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ISETTA

GAZETTE



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MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

Isn't it strange how things turn out. My Isetta Bessie has always been a difficult car to start. I have always put it down to good compression but as I have a spare engine I decided to swap over the Dynastarts and see how if it was a problem there.

It seemed to start slightly better but still not brilliant. If I ease the engine over compression manually then try to start it it spins over and starts but has always had difficulty when the engine settles on the compression stroke.

Anyway it was time to go away for a few days in the motorhome with Bessie along as our transport at our destination.

The first short journey out was fine, started OK and ran OK. The next day we started out and within 2 miles the indicators wouldn't work and then I noticed the charging light wouldn't completely go out, a quick about turn and back to the campsite. Now we were without transport and nothing I could do to resolve the problem there.

We were near Chester and luckily we were close enough to walk to various places like The Blue Planet Aquarium and Cheshire Oaks shopping outlets.

We walked quite a few miles that week and enjoyed it so much it is now on our next years list of places to revisit. We could easily have missed these places if Bessie had been running properly.

Needless to say when we returned home the Dynastarts were swapped back to their rightful places, the charging works and so do the indicators. I am now an expert in resetting points and ignition timing.



Ian Parris

Chairman's Chat

Well the unthinkable continues to amaze me. I found that my brake master cylinder was seized, no doubt because my car has been stood in its lock up for just over 15 years now apart from a couple of excursions outside when it was pushed. So, Lee supplied me with a master cylinder which has duly been fitted so now we have a rolling car.

You may recall that the car had no compression when I bought it all those years ago, indeed that is still the case. So, the next onslaught will be to address that minor (hopefully) issue.

I am determined to have a drivable car this summer, ideally, I would have liked to attend the country fair at Brocklesby Park near Immingham, it's only about 15 miles from home so eminently drivable, but it's on June 17 which is a bit too soon for me.

Now the camera never lies so here is my car back on its wheels with brakes. Now I can do it so can you, let's get our cars out there!



if

Jeff Todd

Where it all Began by Ian Pawson

Back in the early '70's, yes 48 years ago, every day I drove past a bungalow in Airedale, W. Yorkshire on my way to my automotive R & D job in central Leeds. A blue Isetta sat on the bungalow's drive unmoved for months, but as a recent graduate I had no savings, having only the previous year borrowed £305 to buy my treasured TR3A at auction at John O Gaunts in Leeds.

I bravely stopped outside the said bungalow one evening and knocking on the door, asked if the Isetta was for sale. We agreed on £50, so off I went to see the bank of Mum and Dad yet again to get help. That night I drove RHL 90, a blue Isetta, the three miles home, no tax, no insurance, no MOT or any of that paraphernalia. This time mum demanded she use the Isetta for shopping and in return she would contribute £25 towards the purchase.

The next day mum drove RHL 90 into the village to go shopping, returning rather irritated, saying she didn't feel safe on the main road and she'd never take it out again. So it was mine for £25.

I was heavily into sports cars and iconic stuff, a TR3A, Ginetta G15, Alvis TD21, Healey 100-4, Saab 96 round nose and a Jowett Javelin filling our expansive garage so RHL 90 stood right at the back of the garage behind my more sexy collection.

Fast forward 46 years and I finally vowed to restore RHL 90, it having followed Sally and I around through several house moves for all our 38 years marriage, and so off came the body and I asked a local welder to fix the rust on the body shell. The chassis was excellent, so I easily restored the entire rolling chassis, brakes, suspension, steering etc. while primarily a new floor was welded into



the body. New brake pipes, cylinders, and donuts were fitted and the chassis painted.

Time to ask the Isetta Owners Club for information on the history of RHL 90. It is a bubble window car, a three wheel bubble window car, according

to the V5C first registered in 1961. Well that turned out to be rather odd. Our learned colleagues at the Owners Club told me bubble window cars, built in 1956 in Germany, were all four wheelers! Mine is left hand drive and a three wheeler. So I sent photos off to the Owners Club along with engine and chassis numbers and photos of both the



body and chassis. It is a bubble window body complete with the aluminium lightening flash down each side.

I did omit to say I have three complete engines, one running and two not. The chassis number matches one of my engine numbers. And when we worked on the body we found it had been rolled, with massive indents on the driver's (near side) well filled with tons of fibre glass. All that's now gone and the body has been panel beaten back to its proper shape.

