

ISETTA GAZETTE

60th Anniversary Edition



To be held at

The "Bubblecar Museum" Lincolnshire on 11th & 12th July 2015

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

As you all should know by now, we are having a rally to celebrate the 60th Anniversary of the Isetta at the Bubblecar Museum near Boston on 11th and 12th July.

We are trying to encourage as many of you as possible to come along with your cars, but if you are not able to bring a car come along anyway particularly on Sunday 12th when all the cars will be on display. The Bubblecar Museum has a campsite and bookings should be made direct with them, their website is <http://www.bubblecarmuseum.co.uk/> accommodation is also available nearby if you want to stop overnight, details can also be obtained from the Bubblecar Museum.

To help us organise the Birthday weekend at the Bubble Car Museum it would really helpful if we could get a feel for the number of members attending with that in mind could you as soon as possible email me at isetta@ianparris.com or Mike Ayriss at michael.ayriss@talktalk.net

Please tell two things, one is how many people are in your party and are you bringing an Isetta that's all we want to know?

Ian Parris



Chairmans Chat

The Club's 60th Anniversary party in recognition of the first Isetta coming off the British production line at the former locomotive works in Brighton is drawing near. The event will be held over the weekend of 11 & 12 July at the National Bubblecar Museum near Boston. Full details are published elsewhere in this Gazette. We need to get 60 cars there minimum, one car for every year shouldn't be too difficult! After all the club has around 400 members. Surely we can do it.

The spares services go from strength to strength thanks to the stalwart efforts of Lee and Mike dealing with new and used spares respectively. They are ably assisted by Ian who looks after the online shop as well as editing this publication. Any Isetta related stories would be more than welcome by Ian.

Jeff Todd

Bubble Wash in New Zealand

By David Marsh

Hello from the far flung reaches of New Zealand. In response to Ian's plea for more articles I have written this which is a sort of summary of the life my bubble (EX EUP 385 from Tom Watkins) has here in Nelson New Zealand. Getting here and on the road was covered in previous articles but I felt it was now time (after 6 plus years) for an update on it. First a few background things about how similar but different things are here in NZ. First the Isetta is classed as a motorcycle here as the registration authorities do not have a class for tricycles. It has to have a six monthly Warrant of Fitness (bit like the MOT but no so tough) and has to pay road tax (Reggo) of 90\$ per year. It can be parked in any motorcycle parking bay for nothing and can stay there all day. (Here in New Zealand the fees from my Reggo help funds the National ACC scheme – this pays for emergency hospital visits and remedial medical bills if in involved in an accident of any form). It is not compulsory to have Car or Motorcycle insurance as the ACC scheme covers medical stuff and ambulance and helicopter rescue fees. All vehicles including Trailers and caravans must be registered, pay Reggo and have a current WOF.

My Isetta is in essence my daily transport as I live in Atawahi a suburb of Nelson approx 5 kilometres from the town centre. It is kept in a car port which I built some years ago attached to garage. I do nearly all the work on it myself – except for specialist engineering of parts which I get made locally. This is because Nelson is a sea port with a thriving ship building and repairs industry so I can find most of those long lost skills such as electrical coil rewinding locally.

My Isetta has covered some 20K miles since I brought it here most of it is local trips apart from the big trip to Auckland and back (again this was featured in a previous article). The car is used for shopping, and taking me and my partner Ronnie (Veronica) to restaurants and other social events.

Nelson area is quite small 40,000 residents but this rises in the summer with many visitors. The car is always the centre of attraction when it's parked and on the road attracting lots of waves and smiles and the usual questions. To help combat answer fatigue I have had a plaque made up with the answers to those questions which I display (together with an information board about the car) when it's parked.

Mine is one of the few Isetta's on the road here in NZ – all the others are RHD cars. On the local version of EBay (Trade me) unrestored Isetta's are usually advertised for sale at about NZ \$ 22,000 - 11,000 pounds.



