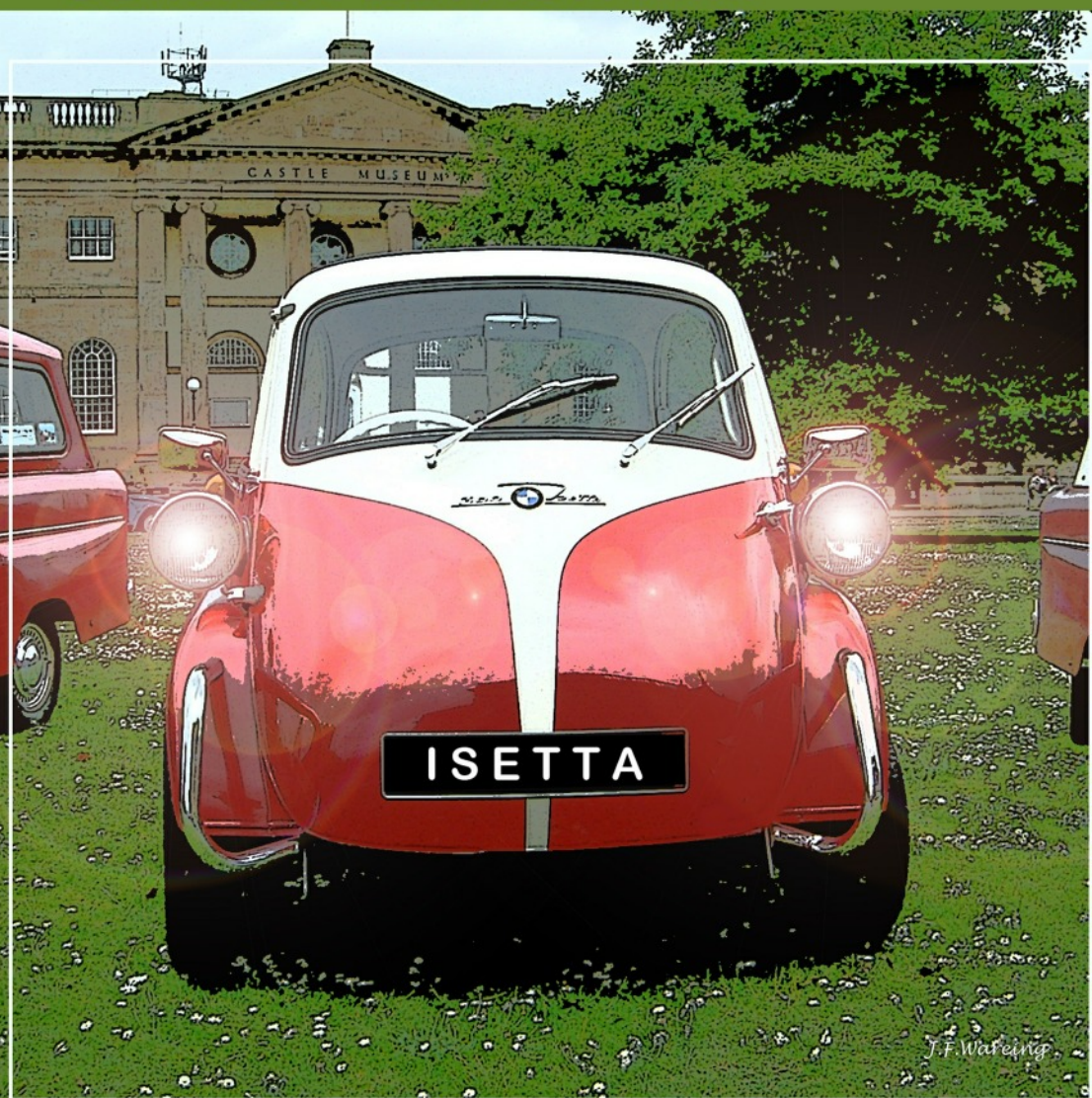


ISETTA

Gazette

SUMMER EDITION



J.F. Watling

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit



Do you see a glass half full or half empty, is the year half over or is there half a year left to go bubbling. Well, although I am using my Isetta as often as I can, I have only been able to attend one rally so far this year. I have planned to go to the nationals again this year come mud or high water and expect to see many of you there. By the time you read this at least I should have shown the car at my village fete. I am progressing slowly with my Berkeley T60 but have been let down by a paint sprayer I was going to use.

