

ISETTA GAZETTE

SUMMER EDITION

901 UYL

The Isetta Owners Club of Great Britain Ltd.

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Isetta World www.facebook.com/groups/267159327250111

I.O.C.O.G.B SUBSCRIPTION RATES

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Europe	£21.00	
Rest Of World	£25.00	

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Editors Bit

Well, my email to you all elicited a few responses, sorry to have to do this but I didn't receive a single article from members since the Spring edition.

I would like to thank to all those who sent in articles, but don't stop now that I have been able to produce a gazette.

I have received more than enough for this gazette and will be holding over a few articles to give me a start on the Winter Edition. For those of you who's articles are not in this gazette, don't despair, they will be in the next (providing I get enough to fill it). Please keep them coming.

On the 600 front, the DVLA finally swapped my number plate over to the one held on retention. WXR 600 now adorns the car reflecting part of the model, it would have been nice to get BMW 600 but I am halfway there. It only took about eight months to do so they must have pulled out all the stops for me.



Ian Parris

Chairman's Chat

You may recall in the last Gazette that I was canvassing for new blood on the Club Management Committee to ensure that the Club goes on well into the future. Despite my contact details being in the Gazette I have had no contact from anyone. Surely there must be someone out there?

Coincidentally my son and I were talking about my cars and which he would like when anything happens to me. He said that only car he would like is my Isetta, or two not forgetting the one that is in a former colleague's brother's barn at their family farm. Remember it featured in Chairman's chat a few Gazettes ago.

Well now here's an idea said I. If I haven't gotten round to sorting my car, you will have to sort it. The Club has all the resources you will need, new spares, second-hand spares and technical advice. What better way of accessing those resources than to become part of the committee and get to know the people you will need. I've already primed him for the AGM in September/October and he's indicated he will endeavour to be available. So, watch this space

Now if I can find a potential new committee member then so can you. So come on members.

Jeff Todd

View from the Counting House

Ian has asked me to do a short financial summary for the Membership – so here it is.

Your Club continues to be in good overall financial shape and things are looking equally good for the future.

Over the last 10 years or so, the Club has moved from being nearly bankrupt and on the verge of closing down, to the situation at the end of 2021 where we had Spares stock worth c.£77,000 and a Bank Balance of £31,600.

During this period, the difference has been that we have developed an extensive range of spares for sale and members have bought and used them to restore their cars. Where profits have been made, these have been re-invested into developing more Spares Lines.

During 2021 we had Spares Income of £73,750 and membership subscriptions and other income of £10,100

Against this, our major items of expenditure in 2021 were spares purchases £58760, postage and packaging of £7980 and rent and rates of £7384

The Club does not have any staff and therefore has a relatively low cost base. We prepare annual accounts in line with Companies House rules (the Club parent organisation is a Company Limited by Guarantee) and have them audited by Geoff Davey in Gargrave Nr Skipton.

The Committee meets 2 or 3 times a year, sometimes online using Zoom and sometimes face to face in Leicester. The Committee is geographically spread from Sunderland and Grimsby to Aylesbury so Leicester works for us for the face-to-face meetings.

Looking forward, as the range of spares increases, we can see the turnover increasing too and this should secure the Club's future.

All of this is only possible because of the ongoing and very commendable efforts of three of our volunteer committee members:-

Mike Ayriss who researches and purchases the ever-increasing range of spares we stock. This includes having to find new suppliers where existing suppliers go out of business due to COVID or for other reasons.

Lee Turnham who organises, stores, picks, packs and ships all of the Spares to be sent to members. This a massive task and Lee is ably assisted by his wife Sally.

Ian Parris who organises, maintains and administers our on-line sales platform. This in addition to his duties as Membership Secretary, Webmaster and Gazette Editor.

Without minimising the contribution of the rest of the committee, it is fair to say that without these three people, the Club, as we know it, would not exist and I would remind all members that they are all volunteers and deserve our thanks.

Perhaps our biggest threat is that many of the committee are not in their first flush of youth and we do not see many, if any, members coming forward to share the workload.

So, if you are minded to help, in any way, please contact Jeff Todd, our chairman who would be delighted to hear from you.

Copies of the 2021 Accounts are available from me on request.

I hope you have an enjoyable Summer at rallies with your cars

Bob Crompton.
Treasurer and Company Secretary.

