

ISETTA GAZETTE

SUMMER EDITION 2020



The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

No need to ask how you are all doing, we are all in the same situation of locked down wishing we could get the cars out. Some of you are making the most of it by the volume of spares being purchased keeping Lee busy picking, packing and posting and Mike replenishing stock. I am busy looking after the website, gazette and membership, all of us wishing this situation will end.

With holidays and rallies cancelled, the motorhome still hiding under its winter cover, unlikely to emerge this year I fear, all we can do is look ahead to a better 2021 season.

Perhaps now is the time for you to put pen to paper or fingers to keyboards and write a few words for the gazette, but I must thank those who have already done so and contributed to this gazette.

Don't forget to use the club website isetta.org.uk especially during lockdown, where can be found many technical items and articles along with all the gazettes I have produced since the Summer of 2008 providing much good reading especially for newer members. All the best for now.

Ian Parris



Chairman's Chat

We here we are in lockdown with no rallies or shows to go to with or without our cars, so what do we do....

Clear as many jobs for the boss as we can then get in the garage and work on the car. Well that's what it looks like from the orders the Lee has been receiving.... To mid-April orders are double for the same time last year. I haven't sent him mine yet but that (at the moment) is very small as I only managed to get away from the boss's list after seven weeks. Well most servicing done and the spares order doesn't look as though it will be needed just yet.

Some members have had difficulty ordering spares but it turns out that they had let their membership lapse so please remember to renew it in January, Ian does remind people several times before stopping their access.

Well with lockdown starting to ease let's wish for it to continue and that in due course we can get out and about in our pride and joy even though social distancing is definitely not possible unless you can make use of the luggage rack??

Take care one and all and stay safe.

Chris Skepper

A day's foray – or the ramblings of an Isetta owner

By Richard Jones

As people who know me will no doubt agree, I believe the Isetta is a car for driving all year round. I tease the other owners at my local car meet mercilessly when I turn up in the Isetta, the only one there again. Ok, setting off in heavy rain is no fun, with my car's pathetic two speed windscreen wipers (Two speed? That's on and off!), and I once had a mishap on black ice one early morning, but darkness holds no fear for me, neither does a journey of some considerable distance. With journeys to Cornwall (from Yorkshire), Germany (twice), and the Outer Hebrides (Lewis & Harris) notched on our belt, the car and I have done some miles between us. I have even nipped down to Leicester for the clubs AGM a couple of times in the recent past. We are also a regular attendee on the Micromaniacs 'seaside shiverrr' to Bridlington in December. I will say here that having a fantastic heater does help on winter drives, but even so, suitable attire and a positive attitude will take you many a mile. I too, though, can remember scraping ice from the inside of the windscreen on frost winter mornings. That was at a time when my car was my daily transport to work, and I had no heater as such.



The thing that you need to remember is that the car is completely capable of doing these long journeys, just not very quickly (but who owns an Isetta to drive fast, anyway?). The journey to Cornwall took 12 hours (my bum was numb at the end of that one), Germany takes two days, whichever way you go (you can choose to spend one whole day on a ferry, letting it do the work, but it's still two days in total); the Outer Hebrides took 3 days (Yorkshire to Balloch, (bottom of Loch Lomond) – Day one; Balloch to Uig on the Isle of Skye – Day two; Uig to Isle of Harris – about 2 hours on day 3). Even to Leicester the journey takes 4 hours. Two hours from home, there is a lovely cafe on the A1 (Flo's) to break the trip. Trundling back from Leicester one evening after the club AGM, I was spotted by a fellow Isetta owner on the A1, near Wetherby. He texted me to say it was his birthday, and it had made his day to see an Isetta on the road. Why the A1, I hear you ask. Well, to my mind the M1 smart motorway has become a death trap for our little