I heard he was unreliable but when he calls me at 6 o'clock in the evening and says he will pick up the car tonight you actually expect some action.

I haven't heard from him since and that has been eight weeks ago. Time to look for another painter. By the way, I have just noticed a very strange number plate on my T60 at the moment. According to her indoors it won't be transferable though.

Ian Parris



Chairmans Chat

As I write, the Rally season is upon us and approaching its full flood. In order to have at least some credentials as Chairman of a Classic Car Club, I went along to a show at Ragley Hall in Warwickshire last weekend.

There was a fantastic line-up of everything from Model T's to 3 litre Capris most in pristine condition. (No Isettas unfortunately) However there was an equally large collection of trailers hidden away behind the arena.

This prompted me to think again about that hoary old chestnut of whether Rally Organisers should insist on cars being driven to and/or at such rallies.

My memory of numerous overseas rallies is that the driving of vehicles was actively encouraged, either to and from the Rally or on extended Road Runs while there.

To be fair there are a number of UK rallies where this is the case too, notably the MicroManiacs Rally in our area of interest.

It is certainly true that for a lot of people the time, effort and money spent on restoring their car is substantial and driving the little beastie would spoil the finish, start the rot and/or wear out the mechanicals.

For others a car is only of interest when it is moving and for some only when they are driving it. Terry Parkin has just departed on a large mileage trip through France and Spain with a trailer on the back. I can only stand back and applaud his fortitude and enthusiasm.

I am certainly against perfect examples of a car winning the Best in Show prize, when there are no innards in the engine or gearbox or whatever.

Perhaps you would care to offer me your thoughts either by mail or E Mail. (bargeebob@yahoo.co.uk)

Bob Crompton



5.20x10. These stand about 1 1/2" taller than standard and look a bit fat. My local tyre dealer has come with a 145x10 tubeless radial but that is about 1/3 wider on the tread. I have been advised me to fit radial tyres for better handling but a vintage tyre dealer, says exactly the opposite-he says cross plies are better! I would like to use a tubeless tyre as my wheels still have the original brass valves but the tyre dealer suggested 4.40x10 replacements are tubed, and quite expensive. I am thinking I will have to go radial if I can find one with a narrower tread than I have been offered. I would like to hear from other members who have cars on the road what they are running on and if obtained recently where were they bought. My car is a 4 wheeler which I know from previous ownership handles very differently from the 3 wheel variety so that may be a relevant factor. Neville H. Barr, Derby. Tel: 01332 770583

Neville Barr's Isetta Project

Work proceeds slowly but mostly surely on the rebuild of my 1957 bubble window car. The unsure bit at the moment is what to use for tyres. The original 4.80x10 tubeless cross plies no longer being obtainable I have been seeking alternatives but am getting only confusing information. A member at the NEC said he had obtained original type tyres from a dealer but when I looked at them they were Mini size

My circlips are missing! My circlips are missing! by John Jensen

I think it was the winter of 2004-05 that I was assembling my "primo" engine with billet aluminium rod and all the very best of my component supplies. Once I assembled that engine, I selected the second best parts for use in another engine. I have three total. That's not exceptionally greedy, just about normal for a devoted Isetta enthusiast. Having carefully assembled the primo engine, the 2nd was easy. I didn't want to use the stock gudgeon-pin retainers that came with my JP piston. I had purchased some circlips that I thought would be an improvement, and had them some place on the workbench to install. I put the 2nd engine together, mounted it on a plywood stand, setting it aside. In 2007 I installed my "primo" engine in my Isetta. After 30 miles I decided the big end bearing was not snug enough and the noise I was hearing must surely be the rod knocking. So I pulled that engine out and installed #2 instead. A 3rd engine, the one I've been



using for 20 years is dirty and set aside on another stand, but perfectly good, perhaps only 6000 miles on it. So, I began breaking in #3. It seemed to be a fine engine. After about 600 miles I drove it from Berkeley to Sebastopol and back, putting 200+ miles on it one weekend. It seemed fine and was running well out on the open road. A couple months later I drove even farther on a trip up the coast north of San Francisco to camp a couple nights near Pt. Arena, almost as far as Medocino. I put nearly 300 miles on the engine that

weekend. It ran well, but friends thought the engine might be burning oil. Hm-m-m-m. Seemed unlikely. I was more concerned that it might be running too rich, and that was the smoke they saw exiting my muffler. Having no real problems with the engine, I continued to chalk up some break-in miles, until I had one terrific backfire that blew three bullet-holes in the muffler. I figured it must have been a timing issue. Eventually, noticing that my oil usage seemed much too high, I saw smoke rising on the other side of my car while adjusting the carburetor. I walked around to that side, engine idling, and sensed it was definitely oil smoke. I removed my spark plug to check the compression. The spark plug was oily and black, even though the engine ran well, minus some hill-climbing torque. Drat! The compression test only managed 65psi!