Now onto the articles subject. One of the local kindergarten group leaders approached me earlier this year and after all the usual questions asked me if I would bring the car to her kindergarten. She explained that she wanted the children (aged 2-3 years) to learn about sharing and taking turns. So after a chat we decided that what we do is to first of all give the children a short talk about the Bubble car then organised them in to teams with buckets of water and sponges and let them take turns in washing it. After that

we would let them get into the car (three at a time) and take their photos. Then as a final treat see how many of the children we could get in the car at once.

Because she needed to get the permission of the parents over this she said she would phone me in a few days to arrange the date. On the appointed day I arrived at the kindergarten to find that they had drawn in chalk a road for me to drive in to the year and at the end of the road was a parking place again drawn in chalk of the bubble car. I drove in and parked – all the children were assembled and sat down I got out to whoops of and cheers of excitement from the children (and the staff).



After saying Good Morning I got a large map of the world out and showed the children where the car had been made in Germany – where it had been shipped to in the UK and then asked them where New Zealand was. To my surprise all of them knew where New Zealand was and they came running up to show me on the map!

We then organised them into teams with the buckets, soapy water and sponges and mayhem commenced. The children were fascinated by the bubble car and when it was time to swap over teams it was hard to get them to stop. One little (just three year old) girl was so intrigued by one of the headlights we could not get her to stop washing them.

Getting them in and out for the three at a time team photos was get fun and one little boy burst into tears when he had to get out – so much so we gave him another go. The final session had 12 of the children inside the car.

All too soon I had to go as it was time for their lunch. However before I did all the staff wanted to sit in and have their picture taken as well. A great day for them and also for me as well.

PS Thanks to Tom Watkins for selling me your car, it continues to bring joy to me and others

(Notice no number plate on the front in NZ as it's a Motor Bike)



Three Wheeler Rear Axle by Mike Ayriss

There is really not much information available for the three wheeler rear axle so to try and answer those tech questions I decided to strip a unit and provide as much info as I could.

The duplex chain wheel and the chain provide many thousands of miles of service if the oil level has been maintained correctly but the 6204 bearing gets quite a hard life so I am sure it will need replacement therefore note the bearing spacer which has a chamfer on the inside and this fits against the chain wheel spline as shown in the picture.

The opposite end of the rear axle shaft is normally where most in service damage takes place causing all sorts of problems for the owner. The drive hub is the point at which this damage happens; now this will take a little explaining. On the three wheeled car the rear wheel is installed back to front so the rear wheel overhangs the rear axle end by some distance, please bear with me as I try to explain. I suspect like me you believed the rear drive hub came loose because large M20 x 1.25 castellated nut was not tightened up enough causing a back and forward movement in axle the splines to take place as you speed up / slow down well this happens eventually but before that happened the leverage from the over hanging wheel causes the hub to rock in and out or put another way up and down along the splines this of course is accentuated by the wheel driving over uneven road surfaces.

You maybe will be able to see in the picture considerable wear on the rear axle threads this was perhaps caused by over tightening of the nut but I think it will benefit the threads to look at the castellated nut for burrs which have been machined across to create the castellation as small burr's at that point works like a dia slicing off a little bit of metal every time you thread it onto the axle.



It is worth noting the slotted bearing spacer has an internal taper mating with the machined flange on the axle and the flat side of the spacer abuts to the rather special 22205C3 bearing. These double row self aligning ball bearings are rather expensive so be very careful when trying to save money

and note the C3 specification.

Lubrication of this bearing is difficult to achieve with the chain case oil as the oil level is below the axle so grease the bearings on installation and overfill the oil in the rear chain case which can be done by lifting the rear of the car slightly and fill to the top of the filler plug with SAE 40 grade oil.



All gaskets, seals and bearings are available from our online shop at <http://www.isetta.org.uk/opencart/>

BUY AND SELL & WANTED

ISETTA 300 spares for sale for charity.