cars. Great as the cars are, part of the thrill is wondering whether it will make it to the destination. Will it be trouble free, or will something break? Coming up towards Wetherby on that trip up the A1, suddenly all power died and I rolled to a halt, pulling up on the lovely wide grass verge that the A1 has. I was pretty sure what the problem was. Pulled the seat forward, undid the engine inspection hatch, yup, there's the spark plug HT lead hanging loose. Plugged it back on, hatch back on, car fired straight away, and away I went again. If that happened on the M1, I'm stuck in a very small car in the nearside 'slow' lane. Even if the 'conk out' happens to coincide with one of those "sanctuaries", which, forgive me if I'm wrong, merely resemble a very small lay by, how am I ever going to be able to get out again? It seems also to me that the A1 is a much more relaxed arterial road,



lorries cruise at about 50mph, so they only gain on me by 10mph or so, and the nutters are in the outside lane, safely away from me. On the M1 everything seems to me to be 10mph faster. Lorries bomb along at 60mph; the nutters are doing 80 in whichever lane they happen to fancy. No, the A1 is the motorway of choice for me at the moment. It reminds me of the time we were on the autobahn in the Isetta, heading for Hamburg. In Britain, the vehicles joining the motorway come down the slip road, and then join the motorway. In Germany, the slip road becomes the inside lane! So, there we were, tootling nicely down the inside lane, when a lorry joins the autobahn via the slip road. So, now I'm in the middle lane, and I've not changed lanes! To make it worse, without looking, the lorry starts to move across to the middle lane with me adjacent to him, so I have to move across and now I'm now in the outer lane, foot flat down, doing 56mph, thinking "Oh, my poor exhaust valve!" The lorry eventually pulled away from me, I signalled, moved over, and over again, and sighed a huge sigh of relief. You would think they would be used to Isettas in Germany, at least.

By and large though, I love driving the Isetta, whatever the time of year. It is a statement of British minimalism, despite its German origin. I love the happy smiles of everyone who sees it, including those who are so young that they can not possibly remember one on the road back in the 1960's (Some would be hard pressed to remember a car on the road in the 2000's, they are that young.). I love driving it in the countryside, where cows in their fields stop, mid chew, and watch me toodle past with a "What the **** was that?" look on their faces. The dogs being taken for a walk by their owners, who hear me coming towards them, and peer over their shoulders with a quizzical look. The school children at the bus stops who point and scream (I do hope it's at the Isetta and not me!). People on mobile phones still see nothing beyond their phone, though. I've had people on their phones walk straight across a zebra crossing without so much of a flicker of notice of me. I wonder how many people get home and say to their loved ones, "Saw a bubble car today." I think that even if only one person goes home and says that, then I've made their day, and they have made mine.

There has been an Isetta in my life since I was 6 months old, and I am now considerably older. The Isetta still makes me smile though every time I take her out. She's such a cheerful little car, I can almost see her wagging her tail and grinning from ear to ear on our days out.

Why not make your cars day, and take it out for a drive? It won't let you down, and, who knows, we might even see each other, out on the road.



Front cover picture as always provided for us by Jeff Wareing.
Many thanks Jeff, I don't always think to mention you.

Dear Ian. May I please express my genuine joy and surprise by the kind wish of our Club to make me "Honorary".

My start into bubble cars was a red Heinkel in 1960 which did include taking four of us young teenagers to cricket matches from Carshalton.



I've since owned an Isetta 300 & 600 in full road legal condition for many years.

Vital engineering support from the once famous Roger Barker must be acknowledged. We made several journeys together to the now legendary rallies at Story in each Isetta.

Here's the splendid 600 USA specification car beside our nearby inland lake in Southport before it was sold.

I do so wish the club every success with all your future



endeavours

I've certainly enjoyed our Club's companionship throughout
Till next we catch up, sincerely.

Alan Town

For Sale

BMW Isetta Plus,

It is time to let our wonderful Isetta go. Registered in 1958, left hand drive, mileage 43668 In running order, just needs a bit of tender loving care as it isn't used very often. Body work in good condition.

Restored by my husband 2004. Used recently to take my grandson to prom.

Price on application.

Please email your interest to: Harding.dids@gmail.com

Or call Dee on 01329 609392



Write an article in haste, repent at leisure

By Richard Jones

Well, my last article wore well, didn't it? Out of date before it was even published, thanks to the fast moving coronavirus crisis. So, bubble wise, I've backed her out of the garage onto the drive, and washed it to within an ace of its life. Given her a good wax, and now she's drying out in the sun. I, of course, write this before the weather deteriorates again and we end up with the threatened snow.