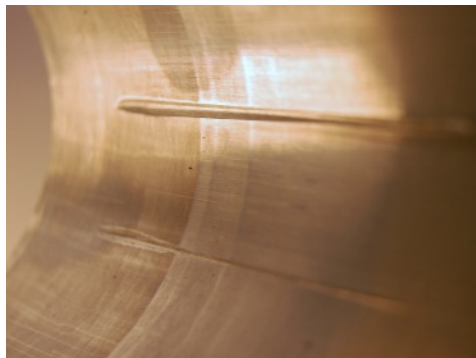
I pulled the engine the next day. I had no idea what the problem could be. My JP piston was really a beauty. I trusted the double compression ring to be doing its job. But when I removed the head, the carbon was thick, black, and oily. I have never seen a combustion chamber this bad before. I removed the cylinder base nuts and used a rubber hammer to loosen the cylinder before working it up off the piston. The rings were clinging with respectable resistance. I slipped the cylinder off and set it on the workbench, admiring the oily piston with a black carbon band above the top ring and well-coked piston dome. And then I noticed my circlips were missing. The gudgeon pin was at the edge of the piston.



. I looked into the empty barrel, thinking maybe there would be evidence of an escaped circlip. The sidewalls of the cylinder told the story, two deep grooves on each side of the piston from the hardened pin rubbing up and down the cylinder walls.



This would have caused more crankcase pressure than normal from the combustion blow by. Then as the piston rose, the pressure below would have most likely pushed lubricating oil up into the combustion chamber. What a mess! I shipped my coked head and a spare cylinder off to "Dan" at the new Cycle Works, in Shawnee, Kansas. Ed Korn sold that operation to "Dan" who apprenticed with Ed. (contact: dan@cycleworks.net) Cycle Works cleaned up the head and valves, provided a new JP piston and rings to go with a freshly bored cylinder, and I reassembled my engine again, this time with those circlips! I have maybe 300 miles on the rings and cylinder now. This engine is running really well. I let it run up to 55mph yesterday on a short downhill section of freeway. The engine sounds like a real winner, revs nicely and has good bottom-end torque at low rpm. Yesterday I was climbing a hill that required downshifting into 2nd. I resisted going to first and just let it struggle in 2nd, still climbing the hill at 10mph, just chugging, and not losing speed. As the slope eased up the revs climbed and soon I maxed out in 2nd and



That was really thrilling. In our Isettas it only takes some minor accomplishment to get really excited and pleased about driving the car. A few days ago I raced a big diesel concrete mixer truck, starting together on a green light. He did get the jump on me for a couple seconds, but once into 2nd gear, I began to pass him and soon did. I'm sure he was impressed, but those guys seldom have time to stop and chat. Work, work, work. Setting concrete waits for no man. I will get back to my primo engine again, maybe this winter. My present engine should last this Isetta many years. Just remember to pay close attention during assembly, work alone so you're not distracted, and have a clear starting and stopping point for the work you're doing. Oh, and don't overlook those circlips. As they used to say in '58, "Little things mean a lot." That was before the "hip-hop generation".

Could this be a potential new member of the microcar movement. Start them young I say.





MICK BELL'S Experience of the LBL Rally 2008

Part 1: The Prep

It all started when my brother brought round a copy of The Telegraph showing what some mad people were planning with their micro-cars. They were re-running the Liege-Brescia-Liege Rally fifty years after the original event. Back in 1958, the original rally (for cars under 500cc) left Liege, drove non-stop via Slovenia to Brescia in Italy, had a few hours rest if they got in on time (none did) and then turned round and drove straight back. Of the 36 entrants, only 27 started and a mere 13 finished. Two works BMW Isettas were entered. They had tuned engines, putting out 18 bhp and were going well at first, but with the extra power the doughnuts failed and they were out of the rally.