Isetta World

The IoC's Forum on Facebook

[Facebook.com/groups/267159327250111](https://www.facebook.com/groups/267159327250111)



Many of our overseas readers will be familiar with the name Marilyn Felling but for readers who are not read on



In 1958, at the

height of Isetta sales in USA Marilyn was in the 3rd grade and walked home from school every day dawdling past where a "Festta" lived. (This was an 8 year-olds interpretation of the "Isetta" script on the front door). Time hastened by and it was 1967 when she saw her second-ever Isetta driving down the street. This strengthened her resolve to one day own her very own Isetta .

Marilyn read every car book, every article she could find and started to run across Isetta photos and articles here and there. Armed with an old copy of "The Motor" Isetta 300 road test, it was becoming an obsession, until she eventually found a likely advert. The car was described as being in "perf cond" and had a mere 9000 miles on the odometer but it had been stored for 17 years sat under a thick layer of dust and grime and was filled with garbage and rat's nests. It was needing attention, but a drive was possible despite its faults and a deal was done. Marilyn was now an Isetta owner. The transmission soon failed, with a broken main shaft, but the manuals came with the car, so she could at least sit in it and read them and dream ...

Soon after, in 1970, a letter appeared in "Road and Track" magazine from someone interested in forming a "Heinkel Messerschmitt Isetta Club". It sounded like a great idea and despite the writer, Robert Maseko of Union, New Jersey, being 3,000 miles distant, only thirteen years old and still at school (while Marilyn was by now 20) it resulted in their united effort which produced " Bubble Notes" in 1971. They only charged \$2 for 12 issues that first year.

In 1972 Marilyn found an unpaid job at Marty's Foreign Motors in Culver City, CA . Pierre Marty was a genuine Isetta dealer, who had begun selling oddball European minicars and motorcycles in 1952 and Marilyn "went to work" there daily in her Isetta while learning about which parts Isettas had in common with other BMWs. Eventually she offered to buy out all Marty's left-over Isetta 300 and 600 parts. Mr Marty accepted her offer of \$300 for the ton of spare parts and that brought her to start Felling Enterprises, BMW Spare Parts Specialists.

Buying out more old Dealer's stocks followed, but this tended to result in the accumulation of all those odd parts that did not sell well in the first place. The only ways to get those much needed and commonly replaced parts was to develop and



expand the business and begin importing parts from England and Europe so in 1979 she started having reproduction parts made (including pistons and rubber trim items). She also published much-needed restoration information which included reprinting of all the factory manuals.

Now known Nation-wide as “The Isetta Lady” she went on to rescue and re-home various unloved Isettas, until some time later Marilyn met Warren Poole of Muscatine, Iowa who had a pair of the nicest restored Isettas she had ever seen. It was Warren who actually inspired her to begin the restoration of her own Isetta to “Show Quality”. She dismantled it down to the last nut-and-bolt , fixing, cleaning , replacing, and re-assembling every component herself.



Many of the pieces she fitted to her car were brand new , having lain in their original BMW wrappers for more than 20 years. Marilyn had been collecting and saving such items – and having others made – for nine years in anticipation of restoring her cherished car. Subsequently, her 1957 BMW Isetta 300 took Best Of Show at two prestigious car meets – the National BMW Car Club of America in 1981, and the West Coast Contemporary Historical Vehicle Association Meet in 1982.

Notably, in 1982, Marilyn’s work in preserving Microcars was acknowledged by an award given by “The World’s Who’s Who of Women” for her distinguished achievement in this field.

In 1985 Marilyn made a very difficult decision to retire from the publishing business. That was the end of the HMI Club and Bubble Notes. In her place she had trained Allan Meyer of Woodland Hills, CA, who had worked for her part-time during the latter years. When she ended their work together she paid him with one of her cars which he lusted after – her 1954 VELAM. Allan went on to start the Micro and Minicar Club which he ran from 1986 to 1990 when the Club changed hands again. During her 15 year reign as President of the Club, she organised many national and regional Bubblecar Meets and wrote a column, The Isetta Primer, for the first year of publication, revealing many of her parts sources.

About the time she was retiring from the microcar world she co-operated with John Jensen of Kensington, CA. John was restoring his Isetta at the time before writing his “Isetta Restoration” book and Marilyn was happy to accept his invitation to take on the task of proof-reading his excellent guide, helping it to come to fruition and be published in 1991.

