWITCH (NEW)	£30.06
E2047	SILENTBLOC BUSH REAR LEAF SPR.	£6.19	H3535	LIGHTING SWITCH KNOB	£1.85
E2055	NUT & BOLT FLEXIBLE DRIVE COUP	£2.00	H3536	DIPSWITCH STALK TYPE	£24.05
E2057	GASKET CHAINCASE TRUMPET	£1.86	H3537	DIPSWITCH SIDE MOUNTED TYPE	£0.00
E2060	REAR WHEEL SPACER	£1.86	H3539	INDICATOR SWITCH DOOR MOUNTED	£11.25
E2061	GASKET REAR BRAKEPLATE SEAL	£2.50	H3541	STOP LIGHT SWITCH LUCAS	£6.20
E2061A	REAR BRAKE PLATE GASKET OUTER	£2.60	H3546	INDICATOR LAMP COMPLETE LUCAS	£12.30
E2062	GASKET CHAINCASE	£2.08	H3547	INDICATOR LENS LUCAS	£7.31
F2506	MASTER CYLINDER (GIRLING)	£66.12	H3552	HEADLAMP CHROME RIM 5" LUCAS	£9.56
F2508X	FRONT CYLINDER R/H	£50.63	H3572	3" PLASTIC LENS LUCAS STOP	£7.31
F2510	MASTER CYL. REPAIR KIT GIRLING	£7.30	H3578	HORN CONTACT	£19.13
F2511	FRONT SLAVE CYL. REPAIR KIT	£9.60	H3579	HORN PUSH LUCAS	£6.45
F2512	REAR CYL. REPAIR KIT GIRLING	£5.45	H3580	HORN CONTACT RETAINER SPRING	£2.50
F2514	REAR WHEEL SLAVE CYL. SEAL GIR	£2.25	H3587	HEADLAMP BACKING RUBBER	£1.70
F2515	BLEED VALVE GIRLING	£2.10	H3588	HEADLAMP BACKING RUBBER 5"	£4.50
F2516X	FRONT RELINED BRAKE SHOES	£48.00	H3589	7" HEADLAMP(LUCAS)	£28.13
F2517X	REAR RE LINED B/SHOES GIRLING	£19.50	H3594	RED DASH LAMP LENS	£0.60
F2518	FRONT SHOE SPRING GIRLING	£4.22	H3595	GREEN DASH LAMP LENS	£0.60
F2521	FRONT BRAKE HOSE GIRLING	£10.70	H3598	BATTERY MASTER SWITCH	£22.24
F2522	REAR HOSE 3 WHEEL GIRLING	£10.15	H3617	INDICATOR FLASHER UNIT	£25.31
F2526	NUT END GIRLING FLEX. HOSE	£0.90	H3618	DYNASTART GROMMET,STARTER POST	£3.66
F2555	REAR BRAKE ADJUSTER GIRLING	£24.19	H3620	ADVANCE/RETARD SPRINGS	£3.66
F2556	FRONT BRAKE ADJUSTER GIRLING	£20.25	J4003	CLEVIS PIN GEAR/CHGE TUBE	£0.56
F2561X	REAR BRAKE CYLINDER GIRLING	£50.65	J4007	BLOWER WHEEL EXTRACTOR BOLT	£7.30
G3004	GROMMET PETROL TAP LEVER/SHELF	£0.56	J4012	SILENCER STRAP (SET OF 4)	£0.00