I showed the article to my wife, Sara, and she said straight away, 'We've got to do it!' So I started thinking about preparing our Isetta which, until now, had only been used for short journeys, often just to pop to the local pub. With plenty of time, I sent the cylinder head away to get hardened valve seats fitted so it could run on unleaded (something I have subsequently found out was unnecessary) and to fit one-piece valves. I decided to change all the wheel bearings, the cables, check every nut and bolt was tight, and overhaul the brakes. The engine had been rebuilt with a new crank and piston, probably about seven years ago, but had done very little work since, so I decided to leave it alone. Three to four weeks turnaround for the head was in fact eight. Still, I had plenty of time as it was only early May. I needed to get the car MOTed then we could start to get a few miles on the car and give it a good shake-down.

The MOT station needed a week's notice for a slot. The day of the MOT came so I thought I'd give the bubble a run round the block. I can't have gone more than two miles when I looked in the mirror and all I could see was clouds of smoke. This wasn't going to get to the MOT station, let alone Brescia. I managed to drive home. After some thought, I concluded it must be the head gasket. I stripped it down: it had blown a chunk off where the oil way passes through it. I ordered another head gasket, which arrived about a week later. I daren't book another MOT slot until I had the car running again, so another week passed. Still, I thought, I have plenty of time – it's only June...

In the meantime, I took the head to a friend of mine who tunes motorbike engines for a living to see if he could see anything wrong with it. We checked to make sure the head was flat on his surface plate. It wasn't bad but we lapped it just to make sure. I also spoke to Mike Hearn from the club. He gave me some more ideas and also suggested I cut the sump and make it 40mm deeper. This would mean more oil in the engine, allowing better cooling, longer service intervals, and the pick-up strainer not so close to the bottom, so less likely to pick up dirt.

I do the sump mod. The bubble passes its MOT. Things are looking good now. We can start getting a few miles on it. We are going to a friend's for dinner and the car has now done about 100 miles, no problems. So we decide to take the bubble to get a few more miles on it. We're almost there, and I look in my mirror and see... clouds and clouds of blue smoke again. It's so bad this time, I don't dare keep driving or I will use up all the oil and wreck the

engine. So I phone our friend who comes and tows us to their house and we have a nice dinner.

I order another head gasket and speak to Mike, who thinks I might not be tightening the cylinder head enough for the modern asbestos-free gasket as the figure given in the book is too low. A week or so later, the gasket arrives. Time's getting a bit tight now but I've still got about two weeks. When I look at the replacement gasket it's damaged. So I ring Mike, who sends me a couple more at once. He also suggests I'm cutting it a bit fine (I know!) as I should really do about 200 miles then check the cylinder head is tight. We manage to do about 150 miles before leaving and retorquing the head.

We're all set to leave home, we're driving the car to the start, as I think if the car is prepped to do 2,000 miles an extra 200 or so won't make much difference. Dover is only about 70 miles from home, but we're on an early ferry so we arrange to stay with my sister in Ashford the night before, especially as I don't want to drive the bubble on the motorway. I am still not confident the car is even going to make it to my sister's, let alone to Italy and back. My sister is not confident either and decides not to put the dinner on until we arrive.

The bubble is into new territory now, and has done about 250 miles without breaking down, and we've made it to Dover, where we meet 'the Berkeley boys' who are also doing the LBL and are equally relieved to have made it this far. We arrive in Dunkerque and say goodbye to the Berkeley's who are going to Liege on the motorway as they can cruise at 50 to 55 mph. But the bubble is happier cruising at 40, at which speed it doesn't feel safe on the motorway.

Part 2: Everything going smoothly

With no further problems, after a long day winding our way down back roads, happily we make it to Liege! We arrive part way through dinner to a round of applause from 'the Berkeley boys' who are impressed we've made it and without getting lost. After dinner we are presented with rally plates and two large stickers' displaying our number, 10. We are also given our route book and a stack of approximately 10 Michelin maps. It was at this stage that Sara realises she is not going for a leisurely drive round Europe. We end the evening with a speech from Malcolm, the organizer. He starts to tell us about the events of the original rally and about the route we will be following. He begins to tell us about the availability of fuel in and out of Slovenia, we do not listen as we know we will not get there. We are grateful to have made it this far.