I sent Ian Parris a few photos following which he counselled me that the flat floor welded into the body was a no-no, it will reverberate like mad, so I need to put ribs in the floor. I'll show how I accomplished that in the next episode. Brilliant to get so much wisdom for the Club.

Now RHL 90 sits in my garage waiting for me to restore all the detail but I've got to finish a 1961 Alfa Romeo Giulia Spider Veloce first that I bought the same year for £250 and hasn't been on the road since, so a couple more months and I'm into finishing the RHL 90.



After 48 years of no movement, I started the engine and she ran beautifully. I know the purist will tell me I need to fully rebuild her, I'm more of the school, leave well alone what works.

I'll submit photos and progress once I start the final restoration. I'm looking forward to driving RHL 90 again for the first time 48 years after buying RHL 90 on a whim.

Next I have to see if DVLA will accept that I keep RHL 90 as the registered mark. My V5C is only 2 years old so I should have a fighting chance.

Ian Pawson

WHEELS WITHIN WHEELS: THE DRUM

You would think that, having owned my BMW Isetta for over 15 years, during which time I've stripped it down, replaced wheels and tyres, and generally worked on, in or underneath it countless times, I'd know that, as a British-built 3 wheeler, it was an adaptation of the original 4 wheel version, (with the two rear wheels close together, avoiding the need for a differential.)

You'd also think I should know...damn it all, I did know that the rear (single) wheel goes on 'inside out'...or 'back to front', as it were, with the normally outer face of the wheel on the inside, up against the brake drum, and the normally inner, dished face on the outside.

More to the point, I know perfectly well why this bizarre arrangement is so.

With the Isetta owing its original layout to having two rear wheels, the adapted three-wheel version had to have its single rear wheel as centrally mounted as possible, partly to avoid 'crabbing' as it goes along, and even more seriously (and expensively) to avoid twisting and distorting the two rubber 'donuts' or couplings that cause the driveshaft to rotate.

(Aficionados of Isettas will know what I'm talking about...and the rest of you can jolly well learn something)!

Nevertheless, some months ago, despite having all this arcane knowledge, when I removed the rear wheel and had a new tyre fitted, I managed to accidentally put the !@#\$ thing on 'back to front'...inside out, and ,for all I know, upside down.

I actually remember thinking, 'That's odd, I could have sworn the tyre valve was 'on the other side.' Derrrr! It was and should have continued so to be!

I also noticed that, for some reason, the rear wheel didn't seem as 'centred' as it used to be, but I blithely put that down to the new, different profiled tyre. Derrr again.

One day, soon after, while driving the Isetta up to Hornsby, I was approached by a ute driver who'd stopped behind me at some lights, and who jumped out and exclaimed, 'Gee, mate, I love ya little bubble car, but ya rear wheel looks as if it's about to fall off, and you've been crabbing along the road somethin' awful.'



Trying to look as dignified as possible in the circumstances, I thanked him and wobbled home, where I discovered to my horror that the wheel-nuts were almost undone, and, worse still, in their unaccustomed, inside out configuration, their looseness had put so much stress on the wheel slots that these had elongated way beyond their intended size and shape.

I soon learned that all of this was the good news. The bad...oh, so bad news was that one of the two rubber donuts had been twisted out of shape and had begun to break apart. (by a fluke, I discovered that I had a spare donut, although, for the life of me, I couldn't remember why!)

I knew that my erstwhile master micro-mechanic, Rob Walters, had had some difficulty in tracking down and fitting replacement donuts, soon after I'd first bought the Isetta, then in a rather unroadworthy condition, from Shannons, back in 2003.

And I knew that Rob had warned me that the structural integrity of the donuts was critical for the Isetta's safe operation. If they distorted or broke, terrible and expensive things would happen.

It seemed therefore that I had two challenges if I wanted to get my little 'rolling egg' back on the road again.

1. Replace the wonky donut with my (lucky) spare one.
2. Somehow 'repair' the enlarged wheel slots so that I could refit the rear wheel, this time the correct way around.

As things soon emerged, I had idiotically underestimated both of these challenges. Having removed the rear wheel, and noticing how large the wheel slots had become, I had the bright(?) idea of using my spare wheel instead and keeping the wonky one only as an emergency spare.

