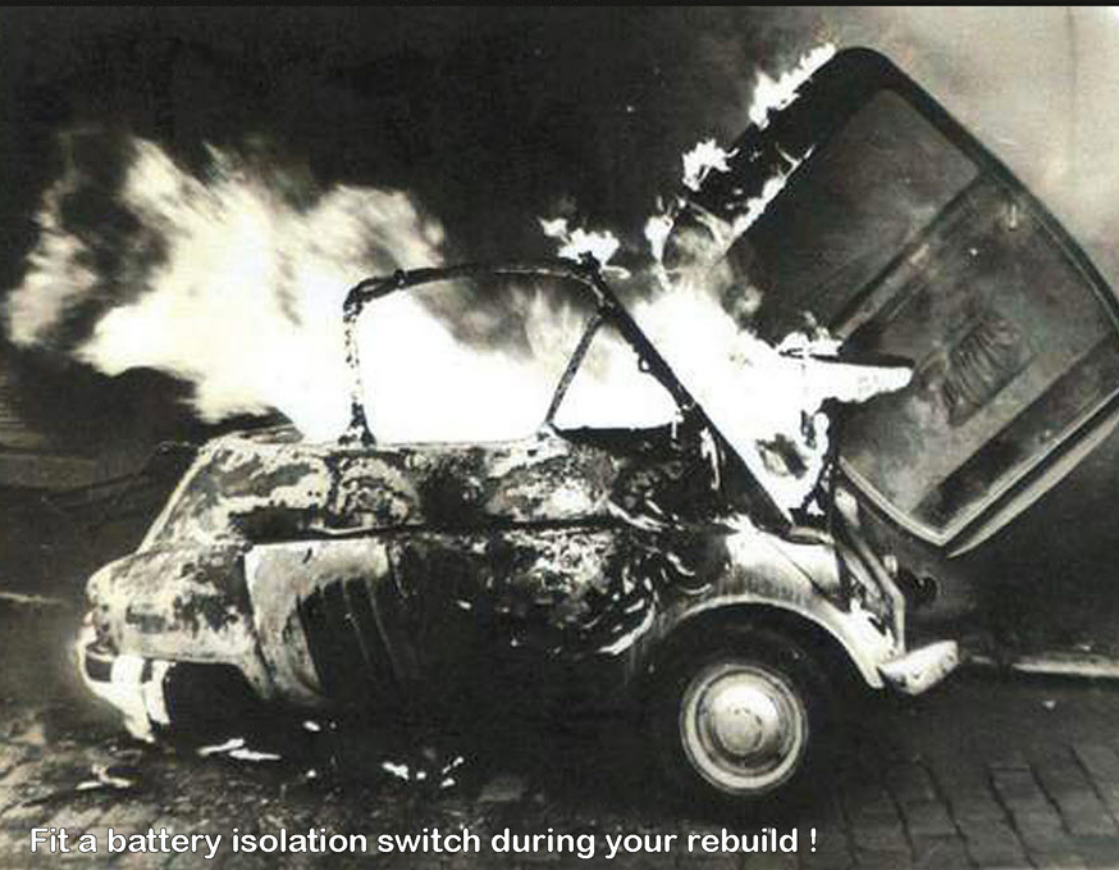


www.isetta-owners-club-gb.com No 351

# ISETTA

GAZETTE

SUMMER EDITION ..... 2013



Fit a battery isolation switch during your rebuild !

MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN

# The Isetta Owners Club of Great Britain Ltd.

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## **Editors Bit**

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As you should be aware if you are an avid reader of the website the 'New Spares Online' order line is now open.

Lee Turnham and I have spent 100's of hours between us setting up the new system. Lee has checked, photographed and counted every item and I have developed the online ordering system and listed each item with a photo to help you identify parts.

You will notice we are listing over 500 items, this is more than double the amount we were offering before due to a comprehensive stock check. Be aware though if an item is not listed we do not have it in the 'New Spares' stock. There is a chance we have a second hand item so don't be afraid to ask.

There may be some fine tuning of the system required as we get to use it and if you have any suggestions please let me know and I will see if your suggestion can be incorporated.

If the price of any item seems excessive let us know in case we have made an error.