The Rally is to be run like a treasure hunt. From the route book you plot your course on the maps. There are check points along the way which are not manned. We must take a picture of our car at these set locations as shown in the route book. We will then show our pictures to the marshals at the end of each day. We will be awarded penalty points for each checkpoint we miss. Some of the check points were museums where we will get our card stamped. These are all car related, many containing micro cars including the fantastic collection at Boxenstop and the Mille Miglia museum just out side Brescia. In addition to receiving points for missing control checks points they will be given for not checking in or out at the correct time, for requiring official mechanical assistance and use of sat nav. The team with the lowest points will be awarded prizes.

There will also be three speed trials! These are to be held on kart tracks with penalty points being awarded for being outside the bogey time.

We are off....the first to leave as we nervous, or should that be daft!

So far so good and at the first check point the press is waiting for us. Then we are on to the first speed trail, a kart track at Spa inside the famous racing circuit and it's pouring with rain. We are the first car to arrive and take the speed trial. We want to put in a decent time but are well aware that we still have some 2000 miles to cover. We also have the organizers words ringing our ears: he does not want to see any bubbles on their side. We put in a respectable time, picking up a few points which was only to be expected as we have one of the smallest engines and are probably the slowest car in the rally.... except perhaps the Zundapps. All of the time we can hear the "real" cars thundering past on the full race circuit....we tried to give them a run for their money on our parallel straights but they did not even notice us and our impressive 13 horse power.

Ours is the only British Isetta 300 with three from Belgium and one entered from BMWs own museum which we will visit later. The BMW works Isetta is being driven by Edouard Boucquey who competed in the original 1958 rally, in his race prepped Isetta. The museum's car is well supported by BMW, we never see it without its two mechanics following a few meters behind in their X5. How we want the X5 to breakdown whilst the Isetta keeps going.

There are two Isetta 600s and three 700s in the event. There is also a large contingent of Fiat 500s. The event is being sponsored by Fiat who has supplied a transporter full of new Fiat 500s. The idea is if you are unfortunate enough to breakdown you can put your car on the transporter and use one of the new 500's until you can get your own car fixed. But it is day 2 and so far we have not even needed to know where the transporter is.

We end the day at the BMW factory and museum. What a spectacular place! They have hired security people to guard our cars overnight in their car park, kept the museum open late for us all to have a good look around and laid on a fantastic meal for us. Thank you.

Day 3: So far every thing is going fine apart from the weather. Although it is July it has rained constantly since we left Liege. We can confirm the bubble is not water tight, the carpets are soaked as is anything on the floor. The water seems to be creeping round the door seal and the window runners...but at least we have a roof unlike some of our very wet fellow competitors.

It is so bad it has washed away part of the road on the old Brenner Pass. This leaves us no alternative but to go on the motorway. This is a terrifying experience made worse by getting caught behind the Zundapps. Visibility is down to about 50 meters, all of the windows are steamed up, Sara is trying keep them clear whilst trying to plot a new route and keep her nerve. We are doing about 15mph on the motorway up the steep hill that goes on for about 3 miles, the real cars are hurtling past us. Although the bubble could go a bit quicker we dare not pull out of the nearside lane only doing that speed. Fortunately after about a mile a car towing a caravan is stuck behind us and he is unable to pull out and overtake. At least this offers us a bit of protection and a larger target for someone to run into the back of. 15mph on a motorway in the pouring rain mixing it with modern traffic is not a fun experience.

To be continued.....

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Transportation 2008 style Part 2 by David Marsh

Taking the Tango Queen to New Zealand

In the last edition the Tango Queen had been classified as a motorcycle and side car so it didn't need seat belts, however the forensic style MOT or certification test had revealed quite a number of things will need to be done before it's allowed on the road here.

The list included:

- New Brake Linings - the existing ones are not stamped made in New Zealand
- New wheel bearings – one side are a bit noisy so both have to be done
- The 2 plain bearing bushes fitted to the front brake back plates must be replaced
- The 2 track rod end like joints attached to the front brake back plates must be replaced
- A King Pin bearing has to be changed – it has some minor play in it

The big problem though was the wheels – in particular the wheel spacers fitted to the car to allow it to use radial tyres (rather than the original cross plys) – these are not allowed in New Zealand so I either have to go back to cross plys or have new wheels made.

The rules on certification meant that I have 21 working days to get these things put right. If I do the retest is free, if not it's the whole process (and fee) again, with the holidays this meant the 24th of January 2009.