To my surprise, the wheel slots in this wheel, rather than being too large, were not quite large enough for the non-tapered nuts....so I enlarged them by drilling them out a tad.

And then, too late, the penny dropped. The rear wheel on my Isetta has a different offset configuration from the two front wheels, and quite different, non-tapered wheel nuts.

The inner part of the rear wheel has a deeper 'offset', which helps to keep this wheel central in the rear drive mechanism. In simple terms, the front and rear wheels are not really interchangeable. Bigger!

Very belatedly, I remembered reading all of this, some years ago, in the excellent Isetta Gazette, the magazine of the Isetta Owners Club of Great Britain, which I'd joined soon after buying my Isetta.

Once again, a member of this Club, I sought their advice, a) about the wheel situation, and b) about buying a replacement rubber donut.

That advice, essentially from Lee Turnham, was invaluable, in more ways than one. Lee clarified that the rear wheel does indeed go on 'inside out' with the sequence being: brake drum > 4x non-threaded cones, with the flat side against the drum > the wheel, fitted inside out as stated > a large, heavy metal spacer plate > 4 washers > the 4 non-tapered wheel nuts.

Fortunately, Lee also advised replacing both rubber donuts, even if only one appeared damaged.

Thank heavens I heeded his advice, as, when we put the Isetta on a hoist, it became clear that my idiocy had damaged both donuts, and that the spare one I mysteriously had was virtually useless anyway, as it was missing the encircling steel band which held it under tension and facilitated lining it up with the four holes and bolts in the coupling.

Wisely, Lee also advised against using the various non-genuine, 'cheapie' donuts, such as I'd found on 'the Net'. Echoing Rob Walters' advice years earlier, he said the donuts are such a critical part of the rear-drive mechanism that 'cheap & nasty' is not worth the risk. (By the way, the supposed 'cheapies' weren't all that 'cheap' anyway.)

I therefore ordered two new donuts, four new cones, four new non-tapered nuts and a 'spare' heavy metal spacer plate. (I also ordered a second-hand driveshaft...just in case.)

All items arrived promptly and we then had the wonderful anti-climax of not being able to loosen, let alone undo, any of the bolts which attached the donuts to the driveshaft.

With one old bloke, (me) and a fit, strong young volunteer both becoming seriously concerned about hernias, we gave up and I took the Isetta around to my ever-helpful mechanics, who removed and replaced the donuts without the slightest problem.

I had the bright (?) idea of bolting the 'spare' heavy spacer plate permanently onto the wheel, in its correct position, so that the non-tapered wheel nuts fit tightly into it, thereby holding both the plate and the wheel firmly in position.

After several tootlings up and down the street, and a few slightly more adventurous jaunts, all seems well in the rear -drive, rear-wheel department. We no longer seem to be 'crabbing', the wheel-nuts are staying tight, and the 'rolling egg' is rolling again.

However, owning as I do a Heinkel Kabine as well as my Isetta, I can't help (re) noticing how vague and whimsical is the Isetta's steering, compared to the razor-sharp, rack & pinion steering of the little Heinkel. Still, you can't have everything, can you?

GRAHAM SIMS 2018

FORTHCOMING EVENTS

27th to 29th July 2018 - The Hammond Collection Microcar weekend & Sunday Open Day at School House Farm, nr Maidstone, Kent TN12 0EB. Details on The Hammond Collection facebook page or ring 01580 893850. Camping (must pre-book), road run on Saturday + show/open museum Sunday. Great to see you!

This is a lovely relaxed get together weekend for people interested in MICROCARS - of special interest this year - we are proud to have been chosen to host the first international AC Petite gathering! Camping is available on site, free if you bring a microcar (booking essential).

Saturday - Kent road run for micro cars to interesting venues followed by evening social with a set by great band – Bob & the Bubblers fabulous food available provided by The Lamb Shack.

Sunday - The Hammond Collection Museum open 10.30 am to 4pm.

Free parking, The Lamb Shack providing catering including breakfast throughout the day, The Hammond collection museum open, fabulous tombola, displays & micro car driving event.

We would really appreciate your support, as although we have been running this event for many years now, we keep hearing that few in the Microcar world even knew it was on. We would like to change that!