Offers invited for brand new (old stock) engine cylinder barrel with boxed Hepolite piston ring set 72mm and serviceable secondhand piston 71.95mm.

Speedometer cable secondhand 2 metres long £15 plus p&p, or collect.

Engine cooling fan secondhand £12 plus p&p, or collect.

Money to go to Anthony Nolan (Trust) & Christie Hospital Manchester.

Contact: - David J Waring, preferably by email davidjwaring@yahoo.com or text 07900193394. Location: - North Cheshire, close to M6/M56 interchange.



Wanted

Door lock barrel & key or complete door handle with key.

Contact Ian Parris on 07909 514916 or email ianparris@ianparris.com

Richard Proudlove has an Isetta to sell as a restoration project. It sound like it is in pieces but substantially complete including log book. For more information contact Richard on rjproudlove@pedigreecomputers.com

Heading for the Open Roads (Almost)

Many years ago I purchased a dismantled Isetta with the intentions of reliving my misspent youth (bubble owner age 16 and passed my first driving test in it!). I realised that it would be more than a few weekends' work and came across a red one via the Club magazine - 522 VHU that was much nearer "legal". With an MOT there passed a few years of enjoyment followed along with slow progress on the first buy. Yet another yellow one was bought on the edge of Bodmin Moor and 522 VHU sold. Meanwhile work carried on with original purchase: the body welded, sprayed and a rolling chassis with rebuilt engine were reunited. The next couple of years it fought every job I tried to do. Who would have thought rear screens could vary by 1/2"! At last the engine fired up first try, wipers moved, horn hooted, lights lit up. Just needed its number.

So in contact with the Club Registration Officer, Dave Watson, who kindly sent me an email with the magazine article all about what to do. Two forms are needed: one downloadable, the other has to be requested from the DVLA site and is posted out. I took the required photos and then signed, dated and put old registration number on the back. Original Log book, an old MOT,



photos of I/D plate and the original number plates completed the checklist and all were sent to Dave - who had seen the car at the Classic Car Show at the NEC in October 2014. About 10 days later the new V5 arrived and yes 521 VMY (its original number) is back in action. It's non-transferable, but this is fine with me. Now there's just the brake fluid, a fiddle with gear linkage, adjustment of clutch, phone Haggerty and head for the open road!

None of this would have been possible without the help of the Isetta Owners Club of Great Britain, Lee Turnham and Dave Watson. Thank You!

Ian Jenkins

NEW SPARES UPDATE

It's been a long wait but the ballast weight for the 3 wheel right hand drive car is now available from new spares. Your team of diligent workers has achieved the almost impossible once again and the wait has been worth it. This perfectly formed heavy weight which weighs in at 24.5 kilos is ready to be installed on delivery by the postman who after delivery maybe having a hernia operation! Manufactures recall for safety checks are quite common these days but in the fifties and sixties they were not quite so common. I believe most companies in those days worked on the principle of the customer finding the design faults and whilst Isetta owners may have found a few they also created several of there own. Therefore all 3 Wheel RHD car owners should check under the near side interior panel for this weight, if it is not fitted I suggest you do not drive your car. The main reasons for this weight is to counter balance the engine and driver. In the original 4 Wheeler design the driver was the counter balance and therefore it is only the 3 wheel RHD model mentioned which has this weight fitted. Should you find that you require a RHD counter balance weight order direct from our Clubs online shop Part No 1201 at <http://www.isetta.org.uk/opencart> The most likely wait for delivery will be around 14 days from receipt of your order assuming that we are not overwhelmed with orders for the weight, should this be case the wait may be slightly longer!