Quick action was needed. The first thing was to address the brakes and suspension issues.

Nelson being a port has a big mechanical engineering bias. I took the bubble car to Nelson Brake (on the recommendation of the AA vehicle examiner) and saw Peter one of their most experienced tradesmen. "Blimey don't see many of those" were his first remarks. We went through the list and Peter set to and dismantled the wheels and hubs. He agreed with the examiners findings. He also suggested that while the car was going to be so stripped it would be worth doing the wheel and master cylinders as well.

Most of the work he could handle except getting the King Pins and bushes and spacers and the track rod like joints. I did have some of the spares – such as wheel cylinder kits but not these major parts.

As it was now just after Christmas, those "dog days" where most firms are on holiday I was not too optimistic about getting them from the IOC. But just on the off chance I emailed David Tadman of the Bromley Bubble Car Company "Are you in?" was the plaintive email I sent. Almost by return a reply "Yes I am and what's the problem" he added. David had done some work on the dynastart of the Tango Queen for me a few months before I left and so he knew my mad plan to bring it over here. I risked a phone call to the UK. He was there!

The parts I wanted were in stock and he promised to put them in the post that night. My spirits raised I slept soundly. The next day went into town to tell Peter the good news. To my astonishment there was another bubble car in the workshop right behind mine – in immaculate condition. Peter was grinning from ear to ear, "Not seen one of these for forty years them two come at once" He chuckled (and so did I).



The other bubble was a four wheeler, it had been recently sold at a classic car auction to a local for \$ 25,000 dollars – approx £9,700.

The car had been extensively restored to near museum standard, however on its first trip the master cylinder had seized on and the brakes locked. Peter had quickly found the fault; the master cylinder return mechanism had been incorrectly assembled.

So this one was also having new brake linings and master cylinder as well. With the news that the parts were on their way Peter seemed

content. He also suggested that it was worth changing the wheel bearings to sealed ones as the originals were open and so (like in the case of the other bubble car), when or if the brakes heated up, the grease in the bearings melts and drips onto the brake shoes. If he fitted sealed ones then that would not happen. It worth remembering that New Zealand summers can be very hot, in the thirties.

He added that the bearings were a standard size and therefore an ex stock item as was the master cylinder; however the wheel cylinders would have to go away and be sleeved.

The New Year Break was looming so it was down tools for a few days. New Zealand shuts down most of the New Year week (Its important to note that's this is the height of the summer here and all the children have their big holiday now.)

During these down days I was not idle, lots of internet searches to try to deal with the wheel problem. I looked into putting cross ply tyres on the car. This would be expensive as the tyres are only made in America. This would solve part of the wheel issue BUT due to the age of the vehicle the wheel nut holes in the wheels (particularly the rear one) were no longer round any more, if I had these repaired I would have to get the repair certified by an registered engineer. Following this up I found that the inspection fee was over £200.



I took another tack, how about getting the wheels remade by a specialist company to deal with the spacer problem and the holes. I went back to the AA and asked if I did this and the work was done by registered repairer of wheels would I need the separate inspection report. After looking up the regulations Chris said that I would not need the examination. So let's find a registered repairer. The internet revealed just two in the whole of New Zealand. The nearest one Christchurch some 300 miles (a six hour trip by car) away.

I phoned the company on the off chance someone would be there. Tania answered – yes they were open but only had a skeleton team on.

I talked to Frazer one of their engineer's who said it sounded as if they may be able to help. However he would need to see the wheels. As it was getting near the holiday weekend I was reluctant to drive all the way down there, and find them shut. I talked again to Tania, "Where do you live" she asked – "Nelson! – That's funny we are coming there tomorrow to see the Speedway (Stock Cars)".

We agreed to meet up at the stadium to hand over the wheels. This we did. I was to ring them the next week.



I rang on the following Tuesday – yes they probably could do the wheels but needed a bit more time to think about how to tackle such a job. A mistake would prove to be costly as, if the wheels were ruined – getting more shipped out would be mega expensive. In one way I was pleased, they were being careful, however time was ticking on.

I phoned again on the Friday, "We have an idea of how to do it, can you come down and discuss it with us?" I replied "I will be there first thing Monday!"

6.30 am Monday, left Nelson, arrived 425 kms later at Elite Wheels in Christchurch at 11.45 am.