I've retired now. Finished work at the end of February after 40 years. "What are you going to do?" my former colleagues asked. "I'm looking forward to driving my car more." I replied. And so I shall. Look forward to it. It's only 9 months to the New Year. Surely this crisis can't still be going on by then, can it? I'm also looking forward to umpiring more cricket matches, any cricket matches, in fact. That was another thing I planned to do. Many are the plans of mice and men.



Of course, when I reversed her out of the garage, I was slightly surprised to see a pool of fuel on the floor, and a little trail down the drive. And, when I took the engine cover off, the little petrol fountain pouring out of the carburettor. Investigation proved that between my last drive out, in February, and now (March) the carburettor float had decided to change its name by deed poll, and was now to be known as "sink". It didn't take long to replace "sink" with "spare float", and having soldered the spring arm back on, "sink" is now in my little spares box behind the seat, and "float" is proudly holding its end of the bargain up. My end of the bargain is to remember to turn the tap off each time we get back from a trip.

Even with just a reverse out of the garage, you can see the grin "ear from ear" on her face that I mentioned in my previous article. Such a happy little car. But, I do accept that you and I won't be seeing each other out on the road any time soon. Current Government guidance says, "No unnecessary trips". I hope that you stay safe out there, keep well, keep

healthy, and I hope we will see each other at the other end of all this.

And now, back into the garage with her. I might turn her round first. She never goes nose in to the garage. Never!

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

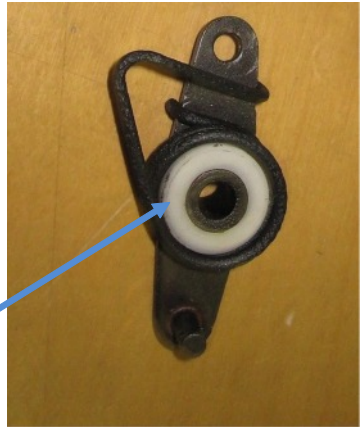
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Return Throttle Spring Saga

The whole saga above started because I wanted to improve the return spring on the throttle pedal . I got from the IOC the relevant kit and stripped out the old mechanism (Plate 5 30).



Now the fun started – how do you fit the spring onto the arm well that what it looked like however it should look like. Spot the difference? Yes the little spring end is in the wrong place.

So how to move it without maiming or killing myself? Made up this jig and then carefully moved the little spring end to the right position



You will note that the spring is partially blocking the location of the operating arm (Lee the bend in the spring is in the wrong position by about 3-5 mm see the one above is correct).

The Kit I used



So out with the file



Refitted it and it works well. So there you are.
Now all I have to do next is to get the indicators working again – don't ask!!

Ray Glendenning where are you?

David Marsh
The Bubbleman in New Zealand

Isetta Woes Down Under (ish) by David Marsh

We are in lock down in New Zealand so it's time to take a few Isetta jobs. What has been going on with the Isetta?. This all started with needing put a new return spring on the throttle pedal.



Whilst grovelling underneath I spotted the Clutch cable was nearly broken. I have new cables in stock JIC. So off I started. Put the car up on Blocks

Made a start BUT found New cables were a little fatter (about 2 mm) than the old one.

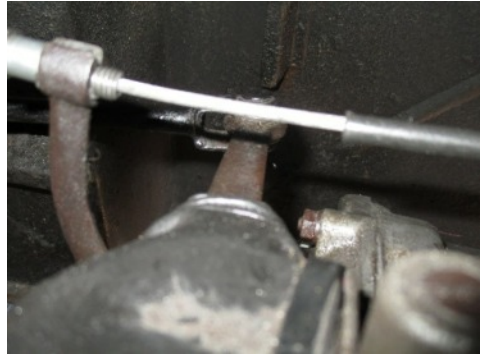


So to fit them you have to file out the slots that these fit through – problem is the location of these.

Its up through here and over the top View from underneath

Two of the three bits you have to file to fit a fatter cable is located by reaching over the top of the gearbox. You can then get a small needle file in and file out the slots. The bits that needed filing are the clutch cable end stop locating post on top of the gearbox, the cable adjuster screw rear (shown in the picture and the cable adjuster slot under the sill half way back).