I would like to thank those members who have taken the time to send in articles for the Gazette as without them I have nothing to print, I also ask other members to do the same. I rely on this input to produce the magazine. The deadline for the next gazette would be around the start of September. Practical articles are especially welcome according to some feedback I have received but I don't reject anything. If you have sent something in the past and haven't seen it in print, let me know in case it I have missed it.

Ian Parris



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## **Chairmans Chat**

Firstly, on behalf of all the members of our club, I must thank Lee Turnham who has taken on the role of New Spares Manager. When I first became chairman some years ago I carried out an opinion poll of members and spares was the second most vital part of the services we provide to you our members. I am sure Lee is the best man for the job but please note that due to his work commitments Lee is only to service this function one day each week.

Incidentally the most important aspect of the service we provide is this Gazette so thanks must go to Ian Parris for his continuing efforts to find material. I am sure Ian would appreciate any stories that you can provide to him for future issues.

You should be aware that membership renewals are due on 1<sup>st</sup> January each year and have pretty much dried up by now. After a few weeks all the committee contacted members who hadn't renewed so if you still haven't renewed this will be the last Gazette that you receive.

At the best for summer bubbling, let Ian have the stories about your adventures.

Jeff Todd

I have owned and restored quite a few classics including VW split screen campers, a few motorcycles and a Citroen DS. I first got into bubblecars as I had one as a lad and a fellow VW enthusiast passed one onto me as he didn't have time to restore it. I have owned about 6 now.

I bought this car TXT 18 about 5 years ago. I had been searching for a bubble window version and luckily another club member was selling this one that he had found in a barn and had been there for many years. He had bought two, restored one and this was a spare. It was in fairly good condition apart from rotted front wings, mechanical bits seized and a large dent across the front door.

It took me 6 months to restore the chassis and engine and to do some work on the bodywork. I deliberately did not do a concours paint job as I wanted to use the vehicle and not be worried about scratching it!

According to the BMW museum in Munich the company were apparently in financial difficulties when they spotted the ISO bubblecar in the famous Mille Miglia 1000 mile race in Italy in 1954 when 3 of the 4 entered took the first three places in their class. BMW bought the rights and began production and it helped them get back on a sure financial footing and kept their motorcycle workforce employed.

The bubble window was the first model BMW built from 1955 to 1956 and they produced about 6,000 of them then updated to a sliding window version. They were also built under licence in Brighton but the 4 wheeler was not popular until they produced the British 3 wheeler with cheaper purchase and road tax. Another version (the Velam) was produced in France and the Romni Isetta in small numbers in Brazil, their first production car (the first VW Brazil "splittys" were kits). In total about 160,000 of the later models were produced until 1962. They were a step up for a motorcycle and side car but the development of the mini in 1959 pronounced their decline.



My Isetta was produced in February 1956 and imported by a dealer in London. It is one of about 12 left in the UK, and probably the only daily driver. It has a 300cc, 13hp single cylinder 4 stroke engine (the ISOs were 2 stroke) developed from the 250cc motorbike engine. The gearbox is 4 speeds with reverse. Despite what Clarkson on gear top says they all had reverse. There is an urban myth that on the Brighton Isettas the reverse was blanked out for 16 year olds to drive on their motorcycle licence but I have never come across a gearbox with the blanking plate and at age 16 I had one with reverse (I'm 57 years young now). It cost me £10. Wish I'd kept that one.

The car has become my daily driver for all my local trips winter and summer and it was quite fun in the snow. It creates enormous curiosity from young and old. Many tales of "I used to have one of them" and the younger generation cannot believe it is a Beema. A few celebrities own them. Speed? 0-60? in your dreams as top speed is 53 mph but it will comfortably cruise at 45 taking about 40 seconds to get there. Driving very conservatively I have had 80 mpg out of it.

Spares for the sliding window are readily available from a variety of sources, but for the bubble window a bit harder as suspension and brakes differ. They are great fun to restore and to drive and you don't need a large workshop.

The photos give a general impression of what the car looks like, sadly no original Z moulding so had to fabricate one (still searching). One picture shows it attached to A PAV single wheel trailer. There were produced in the then Czechoslovakia in the 60's to be pulled by the Jawa motorcycles.

I am often asked what's it worth. You see sliding window versions on eBay for about 5k upwards but a bubble window? The record on an auction in the UK is I believe 23k some years ago, but I would not expect that for mine. The agreed insurance value is £13,500, not bad for a car that cost about £268 when made. However it would be extremely difficult to replace. The recent microcar sale in the US may have had some effect on values?