Mike Ayriss



The Club is pleased to welcome:-

Richard Thurlow	Norwich	David Diamond	Newhaven
Robin Ashby	Maidstone	Arthur Poll	New Zealand
Tejender Babbar	Southall	Alexander Sims	West Wrattling
Stephen Watson	South Shields	New Members since the last Gazette	

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

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20,000 Miles in a Lawn Mower by David Marsh

Hello from the best place in New Zealand - Nelson. In response to Ian's plea for more articles I have written this, which is a sort of summary of the life with my sliding window Isetta Mottocoupe Super registration plate ISETA (ex 385 EUP from Tom Watkins in the UK) that I have here in Nelson New Zealand. Getting it here and on the road was covered in previous articles but I felt it was now time (after 6 plus years) for an update on it.

My Isetta has covered some 20K miles since I brought it here - most of it is local trips apart from the big trip to Auckland and back (again this was featured in a previous article). The car is used for shopping, and taking me and my partner Ronnie (Veronica) to restaurants and other social events in Nelson and also regularly to go to Richmond for trips to Bunning's etc.

Nelson area is quite small (40,000 residents) but this rises in the summer with many visitors. The car is always the centre of attraction when it's parked (with the usual questions) and on the road it attracts lots of waves and smiles. To help combat "answer fatigue" I have had a plaque made up with the answers to the most common questions I get asked (and the answers) which I display together with an information board about the car when it's parked.

The Bubble is kept in a car port which I built some years ago attached to our garage. I do nearly all the work on it myself – except for specialist engineering of parts which I get made locally. This is because Nelson is a sea port with a thriving ship building and repairs industry so I can find most of those long lost skills such as electrical coil rewinding locally.

So what has driving it for so many miles taught me?

- Firstly Tyres – the Kumon tyres on the car have done well and I managed to get a new set via the local tyre depot so I am fitted up for a few more years yet. I did have one tyre where the sidewall failed and bulged a bit. By a process of trial and error I have decided the best tyre pressure is 24psi in the front and 28psi in the back wheel. I rotate the front wheels over (left to right) every 1000 miles to even out the wear
- Oil changes are done every 5-600 miles – the Isetta book says 1000 miles but I prefer to make sure there is no sludge build up. Once a year I use engine flushing oil. As for oil I use 20/50 in the summer months and 10/30 in the winter. This is because when it's cold here the Dynastart finds it difficult to turn it over on the thicker oil. My car uses about a cupful of oil between oil changes. No smoking from the engine is apparent.
- The Dynastart needs to be stripped and cleaned once a year otherwise dust from the brushes builds up and starting gets tricky(er).

- Contacts are set at a very tight 15 thousands of an inch – it's better to go a little smaller (say 13 if you can). Spark plug again I set at a tight 25thou mostly about 22thou. I find the NGK B5HS spark plug is the best.
- Gearbox and final drive chain levels are checked every 500 miles – mine seems to EAT gearbox oil – it's actually a small leak but it's a good leak as it drips onto the rear spring! I overfill the rear chain drive i.e make sure its full using the level plug then add some more just in case.
- The horn system has given trouble four times – usually the wire inside breaking off the ring – I have now given up and put in a standalone horn button instead.
- I have had a small problem with WOF's in respect of the front brake drums slightly rubbing on the brake back plate. This is mostly due to either rust or dust on the drum or when I take the wheels off during servicing and not tightening them up gradually to ensure they are 100% square on the drums.
- The 5 grease nipples and the 2 pots in the front (using a mix of 80 Hypo and grease – they still leak a lot though) are done every 1000 miles. I take off the brake drums every 1000 miles and clean them out and check the linings and the slave cylinders.
- Hand brake adjustment is once a year to keep it at 5 notches to being locked on.
- Clutch Adjustment twice a year – just the cable adjuster about a half a turn or perhaps three quarters.
- I have a calcium battery fitted to the car – I also have fitted a voltmeter – the voltage regulator is set to max out at 14.5 volts. Even then I still put the car on a tickle charger over night as starting on the Dyastart (especially in the winter) is not this cars strong point.
- I had quite a few problems initially with the clutch and throttle cables breaking just behind the lug. This turned out to be that the lug at the end of the cables which connects to the clevis pins in the pedal mechanism was too large and not rotating on the clevis pin. I also got some brake pipe rubber concertina gaiters and fitted them to ensure the cable ends were enclosed. I fill these gaiters once a year with oil and grease.
- Check the track rod bolts are tight every 1000 miles.