The Archive of Microcars

After a whole year, the Register of Unusual Microcars (RUMcar) has finally achieved Charitable Trust Status. The new name will be the Archive of Microcars and encompasses all of the branches of RUMcars that have evolved over the years, the Register, the Archive, the Website and the Magazine, allowing Jean Hammond to retire, knowing that all of Edwin and Jean Hammond's hard work over the years will be in safe hands.

The establishment of a Charitable Trust will allow access to grant funding that may possibly be of great benefit to all of the microcar fraternity across the UK, especially when individuals die, and club membership diminishes, books and records that are too good to be destroyed may be placed with the Archive of Microcars for safe keeping.

This is where your involvement would help The Archive of Microcars:

Firstly: We need funds, and if you are able to contribute to the Archive of Microcar Fund, this will help. With many grants, they have to be matched by the recipient. When you have very little in the way of funds, it restricts how much you can receive as a grant.

Secondly: We need people who can help and advise us on fund raising, as we have no expertise in this direction. Just filling out the bid forms for things like grant funding, are an art form in themselves. Do any of you have the experience we need and can help us?

The Archive of Microcars has been set up for the long term benefit of the microcar fraternity around the world. We believe the trustees and the plans that have been set in place will be just the start, and that further initiatives will ensure the microcar fraternity will live on. It is not the intention of the trustees to replace your existing organisation, but to be there in the background as and when they are needed.

I would like to hear from one and all, regarding what you can do to help the Trustees of the Archive of Microcars to achieve the business plan that has been set. Think ahead.

I can be contacted via chris@rumcars.org or telephone 01883724774

Chris Thomas

Chairperson of the Trustees

The Archive of Microcars

March 2018

The Club is pleased to welcome:-

Julie Wynne	Elgin	François Gravereaux	France
Brenden Fern	Stoke-on-Trent	Bob Durie	Bristol
Tony Deller	Cirencester	Richard Glendinning	Vancouver
Ian Marshall	Dunfermline	Gary Weston	Wroxhall
Phil Tetley	France	Peter Connor	Essex
Yves Bouchard	Ontario	John Medland	Holsworthy
Gavin Hardcastle-Jones	Richmond	Terry Price	Bromsgrove

New Members since the last Gazette

BUY AND SELL & WANTED

ISETTA 300 - 1959/1960 LEFT HAND DRIVE FOR SALE

I have had this bubblecar on the road since 2002 and have all the relevant paperwork and bills for restoration.

It no longer requires an MOT or road tax and was last driven about 18 months ago.

The car is in pretty good condition having been kept in my garage.

Due to my age and health I now wish to sell it and would like to achieve £6500.

I live in Crawley, West Sussex.

EMAIL: Trevor.chitty@virginmedia.com

Phone: 01293 514268



FOR SALE

Rare 4 wheel bubble window 1956 Isetta, Original, complete and running. Car has all the documents, German and British, right back to when it was new.

The engine has been replaced with the 300cc version but its 250cc original is included in the sale. £16,500. For more information Tel 01463 710200

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

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General Data Protection Regulation

From 25 May 2018, a new data protection law, the General Data Protection Regulation ("GDPR") will come into force with the intention of strengthening data protection for all individuals. Under this new legislation, organisations that hold personal data will have to comply with stricter requirements on what they do with that personal data.

The Isetta Owners Club of Great Britain (IOCOGB) hold and process personal data about you in order to run the club. The GDPR will not change that nor is there any need to collect any more personal data from you as a result.

IOCOGB has undertaken to take into account all of the new requirements under the GDPR. As part of this, the IOCOGB is required to provide you the information which sets out what we do with your personal data.

If you have any questions about this or how your personal data is held, please contact the IOCOGB.

Privacy Notice

The IOCOGB holds and processes personal data about you to be able to run the club in a professional manner. In doing so, we comply with relevant data protection legislation.

What we do with your data

The IOCOGB uses your personal data for the purposes of collection of membership fees, distributing the Isetta Gazette and supplying spare parts through the Online Spares System.

The data we hold has been provided by you for the above purposes and is not passed on to anyone outside of the committee members without your specific permission other than for the distribution of the Isetta Gazette by our printers.

Storage of your personal data

Your membership details are stored on a password protected personal computer by a committee member. The Online Spares System holds your Name and Address data and encrypted password to enable you to purchase spare parts. Your password cannot be viewed by anyone.

Once your membership ends, we may decide to keep your details for a number of years to enable you to re-join the IOCOGB.