Frazer and I went into a huddle over the wheels, he explained the proposed procedure, he was going to cut out the old wheel centres and put in new ones. The front wheel centres need to move in, whilst the rear wheel needed to move out. This is because the spacer on the front wheel goes between the brake drum and the inside of the wheel, whilst the rear wheel goes on backwards, i.e. the front of the wheel is fastened to the brake drum.

In addition to the three wheels off the car I also had two (spare) wheels I had brought to New Zealand with me. We decided he would make one into a spare front and a spare back wheel just in case.

It was at this point that I realised that by changing the rear wheel like this the current wheel nuts would not fit. This is because they were made to fit on the inside of the wheel and so were flat (when the work was done they would need to be done shaped – just like the front ones). "No worries" said Frazer "I have a mate who will make some for us."

Work would start tomorrow morning and I asked if I could come and photograph this major surgery they very kindly agreed. I went to my hotel and extended my stay for an extra day, just in case!

I had just sat down when the phone rang, it was Frazer, "I have stripped the tyres off and you have three back wheels and two fronts" he said. "How did you come to that conclusion" I asked. He replied "they are different width rims." He explained that when he had laid the rims on the ground the difference was obvious. "Ok let's change the plan and have two fronts and two rears" I said. He explained that he was intended to cut the centres of the wheels on the lathe and put the rims in paint stripper overnight so he could continue next day. He concluded with "See you at 8.30 am if you want those pictures!"

I went to the Internet and looked up on the Isetta World web site what has been said about the wheels on the 3 wheel Isetta. There was nothing on this size difference, just references to the rear wheel being thicker metal.



I did not sleep soundly that night. The next day I arrived early (8.15am) Frazer was there, he explained that he had cut the centres out, but had run out of paint stripper so the next stages would not be started until the end of the day. I looked at the rims, yet the difference was obvious.

I decided to get some background to the operations at Elite. The company was formed in 1992 and is owned by Frazer Lang. The Company employs, (including Frazer), four staff. Frazer started in this business as a result of spending some time as an apprentice panel beater in the chassis and wheel straightening shop. He had a natural affinity for the work so on completion of his apprenticeship he went to work for a small company (Lovely race cars) that did steel wheel repairs. When the owner moved away Frazer started up on his own and the rest they say is history.

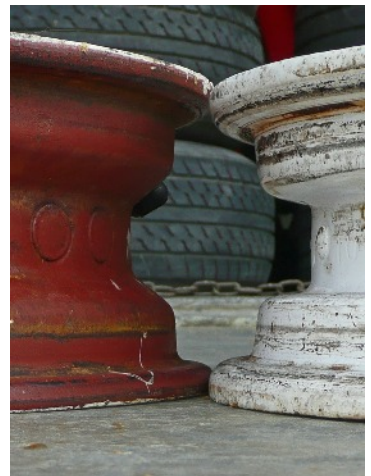
Tania (the office manger) worked with him at Lovelady race cars and joined him in the new business in 2001. Tania is the not just the front of house she also helps in the workshop by fitting, removing and balancing tyres and wheels, prepares quotes, takes orders, and the most important job - keeping the boys in line (so she says).

Dean started with Elite (like Tania) in 2001 and is the alloy wheel repairer. It's amazing as the photos show what he can do to the "slightly" scuffed wheels that they deal with. In Frazer's absence he is the stand-in manager.

Frazer is not only the owner he is the centre of excellence of the company - the knowledge man of what can be done and how to do it.

Mark is the longest standing employee and is the specialist painter and polisher and refurbishes older style wheels.

The company repairs many thousands of wheels each year as well as manufacturing them from scratch. Most of the manufactured wheels are special commissions. The well equipped workshop has centre lathes and many specialist pieces of equipment and presses. The welding set up is (as they say here) awesome, a complete array of gas and electric welding systems. He also has access to full CNC facilities as well.



The company makes wheels for anything from Drag Racers to (now) bubble. The new rims come from America, Frazer explained that he that he had tried the some from China but had, (I believe) from the tone of his voice, a few problems. **Follow this epic in the next edition.**

FORTHCOMING EVENTS

The XII International Microcar Rally - Manresa Spain

6/7 June in Manresa For enrolment tel. 00-34-93-875 1820 before May 7th or write to:- **Classic Motor Club del Bages, PO Box 338, 08240 Manresa, Barcelona Spain.**

Email

classic@classicmotorclub.org

www.classicmotorclub.org

Heinkel/Trojan Club AGM/Rally Weekend

19/20/21 June at The Bubble Car Museum, Byards Leap, Cranwell, Lincs.