- Light bulbs can be problem as the headlight bulbs available here are made in China and in the last 2 replacements I bought I found the filament was not installed properly so the light beam was all over the place.
- It's important to ensure the fuel tank is full or totally empty if you leave the car unused for a time. This is because the fuel seems to quickly absorb water which gives you really funny problems when or if it starts.
 - If the fuel gets contaminated then I pull off the rubber hose which connect the tank to the carb and decant about half a pint of fuel from the tank and also ensures the carb has drained itself then reinstate the pipe.
 - If you don't do that you can get the following funny symptoms. – The car is hard to start and then won't rev up - it backfires through the carb.
 - The engine will run as long as the car is on the flat but the second you go up or down hill it will stop and won't restart again.
- The car has broken down on me twice – both due to the contacts closing up.
- The only other problem I had was with the rear brake shoes which suddenly had oil on them. This turned out to be due to two things. First the back brake plate had not been fitted with a gasket between the chaincase (someone previously had just used clear silicon!!). Second the brake plate had been positioned wrongly – i.e. the groove in the brake plate must point down so any oil from the chaincase drips onto the floor and not into the brake drums.
- Because it's classed as a motorcycle I can park it in a motorcycle parking bay all day for nothing.

So what's happening next I hear you ask? Well after 5 plus years the cars is due for some serious attention over the winter. I plan to take the body off the car – that makes it a lot easier to do stuff. I will do all the usual checks and take off the cables and properly lubricate them. I also plan to swop the engine over with a spare one that I have rebuilt over the last couple of years. The existing one will be stripped and rebuilt. I will change the clutch plate and also the drive shaft Jurid couplings. I will also change the track rod ends. I may also get the front door and front mudguards re-sprayed as they are showing signs of wear and tear and also some signs of paint rejection. (There are a couple of bubbles appearing under the paintwork). I also hope this winter that I will get into the next phase of the rebuild of the Berkeley SE328 that I got from Neville Swan. (More about that for the next newsletter Ian!)

REMEMBERING THE DAYS WHEN ISETTAS WERE EVERYDAY TRANSPORT

My teenage years were spent in Sheffield, a city built on 7 hills, just like Rome, so generally not suited to bicycles. As a result, I keenly looked forward to 1961, when I could start motoring - motorbike licence at 16 years old and car licence at 17, as was the order of the day at that time. The driving tests were quite elementary, with no written theory test, just the examiner observing your standard of driving from a street corner for the bike test, or the front passenger seat for the car, then quizzing you with a few questions on the Highway Code, which was only a slim booklet. Prior to all this, you would probably have had a few driving lessons for the car, but for the motorcycle it was just a matter of climbing aboard, with or without the guidance of an older friend, then getting on with it.

It was legally permissible to drive a bubble car on a bike licence, as long as a plate had been fitted to "blank off" the selection of any reverse gear, giving it the same drive features as a combination (motorcycle & sidecar), albeit probably with a much poorer turning circle. Consequently, this necessitated a fair degree of foresight and anticipation, as was demonstrated by a small nurse who parked her modified Isetta on a downhill slope facing a brick wall. Unable to open the door, or back away from it, she folded back the sunroof to shout for help. Her rescuer was responsible for a case of "good news & bad news"; on the positive side he remedied her problem, but on the negative side, he found the situation sufficiently amusing to pass the story to the local newspaper for embarrassing publication.