It took a lot of filing – the damage to me – many scratches from the various snags underneath So Lessons learnt – next time you take the body off the Isetta make these slots even wider.JIC



Technical bit – to change the cable normally

First grease as much of the inner cable as you can and squirt oil down the gap between the inner and outer cable.

Plate 5 and Plate 2

1. Release the cable from the front action arm (split pin and washer) Part 5 - 26
2. Release the cable adjuster half way down on the sill – unscrew the metal casing whilst holding the nut. Not numbered but shown on Plate 5 half way down the clutch cable 35
3. Then slacken off the adjuster screw Plate 2 34 (it's the bit at the top) this should give you enough slack to pull the old cable out of the post at the top of the gearbox 2 10. Note the operating arm 2-34 will drop down and the return spring 2 -35 will fall out.
4. Remove the stop screw from the clutch operating arm 2 34 and 2 38. (Make sure you don't shift the lock nut too much as this will enable you to refit the arm in the right place).
5. Fit the new cable starting at the pedal end (new split pin required)
6. Then refit the cable to the stop end 2-10 – refitting the spring 2-35 and squeezing the operation arm 2-35 towards the post 2-10 this should give you enough space to get the adjustment screw into place
- 7 Put the stop screw back 2-38 in the adjuster arm.
8. Adjust the clutch as per the normal instructions

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1953



**Isetta
World**

The Forum
of the

**Isetta
Owners
Club
of GB**

Recently, Captain Leonardo Correa Luna from Montevideo, Uruguay uploaded a photo to Isetta World with his question “Looks like the photo is edited, was BMW testing the market for a new Isetta version?” Here’s the photo ...



In the photo it can be seen that the side and rear windows are of a style which was never seen on a production Isetta .

However, the anomaly had previously been noticed by another Isetta World member, Felipe De Leon, who had contacted BMW Historical Archive in February 2017 to query the window arrangement. They replied as follows ...

Dear Mr de León,

The Isetta in the picture is definitely an "export" but the photo has been retouched. This was done in advertising photos back then and still does it today, just electronically instead of by hand.

Sincerely,

Andreas Harz, BMW Group, Archive, Collection, Classic Brand Management, AK-50, Historical Information Service, Moosacher Str. 66, 66, München 80809



But –that photo is NOT the only one which BMW published showing similarly doctored windows. They published a German language brochure, 8 pages approx 210mm x 210mm each , double folded and titled “Isetta model 1957” in German language, ref MC 114 300 10.56 and in that brochure all the photos (excluding the convertible) showed the same unusual side windows as Leo’s initial posting ... but with a conventional “Export” rear window .

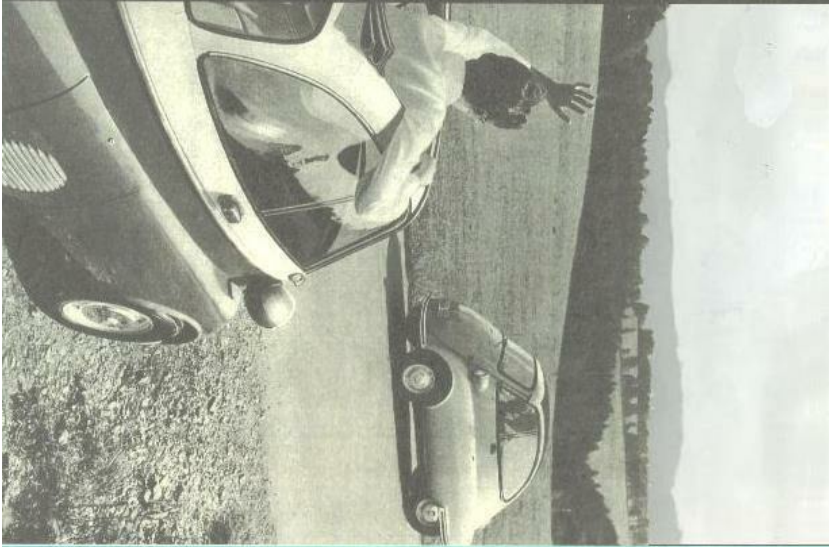
Here’s a page from the brochure showing “Das Exportmodell mit Rechts – oder Linkessteuerung” – The Exportmodel with Right-hand-steering – a feature not available in UK until much later.

