

ISETTA **GAZETTE**



SPRING EDITION 2019

MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

A new year has arrived as has this edition of the gazette which may be the last one for a few of you as you haven't paid your subs for 2019. If you are unsure whether you have paid contact me on isetta@ianparris.com as I am now the membership secretary as well as my other roles.

I will put out my usual request for articles for the gazette as I am always in need. Last week I was called to my upholsterer to help with the new seat cover. Well, we certainly earned our money, wrestling with a shark would be easier than fitting the covers.

After waiting 20 months for a two week paint job have now declared my latest restoration complete apart from the interior panels, (I am assured the interior panels will be made shortly). I only got it back because I gave the painters a final deadline date.

The front cover show the completed car.

According to the amount of spares we are selling there must be more cars out there worthy of an article, I can't keep writing about my car, so come on I've shown you mine, you show me yours.



Ian Parris

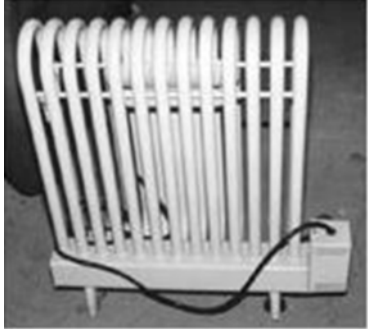
Chairman's Chat

Belated Happy New Year to you all. Not too much has happened over the festive period although discussions have taken place relating to support and inclusion of the 600 and 700 owners in the group. As a result of this, as you will see from the article in this Gazette, Alastair Lauchland has offered his experience and knowledge of these cars and as such will take on a role of technical support in this area. His article is a personal story as to the development of his interest in BMW Isettas across the range. I would ask those of you with 600 and 700 models to touch base with Alastair for him to update his records and let him know where he can direct other owners for assistance. The Club do not have many spares for these models but may be able to direct as to where they may be sourced as stock of all spares needs to be focussed on demand and storage, the latter being limited. I have been advised of several rallies already for this year details of which are included in the events section and on the Club website.

Chris Skepper

BORN IN BRESSO –

ISO SpA were an Italian company located in Bresso, Milan, owned by Renzo Rivolta and family. Their business was founded on the manufacture of domestic heaters. In subsequent years they expanded to produce "Isotherm" refrigerators and a range of ISO scooters.



ISOTHERM Heater

So in May 1954 the factory entered three ISO Isetta race-cars for the legendary Italian Classic Road race, the 1,000 mile Mille Miglia.

Silvestro Casiraghi was an employee of Iso SpA di Bresso, where he was also test driver for both Isoscooters and Isettas. His partner in one of the race-cars was Gino Pastori. All three cars finished with Casiraghi and Pastori winning their class and also finishing at the top of the ranking in the Performance Index category.

The extraordinary Isetta was conceived by the minds of Eng. Ermenegildo Preti and Pierluigi Raggi, who were in charge of the Technical Office at ISO. Together they developed the shape of this glorious little-big vehicle.

Exhibited for the first time in 1952 at Bresso (Milan), with its front-opening door, the Isetta was said to be like a refrigerator with a scooter engine, but it handled so well on Italian roads that they soon began to think about racing.



**Renzo Rivolta and Ermenegildo Preti
at the launch of their new Isetta**



Here "Casiraghin" is shown with Isetta No. 2102 at the Coppa Intereuropa at the Iso World Meeting at the Autodromo Nazionale di Monza, organised by the Iso Millennium Committee in 2004 to celebrate the legendary event.

"Casiraghin" was perhaps the last of the members of the Iso Team .He passed away in July 2008.



In December 2006, the City of Bresso dedicated a new street to the unforgettable Isetta. Born in Bresso and famous all over the world for its originality, for its sporting successes and also thanks to the different brands that produced it under license, the City recognized the Isetta as the first great micro-car success of its day.

The Isetta now has a special place in which it is remembered by both enthusiasts and normal people.

The "Via Isetta" ("Isetta Street") in Bresso is in a residential area and appropriately is situated exactly on the spot where ISO's testing track was located.