John’s “Isetta Restoration “ is thorough and detailed and explains technical topics fully and easily. It is still the uncontested best rebuilding and restoration guide of the world-wide Isetta community.



Marilyn came out of microcar retirement only once solely due to the efforts of Paul Bates of Allison Park, PA. Previously Paul stole the show at Pebble Beach with his 1954 Italian ISO Isetta when the Italian ISO Marque was featured in 1995. In 1994 he had a National win at

Hershey, PA, for his exemplary ISO Isetta restoration and in 1997 he persuaded Marilyn to be Judge at Pebble Beach Concours d'Elegance, the year when Microcars and Minicars were asked to participate solely due to Paul's efforts of persuasion.

So, 25 Isettass, 16 Messerschmitts, 6 BMW 600s and 2 Heinkels later, Marilyn's interests primarily lie in the fields of art, photography and collecting – her Isettass and other microcars have gone and she is happily retired and living in Grand Junction, Colorado. But one of her treasures remains – her 1956 Aerocar – one of only seven built by Molt Taylor – a car which could tow its wings behind itself, be assembled by one person, and then leap aloft into the wide blue yonder. Marilyn was never one for the mundane !

Terry Parkin (with kind assistance from Marilyn, The Isetta Lady)

Featured Car owned by Shane Pennell



This eye catching little 1961 BMW Isetta is a right-hand-drive model in superb condition, having been subject to a comprehensive restoration under the stewardship of its current owner. Carried out by a team of engineers, works completed during the full nut and bolt restoration include a full engine rebuild, sandblast and respray inside and out, sandblasting and powder coating the chassis, complete re-wiring includ-

ing the installation of a new wiring loom, and an extension to the oil pipe to allow for better engine performance. During the course of the restoration, the Isetta has also been treated to a new clutch, new tyres, new exhaust, new battery, new wipers and a new gear lever, with all parts used having been purchased from Bromley Bubble and Isetta Club.



The Club is pleased to welcome:-

Richard Proudlove
James Coleman
Jim Casey
Hugh Sutherland
Tristan Gleave
Philip Davies
John Harrison
Chess Ferrier

Wrexham
Wiltshire
Wellesbourne
Inverurie
Beaconsfield
Stafford
Truro
Southampton

David Skelding
Darren Maybury
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Jason Clare
Caroline Harding
ICraig Pulley
Jim Todd
John Rayner

Rotherham
Tenbury Wells
London
Bolton
Cambridge
West Midlands
Biggar
New Zealand

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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Automatic Timing Device (ATD) or The Advance and Retard

My Isetta is now over 60 years old and I am sure that Bosch did not design the ATD to last this long, without some maintenance, so when was the last time you had a look at the ATD fitted to your Car?

For some time, I have experienced an annoyingly high tick over, after the Engine has come up to working temperature, and the only way to stop it revving away is to switch off the ignition, and wait until the last moment of life, and then switch it back on to a nice steady tick over, but why do I have to do this? I think weak Springs in the ATD are part of the answer.

The ATD Cam opens the Contact Breaker Points (Part No 190/1) at 7° before Top Dead Centre (BTDC) and creates a Spark via the HT Coil (Part No 024/7) and the Spark Plug (Part No 016/7) which is just at the right time for starting the Engine but, as the Engine Speed rises, we want this to happen earlier up to a maximum of 43° BTDC at 3500rpm to produce power more efficiently and this is where the ATD comes into play.

To get at the ATD (Part No 004/7) you will need to remove the Blower Fan (Part No. 015/7) with that special Extractor Tool (Part No 1055) but not before removing the Engine Fan Cover (Part No 190/1) of course.

Next remove the Blower Wheel Bolt (Part No 0051/7) so pop the car into gear, to stop the Engine from turning and make sure the Handbrake is on. Now the bolt has been removed its time to use the special Extractor Tool so wind it into those very fine 17 x 1mm threads until its really, really, tight and if required hit the Extractor Tool Head with a Steel Hammer, sending a shock wave down the Bolt and hopefully the ATD will jump off the Rotor Taper (Part No 002/7).

The Blower Fan should be now be in your hands and hopefully you haven't broken any Blades during removal so its now time to **take a note of the ATD's position** on the Blower Fan, why not take a picture on your phone or make a sketch?

To remove the ATD from the Blower Fan you will need to remove the eight Cheese-headed Screws (Part No 0151/7). These BMW Screws are M4 x 15mm and whilst one millimetre shorter will be fine but one millimetre longer will not be as they will jam the ATD.