Your rights

You have the right to access your personal data and, require that we rectify any errors in the data that we hold, or request that we erase your personal data. If you choose to have your personal data deleted it would inevitably mean the termination of your IOCOGB membership.

Contact details

If you have any questions about the above or any about how your personal data is held, please contact: -

Ian Parris
1 Winston Close
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NN7 3JX

The Story of SUW 731

Sent in by my owner Julian Foster

I started life in November 1955 in Germany, as part BMW's post-war renaissance, and I am a bubble-windowed 250cc Standard Isetta. My sparkling bodywork was painted in the colour named Elfenbaum, otherwise known as ivory, and with my blue and white roundel on the door, and polished aluminium bumpers front and back, I was a sight to behold!

I was shipped over to England, where my first registered owner on 1st June 1956 was European Cars Ltd, at 129 Old Brompton Road, London SW7. In May 1957 I was purchased by my first individual owner, Countess Patricia Jellicoe. I was in Countess Jellicoe's ownership until early the following year, when, in January 1958, Pamela Hope Peniakoff became my next proud owner. Time passed and in July 1959 I was repainted in a handsome dark blue, with a matching new roof in a lighter blue. I changed hands again, in November 1961, to the Honourable John Montagu William North. My current owner thinks I was on the road until early 1969 as my last tax disc expired at the end of February in that year.

At some time after that I passed into the hands of a family in Southampton, and there, no longer being road-legal, I was used by the children to whizz around the enormous garden behind their home. Somewhere along the way someone thought it would be a good idea to give me another coat of paint using a tin of blue paint and a paintbrush - this kept the rusty bits hidden again, for a while at least.

I provided lots of fun for the children of the family, but with the passage of time and wear and tear, my services came to a sad end when my engine fell out! Someone at least thought to put my engine on the floor inside of me, and there it sat for many years, with me having been pushed to the side of the house, under cover but looking very forlorn – I'd lost my bumpers, I had a very rusty floor, the bottom of my door had been filled with bog, as had the front of my wings, and my few remaining hubcaps bore the signs of many a too-close encounter with the kerb.

In 1981 the family had a visit from some old friends, my current owner being one of those visiting. He was then only a teenager, but he thought that I looked so cute, even though I was very down-at-heel. He fell in love with me and said to my then-owners that if ever they were thinking of



selling me, then he would be very happy to be given first refusal. As luck would have it, my owners were thinking that something should be done with me, and I passed into my present owner's hands for the sum of 100 pounds, which was quite a lot of money for my owner to find from his Saturday job on the cheese counter in the food hall of Rackham's in Birmingham.



I was transported from Southampton to Birmingham and received lots of cheers and waves on the way, and after reaching my destination I was tucked away safely in the garage and work on my restoration started. First my body was taken off my chassis. This may sound easy, but the rusty bolts holding it in place didn't give up without a fight and some bloodied knuckles. Once my body was off, my chassis was shot blasted and painted, and on reassembly I had new kingpins, my brakes were overhauled with new seals, pipes and hoses, I had new clutch and throttle

cables, and everything was cleaned and painted after years of accumulating grease and dirt. My engine was overhauled, with new valve springs and gaskets, and was then put back into place, connected to a battery and some petrol, and fired up! What a wonderful sound the thud-thud-thud was of my engine at idle! Then some attention was paid to my bodywork, including scraping off all the years of dirt and grease from the engine compartment – a messy and laborious job as many of you will know! However, my owner freely confesses to more enthusiasm than experience in car body repair, and with this and his years away whilst studying, my restoration was put on hold. I was nice and dry and warm, but my owner never had a garage of his own that he could house me in even after he finished studying, and then he emigrated to New Zealand! He didn't think of it at the time in that way, but that's what it became!



Years later, after much secret planning and as a wonderful surprise for his 40th birthday, I was put into a crate, the crate was loaded into a shipping container, and I sailed all the way to New Zealand, where, when he was led out to the garage and the garage door went up, my owner couldn't believe what he was seeing! He was so happy to see me, but still knew that he wouldn't be able to finish my restoration by himself.