Cars in the Park

4/5 July Classic vehicle event by The Rotary Club of Lichfield St Chad at Beacon Park in Lichfield Staffs. For further details see www.carsinthepark.com

Rumcars. Celebration.

25/26 July Special celebration weekend down in Kent to mark the 100th edition of Rumcar news. School House Farm, Boarden Lane, Hawkenbury, Kent TN12 0EB

email Jean Hammond at jeanrumcars@aol.com or visit www.rumcarcelebration.co.uk/

East Anglian Microcar Club 2009 Rally

July 31st - August 2nd at Stonham Barns, Stonham Aspal, Suffolk. Further details contact Dave Arnott 01362 691068 or email barchetta595@aol.com

This year's annual rally of the **Dutch Microcar Club DWAC** will be held in a place called Sneek from **Thursday 27 August 2009 until Sunday 30 August 2009.**

Contact m.benthem@operamial.com

Entry form can be found at www.dwa.eu

Ee By Gum !

T ' National's going to YORKSHIRE !



The **2009 NMCR** will be based at historic

RIPON

in the **Yorkshire Dales**

3rd-6th Sept 2009

Organised by
The Micro Maniacs



EDITORS, WEBMASTERS, ENTHUSIASTS, MICRONAUTS
Please Contact

Jim Jamieson

Terry Parkin

Jim.Jamieson2@virgin.net

IsettaWorld@aol.com

and we will send you regularly updated info

It'll be a reet grand do !

BUY, SELL AND WANTED

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.

Isetta Bubble Window 1957, four wheeler, LHD, BMW white, fully restored mechanically and bodily, MOT, some spares, £7,000 . Contact Terry on 01502 725006 (Suffolk).



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.

WANTED

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

HOME FROM HOME

Is this the smallest camper van in the world?

Jason Heather's Reliant 'Minnebago'

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Jason says:- I bought this Reliant about 2 years ago from a friend who was going to scrap it because the engine was US. I decided that I was fed up with hitching up tents at rallies when it's raining and decided to do something completely abnormal and convert it into a mini camper van. As I

have only got a full motorbike licence it was the obvious solution for me.

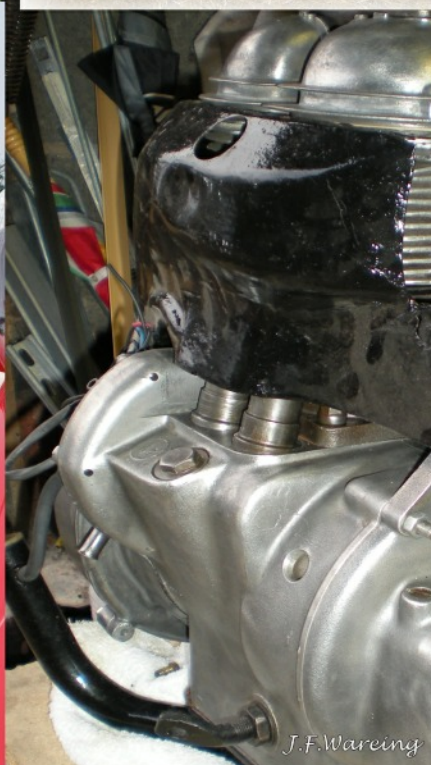
I completely gutted the inside of the Reliant ready for the conversion but before I started I replaced the engine to get it rolling and running. I bought a rusted out VW camper from the local scrapyards and stripped that out.

Firstly I cut out the roof in the Reliant to accept a roof box so it would give me some more head room. I then began to fit out the interior which was a lot of effort as it all had to be cut down to fit the Reliant's small size. After about a year of work it was finished and this is the result. The Minnebago as it's now called has the luxuries of a sink, running water, 2 burner stove and grill, electric hook up, built in auxiliary lights, flat screen TV to name but a few. It has all the comforts you need for a short break. It even has a custom made driveaway awning.

Since I converted it I have been on many rallies up and down the country and it certainly attracts a lot of attention.

I now have plans to do another one, a 2 berth model which will have a shower.

April 2009 Broadband April 2009 Broadband



J.F.Waring