Time to wash the ATD in a suitable Cleaning Fluid and White Spirit is ok for that and available from your local Hardware Store, but take the usual precautions as it is flammable.

Now the ATD is a little cleaner you need to dismantle the Unit by first removing the external Crescent



Auto Timing Device (ATD)
Crescent Circlip Removal Tool

Circlip holding it together but first make a note of the Cam to Keyway position.

Removing this Circlip is not that easy without a special a Tool, however, it can be done with Screw Driver, just mind your fingers or make one to the Drawing I have provided, in the Clubs online Spares Shop, unless you wish to Order an ATD Circlip Tool Part No 2011 for just a couple of pounds.

Remove the two Advance and Retard Springs (Part No 0041/7) from the Adjustable Spring Posts on the Base Plate and, I suggest you do this with a small Watchmaker- type Screw Driver trying not to disturb the Post as this was set by Bosch in the factory.

The Cam will now pull away from the Body and now you can remove the Springs from the Cam, again using that Small Screw Driver.



Mark the High point on the Cam with the Keyway

Remove the two Counter Weights (Part No 0042/7) by removing the small External Circlips (Part No 0167/7) and then pull off the Weights but, don't lose those 10 thou Shim Spacers below each Counter Weight.



Check for Cracked or Broken Forks on the Counter Weight

I suggest you now clean all the parts again in fresh Cleaning Fluid, again ready for inspection.

Starting at the rear of Base Plate check that those 17mm x 1mm Extractor Threads are in good condition, especially if the Unit was removed by others, as you will need these when using the Extractor Tool and look through at the Taper for rust marks. Use very fine Wet and Dry Paper soaked in oil to clean any Rust from the Taper and keyway, remember you are only removing the surface Rust.

Looking at the Base Plate Front with the Bosch part number LA395/2z at the top you will see the "Stops", located in the 11 and 4 O'clock position, so check them for wear, I am sure you will observe some on at least one of these Posts. It should be possible to remove these Stops and reposition them by reorientation to an unworn position, however, you will need to manufacture a couple of tools in order to press them in and out of the base plate, I believe the Posts will need to be quite badly worn before you need to do this.

Whilst you still have the Unit Base facing you look at the Cam Ring Internal Bearing surface and polish any wear, or Rust marks, with the Oil soaked very fine Wet and Dry Paper you used earlier. The Cam Ring itself now needs your attention so polish any wear or Rust marks like you did with the Unit Base Plate.

Inspect the Advance and Retard Counter Weights (Part No 0042/7), especially the Fork that operates the Cam, as these can often be broken or cracked, if you are happy, you can reuse them or replace as required.

Finally, wash again in fresh Cleaning Fluid, for the last time, and dry with a clean cloth. I suggest you now spray all the parts with something like WD40 and dry with a clean cloth once again.

Very lightly cover the moving parts in a Lithium High Melting Point Grease (LM2) as you assemble the Unit, start by fitting the Springs on the Cam and put it to one side for the moment.

Fit the two very thin Spacer Washer's, one to each of the Counter Weight Posts, on the Base Plate. Fit the Counter Weights to the Posts the correct way round so look at your picture or notes and fix these in place with the E-type Circlips and here I suggest a thick dollop of Grease on the Post to ensure the Circlip (Part No 0167/7) does not fly off never to be seen again, wipe of any excess Grease afterwards.

Now put the Cam onto the Base Plate, with the high point of the Cam facing the keyway, hopefully this is the Standard Position you had already noted earlier, and ensure the Cam Operating Posts are located into the Forks on the Counter Weights.

Using the small Screwdriver hook the Springs onto the Adjustable Posts, on the Base Plate, try not to move these Adjustable Posts whilst doing this.

Finally fit the big Circlip in position and, if you have any polished marks on the Circlip, fit them face down, that is towards the Cam as this is the way it came off.

Test the ATD by operating the Cam and ensuring it springs back to the closed position against the Stops easily and smoothly.

The ATD is now ready to fit back on the Blower Fan, the correct way round of course.

Mike Ayriess

FOR SALE

Door from a 300. Rot in usual places. Needs new door bottom ,
bottom corners of window , hinge surrounds, etc
Fuel tank only, no fittings. No holes , inside treated with Tank Cure
lining. Spare tin of .Tank Cure included
High/low beam (dip) switch, (no cover but in working order) with cut
wires attached.