So, after much saving up of funds, he looked around for somewhere I'd be able to have the makeover that I deserved. I was duly transported from Wellington, across the Cook Strait on the ferry, through Picton and down to Christchurch, where I've been residing for some time! A full restoration was called for, including redoing all the work that my owner had done. He was very happy for this to be done, and there was even a crack

found in the chassis which he had missed! He was in awe of the amazing skill of the craftsmen which he had entrusted me to, and came to see me a couple of times while I was being worked on, which was very exciting for him.



Having had every single bit of me taken apart and put back together, and after many, many hours having been spent on making my body exactly as it was when I rolled off the production line, my body and chassis are now reunited! My underside and inside have been painted, sound proofing sheeting has been installed where my original sound proofing was, and I will soon have paint applied on my top too! I'm going back to my original colour, and will have some very smart-looking red tartan cloth for my seat, just as I used to have. My wheels will be repainted in their original cream colour, and I will have a new door handle that has

been cast in brass and chrome plated, as my original handle was pitted, and was a slightly different shape and profile that doesn't seem to be available from any Isetta parts suppliers. I have a new roof from the Isetta Club of GB that will be fitted, and I also have shiny new aluminium bumpers to wear – the rear one came from Isettas R Us, in the USA, and the front corner aluminium bumpers were made by my restoration craftsman using a fibreglass bumper from Germany as a pattern. I have so many new parts it's hard to remember them all!



My owner, Julian Foster, a member of the Isetta Owners Club of Great Britain since the early 1980's, isn't sure when I'm going to be ready for the road, but hopes to have his first ever drive in me later this year, when I'll be sixty three! He is looking forward to that, having owned me for thirty seven of my sixty three years! When I'm back on the road, he says he'll send some more pictures to share with club members.

Bis dahin, fröhliches Blubbern..
(Until then, happy bubbling..)
Isolde the Isetta

ISETTA WORLD NEWS



Budapest Oldtimer Show -Visitors queue to see Isetta

Dean Dekki is a professional Classic car restorer who lives and works in Novi Sad, Serbia, but originally comes from Ljubljana, Slovenia. He was among a very few Isetta Owners in Serbia and he used to drive around the Vojvodina region in his 1961 4-wheel, sliding window, Isetta where it is a very rare occurrence to see an Isetta driving on the public roads. Dean's car was bought in original condition, never repainted, and without rust.



Oldtimer rally at Subotica

Sometimes he also ventured further afield, and last year he drove 160km (100 miles) from Novi Sad to a Vintage Car Rally in Subotica. It should have been only a 100km trip but his Garmin led him "to a wrong path" and somehow he "ended up in a corn field !" It is good to know that the UK is not the only country where satnavs play tricks on motorists.

His only problem occurred about 10km before Subotica when his motor died, but the failure was only a poor earth, fixed easily.

Five years ago he had the opportunity to buy another Isetta, a 1957 4 wheeler car which was a non-driver. It needed "...quite a lot of work, all together 870 man hours to finish. Finished in original Weinrot/Sanddunenbeige, with matching interior."

Having completed his restoration work on the car he took it to exhibit at the Budapest Oldtimer Show In April of 2018, where it was photographed more than any other car there among 100's of other exotic vintage cars – and it was the only car at the show where visitors queued to get a closer look at it - there were times when the queue to gaze at the Isetta was sometimes 5 metres, sometimes 10 metres long.



Crowds at Budapest Oldtimer 2018

Dean says "I could not believe it. Hungarians were not able to buy them when they were for sale, so that is probably the reason why." The car has now featured in Concours D'Elegance not only in Budapest, but also last year in Ljubljana Concourse d' Elegance, where the judges from Lago do Como gave it an almost perfect score among 100s of expensive and exotic collectors vehicles

That car is now for sale, while Dean turns his attention to fully restoring his original car, which he intends to keep for himself. He says "I have 100's of original NOS parts ready. It will be restored to con-course condition, to the smallest detail, to the very last original BMW nut & bolt. To the highest stand-ards of best shows in the world. It will be a 90+ points car, and will be evaluated by people which judge quality of the cars at Villa Este Concourse d'Elegance. Estimated time to complete is around 1000 man hours, but will end up a bit more, I guess."



Budapest Oldtimer Show 2018



It sounds like it will be an Isetta to rival the best of those in UK and USA and I hope we will one day get the opportunity to see it.



Terry Parkin, Moderator,
Isetta World is the internet forum of the Isetta Owners Club
GB. <https://groups.yahoo.com/neo/groups/IsettaWorld>