Greg Moore.



**Koshi Nishimura's car from Japan**

**The Club is pleased to welcome:-**

- |                   |              |
|-------------------|--------------|
| Ray McKinnie      | Newcastle    |
| Fabien Jouvett    | France       |
| Matthew Holloway  | Ireland      |
| Ray Fowles        | Dorchester   |
| Terry Price       | Bromsgrove   |
| Dave Stork        | Driffield    |
| James Hamlin      | Lichfield    |
| Michael Latham    | Bognor Regis |
| Paul Simmonds     | Truro        |
| Dennis Greatbatch | Dronfield    |
| David Matthews    | Guildford    |
| Steve Sproul      | Sebastopol   |
| Terry Saunders    | High Wycombe |

**New Members since the last Gazette.**

**BUY SELL AND WANTED**

**FOR SALE**

- 2x5" sealed beam units
- sidelight body only
- rear light complete big size (new)
- dynastart parts
- clutch parts no plates
- engine parts ask for requirements
- cylinder head damaged but might be repairable
- carb body with slide
- steering wheels (2)
- steering column door damper

- steering column door damper
- instrument pod (2)
- three wheeler rear chassis "U" frame
- rear shock absorber
- front brake shoes need relining suit exchange units

**WANTED**

- Left hand door any condition
- Any body panels
- Rear wheel rim
- Master brake cylinder
- Handbrake lever

Contact. Ian Marshall  
Marshallisj@yahoo.co.uk

I am the father of an enthusiastic daughter, keen to get a Isetta. When she joined the IOCGB at 13 yrs. just to get a key ring with an Isetta on it, I should have known all those years ago what was in store for me? She found this one on EBay and sweet talked me into looking at it.

I am an electrical engineer by trade and not motor trade wise, but even I could see that it should go in a skip! "but dad it's so cute, you can save it" What can you do? I made the first basic mistake (second actually, first was paying money for it). I thought that a small car with a dinky engine could not take as long as a "proper" car. Well the truth is that there is no difference, if you have 50 feet of weld on a body it takes the same time. Shot blasting is not much difference as it is usually based on a job lot price.

The engine was in a separate box so I started on that first. It looked like it had lain in a duck pond for years, white powder corrosion on the alloy castings, piston rusted into bore, flywheel with a tide mark half way across, oil pump filter completely blinded. All the bearings were rust pitted



and scrap. Luckily I have very good suppliers of bearings for the electric motors we refurbish. All the ball races were standard metric sizes and I changed the lot for under £40, including the ones in the gearbox.

The point of this article is to highlight the oil slinger ring. I separated the crank and fitted new loose rollers. It took 13 ton pressure to separate the two halves of the

flywheel. On examining the slinger ring, after washing it, I could find no groove to catch the oil. Perhaps this was a solid machined modification that replaced the sheet metal one. I poked and prodded it with various sharp tools and dug out a cement like substance that had completely filled the groove to the top making it look like a solid item. The amount removed was astounding and explained the failed big end.

You cannot change the oil too frequently on these little engines, as the deposits go out with the old oil. The engine has been run four times for about 20 minutes a time and seems ok, time on the road will tell!



Alan Smith father of member Louise Bolton

## **My Love for the Isetta goes back over 25 years.....**

It all began in 1986, when my youngest Son Glen Tarrant, aged 9 at the time came home to me and Said "Dad, the man down the road has got a little car in the garage, where the door opens at the front and the steering wheel comes out with it... Dad can we buy it...I want it....this went on and on.

Eventually I gave in and went down the road with Glen to see what the fuss was about. Sure enough hidden in the back of this garage was the Isetta Bubble car XRD 183. The owner then said he had planned to do it up, and have it painted orange and call it "Jaffa" but never got round to it. We made him an offer of 150 pounds for the car which he accepted and we pushed it home, that weekend.

Work started straight away, and that evening with a plug clean and fresh petrol the Isetta started and run. The work continued most evenings and weekends, we joined the Isetta owners club, and this was invaluable for sourcing spares and gaining advice, also with help from my Son's Glen and Craig. Within 12 months we were in position to paint the car, then there was the dilemma on colour, with a lot pondering and discussions we all agreed that we would have XRD 183 "Yellow" to mark our Love for our Local Football Team Oxford United. since XRD 183 was completed in Summer 1987 we have enjoyed many trips to Classic Car, Steam Shows, where our Isetta always had a lot of interest, and has brought smiles to people's faces over the years, particularly when my Sons Glen and Craig at 6 Foot tall are driving round the show grounds.