Collection only from Cullompton, Devon approx 1/2 mille from M5
junct 28
Contact-Steve Ash -07925070282

WANTED

I am looking for a barn find that is in need of a full restoration or one
that someone as started and will not be able to finish. Any condition
considered.

E-mail address skeldingdave@yahoo.com

Home phone 01709815880

Mobile no. 07917276095

David Skelding

A Bubble At Last

I brought this car last year from a guy in Epsom, Surrey. I've always wanted one since I was a kid, came across a few, then this one took my fancy. Initially it didn't look too bad but up close it wasn't very nice so I decided to give it a fresh look.



I repainted it with the top half in white and painted the rear of the headlamps to match. I had the dynastart rebuilt, managed to get a Bing carburettor for it as I wanted it to look right as it had an aftermarket one, (I wasn't happy with that), new window rubber, flasher lamp gaskets, headlamp gaskets etc. etc. Also, nice new number plates.

We do a lot off work for BMW Vines and we've been asked if they can have it in their BMW showroom. It should will be there very soon, so if anyone wishes to view it then please look them up.

(BMW Vines Redhill)

Mark Abbs



E:\Isetta\Summer ... \Cornwallis 1.JPG



I bought this 1962 ISETTA reg: 437 PFK in 2006 and have since had some of the bodywork repaired but it's not been completed due to pressure of work here where we rebuild Thwaites dumpers and provide the classic car market with Marles steering boxes new and rebuilt for Allards, Daimlers, Aston Martins and also various makes

of classic tractors among other vehicles.

We are slowly putting it together before painting and have nearly completed it – just to make sure it'll all go together sensibly once it has been painted with white top and blue lower part. Engine is fitted and has been run up and we now need to fix the upholstery, tidy up the steering wheel, fit windows and all rubbers plus the sun roof.

David Cornwallis

My 600 Woes

Some good news and bad news about my 600. I took the car to an expert in all things relating to cars (an ex-engine designer and owner of up to 50 classic cars). I took it to him at lunchtime one day and told him I didn't want it back until it ran properly. He called me at around 5 PM and asked me when I wanted to collect it.

He overhauled the carburettor corrected the jetting by filling the holes and re-drilling them to the correct size and the engine now runs a treat.

Now I have been able to run the car it I find the gearbox is faulty. Talking to Bill Rogers (Isettadoc) in USA I was told I needed a complete rebuild of the gearbox from the symptoms I described.

I have been able to source a replacement so out will come the engine yet again and the gearbox for replacement. I am keeping my fingers crossed that I am on the final leg of restoration.

Ian Parris.

Just hanging around.

It's great to have got the body back from the paint shop, and with a little invention of a roof mounted winch, we are well on our way towards the main rebuild. Whilst awaiting the return of the rebuilt engine, we have started to work out what goes where, and more importantly, how to attach most of the external parts. Having kept the vast range of original rusty and broken parts means we can at least get an idea what fixings were used when the car was first put together. However, do holes line up, and have we still got the correct screws etc? I think you know the answer to that one.



We have been lucky in finding a wiring loom, thanks again to David at The Bromley Bubble Car Company, which only needs a small alteration from left hand to right hand drive. Another golden find by David was a speedo in very good condition, so the final bits of the puzzle are falling into place.

I was fascinated to have watched an

Isetta being converted to electric on the TV the other day, and another fine example being seen on an episode of Bangers and Cash. I was also told about one being seen on Strictly Come Dancing. Just goes to show that these little cars are standing well in the appreciating classic car market place.

We are still a long way from the finish line with this project, but one that is proving to be most satisfying knowing



that this car has been saved from extinction and will be admired by all for years to come. I will keep you updated with our progress and inevitably struggles as the weeks progress and look forward to being able to send over photos of the finished car. Upwards and onwards.

Nev Pooley & Chris Mannion

FORTHCOMING EVENTS

National Microcar Rally 2022

The NMCR Administrators are delighted to announce that the 2022 NMCR will be organised by Ray Glendinning and will be based at Woodhouse Farm holiday park, Winksley, Ripon, HG4 3PG, <https://www.woodhousewinksley.com/> Tel 01765 658309

This new venue will offer us brilliant facilities including, a bar, restaurant, on site shop, exclusive use of club house on Friday and Saturday evening and dedicated camping and show area for our use only. The event will formally start on Thursday 1st September through until Show day on Sunday 4th. However early arrivals and later departures are welcomed.