Terry Parkin, Moderator, IsettaWorld, <https://www.facebook.com/groups/267159327250111/>

The Club is pleased to welcome:-

Simeon Cattle	Bicester	Ken Alexander	Wiltshire
Jeriko Suratos	USA	Andy Adam	Stroud
Tze Hann Liew	Malaysia	Peter Jones	Andover
Arthur Aune	Norway	Robert Newton	Rotherham
Lee Moreton	Gloucestershire	Keith Atkins	High Wycombe
Alan Mumford	Wolverhampton	Stuart Lowes	Wisbech
Jonathan Statham	Sheffield	Trevor Penrice	Stafford
David Marriott	Devon	Brian Kent	Weymouth
Roy Page	Bexhill-On-Sea	Peter Ricketts	Kent
Francis Morel	France	Tharindu Panadura Don	Hounslow
David Johnson	Surrey	Nick Craft	Carmarthen
Mike Scott	Nottingham	Mark Jarvis	Spilsby
Phillip Alldridge	Shropshire	Baku Yamamoto	Japan

New Members since the last Gazette

LIFE WITH VICKY By JOHN DESERT
(Taken from the Isetta Gazette February 1992)

In the Winter of 1962, having been getting about on motor scooters for some time and endured several weeks of thick snow and freezing weather, my wife and I decided that another Winter open to the elements on two wheels was not on. We decided that the answer was a bubble car and eventually committed ourselves to paying a hire purchase company something like £250 for a third or fourth hand Isetta 300.

In those days, you could drive a three-wheeler on a motor bike licence, provided the reverse gear was blanked off This was duly arranged and I went to collect the car. Since I already had my licence, I received no formal tuition, just a 10-minute rundown on the controls by the shop engineer and then I went out on the open road and home. Having previously only ridden a motor scooter, the new acquisition seemed enormous.

I drove at a steady 20 mph most of the way home, through busy Ilford High Road on a Wednesday afternoon, where I was soon brought down to size by the driver of a huge juggernaut at the traffic lights, who leaned out of his cab window and shouted at me not to let my cocoa tin roll underneath him.

Eventually I got the car home and my wife came out to inspect her. We had always been in the habit of naming our vehicles, so our first job was to think up a name for this one. We decided on Vicky, short for Victoria, because we felt we had scored a victory over our bank balance! That evening, we went for our first ride. She had a good wide bench seat, comfortably seating for two, and the one door was hinged on the driver's side and swung out frontwards, giving plenty of leg room. It was a left-hand drive, being of German origin, and the gear lever was in the side wall left of the driver. The steering column was attached to the front door, and swung forward every time the door was opened, giving ease of exit and access to the driver. She also had a plastic sun roof which folded right back and was very pleasant to use in Summer.

There were no refinements like oil or fuel gauges, so the tank had an emergency section, controlled by a lever behind the seat to the left for normal tank, and when that was empty, to the right for emergency tank, which would hopefully get you as far as the nearest petrol station. On the following Sunday we decided to visit friends and to show off, I took one of them for a ride in the afternoon. They were duly impressed and we stayed with them quite late. At midnight we were to be found cruising along a nearly deserted and completely unlit section of the Southend Arterial where suddenly, the engine started coughing. We coughed and bumped our way along for a few hundred yards more and then gave up the ghost altogether. Fortunately, I had taken the precaution of joining the AA so we telephoned for assistance and waited.

Suddenly, in my rear-view mirror I saw oncoming headlights, I got out as a car approached and eventually drew up beside us. A young nan got out "Having trouble?" he asked. I told him my problem. "checked your petrol?" I assured him that couldn't be the trouble, since we had been guaranteed 70 mpg and we had only done about 50 so far. As we bent down to put in my homemade dipstick he said: "You're all right, eh?" I asked him what he meant. "pitch dark, miles from anywhere" no one else around and a nice little blonde on the front seat beside you - can't be bad." I grinned. "That nice little blonde is my wife," I said. His face registered genuine concern. "Oh, hard luck," he replied, and we got on with the job. Of course, it was petrol, and after he had driven me to the nearest petrol station and back to my car, we thanked him and went on our way.