G3005	RUBBER SLEEVE FUEL TAP HANDLE	£0.61	J4014	EXHAUST GASKET TRIANGULAR	£1.15
G3008	GROMMET DEMISTER NOZZLE	£0.56	J4023	SPEEDO CABLE SMITHS LHD	£37.70
G3009	GROMMET STARTER CABLE/BULKHEAD	£0.60	J4024	SPEEDO CABLE SMITHS RHD	£39.00
G3011	RUBBER DOOR SEAL	£25.00	J4027	SPEEDO CABLE VDO LHD	£38.00
G3026	SCRIPT ISETTA BADGE POST 1960	£18.00	J4028	SPEEDO CABLE V.D.O. RHD	£39.00
G3029	300 BADGE FOR GERMAN/BRITISH	£16.88	J4030	ACCELERATOR CABLE COMPLETE	£31.50
G3036	HUB CAP BRITISH NO EMBLEM	£8.44	J4031	CLUTCH CABLE COMPLETE	£40.00
G3037	HUB CAP GERMAN TYPE WITH BMW	£11.25	J4032	CHOKE CABLE LHD	£18.56
G3038	HUB CAP GERMAN DEEP WITH EMBLE	£9.02	J4033	CHOKE CABLE RHD	£19.00
G3040	CORK GASKET PETROL FILLER/BODY	£0.62	J4034	HEATER CABLE LHD	£9.00
G3048	SUN ROOF FITTING BAR	£14.06	J4035	HEATER CABLE RHD	£18.50
G3049	SUN ROOF HANDLE BOLT	£6.50	J4037	HANDBRAKE TO FLOOR RUBBER SEAL	£2.25
G3064	BODY ID PLATE BRITISH 3 WHEEL	£8.00	J4038	HANDBRAKE CABLE RHD GIRLING	£45.00
G3066	SILENTBLOC BUSH DOOR COMPENSAT	£4.95	J4040	GROMMET ACCEL.CABLE TUBE/CHASS	£0.62
G3075	FIXED SIDE WINDOW	£4.30	J4041	ENGINE RUBBER MOUNTING TOP	£6.20
G3082	RUBBER ENGINE COVER PAD	£2.53	J4042	ENGINE MOUNTING RUBBER BOTTOM	£6.25
G3085	WINDOW CATCH RUBBER GASKET	£1.97	J4050	ACCELERATOR SPRING	£2.55
G3091	PETROL FILLER CAP BLACK	£15.50	J4052	TRANSFER,CHOKE	£0.30
G3093	FRONT SCREEN RUBBER	£28.15	J4053	TRANSFER,HEATER	£0.30
G3100	CHROME INFILL/SCREEN RUBBER	£2.81	J4054	TRANSFER,PETROL	£0.30
G3104	REAR PARCEL SHELF FIBREBOARD	£18.03	J4055	TRANSFER,GEARCHANGE LHD	£0.30
G3110	SEAL RUBBER FR. CHASSIS/BODY	£8.45	J4056	TRANSFER,GEARCHANGE RHD	£0.30
G3111	FIXED WINDOW RUBBER 1450	£28.13	J4057	TRANSFER,ADVISORY SPEEDS	£0.60
G3112	FIXED WINDOW RUBBER 1200MM	£28.13	J4059	CABLE BELLOWS	£3.66
G3117	FRONT WING REPAIR SECTION O/S	£45.00			