With XRD 183 finished and enjoying life back on the road, we all decided that we wanted another one, so with a wanted advert placed in the Sunday Times Newspaper, we received a call the following week, from a gentleman in Wales who has WUH 189 for sale. We made the 4 hour round trip to Wales with a friend's trailer and picked up the Isetta for 200 pounds. This time we stripped every nut and bolt off WUH 189 and completed a thorough restoration, including the shell sand-blasted, and re-spray. The



colour had to be blue to continue our love for Oxford United Football Club. The engine was overhauled and new interior and carpets completed the job which put it back to how it was when it left factory. This in all took us 3 years.

As with XRD 183, we have been enjoying Steam Fairs and Classic Car shows for years, and as a family we are now on the third generation of enjoying these great little cars.

The pictures show the "Isettas" as they are stored today.

We are planning to make the trip to the National Micro-car rally in August, and would welcome any info on trailers from the members, as we have the traditional A frames, but as we are looking to travel a distance we think it safer to have a trailer.

I can be contacted on [roberttarrant@aol.com](mailto:roberttarrant@aol.com) if anyone has a trailer for Sale?

Bob Tarrant (OXFORD)

# The 31-Year Restoration – Part 5: Fame, Theft, and Explosions!

So, to re-cap: I bought an Isetta before I was old enough to drive, tarted it up a bit, got it on the road a couple of years later, and then parked it up for two weeks ... two weeks that turned into two decades. Then, when my mum and dad moved house and it lost its rusting place, I dragged the neglected bubblecar from Gloucester to my garden in London. All that was then needed was a complete ground-up restoration. And I had everything in place to do just that ... other than the skills, the tools, the space, the time, and, frankly, the inclination.

But not to fear: in rode a knight in shining armour in the form of the Channel 4 TV show, "Salvage Squad". They contacted me as they wanted to restore an Isetta and ... Well, I've covered what happened in a previous article: in summary, they changed their minds at the last minute, and it didn't happen.

But not to fear: in rode a knight in shining armour in the form of a neighbour of mine who ran a car repair business. He – we'll call him "Tony" here, although that's not his real name – offered to restore the car for me, for a fee, and he said that it would take no more than six weeks. What I particularly liked about the offer was the fact that as Tony was so local I could help out with the restoration myself.

Tony's reputation for reliability was, now, how shall I put this? It was "variable". But he was a neighbour whom I had known for years; surely he wouldn't let me down ... would he?

I sourced just about all of the parts that were needed, and handed them to Tony, along with full payment for the restoration in advance. (I guess you can see where this is going, can't you?) I am though somebody who prefers to give people the benefit of the doubt and get conned occasionally rather than go through life not trusting anybody. This was one of the occasions when I was conned.

The six weeks went by very quickly, as did twelve, and eighteen, and so on. After maybe a year Tony knocked at my door. He had with him nicely repainted pairs of headlamp and sidelight cowls, as well as the engine cover. The rest of the car was apparently nearly finished too, and I would be "amazed at how good" it was. Yes, I would have been amazed if it had been good, but by then I knew that it wouldn't be. I dropped in on Tony's workshop



lots of times, sometimes for a pre-arranged meeting, sometimes unannounced, but every time if he was there then there was an excuse for me not being able to see the car. It was elsewhere having some work done, it was in a shed, but the key to the shed was in his jacket that he'd left in a car that somebody had borrowed, it was in a shed but somebody else had parked their van in front of the door and gone on holiday for a fortnight, and so on.

The six weeks had become four years when I was flagged down by a man driving a van.

"You're the bloke with the bubblecar that Tony's working on, aren't you?"



“Er, yes.”

“Well, he’s done a runner from his yard and left your car out for scrap.”

That revelation was no surprise. I got to the yard and recovered what I could, but the car was well beyond repair. I had nothing in writing; there was nothing that I could do. It was time to cut my losses. But I didn’t! I bought another Isetta, and it was another restoration project. Would I never learn? How much more good money would I throw after bad?