Eventually' they changed the law so that bubble cars were able to have reverse gears but until they did, the inability to reverse proved awkward. The only way I could get Vicky to go backwards was to get out and push her.

In one incident, rather than me pushing the car back ended up with it me forwards. My office car park was at the bottom of a steep hill and one morning, as I drove down the hill, I noticed that there was a car parked right on the corner of the drive into our car park. In avoiding this car, I overshot the entrance. It was necessary to back up to get into the car park.

Hand-brake on, out of the car, leave the door open, take hold of the top of the cab with left hand, brace bottom against my ankle while I reached in with my right hand and released the hand-brake. Then all I had to do was push the car about 10 feet Uphill, put on the hand-brake, hop back in, and do a left turn into the car park. No problem. Except that the car was heavier when pointing downhill and, as I took the hand-brake off, it moved forward and I slid backwards down towards, Finchley Road, busy with morning traffic. Panic, hand-brake on quickly. Few deep breaths, brace myself. Foot in position hand-brake off and push. Again, the car did more pushing than me and again we advanced towards Finchley Road and away from the car park, Panic again hand-brake on, etc... Finchley Road getting close, car park receding, me getting more and more desperate. Was I going to spend the rest of my life here, bracing a bubble car which I couldn't move? Eventually a colleague came along, saw what was happening, and together we managed to push Vicky into position.

We had lots of fun that Summer with our little car. We would go out on Sunday afternoons and take a picnic tea with the door open we could sit and have our picnic in style, space and comfort, though not too cheaply, because we never did get more than 30mpg.

Parking was never a problem. No space was too small All I had to do was go in nose first, provided there was room to open the door enough to squeeze out, get out and lift the tail round. On one occasion during the lunch hour, several of my colleagues picked Vicky up bodily and turned her round, so that when I returned in the evening, I found her the opposite way to which I had parked her.

Christmas Eve that year was a bright, crisp day, but very cold and our battery had been playing up a bit. It was getting very difficult to get her going in the mornings. We were supposed to be doing the rounds of visits and present deliveries but I couldn't get the engine to turn over. Eventually, I decided to try bump starting her and explained the principles to my wife, who would have to sit at the controls, and who at that time did not have a license. I explained about keeping the clutch pedal down until I had got a good speed by pushing, then letting the clutch in and if the engine caught, clutch pedal down quickly again and plenty of throttle. Yes, she had got it, so off we went. I pushed the car along, got up enough speed and yelled to let in the clutch. It caught first time. Clutch out again, she was turning over sluggishly. I called for more throttle and ran around the front of the car, and yanked open the door to jump in. My wife applied the throttle but, in the excitement, also took her foot off the clutch pedal. I was standing in front, facing into the car, the door open behind me. The throttle being applied, the engine roared into life, just as my wife let in the clutch. The car leapt forward, the bottom of the cab catching me full on both shins. The impact threw me forward and I hit my forehead on the top of the cab. The sudden halt caused the door to swing to and it hit me on the back of the head, which caused me to bang my forehead again on the front of the cab. I decided to buy a new battery.

The following Spring on my way to work, there was an almighty bang and the car stopped. I got on to the AA, who took her away. Alter about a week she was declared ready for the road and I went to collect her. Lack of oil had caused the engine to seize up and I was duly castigated for not keeping an eye on my oil level. The bill was £40 - in those days over two weeks' wages! As I went to drive her away, the engineer said: "Oh, by the way, your steering had seized." "Seized?" I asked. The steering wheel had always been stiff to turn and in fact I had hurt my arm a few times, trying to get round corners. "Yes, he replied. "it should turn more freely than it did. I nearly had an accident. When I turned the corner during a road test, I let the wheel go, expecting her to straighten up. But instead of spinning straight back, the flaming wheel stayed where it was and I went up on the pavement. Good job there was no one about. Could have been a nasty accident. So, I did it for you".