Please be aware that this year bookings must be made direct with Woodhouse farm (who will automatically inform Ray) quoting 'National MicroCar Rally' in order to get our preferential rates. These will apply to early arrivals and late departures as well. Ray has secured a high number of pitches in a dedicated area for the NMCR and these will be held until 30th June. Thereafter any that are not booked will be offered to other customers. We urge you to book in advance as soon as possible as there is no guarantee of pitches being available if you just turn up in September. Please be aware that Woodhouse farm will require a £30 deposit to be paid when booking and the balance a week before the rally, details will be sent out as part of your confirmation and it's your responsibility to ensure this is paid on time.

Reduced NMCR costs are:

£12.00 per adult, per night

£1.50 per dog, per night

£5.00 for electric per night

£30.00 per night Camping Pods (minimum of 3 nights) sleeps 2 adults and 2 children

Sunday day visitors £3 per head (no need to prior book)

Children and awnings will be accepted at no extra charge

All those attending the NMCR do not have to vacate their camping pitch until the rally is over on the Sunday evening.

Rally entry fee £7 per unit to be paid to Ray on arrival.

All rally specific enquires to Ray who is currently working on the road runs and rally planning. Regular updates will be made on the NMCR website and on the NMCR Facebook page. Ray can be contacted at: bubblecarray@gmail.com or via messenger at the NMCR FB page or Tel 01274 218455 mobile 07977 445694

On the first run out in the bubble for six and a half months in early spring GSV 820 fired up willingly Phew! I was aware that the brakes would most likely give me grief and sure enough they did not disappoint, the off side brake pistons were sticking, that cured it was smiles all-round.

My first flurry of excitement came in the form of joining in on the Pudsey town [as in Pudsey bear] charity parade on 21st of May. The parade has never been so well attended as there must have been 5-6 thousand plus people waving and cheering, a great deal of it aimed at the Isetta especially when I opened the door while travelling at the heady speed of one mile an hour



I had a lovely surprise lately in the form of two bubble car related items coming my way. One a quilted bubble car cushion that now lives in the car and the other is a full size camping bed spread, made by my daughter in law they must have taken countless hours to make. Has anyone else got one?

Ray Glendinning



Back in 1970-73, my wife and I were living in West Kirby, on the Wirral Peninsula. I was an American post-doc student at the University of Liverpool. I needed an inexpensive car to commute to the university via the Mersey tunnel. We found a well-used Isetta in central Liverpool, that I bought for the princely sum of 64 British pounds. In spite of its somewhat shabby appearance, it was a delightful little red Brighton-built LHD machine, and as a car-guy, I very much enjoyed driving it. We were living on a university scholarship, so the cut-rate Mersey tunnel fare for 3-wheel cars plus miserly gas-consumption was most appreciated.



I can recall two stories associated with this little car during those early years in England. One day, my wife was using the Isetta to pick up groceries in West Kirby. A lady saw her getting into the car and started a conversation with her. It turned out that the lady's son had an old Isetta in their garden which was not running anymore, and she asked my wife if we would want it for spare parts. My wife said yes, and we towed the little blue car, another Brighton-built RHD, home. Photos of the two cars taken in 1972 are shown below including one with 30-year old me standing by.

Another instance showed the kindness of the folk in Liverpool. I was driving through the busy city traffic during rush hour, when my arm unknowingly moved the fuel-turn-off lever to the "off-position." As the engine sputtered and stopped, I coasted to the curb, which happened to be at a long stretch of multiple bus stops. The crowd of a dozen or more people waiting for arriving buses quickly formed a human wall around me and my car as I jumped out to remove the engine cover - thinking that the spark plug wire had come adrift, which happened frequently. When I got the cover off and saw that everything was OK with the ignition wire, I then realized what I had done. Embarrassed, I put the engine cover back on, stood up and thanked everyone for their protective efforts. I said the car would be fine now. Getting back in the car, I carefully nudged the fuel cutoff lever back into the "on-position," started the engine and drove off "triumphantly," though still embarrassed.



When it came time to move back to the US in 1973, we decided to sell the Isettas (one still running quite well, and the other as a donor car); a decision I have regretted for 50 years.

Regards,
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