So Herr Harz’s claim that the car “is definitely an Export” may be wrong, because the cover photo of the brochure is available from other sources but significantly showing a Bubble Window Isetta.

Therefore it has to be imagined that the “artist” who manipulated the photos must have been enjoying (more than) a few Biers that day, as there are several other instances visible of where he (or she) altered the Bubble window photo to depict a non-existent sliding window car.

So, to keep you occupied during lockdown, on the following page I have compiled the two brochure photos side-by-side for an impromptu Spot-The-Differences” competition. I counted 9.

Terry Parkin, Isetta World,
<https://www.facebook.com/groups/267159327250111/>



F500 MODELL 1957

Barn Lost and Found or is it Re-in-Barnation? By Jeff Todd

When I worked in the coal industry about 25 years ago, I visited the Coal Research Establishment near Cheltenham. I had seen an advertisement for an Isetta which turned out to be just off the M5 on the way home, somewhere near Pershore I think. I called and the gent ran a windsurf sail making business and used the offcuts to make sunroof covers for the Club. I hatched a plot to 'buy' the basket case complete car and the guy said he would accept a Yamaha XS250 motorbike that I'd bought from another colleague for £50 as a straight swap and deliver the car to me in Grimsby.

My electrical engineer colleague in the coal industry, Ian, was from a farming family and his brother agreed to let me put the car in his barn. The car duly arrived on a pallet on a trailer, motorbike was taken away, and the car put into the barn.

Several (many, maybe 18) years later after I had been made redundant from the coal industry I bumped into Ian and enquired about my car. Now at this point I should point out that Ian's a bit eccentric. "Ahh" was the reply "a bit of a problem there. "Remember that heavy snow we had a few years ago. The barn roof collapsed and your





car was a casualty. I think we dumped it". So, I thought I hadn't paid any rent and put it down to hard luck.

Recently I've MOT'd Ian's family cars and out of the blue I got a text from an unknown number with two photos explaining that he (Ian) had been looking for something in another barn at his brother's farm and hey presto.

Unknown to Ian my car was moved by his brother into another barn which survived that heavy snow.

The Club is pleased to welcome:-

Michael Thomas	Bedford	Bjorn Antonsson	Sweden
Jeremy West	Milton Keynes	David Longmoor	Hartlepool
T G Westbrook	Surrey	Steve Jones	Somerset
Sumeet Bansal	California	Robert Wade	Bristol
Michael Potts	Stockport	Mark Larwood	Basildon
Andrew Nahas	Canada	Josh Hocking	Lancashire
Tejender Babbar	Middlesex	Perry Oldike	London
Bart Catoor	Belgium	Ken Lepard	Canada
Basil Allen	Gloucestershire	Stuart Dunn	Worksop

New Members since the last Gazette

Sad Times ... In Memoriam

by Terry Parkin

As if the Coronavirus keeping our Isettas tucked away wasn't enough, two other sad events have occurred this Spring.

The first was the announcement on 11 March that the Bristol Car Company has gone into administration. Bristol and Isetta were cousins, albeit at opposite ends of the automotive spectrum ... During WW2 the Bristol Aeroplane Company wondered what they would produce when the conflict ended and they decided to venture into car manufacture. Pre-WW2 Archie Frazer-Nash (AFN) were UK importers of BMW cars and they continued to



trade post-WW2 and became Isetta Importers. With the support of the War Reparations Board, H. J. Aldington travelled to Munich and purchased the rights to manufacture three BMW models and the 328 engine. Bristol Cars bought the AFN company, and so the Bristol Car Company was born and their cars went on to share showroom space with Frazer-Nashes, BMWs and Isettas. The

characteristic BMW split grille was a feature of Bristol Cars for many years.