I was amazed at the difference. I enjoyed new, freer cornering and driving took on a new meaning! Then, after a year of fun and frustration, and gallons of petrol she shouldn't have needed, we gave her back to the hire purchase company, and went back to British Rail- safer, more reliable, but not half so much fun.

BUY AND SELL & WANTED

FOR SALE.

BMW Isetta 300cc. First registered 8th October 1992. Originally manufactured 1962 and has original registration number. Last change of keeper to me September 1994. The vehicle is right hand drive and single rear wheeled. Current genuine mileage 38884. The last MOT expired on July 20th 2015.

In 2013 the vehicle was fully restored except for the engine. The vehicle has new rubbers and seals, leaf spring and shock absorber, wheel bearings, new wiring harness and bushes, swing arm, drop arm, hoses, drive couplings and fixed window rubber, silencer box twin pipe. The chassis has been powder coated, all brake pipes have been replaced and the vehicle has been fitted with a complete new rear section. as well as being completely rewired.

The vehicle won the Isetta Owners Club restoration car of the year award in 2015.

The vehicle has had the seat completely recovered in genuine leather.

The vehicle comes complete with a Paxton trailer which is fitted with an electric winch and lockable A frame.

Because of ill health of myself and my wife the vehicle has not been used since 2015 and I will need assistance from prospective buyers in getting the vehicle out of the garage where it is always kept on the trailer.

Price of the vehicle with trailer £22,000.00

Mike Paxton Telephone 01423 879033 or 07899 798 849.

The vehicle is located in Harrogate, North Yorkshire.



WANTED: Isetta project, 300cc and right-hand drive. Car needs to be complete and in restorable condition. If you've got one in your garage and aren't going to be able to finish it, I'd love to hear from you! Please ring/text Mike on 07443-611823 to discuss.

What has happened to 600 & 700's

I'd like to start with an introduction.

I bought my first Isetta in 1994, at a time when after many years of motorcycle ownership my interest started to wane. The acquisition of an Isetta with its BMW engine struck me as a logical crossover point. I'm in the fortunate position of living on a farm with plenty (?) storage space but as they say, the more space you have, the more you fill, so over the course of the next few years, my collection of motorcycles was gradually replaced with an assortment of microcars. My new-found enthusiasm led however to a very general and eclectic mix of cars, dictated mainly by what I found technically interesting and what I could afford. In 2009 I chanced upon an advert for a Farmobil for sale not too far away from where I live and one thing led to another and I ended up buying two Farmobils and a BMW 700LSL saloon from the same seller. For those that may not know, all use a 700cc BMW flat twin air cooled engine, based on my beloved BMW motorcycle engines. At the time I wrote an article for the Gazette on the story of how the Farmobil was developed. After doing some research into the history of the particular BMW 700 Saloon that I'd bought, I subsequently wrote another article relating the coincidence of me having just bought the exact same car that I'd been offered in the 1980's by a BMW motorcycle parts dealer more than 300 miles away. At the time I had no interest in microcars and turned it down. Memory does tell me that it was in significantly better condition at that time though!

My researches into the car, led to research into the model in general and I came to realise that the RHD version of the BMW 700 in particular was now becoming quite rare. Skipping forwards a few years, I suffered a bit of a health scare. There's no need for detail but without dramatising it, it suddenly made me realise that over the years I'd amassed this (to me) interesting collection of cars, some under restoration, some waiting their turn as I attempted to find the necessarily parts to allow a restoration to start. The sudden light bulb moments was when I realised that should anything happen to me, my wife would be left with a major headache to sort out, being probably unable to correctly identify the make and model of cars never mind the parts that I'd bought to restore each of them. She would certainly have had no idea as to the value of the cars never mind the oily bits filling my storage! I decided that, while you can't live your life worrying about the future, you can perhaps take a more rational approach towards the hobby we all enjoy and I decided to streamline my collection. By this time, the BMW bug had bitten me deeply once again – strangely, having said that, my attraction to the marque doesn't extend to their modern day offerings of either cars or motorcycles - anyway, my "rational" mind decided that it made sense to reduce the number of makes and models of microcars involved and concentrate on essentially one make, meaning that cars, parts and any special tools required could all be more easily identified. At this point I'm seeing in my mind's eye, many men quietly smiling and nodding their heads, perfectly understanding my male logic, while their wives are looking skywards in askance and shaking theirs! (Is that sexist? Sorry.)