Well, although the “new” car looked like a pile of scrap and coughed out more smoke than Del Boy’s Reliant Regal, it (somehow) had a bit of MoT left. Not wanting to miss out on the opportunity to drive an Isetta on the road for the first time in more than twenty years, I taxed it.

It would probably have been a good idea to check it over mechanically before driving it to work. I drove it to work, which was just three miles away. It got there, but it left a huge pool of oil on the floor of the company’s multi-story car park.

It would probably have been a good idea to work out where all the oil had come from before driving it home. I drove it home. Well, not all of the way home. The journey started well, and I even got to overtake a Ford Focus

whose driver had the temerity to travel at just 30 mph in a 30 mph limit. It went well for another few hundred yards after that too. In fact it went well right up until the point that the engine exploded, engulfing me and the Isetta restoration project in a choking plume of blue smoke, and spewing a lumpy lake of black oil over the surface of a quiet residential street.

A rational person might have concluded at that point that Isettias really weren’t supposed to be a part of their life. No, change that: a rational person would *definitely* have concluded at that point that Isettias really weren’t supposed to be a part of their life. But rational people don’t buy Isettias in the first place. Look out for part six of my 31-year Isetta restoration “adventure” in the next Isetta Gazette.



Happy bubbling!

Neal Bircher.



Spotted on Bondi  
Beach  
Australia by Alan  
Town’s son Mark.

Apparently owned by a  
guy called Saul from  
South Africa

# NEW SPARES ONLINE

The Isetta Owners Club are pleased to announce the opening of the **'NEW SPARES ONLINE FACILITY'**.

For access goto [www.isetta-owners-club-gb.com](http://www.isetta-owners-club-gb.com) and click on the 'club spares' menu item this will take you straight to the new system for ordering spares.

Members will require initial approval to place an order. Go through the ordering process to the payment page, at this stage an email will be sent automatically to the 'New Spares' manager who will carry out the approval of members.

Please read and understand the 'Terms & Conditions' (tab located at the bottom left of the home page)

Please let the Gazette Editor know if you would like to see improvements to the system. Below is a snapshot of the 'Home' page of the new system.

The screenshot shows the website's home page. At the top, there is a navigation bar with the 'isetta-online' logo, a shopping cart icon showing '0 items - £0.00', and a search bar. Below this is a menu with categories: Engine, Carburettor, Gearbox, Axle & Suspension, Brakes, Cables, Electrical, Body & Trim, 600 & 700, and Exploded Views. The main heading is 'Isetta Owners Club GB Online Spares Service' in a red, cursive font. Below this is a 'Featured' section with four product cards: Chaincase (£50.00), Headlight Bowl (£30.00), Isetta badge, script post 1960 (British and German) (£18.00), and Indicator Lens (£10.00). Each card has an 'Add to Cart' button. At the bottom, there are logos for the Isetta Owners Club and the Isetta Motor Club, and a footer with links for Information, Customer Service, Extras, and My Account.

## Dear Editor

As a member of the club but with no access to any meetings as they all seem to be either in England or Wales, I would like to talk to or even meet other members with cars either for advice or help with my restoration or if I can help them in their quest to get more Isetta bubble cars running and on the road. I owned an Isetta in the sixties, helped a little in a restoration a few years ago and am now rebuilding a three-wheeler of my own. I have a good basic knowledge in the mechanical side but bodywise I am definitely a beginner. So is there anyone can help me or can I help anyone out there, preferably in Scotland.

Thank you,

Ian Marshall Email: [marshallsij@yahoo.co.uk](mailto:marshallsij@yahoo.co.uk)

## **Bubble Car travels 12,387 km in six years without anyone at the wheel.**

On 20<sup>th</sup> July 2007 my daughter Alison was looking for a small object to place in a geocache that she was setting up in Isle of Whithorn in South West Scotland and I gave her a 1/43 model Isetta

Bubble Car. She decided to designate it as a Travel Bug with a specific goal. The task was to see if she could get it to visit as many destinations as possible which had factory connections to the Isetta.

Destinations were as follows Brighton, England; Brussels, Belgium; Suresnes, France; Munich, Germany; Madrid, Spain; Milan, Italy; and Sao Paulo, Brazil and then home to United Kingdom.

To date the car has travelled 12,387 km and is currently in Limburg in the Netherlands, having been to Spain, Hungary, and loads of towns in Germany, as well as many places in United Kingdom.

Geocaching is a free outdoor worldwide treasure hunt, using a GPS or Smartphone to find the cache.