However, at the age of 16, I was more than happy with 2 wheels and the new motorised freedom I was afforded. Changes in motoring safety standards were already afoot, primarily thanks to Minister of Transport, Ernest Marples, with the introduction of the MOT or 10 year test in 1960, but also attitudes to the wearing of motor cycle crash helmets. These were still an optional extra in those days, despite discussions for enforcement going back as far as 1935, when helmetless Lawrence of Arabia died from head injuries after crashing his Brough Superior bike. It had long been regarded as prudent to wear a crash hat for your bike driving test, to show the examiner what a careful rider you were, but it was increasingly becoming "fashionable" to always wear one, when riding. Unfortunately, moving to ladies' fashion, bouffant and beehive hair styles were totally incompatible with a close fitting helmet, and also if your girlfriend did not want to wear trousers, straddling a bike was beyond decency.

Passing my car test in 1962 therefore opened up more possibilities, but still being a student, something truly economical was required. Hence, to span a 4 year gap in my transition from 2 to 4 wheels, a 3 wheeler was needed, which came in the form of a 1959 left hand drive BMW Isetta 300 Plus, with a Leeds registration of 7050 UA, in two tone blue. My memory recollects a price of £80, but I am not sure if that was my purchase or final selling price, I suspect the latter. Whatever, not only had I got weather protection, on fine days with sun roof open, I could re-live the freedom of having the wind in my hair, without safety helmet concerns. I now felt like the bee's knees. Dear old 7050 was great for the daily commute and could be stretched for venturing further afield on the roads with relatively sparse traffic of the early & mid 1960's. I always carried a quart can of oil, as even a new 300 engine was quoted as burning a pint every 200 miles, a figure which I was told was the same as certain Jaguar cars – but the latter had much bigger sump reserves.

Alec, an old school pal, had taken a job as a technician at the BBC in Manchester, where the early 'Top of the Pops' programmes were recorded in a converted church on Dickenson Road, Rusholme, and he could get me tickets. With 7050, I could transport

myself and a girlfriend at a steady pace over the Pennines on the A57 Snake Pass in decent clothing for "our TV appearances", not that it mattered much, being transmitted to grainy black & white screens. Outstanding memories were not only of the groups performing, but from the female camp, the sexy Kathy Kirby with unfeasibly bright red lipstick, which never showed up in B&W. Then, on the male side, the blond haired (with black chest hair) Jimmy Saville, tearing around after the show like a hyperactive, humorous nut case, albeit harmless; how wrong could I have been.

Buoyed up with the successful Manchester trips, one Summer Alec & I loaded 7050 up with camping gear to set off for Somerset or beyond, but came unstuck when the journey took far longer than expected, with our heavy load, despite empty 'A' roads. Our late arrival at Alec's aunt in Swindon for a pre-planned cup of tea, prompted her great relief that we were safe, so ended up as a 5 day stay when she took pity on us; the tent stayed packed. The car didn't miss a beat, just needing the odd oil top up and petrol at little more than 5 shillings a gallon (equates to 5½ p a litre!).

Not everything went smoothly every trip with 7050 though. Sheffield was late to be linked with the motorway network, so when the first Thelwall viaduct on the M6 (junction 20 to 21) was opened in 1963, I was determined to see it, contriving a trip from Sheffield to Blackpool by way of the viaduct, little knowing that I would be unexpectedly delayed on it, when the engine suddenly cut out on the uphill rise to the apex of the bridge. I was fortunately in the slow inside lane, which, in the absence of a hard shoulder, I blocked. Pulling the seat back forwards, then opening the engine inspection panel, revealed that the HT lead grommet had blown free of the air casing around the engine, pulling the push-on connector free of the spark plug. Connection was quickly restored, allowing us to get on our way, and be free of honking horns of other motorists. Ironically, since 1980, I have lived only a mile or so from that very viaduct, but with the current enormously increased volume of traffic on the M6, it is not an incident that I would want to re-enact. The rest of our journey to Blackpool was uneventful, but once there, 7050 did try to do an unwanted right turn with a front wheel in the tramlines.