Can I break this story here to mention something that perhaps we should all consider? I asked a very good friend of mine with similar interests and knowledge if, should something happen to me, he would be prepared to help sort out my hobby to help my wife. He readily agreed provided I'd do the same for him. Having a close friend, you can trust is invaluable, if only to fend off the "sharks" that tend to circle at a time like that, offering to clear out a workshop for your partner as a favour. Sadly, I now have to say that my friend

passed away on Boxing Day 2018 and it would seem that it'll be my services that are called for. Not how I'd planned things and his loss will leave an enormous hole in my life. RIP Keith.

Moving swiftly on, my decision turned the wheel almost full circle again, and "orphan" cars were gradually passed on to new owners and my collection now centres round BMW offerings in all their forms and that in turn has led to this rather long-windedly article/plea. The focusing of my interest on BMW microcars made me realise just how poorly served they are in this country. For many years BMW as a modern car and motorcycle company, their marketing has been heavily aimed at an "aspirational lifestyle" and they were keen to forget the Isetta, 600 & 700 because they represented a period of the company history that didn't "fit" with their current affluent image. Accordingly, BMW car clubs didn't cater for them and indeed many owners seemed to believe that BMW never manufactured a car with fewer than 6 cylinders!

Gradually things have been changing and BMW have recently bought back models of these cars on the open market to restore and display in their own museum, righting a wrong that had been perpetuated for far too long. Nowadays in Europe and in the States the models of the 1950's and 60's are much more highly regarded and sought after and in turn, better catered for, both in terms of clubs and by businesses producing and selling parts. In the UK however, although things are slowly changing, the 700 in particular has largely yet to be re-discovered and appreciated.

Amongst microcar owners there has for many years been at best ambivalence about the BMW 700, some consider it too large (and dare I say, sophisticated, comfortable and practical) to be a microcar although its engine size decrees that it is. The IOC however, decided many years ago to form a section to cater for the BMW 600 and 700 to give both a "home" but in reality, there this has extended to little more than lip service.

As my interest grew in the 700 and I came into contact with other owners, a question that I was often asked was "how many RHD cars were sold to the UK market?". In an attempt to answer this, I approached the BMW factory archive with the question but while they're able, if supplied with a chassis number, to supply full details regarding build dates, specs, colours, date sent to UK concessionaire etc, they couldn't give me an answer to my question because RHD cars were exported across the globe and apparently someone would have needed to physically go through their paper records to check where each RHD car was sent when it left the factory. Being a member of the IOC since purchasing my first Isetta, I then contacted the Section Secretary at the time and I asked the same question. Unfortunately, he could supply me with no information. I couldn't understand this, because each year members we're asked for details of our cars at membership renewal time yet there is within the club apparently no record of even the most basic of information as to how many different 700s had been owned by club members since the section was formed! Some time later I was in touch with Dave Watson our current IOC Registrar and asked him the same question and he told me that since taking over the role of Registrar, he'd concentrated on creating a register of Isettias within the club. This is entirely understandable as they are obviously the most popular and plentiful. I can only assume that all club records of 600 and 700 ownership have been lost at some point or were simply never recorded in the first place, which to someone interested in vehicle history is upsetting but I suppose this occurred when the Club went through its low point and the future looked far from certain.