There is no cost involved apart from your GPS and you simply register your name or group name. You can then search for a geocache near to your location, or a location you are planning to visit, and you will be able to access the co-ordinates required to enable you to find the cache.

The website will also rate the difficulty and terrain of hide, plus the size of box. The box will contain log book, pencil and some items which you can swap for the item you are leaving in its place.

At the same time as you get the co-ordinates of the cache you are looking for, you will also be given a cryptic clue (easy to solve) which will give you a brief description of the site.(beside small rock ,behind grassy mound)

When you find the cache you sign the log contained in the plastic box, and swap an item. Contents should not be edible or valuable. You also log your find on the geocaching website ([www.geocaching.com](http://www.geocaching.com)) giving details of what has been removed, and what has been replaced. There are currently 5 million cachers and more than 20 million geocaches worldwide.

Travel Bugs like the Bubble Car usually have a specific mission, and they

have a small metal tag attached which has an I.D. number stamped on it. The tags are available from the website for a minimal cost.

Non geocachers are referred to as “Muggles” and if a site has been disturbed or removed it is deemed to have been “Mugged” Sometimes skill is required to find, retrieve, and replace a cache without being spotted by Muggles who happen to be in the same area.

Geocaching is a good way of getting out and about with a purpose to a walk, and it is great fun for children who can participate in the hunt. It also leads you to places you would never otherwise find.

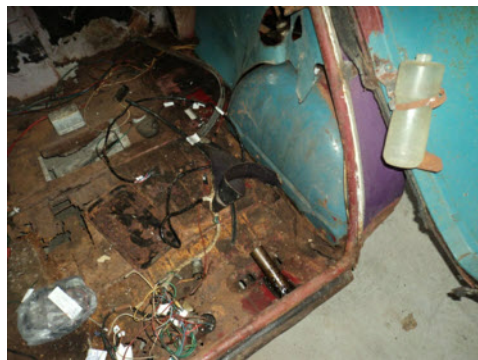
David Carle

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## **A NEW ACQUISITION BY PAUL SIMMONDS**

I've always loved bubble cars since I bought my first one, a Heinkel Trojan back in 1966. I've often thought about getting another one, and had the chance last month when my local garage was selling one. They had bought it from someone who had started to restore it, but abandoned the project through ill health. They knew I was looking for one and sold it on to me in the same condition.



It's a left hand drive 300 model, registration number 587 JOK. It was first registered on the 21st of May 1963, and according to the tax disc on the windscreen, it's been off the road since June 1975.

It's going to be a total restoration job. It would have been great to have got it back on the road last month for its fiftieth birthday, but I hope to have it ready by next June for my sixty fifth!

The floor pan is in a very poor state, and will be replaced, but the rest of the body is not too bad, and the chassis looks very sound.

Because it's been partly dismantled it's hard to tell if I have all the parts I need. Two bits I know are missing are the glass bowl assembly for the carburettor and the engine cooling shroud. I would be grateful if any club members could help me with these items.



## **NMCR 2013 PROGRAMME**

**Thursday 29<sup>th</sup> August:** Campsite opens 12.00. A visit to the Morgan Motor Company has been pencilled in for 14.30pm. If you wish to visit the Morgan factory **YOU MUST BOOK WITH MORGAN DIRECT a.s.a.p.** on 01684573104. The cost is £12.50 per head. Teme Hall (on site) will be available in the evening for a get together. Bring your own drinks.

**Friday 30<sup>th</sup> August:** Road run to Weston Cider. Large free car park, cafe and a chance to tour the press and taste the produce!  
Friday evening, a chance to catch up with everyone in Teme Hall, background music and bar.

**Saturday 31<sup>st</sup> August:** 10.00 am road run to take in the surrounding area finishing at National Trust property – Croome Court at around 12.30pm. There is a large cafe with a range of meals/snacks, free parking. Group discount will be available for people to visit the gardens and or house. Free for NT members, £6.50 house and grounds, £5.50 grounds only.