The Slow Starting Syndrome by john jensen

After you turn your Isetta ignition key one position to the right to “on”, and then push in on the key and turn it farther to “start”, the dynastart should promptly rotate the engine at a good rate, maybe 800+ rpm, and it should start right away, if it’s in tune. If, you turn to “start” and it does nothing for a few seconds and then magically turns over repeatedly, there is a problem. If it rotates slowly or in surges, there is a problem. One can live with this for a long while, but most likely it will worsen, so it is best to correct the problem soon if you can, and especially if you smell smoke at any time or only when you sit in the driver’s seat. Here is a list of possibilities:

1. The Battery is not producing 12+ volts. Bad cell? Needs charging? Needs water? As a general rule, 11.5 volts is not enough.
2. The battery terminals are corroded.
3. The starter solenoid contacts are pitted or not making good flat contact.
4. The electrical terminals of the regulator are rusty or not tight connections.
5. The battery ground cable to the engine case is frayed.
6. The ground-strap around the top right motor mount needs checking.
7. Check the starter-post cable for fraying and corrosion.
8. Check that the starter-post is very firm in its fiber mount. The factory-post spring clip that holds it to the mount can loosen.
9. Remove two screws in the fiber mount to feel if the base of the post seems firmly soldered to the main field wire. Later you’ll need to verify the internal soldering at the base of the post has no hairline crack in the solder. This could greatly limit starting power.
10. Remove worn brushes, all 4 at the same time. The two at the left are grounded to the case. The two at the right transmit current to and from the dynastart. Check for a grounded brush wire. Proper brush springs push the brush straight through the guides.
11. Use a small paint-brush and compressed air to remove carbon dust in the dynastart.
12. Check that connections on the face of the dynastart are snug.
13. Check that the insulation of wires on the case have not melted, allowing them to short out on the case. Soft plastic is prone to this.
14. Look for broken main wires at the commutator segments.
15. Remove the outer case. Examine the solder joint at the other end of the starter field magnets. It is at a top slotted hole. Clean carbon dust from the interior.
16. Look for small wires on the armature that may be broken. The use of too-long screws on the dynastart face can cut armature wires. Sometimes you can carefully re-solder them one at a time.
17. Check the starter-field magnets (the 4 large items) for evidence of overheating or for exposed copper bands that are wound around each magnet. Check solder connections between magnets if there are any connections.
18. If your commutator is quite worn, you could have it turned at an automobile electric shop. The mica separations between segments should also be cleaned out to below the surface if possible. I imagine the mica could wear out a set of carbon brushes very quickly.
19. If you reassemble everything and still have the problem, use a jumper from the positive side of your battery to the starter post to see if that provides instantaneous starting. The issue might be a worn starter switch. Perhaps I should have mentioned that at the beginning, but it would probably have created a clicking clatter at the starter solenoid or smoke at the ignition key.

No doubt I haven’t covered every possibility. Do let me know, and I’ll tack others on.

Monte Carlo ...or Bust !

By Terry Parkin

Part Two –

That night, as I waited for sleep to overcome me, I thought deeply and worriedly about the gear problem which had started shortly after leaving Troyes and which had persisted all the way to Cannes. Having reached a conclusion about the probable cause of the condition I slept soundly until morning.



Morning was scorchio! We arose early, showered, and while Carol went to the camp shop for croissants I opened up our Isetta to verify my diagnosis of the gearchange problems. I was right! It wasn't the gearbox. It wasn't the clutch. It wasn't even the clutch cable. The cause of the problem was ...Carol. She had stuffed so many maps and other paperwork folders down **her** side of the Isetta's bench seat that the seat had physically been moved sideways, pushing the interior panel on **my** side of the car up tight against the gearlinkage rod and hampering its movement. I removed Carol's "packing" and the gearchange was immediately back to sloppy normality. The conversation later as we ate our breakfast croissants was.. er ..."enlightening", but cheered by the fact that the problem was happily and easily fixed.



So, we gathered our chattels, leapt with enthusiastic anticipation into our (absolved) Isetta and set off to see what attractions we could find in Cannes. We found that the central part of the Promenade, and all around the harbour had been made either "one-way" or "No-Go". Why? Because this was the final weekend of the two-week Cannes Film Festival, and a positive plethora of V.I.P.s were in town. Brad was there, and Angelina, and countless movie moguls. A mile length of the promenade had been barriered off so that the rich and famous who had been invited could promenade in

their Evening Dress to the Conference Centre which hosted the Festival. Those who were too important to walk among us peasants were ferried in a fleet of limousines with inky-black windows.

The harbour itself was chokka with huge, glamorous yachts, and I don't mean the ones you sail in the park! These yachts were the Gin Palaces which, when you see them, make you wonder how the hell anyone can afford to pay for them! Some were even so big that they couldn't get into the harbour, and had to anchor off-shore. Some of the tenders which ferried persons and provisions to and from the yachts were big enough to hold a party on!



Later, after the Parade of Movie Stars had ended and the barriers been moved aside, we fired up our Isetta and cruised the prom and the major thoroughfares where Ferraris, Maseratis, Rolls Royces and Bentleys and Lamborghinis didn't warrant a second look. But the crowds were pointing and waving at our Isetta and we were waving back like film stars ourselves until well after nightfall.

Then on our way back to the campsite we got lost. Seriously lost. Up and down the mountain, down all the deadends, seemingly trapped in a maze. Even the sat-nav didn't know where we were (so no change there.) Then it started raining. Heavily. However, we eventually found our way back to base in the inky dark just before midnight.

The following morning... our Isetta wouldn't start.

"Oh Heck", I thought ... (or words to that effect)...