Other events, if only with hindsight, were more amusing, like returning to a car park to find that my student "friends" had bounced my car off the tarmac into the adjacent shrubbery. Then there was a journey interrupted by a strong smell of burning, followed by my awareness that I was sitting on a hot-spot. After pulling over, investigation showed that one of the supporting zig zag flat springs under the seat squab had broken, then curled down on to the live terminal of the battery, which was vigorously discharging, with the hot spring burning its way upwards. Could this have been the first heated car seat?

Living in hilly Sheffield had its advantages. One winter the battery got a bit 'tired', only capable of restarting a hot engine. In the absence of funds for a replacement, I took to always parking to face downhill, for a bump start.

Finally we come to acts of Isetta cruelty, like roaring down Alfreton Hill in Derbyshire to see how far I could get the speedo beyond the black 50mph into the red, to just touch the 60mph. Also needing to give 4 pals a lift back into Sheffield from Owl Bar, Derbyshire, just outside the city limits. The downhill run was achieved by 2 sitting on the rear shelf, heads out through the sun roof, with legs forward, fitting between and behind myself & two normally seated, albeit squashed up, passengers. Although this mission was accomplished successfully, with a bonus of not being spotted by the police, the cost was high – the price of a couple of front wheel bearings.

7050 was replaced in 1966 by an Austin Mini van, which was far better suited for load carrying, but not nearly as memorable, nor as much fun. Enjoy your Isettas!

David J Waring

FORTHCOMING EVENTS

June 25th - 28th - Early Summer rally at Wold view touring park, Caistor, Lincolnshire - a return to this beautiful award winning campsite £15.00 per night plus £1 per unit insurance charge (members) for the weekend. Contact Eric Bruce for more details on 07885 742566

July 3rd-5th 2015 30th Bath Micro car Rally: based at Keynsham Rugby club, Crown Fields, Bristol Road, Keynsham BS31 2BE.

Programme: Friday 3rd July 12 midday Rally opens

Saturday 4th July Road run

Sunday 5th July Display of vehicles, Club stands, auto jumble

Camping costs: Entire weekend £15; Rally entry £5; Auto jumble/Club stand from £5

This could be the last rally if we don't get your support!!

Further details contact Wynford Jones on 01823 490666

July 11th - 12th Isetta Club 60th Anniversary Rally to be held at The Bubblecar Museum Langrick near Boston. All microcar enthusiasts are welcome to come along and celebrate with us. There will be no entry fee to the rally but you will receive a 'Welcome Pack'. A run out will be arranged for Saturday with a free BBQ and quiz in the evening. Sunday run out to a cafe in Boston for Breakfast if you wish to participate. More details from Ian Parris 07909 514916 isetta@ianparris.com. Campsite bookings to be made direct with the Museum on 01205 280037 <http://www.bubblecarmuseum.co.uk>

August 28th-31st - 7th Cheshire microcar rally, Sycamore Farm caravan site, Soss Moss, Nether Alderley Cheshire - please call Andrea to book a pitch on 01625 800893, This is a superb rally with runs out and a full programme of evening "entertainment" - if you haven't been before make this the year you go!

13th - 16th August - Scottish Microcar rally at The Wheatsheaf Inn, Vale of Lorton, Cumbria, again hosted by Alan prince - contact him on 07979 690160

3rd-6th September 2015 41st National Micro Car Rally based at Hatton Country World, Dark Lane, Hatton Warwickshire CV35 8XA. Hosted by the Frisky Register. Road runs on Friday & Saturday to a place of interest. Static display, auto jumble etc. on Sunday. Further details to follow. For further updates see



60th

ANNIVERSARY RALLY

To be held at 'The Bubblecar Museum'
Lincolnshire on 11th & 12th July 2015

Come along and join us in our
Celebrations free of charge.

All microcar enthusiast are welcome.
Usual rally format with a run-out on
Saturday and a BBQ and entertainment
on Saturday evening,
including a free raffle.