Teme Hall in the evening for party time a local award winning 50's 60's themed Singer has been booked. The bar will open from around 8.00pm

**Sunday 1<sup>st</sup> September:** Static display of cars, event open to the public, autojumble stalls etc.

### **Charges:**

Camping – Motorhome/Caravan	£13.00 per night
Tent	£11.00 per night
Rally Entrance	£7.00
Autojumble/Club Stand	£10.00
Electric Hook Up	£3.00 per night

**PLEASE NOTE:** There are a **LIMITED NUMBER** of Electric Hook Ups which will be allocated on a **FIRST COME FIRST SERVED BASIS.**

## SPOTTED by DOUG BELL

I saw this very odd three wheeler in Prague during a choir visit there. It looked so awkward I took a photo of it. Any idea what it is? I think they were selling "Hot Dogs" and other things too.

I have just completed the restoration of my three wheel Isetta 300 (in fact I have just taxed it for the second year) and have some repair stories which I will let the editor have sometime.

I made my own accelerator cable (since one was not available from the club) using a Tandem bike gear change cable a length of bicycle brake outer cable a piece of 3/8ths

brake pipe and a turned down bolt for the accelerator connection onto the pedal. The problem with the old cable was it had become kinked and would not reset when the accelerator pedal was released. My new cable is fantastic though I have to say it was based on an idea from John Jensen (thanks John!).

John helped me in so many ways, is extremely approachable (but only by e-mail) and has so much knowledge and seems to know the answer to every problem.

I also had to repair my leaking petrol tap and have some good pictures of it. John thought it was not possible to re-cork the



torpedo type. Well I did it and its still working fine 12 months later. The big tip is make the new cork bigger in all dimensions (except the internal hole which is smaller) and when forced together will give a good seal. I had three tries before I achieved success the second failure was caused by a burr on the hole through the torpedo body, so make sure all is smooth and clean. Pictures 1644, 1645, 1646, 1648 and 1768.

Doug Bell

# FORTHCOMING EVENTS



## **ARDINGLY VINTAGE & CLASSIC VEHICLE SHOW** 13th & 14th July 2013



**10am - 5pm Daily**  
**SOUTH OF ENGLAND SHOWGROUND**  
**ARDINGLY, WEST SUSSEX, RH17 6TL**

Vintage Fun Fair • Diggerland • All Kinds Of Vintage Vehicles • Trains • Craft & Antiques  
Real Ale Barque • The Kent Spitfire Display (Sunday Only) • Scale Model Displays  
Hot & Cold Refreshments • Land Train • Mini Tanks And Much Much More!

**GREAT FUN FOR ALL THE FAMILY**

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[www.ardinglyvcvshow.org.uk](http://www.ardinglyvcvshow.org.uk)



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WE ARE  
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### **Ardingly Vintage & Classic Vehicle Show**

13th & 14th July 2013

There is enough space for approx 30/40 cars and they would like as many types of micro-cars as possible.

The venue is South of England Showground, Ardingly, West Sussex, RH17 6TL

The event has ample, free camping from Friday to Sunday.

Contact Colin Marcham at

[microcars@ardinglyvcvshow.org.uk](mailto:microcars@ardinglyvcvshow.org.uk)

or Tel. 01342 323127

**Bristol Microcar Club 28th Rally** 5th - 7th July at Keynsham Rugby Club BS31 2BE

### **39<sup>th</sup> National MicroCar Rally**

**29<sup>th</sup> August – 1 September**

The 2013 NMCR will be organised by Nick Haddon on behalf of the Heinkel Trojan Club Ltd at Three Counties Showground, Malvern, Worcestershire, WR13 6NW

**Further details and regular updates  
check out the website**

**[www.national-microcar-rally.co.uk](http://www.national-microcar-rally.co.uk)**

**Milton Keynes Museum Transport Day September 8th MK3 7SP**

Contact Mandy 01908 271312 or [niman@talktalk.net](mailto:niman@talktalk.net)

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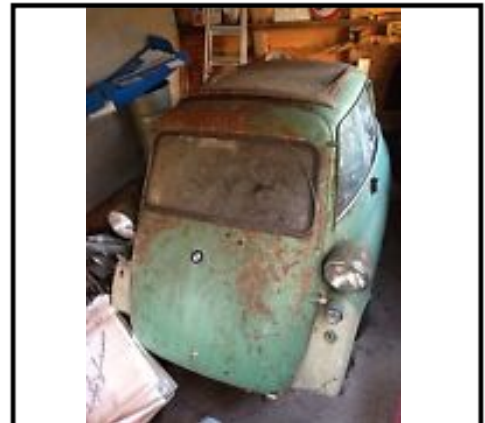
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