I immediately guessed the cause – my Isetta charging had for many years been a bit lazy – the ignition warning light was always a bit slow to go out but it had never been a problem – the battery always started the motor robustly, whether in UK or overseas – but continual use of the headlamps on the overnight drive from Troyes, and the prolonged need for the windscreen wiper through the huge storm had taken its toll. Subsequently, after getting lost in the dark and rain last night the battery had been utterly drained.

However, as is its wont, our Isetta had succumbed at a convenient place – our tent - so we called a taxi to take us to the nearest Halfords equivalent – Norauto – where I bought a battery charger. Then while the battery was re-charging from the campsite's mains hook-up I had a prod about in the Control Box and adjusted (Ok, I bent...!) the charging circuit contacts. Oooh - Risky ! Leaving the battery on charge we wandered up to the Campsite Bar, and on their outdoor TV screen we watched (live) Jensen Button win the Monaco Grand Prix, which was taking place about 60km along the coast from us. By evening that day the battery was re-charged and the ignition light was behaving itself properly. Good to go again! Phew!

Despite it only being a few miles along the coast from us I hadn't been tempted to go to the Monaco Grand Prix – I had guessed that the nearest parking space would probably have been miles from the track, but craftily I had planned to go to Monte Carlo the following day - the Monday after the race - when I guessed that the excitement would still be in the air, and the teams would be packing to move out. So we left Cannes just as the Monday morning rush-hour began to subside.

However, to get to Monaco and Monte Carlo we had to again climb the Alpes Maritime, over the top, and then descend into Monaco down very steep hills, thick with queuing traffic. Our Isetta brakes were very squeaky and squealy by the time we neared the harbour where I spotted the Armco which lined the Grand prix circuit and dived into the nearest underground carpark, carved into the rock. We left the Isetta on pole in the carpark, where the enthusiastic attendant had kindly offered to keep a watchful eye on it.



From there we took the very short walk to the Monaco Grand Prix street circuit, and hopped over the Armco onto the track to walk a lap, visiting the scenes I had seen so many times on TV. We stopped at the downhill hairpin.

Our footsteps echoed through to the infamous tunnel; we exited the tunnel at the chicane onto the harbour-side; we walked the swimming pool section; we walked down pitlane where the mechanics were dismantling all their equipment; we saw next years secret McLaren in Lewis Hamilton's pit ?

We saw all the huge team trucks which cart the whole show from one circuit to another; we had a close look in the Brawn GP hospitality unit where we saw Jenson's scooter palletted ready to load; we saw Rascasse, Tabac and all the famous circuit landmarks and continued walking around the Course until we were back at our start point.



Significantly, during this walking lap I had noticed that a variety of maintenance vehicles were actually on the Grand Prix circuit, and had realised that no-one – no Police, no Marshalls – no-one was actually controlling who went on the track...

Really, what's a bloke to do in face of such temptation ?

Terry Parkin

(to be continued...)

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

BUY AND SELL

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. Tel. 07968-048762.

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 PARTS FOR SALE

New old stock BMW 700 parts including body panels, glass, chrome trims, engine cylinders and heads, electrical switches and lights, spare parts list, repair and maintenance manuals. Too much to list. Kindly contact John Baldacchino –Malta –(356) 21674918 or email: sivent@hotmail.com

The Bing String... by john jensen

Our local Arcane Auto Society was meeting in Palo Alto on a Sunday morning to go for a springtime drive through the charming community of Woodside, not far from Stanford University. That's a long drive for me and my Isetta, in speeding traffic, but I thought I'd try to join them. They seldom have an Isetta along with the group. If I got down there early enough there might still be coffee and donuts.

I was approaching the Bay Bridge to San Francisco by 9am and my car was running well. There wasn't much traffic as yet. I stayed at the far right on the 5-lane bridge. Traffic moved smoothly around me. I remained on the freeway through San Francisco, soon heading south and exiting 101 to take the more scenic route on Hwy 280 along the coastal mountains, one of California's most beautiful freeways. Green open space dominates the view until you reach San Jose.