Faced with these set-backs I decided, for my own interest I'd to create a record of all of the BMW 700's that I came across. I then added to this by spending countless hours trawling through my extensive collection of old IOC Gazettes – a collection that extends

back almost to the beginning of the club – looking for any articles, adverts and photographs that gave any vehicle details. Being the Registrar for The Register of Unusual Microcars, I was able to add several cars on the RUM Register that now no longer exist, to my list. I then added vehicles featured in old magazine road tests and finally any references or photos I found on the internet relating to UK RHD cars. As a result of my efforts I now have quite an extensive register of RHD 700s both still in existence and those presumed lost and through word of mouth, having heard of my interest in the cars, several other owners have since made contact with me.

Why am I writing this you ask? Well I'm long enough in the tooth to remember how precarious the existence of the IOC was at one point.

In the past few years there's been an injection of new blood and dare I say it, enthusiasm. The spares scheme has been completely re-vamped and as a result the club is now thriving. Having saved the club, it's my hope that some of that enthusiasm may be channelled into the 600 & 700 Section and trying to resurrect it.

I've rescued several RDH 700s over the last few years and I've learned a lot about BMW's failure to rust-proof their first attempt at a monocoque chassis. I'd venture to suggest that this failure caused the death of most of the cars imported into the UK cars because of the UK's love of putting salt on our roads in winter. Many of the cars that weren't just scrapped were simply laid up because of the lack of availability of replacement sills and front wings etc. and indeed I know of several cars that are laid up today because of a lack of panel availability. I feel the ideal solution would be for the IOC spares scheme to commission a small selection of body panels to assist owners in the same way they currently help Isetta owners and in so doing to once again actively encourage owners back into the club. I realise however that the committee may be reluctant to source and stock parts where the turnover may be low. All in all, it's a chicken and egg situation

As I wind this up, I can already anticipate someone saying that should I feel so passionate about the subject, I should offer to do something myself, well in answer to that, for the last 10 years I've enjoyed helping others as the Registrar for RUM and would be more than happy to be a point of contact within the Club to facilitate the sharing of knowledge for those restoring these models.

If this proposal is accepted, I would simply ask any member of the IOC with a 600 or 700 to make contact with me (my email address should be published) or indeed if you know of any other owners out there that aren't in the club, please pass this request on. I think it's only once we've come together that we'll assure these models of a public profile and continued support.

Alastair Lauchland 2226AU

Chairman's reply

Thank you, Alistair, for this and your offer of support as point of contact for 600/700 models which I'm sure will be gratefully received by owners both restoring and servicing their cars. As is explained in the article the Club has to concentrate on where demand is and circumstances dictate regarding spares but I will endeavour to trace any records that the previous Section support may have so that even if the Club can't support many of the parts, we may be able to give details of where they can be found.

"The Little Car"..... prologue...

Many years ago, I purchased a non-running Lea-Francis "14 Sports" car to restore, but being quite young and financially unstable it followed me around for 20 years into a great marriage and two children, with it eventually being sold to pay for some of life's luxuries such as food and heat!

Fast forward another 20 years having sadly lost my wife to illness, the kids had flown but still within B.D., that's begging distance, and now in another great relationship, my thoughts returned to owning a classic car.

What to buy? After a conversation with a relatively new friend it transpired that he has owned for over 20 years an unrestored Messerschmitt which was not for sale and incredibly difficult to spell, but it got me thinking ...Bubble Car... so armed with the incredible power of the internet I started my search. I googled Masschamit - Missamatt- Messymitts but only came up with a cafe in Prague that apparently sells broth!

Undeterred I tried "bubble car" and as if by magic there she was, a beautiful blood red Isetta 300. I showed my partner, Lynn, the pictures and she thought it looked great and asked me the price? When I told her she mentioned that we could do with a new kitchen? To make an already long story shorter we are now the proud owners of an Isetta 300, Oh, and a new kitchen.

The bubble was delivered on an open truck uncovered over a 180 mile journey, the driver said that for all of the journey people were waving, tooting and taking photos - well he wasn't bad looking! When it arrived I must say it was love at first sight (with the car not the driver).

The car came with 3 box files full of paperwork going as far back as the early seventies, I am still wading through it all and there are numerous interesting articles, invoices and old copies of club mags, and also an original British Isetta workshop manual.