The second was the announcement on 12th April of the death of the legendary British motor racing driver Sir Stirling Craufurd Moss, OBE at the age of 90 years . He had been suffering a long illness, following a chest infection contracted on holiday in Singapore in December 2016. He retired from public life in 2018.

He was widely recognised as the greatest all-round racing driver in the history of motorsport with a raft of wins in Formula One and other categories and notably for his win in The Mille Miglia in 1955, on the same route where ISO Isettas found success in 1953 and 1954.



Sir Stirling was Guest of Honour of H J Ashley, Managing Director at the launch of Isetta Cars in London on the 2nd April 1957. He also personally owned a BMW600, and could often be seen driving it in London. In 1997 he was also featured in the National Press when teaching his son, Elliot, to drive in his BMW600.

oooooOOOOOooooo



Sterling with 4 girls in one Isetta, while Isetta Managing Director H J Ashley wonders how...



Teaching his son Elliot Moss to drive in BMW 600

Online Spares Service

The Club online spares has grown immensely since 2013 when Lee took over and is now servicing far more requests for parts than ever before. The service, as is the Club management, run by members for members in their own time and is not a commercial business like Amazon or EBay. It is in effect owned by each and every member and the committee do not have the goal to make a profit. However, there is a small margin added to the cost incurred in buying stock, postage, insurance and to fund research into manufacturing of new parts.

It has become apparent that many members worldwide do not understand the structure and appear to view it as a commercial business with a few resorting to complain via social media when they do not get next day delivery or when items are out of stock beyond our control. The spares are sourced worldwide and as such are subject to the individual suppliers selection, dispatch and shipping times, which are obviously out of our control. The parts department exists to help members restore and keep their cars in a roadworthy condition.

The spares management and the management in general of the Club is run by individuals who are members and give their own time, **unpaid** to service the Club. Some of these individuals work full-time Lee Turnham being one in particular whose job involves him often being out of the house sometimes in excess of 12hrs a day. Social lives are frequently put aside to help other members; Lee, Mike and Ian spend much time giving support to members. Orders are packed and sent out as soon as possible both within the U.K. and worldwide many times a week, which has become more challenging over recent weeks due to the constraints of the Coronavirus pandemic.

All Committee members take the running of the Club seriously, putting their heart and soul in to it. Prior to 2012 the Club had several issues, many unfounded but the changes in the Committee turned this around and as a result the Club has grown and prospered, now being well regarded in the Microcar world.

Since 2013 the revamped spares section has processed sales that would put some small companies to shame. There are not many single marque clubs that can claim this level of service.

Looking forward, can members please bear in mind when ordering spares the Club spares section cannot manage to turn round an order and dispatch it within the hour and on the rare occasions where some parts are out of stock, miracles cannot be worked when the delay is subject to delays by suppliers to the Club or other matters outside the control of the spares section. Numerous chasing phone calls and emails berating the spares management, requesting immediate despatch etc, are not helpful and only take up time that could be spent trying to sort the shortfalls.

Thanks to great efforts by Lee (sufferance and support by his wife) and Mike the spares and research side of the Club has progressed beyond expectations.

So, keep restoring, servicing and running those Isettas for years to come but please understand the structure, be patient and keep the orders and technical queries coming, helping us to build a strong and vibrant Club.

Chris Skepper
Chairman

CLASSIC CAR INSURANCE?



THE HARD WAY

- Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".

- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".

- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".

- Cough up a £15-50 "certification" fee, on top of your policy premium.

- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.

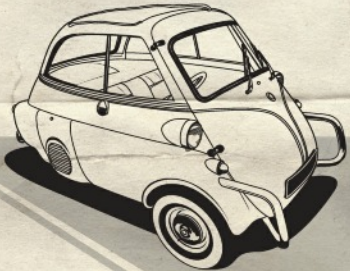
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1383.

- Go for a relaxing drive.



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CLASSIC CAR INSURANCE

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Hagerty International Ltd. **Good news for club members.**

The club has agreed a discount on insurance premiums for club members insuring with Hagerty International Ltd. By quoting our club code CCIOC members will receive a 15% discount on their premium. Don't forget, laid up cars can also be insured.

Telephone 0333 323 0989 email: www.hagertyinsurance.co.uk