After maybe 45 minutes of driving, I began to smell rather strong exhaust fumes. Soon the engine began to run rough. I pulled off at the next exit ramp, continuing to the crossroad that goes under the freeway and stopping just past the stop sign and off the roadway itself. Initially I just sat there quietly, running various possibilities through my mental checklist. I smelled strong exhaust fumes, not raw fuel. What might this issue be? I have a very nice dipstick that I keep in front of the battery. I checked my fuel level. I was down half a tank. I removed the engine cover, but saw no obvious problems. I got my tools out from under the seat and selected a short screwdriver to remove the float-bowl cover on the Bing. I noticed the float was rather high on the float needle, and quickly assumed it had not been properly secured at some point in the past. So I pushed it down, but it failed to catch on the needle's notch, and floated back up again. I looked closer at the top of the float and could see that one wire on top had come loose from the solder so the float would not cling tightly to the float needle and shut the fuel flow off when full. I was flooding my engine with excessive fuel. The spring-wire is probably stainless and doesn't take to solder. Maybe "silver solder" is the Bing secret?

Well, what to do now? I was not prepared to re-solder the wire to the float. Nothing out there but open country, grasslands and oak trees. However, if I only had something to pull the two spring-wires together to grip the needle-notch, I'd be okay. A piece of string or button thread would probably work. I looked in my tool kit and under the seat, but string is not something I would normally have outside of home.

I began walking along the side of the road, looking for something that might have string, a discarded shoe maybe, or a deflated birthday balloon. The roadside bordered on a pasture. I carefully crossed over the barbed-wire fence, hoping the pasture might be more fruitful than the side of the road, but the pickings were slim.

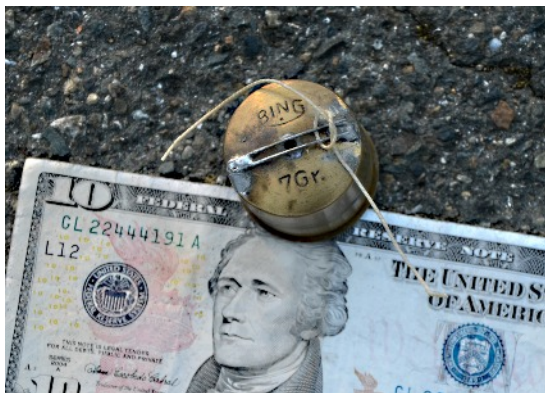
Someone approached from the Gate Road to the west that leads down to a water reservoir and a trail for hiking. The driver pulled over to my side and asked if I needed any assistance. I explained I needed a piece of string to repair my carburettor float. He looked in the trunk of his new Prius, but there was nothing even close. I thanked him as he left to meet friends in San Mateo for brunch. He pulled away heading east under the freeway.

I stood there thinking in the quiet roar of cars speeding nearby on the eight lanes of highway 280. Sunday morning traffic was picking up, and the donuts were fast disappearing at the Arcane gathering.

I crossed the off-ramp to a green slope of wet dewey grass, still in the shade of the morning sun. The coastal wind blows eastward there, so maybe I'd find that odd piece of string. I noticed a piece of faded paper in the wet grass, looked closer and saw that it

was paper money, a \$10 bill just lying there. It was folded exactly in half and the exposed half had noticeably faded from exposure to the sun. It must have laid there for months at least.

I looked at my watch and knew I needed to hurry. If I was going to join the others on their tour. I thought about the cash in my hand, wondering how it came to be there, and if there might be lots more scattered in the area, tens and twenties, like drug money lost in the dark and left behind. I looked around, but saw only



fresh spring grasses and a few dried stalks of anise. I returned to my car to see if there might be anything I could get a piece of string from, like a grease-rag or towel.

Then I remembered I had a 10ft length of 3/8" nylon rope behind my spare tire, for towing my car in an emergency. I often whipped the ends of such ropes to keep them from fraying, something my grandpa once taught me to do. He was the son of a fisherman in Denmark and served in the Danish Navy. On the back of his left hand was tattooed a compass rose, and he knew a lot about rope.

I pulled the seatback forward and then my spare tire. I was never able to get Michelin radials more than just once, but I kept that new Michelin spare. Doesn't match my KumHo's though. That tire fits the storage well a bit tight, but I managed to pull it out just enough to reach in at the corner and grab the tow-rope. Sure enough, I had whipped the ends with a piece of strong sail-thread from a boat-building experience a few years ago. It was only a 7.5 ft sailing dinghy, but a fun project just the same. When our son sailed it briefly on the edge of San Francisco Bay, my efforts were rewarded.