I did have a starting problem the day after delivery which I could not fathom and when my daughter said with slight sarcasm "is there petrol in it?" and I retorted that no one would deliver a car without fuel in it, well I was wrong, problem solved.

As you are all aware there is not much room to work on these as I have the scars to prove ... Shakespeare wrote " Though she be but little she is fierce", after trying to work on one!

More to follow, I hope.

Trevor Sharpe.

Extract from an article in the March 1987 Isetta Gazette

From previous pleas in the gazette you may have realised that I am interested in the history of the Isetta. As has been said before very little of the factory archives has been handed down to the Club.

Mike Ayriss suggested to me that on way of finding out more could be to write to the local Brighton paper and ask them to ask readers for their recollections. I wrote to 'The Brighton Evening Argus' in early January with some interesting facts.

DEAR SIR

I read with interest the piece in the Evening Argus about bubble cars.

I worked on these during 1958 and my job was in the trimming department. For your interest I will go through the construction of the ISETTA from the start as far as my memory will allow. The body was imported from Germany in crates. An assembly line of sorts was in use, but not as sophisticated as we know today. The body was un-crated and spot welded together using 3 different

shapes of spot welding machines. At one period the front doors which had arrived had been drilled with holes for badges which were sold in another market. This was overcome by filling in the holes with a torch & Plumbers metal.

After spot welding and grinding off all the rough edges the body was taken on a small trolley to the paint shop. There was only one painter but he was good at his job.

The body was undercoated, rubbed down, sprayed & oven baked. The next procedure was the electrics followed by the fitting of the small engine, petrol tank, wheels etc. this took place on a very slow-moving assembly line. The car by this stage was nearly finished so a small amount of petrol was put into it so that rolling road tests of engine, lights & wipers etc. could take place.

The car was driven off the assembly line into the trimming shop. The first job here was to fit the so-called sunshine roof. This was one man's job and we did not get many complaints about leaks. The next job was mine, this was to fit the trims which were pre-cut, the door and side trim was quite hard to fit, I then screwed on the gear lever, fitted the bolt down seat (a job for a double-jointed man), put on the transfers i.e. one on the windscreen, one on the trim by the gear lever and one by the petrol tank lever.


I realise from my letter. That it looks as though we had a car which had its glass fitted by a ghost! This wasn't the case all the glazing took place when the wheels etc were fitted.

After completion the cars were inspected and passed, only then was the spare wheel fitted, this was because many people wanted two spares & these were extras.

After inspection the car was loaded onto flat railway trucks for delivery. There were many problems with agents because in those days suppliers liked to register cars even before they had them in stock and sometimes even prior to them being made. We used to tell them all details of engine and chassis number etc, they would register this and await delivery. Then would come the complaints. Where is my car? via the paper work we would locate it tucked away unfinished because we had run out of trim, so we would rob another car which just delayed the problems. We ended up fitting left hand trim by spraying the rear sides and putting them on right hand cars. If we ran out of seat covers we would fit torn ones, send them out and wait for the complaints. Space was so limited that all sorts of things like this went on.

R G Bransden
19 Heston Ave
Patcham
Brighton

FORTHCOMING EVENTS




**THE CORK INTERNATIONAL
CAR SHOW
-2019-**

SUNDAY 7TH APRIL 2019 | 11AM - 5PM
THE CORK INTERNATIONAL HOTEL
CORK AIRPORT BUSINESS PARK, CORK

**CAR AND BIKE SHOW FEATURING
AMERICAN CARS, BIKES, VINTAGE CARS
LIVE MUSIC · FOOD · PRIZES**

**ENTRY €5 ADULTS
EXHIBITORS & CHILDREN FREE!**

 ALL PROCEEDS TO:
THE RAINBOW CHILDRENS
CLUB FOR AUTISM

FOR EVENT ENQUIRIES CALL RIA ON (021) 454 9890
OR EMAIL:RGREAVES@TRIGONHOTELS.COM


CORK INTERNATIONAL HOTEL

 CORK AIRPORT

Stradsett Park Vintage Rally

5 & 6 May,
Stradsett near Downham Market,
Norfolk. PE33 9HA
Cars, Trucks, Motorcycle and Steam
entries to :-