I pulled my pen knife from my Levi watch-pocket, cut the string loose and was soon tying a firm square-knot around the two parallel wires atop my old 7 gram Bing float. I trimmed the ends of the string, slipped the float down over the needle until it clicked nicely into the groove, added the float cover, put the engine cover in place, hopped inside, switched on my faithful Enots fuel tap, turned the ignition key, and the engine was soon warming up again, ready to continue south to Palo Alto. I had lost nearly an hour because of that old float I had once repaired myself. Soldering stainless to brass, without using excessive solder that will add weight to the float, is a challenging experience in itself. I saved that float for sentimental

value and have installed a new float in my Bing.

It didn't take me long to get to the location and join the others in the side yard. There was still some warm coffee, and a couple donut halves left by persons on a diet. I ate them both, enjoyed my coffee, stopped at the rest room and then headed out with the group westward toward Stanford University, the Santa Cruz mountains and the blue Pacific.

I couldn't quite keep up with the group. Their engines are mostly twins and triples. I was with them long enough to feel satisfied about having made the journey. And though they might not always say so, I believe they were absolutely thrilled to see my bright red Isetta there that Sunday morning. It tends to draw a lot of admirers. Even dogs watching the traffic pass by seem to know an Isetta is special.

I think it is the headlights. Or maybe it's just me they're honouring with rapt attention.

.....

FORTHCOMING EVENTS

BMW 700 Gathering!

Due to the lack of people and cars contacting me to arrange a gathering of BMW 700's, to celebrate the 50th Anniversary of their UK launch, the event has been postponed, until we have some cars to celebrate!! Roger Barker (07968-048762).

May	8 th	Abingdon air show.	Dalton Barracks
	15 th	Chiltern Hills,	Aylesbury
June	4/5 th	Stoke Row	nr Reading
July	2/3 rd	Prestwood	Greatt Missenden
	10 th	Woodcote	nr Reading
	17 th	Middlesex Auto Show	Uxbridge
	31 st	Potten End	Hemel Hempstead
August	3 rd eve	Classics on the Green	Croxley Green, Watford
	6/7 th	Great Bucks Shabbinton	nr Thame
	13/14 th	White Waltham	Maidenhead
	29 th	Blenheim Palace	Woodstock Oxon
Sept	2/3/4 th	Inter-National Microcar Rally, Calne Wilts	
	18 th	Classic on the Green	Croxley Green, Watford
Nov	11/12/13 th	NEC Classic Motor Show	Birmingham

There will a representative of the Isetta Owners Club at all of the above rallies.

National Microcar Rally

1st - 4th September at the Atwell Wilson Motor Museum (site of the Mud Bog Rally) where improvements have been made to the site including drainage and toilets etc.

March 25th – 27th - Fort Paul Maniacs Weekend rally with camping by the banks of the Humber – on site food and drink, secure camping, road runs on Saturday and Sunday. Contact Jim on 07912 579278 or see www.MicroManiacsClub.co.uk

Sunday 17th April 2011 - Drive-It-Day Maniacs Meander (Me and 'er and you and yours!) At Junction36 of M62, take A614 s/p Rawcliffe, meet from 9.30 am in car park at Glews Garage (Main Peugeot dealers) Ample Parking, Toilets, Hot drinks available. Also fuel and food. Depart at 10.30 am. Scenic roadrun of about 35 miles through towns and villages via York to High Class Fish'n'Chips Restaurant and Take-away (Clean and comfortable, very varied menu, not all fish) - generous portions and even tasty puddings! Senior Citizen's lunchtime specials. Extensive comfortable seating, toilets, large free carpark. Tried and approved many times by Micro Maniacs restaurant correspondent and food critic. Non-Members welcome. Contact Terry Parkin 01482 898934 or email MicroManiacsPR@aol.com

June 9th – 12th – Ray's Welsh Micro Maniacs Rally at Blaen Cefyn caravan park - Penrhyndeudraeth, Porthmadog Gwynedd North Wales LL48 6NA. Contact Ray 07977 445694 or email bubblecarray@gmail.com

June 23rd – 26th – Micro Maniacs Northern Microcar Rally – the largest Microcar event in the North. This year at Beverley Park, Pateley Bridge in the stunning Yorkshire Dales - Contact Ray on 07977 445694 or email bubblecarray@gmail.com

Obituary

I am sorry to advise the Members that Bill Houghton who was one of the original members of the IOC GB and for many years Treasurer and Company Secretary has died recently of cancer in Australia.

Bill was signed up as Treasurer "on a temporary basis" around 1970 by the then Committee. He continued in that role until I took over in 2002 or so !!

He was also for many years the 700 secretary and provided help and parts to the small number of 700 owners in the UK.

Bill was, for many years the Manager of the former Woolworths in Skipton but also took a very active part in Community events.

His life changed in 1999 when his wife of 30 years Eileen died, but he continued to live with his daughter Julie, in Skipton.

In 2002 he met Ruth, his soon-to-be second wife, while travelling in New York, but she was resident in Salamander Bay, near Newcastle, about 200 miles north of Sydney.

Bill, following his heart, resigned from his IOC posts, sold his house in Skipton and joined Ruth in Australia.

Accordingly in November 2003, I found myself standing on a beautiful Australian headland, overlooking wonderful blue seas while performing Best Man's duties at Bill and Ruth's wedding.

He had clearly made his home there and was immensely happy.

I have extended the Club's condolences to his wife Ruth and daughter Julie who survive him.
Bob Crompton

The Berkeley Story by Ian Parris continues

If you have forgotten where we got to go back to the Autumn 2010 edition of the gazette.

I decided right from the start I would make a comprehensive photographic record of everything as nobody would believe what I started with, also, for the few parts that were joined together I may need a reminder when it came to the rebuilding.



My first task was to dismantle the only parts joined together which was the front steel sub-frame attached to the aluminium inner wings and bulkhead to check what could be salvaged. The steel parts although rusty looked solid enough but the inner wings had corroded so badly that one soon broke in half. I purchased some sheet aluminium and using the existing parts as a pattern I made new

inner wings. The bulkhead had so many holes in it I decided to remake that also. The inner wings required large flared holes to be formed in them to allow cooling air to escape from the engine bay.

With the aid of a jigsaw, hammer, pliers and a steel bar I managed to make quite a nice job of them.



The steel parts that were salvageable were sent off for blasting and powder coating along with the wheels.

The rear suspension strut had at one time been attached to a large steel saddle which I thought must have been the way it was built, it wasn't until sometime later I found out this was a repair carried out because the strut had obviously burst through the body breaking away the GRP in the wheelbox.

The engine subframe was so corroded that it fell in half as I picked it up. My son-in-law offered to take the remnants to work and get one made using the original as a pattern in mild and stainless steel. I found a supplier of engine mounting rubbers made up attachments to fit the engine to the subframe.



Not having taken the car apart in the first place quite often I didn't know what some of the parts were or where they came from but armed with photos of other Berkeleys and advice from Geoff and Pete Tilling (another restorer of a Berkeley T60) I was able to slowly progress.

I made new inner cills and cross members from sheet aluminium. The inner cills were 1.4m long and needed bending along their length. Out of some scrap angle iron I made a bending press 1.5m long and was able to form the bends quite easily.

This was going to be a labour of love and not a race so quite often I wouldn't do any work on the car for weeks on end but the thought processes didn't stop. This was quite beneficial as I didn't build myself into any corners. I would often suddenly stop work on the part I was doing and start on something completely different because I had just thought of a solution to a problem.

Right from the start I kept my eyes open for an engine as I only had a few engine parts myself. What with 1 piston 2 conrods and a rusty crankshaft I wasn't going to get far. Sure



enough, on the grapevine I heard of an engine for sale, paid the price and got it home. I was told it had been rebuilt and should be ready for use but Geoff loves tinkering so we pulled it apart, every nut and bolt, inspected it and rebuilt it with a 'Steini' electronic ignition. Mounted on 3 pieces of wood with a small can of 2 stoke mix leaking all over my patio it fired up first time controlled by 2 bits of wire sticking out of the carburettor. Things were now getting exciting. More of the **Berkeley Story** will be told as soon as I have space not occupied by Isetta articles.....

To advertise your items for sale or want adds etc. please email the editor at 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.