Judy Webb
29 Herbert Drive,
Methwold,
Nr Thetford
Norfolk
IP26 4PY

<http://www.nvtec-ea.org.uk/>

The Stody Classic Vehicles Day returns on Sunday 12th May 2019

On Sunday 12th May 2019, Stody Lodge Gardens near Holt, North Norfolk, will extend a special welcome to a wide range of classic vehicle lovers for its spectacular May-flowering season. The Stody Classic Vehicles Day 2019 will be a great gathering of classic vehicles of all varieties.

There will be free entry to the gardens for all drivers of a classic vehicle (passengers not included.) Gates to the gardens open at 1pm and close at 5pm but vehicles are welcome to arrive any time from midday. Pre- booking is not required.

18th - 21st April BOC easter Rally, Leiston, Suffolk. Full details in Nov 2018 Bond Info.
Ken & Rhona Bell 01621 928579 or email micro000s@hotmail.com

24th - 26th The Bond National, Langar, Nottingham. Full details soon.
Dennis Jump 01530 223 965 or denthecaver@yahoo.co.uk

6th - 9th June Micromaniacs 30th Northern Microcar Rally, Vale of Lune Rugby Club,
Lancaster. Ray Glendinning 01274 218 455 micromaniacsclub.co.uk

13th - 16 June Story Revival Microcar Meeting, PS.SPEICHER museum, Einbeck, Germany. contact Bond Info for 9-page booklet giving full details on the event.

14th -15th June - Heinkel-Trojan Club AGM and Rally (all microcars welcome), Bubble Car Museum, Langrick, Boston, Lincolnshire PE227Aw. Book direct with Museum: 01205 280037

21st - 23rd June Bond Owners Club AGM Rally, Ashton Under Hill, Worcestershire. Full details soon. Dennis Jump 01530 223 965 or denthecaver@yahoo.co.uk

27th - 30th June Micromaniacs Darlington Rally, Hurworth Grange, Darlington, f 10 per night camping but NO EHUs. Eric Bruce 0191586 0834 micromaniacsclub.co.uk

4th - 7th July Bristol Microcar Club Rally. Keynsham Rugby Club BS31 2BE

23rd -26th August 11th Cheshire Microcar Rally, Sycamore Farm Caravan Site, Nether Alderley. Andrea Steggel 01625 860 893 Facebook: Cheshire Microcar Rally.

5th - 8th September 45th National Microcar Rally, Steps Farm, North Newton, Somerset. Fuller detail soon national-microcar-rally.co.uk

26th - 29th September- Micromaniacs Christmas in September, at Drax Sports & Social Club, Selby. Christmas Dinner booking is essential. Bob Bareham 01724 710747 micromaniacsclub.co.uk

31st October - 3rd November - Micromaniacs Oktoberfahrt - cheap and cheerful end to the rally season. Brighton Ferry pub neary Selby. Camping, toilets showers and electric hook-up available. Jim Jamieson - 07980 958 830 (office hours), 07517 673 374 (all other times) micromaniacsclub.co.uk

8th - 10th November NEC Classic Car Show Birmingham.

Colin Green a club member would like help with a restoration of his Isetta. He would like to hear from anyone within a 50 mile radius of Bridport. His address is Swan Cottage, Brook Street, Shipton Gorge, Bridport, Dorset. DT6 4NA Tel. 01308 898334
Email colingreen33@gmail.com

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

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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.

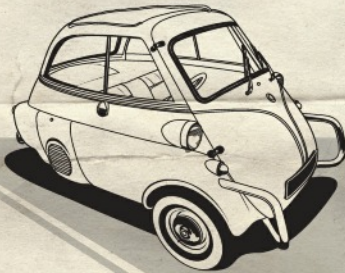
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1383.

- Go for a relaxing drive.



HAGERTY
CLASSIC CAR INSURANCE

HAGERTYINSURANCE.CO.UK

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