

ISETTA

Gazette

WINTER EDITION



J F Wareing 2007

The Isetta Owners Club of Great Britain Ltd.

OFFICERS & COMMITTEE

CHAIRMAN/TREASURER Bob Crompton	225 Old Road, Meriden, Coventry. CV7 7JP email:bargeebob@yahoo.co.uk
MEMBERSHIP SECRETARY Jeff Wareing	109 Fulbeck Avenue, Marus Bridge, Wigan. WN3 5QL email:iocgbmembership@blueyonder.co.uk
GAZETTE EDITOR (TEMP) Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
NEW SPARES MANAGER Mike Hurn	9 Charwood Drive, Leicester Forest East, Leicester. LE3 3HL FAX/24 Hr Ansaphone: 0116 2390319
USED SPARES MANAGER Mike Ayriss	29 Oak Drive, Syston, Leicester. LE7 2PX email:michael.ayriss@virgin.net
TECHNICAL ADVISER	Contact Mike Hurn
CLUB MERCHANDISE Jeff Wareing	109 Fulbeck Avenue, Marus Bridge, Wigan. WN3 5QL email:iocgbmembership@blueyonder.co.uk
REGISTRAR & NEC ORGANISER Lee Turnham	70 Prebendal Avenue, Aylesbury,Bucks. HP21 8LQ email:lee.turnham@tesco.net
BMW 600 & 700 Roger Barker	'Graygarth' The Holloway, Alvechurch, Birmingham. B48 7QA
ARCHIVE/RE-REGISTRATION Dave Watson	19 Wellhead Road, Totternhoe, Nr Dunstable, Bedfordshire. email:d_watson@btinternet.com
WEBMASTER Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
OTHER COMMITTEE MEMBERS	Elaine Hurn, Graham Potter

www.isetta-owners-club-gb.com

I.O.C. SUBSCRIPTION RATES

United Kingdom	£16.00	<u>Credit Card Payments. IMPORTANT</u>
Europe	£19.00	Please ensure you give the Membership Secretary the
N & S America, Africa, Middle East	£22.00	full card number, the expiry date and the 3 digit security
Australia, New Zealand, Japan	£23.00	number from the back of the card above the signature
		strip



The rally season comes to an end and the one I will never forget is the Nationals at Calne. The top of my list of items to include for future rallies is a pair of welling tons for me and her indoors. I think I was the laughing stock having my bare feet in plastic bags and wearing a pair of sandals over the top of the bags. At least I was able to keep my feet reasonably clean. The fun came on the Sunday when we all wanted to leave, even the museum tractor was getting bogged down and the 4x4 vehicles had no chance. Someone managed to procure a larger tractor which did the trick. I can laugh about it now, but it was no fun for the organisers and unfortunately it put off many of the regular rally goers, but I must say well done to all those that did attend. During the winter months I hope to get well on

with my Berkeley T60 restoration. It will be good if I get it on the road in its 50th year.

Please make yourself aware that the normal subscription rates are being restored. Now I am confident of producing at least four gazettes each year (with your help) in full colour we can return to normal. Please let me know what you think of the new format and what else you would like me to include.

Ian Parris

Chairmans Chat

As I write it is only 3.5 weeks to Christmas and I am wondering where 2008 has gone.

From an IOCGB point of view it has been a year of significant challenges. Firstly at the beginning of the year, Steve Hurn edited his final Gazette and it was my pleasure to present the Chairman's award to Steve at the recent AGM to record his great contribution to the Club over recent years.

Ian Parris, our "new" Editor has stepped up to the mark really well and is now confident enough to indicate that he intends to publish four Gazettes in 2009 rather than the previously promised two. This is fantastic news and will allow much more current news to be included.

There is a downside of course, which is that, to pay for the additional issues, we will increase the Subscriptions back to the previous £ 16 p.a for UK members with the corresponding rates for overseas members. For members who have already renewed for 2009, we will not be asking for the additional money although donations are always welcome. All other renewals will be at the new rates.

In the last issue I indicated that we were intending to deregister the Club from VAT and this will now take place on 31st December 2008.

Unfortunately the Club has continued to lose money in 2008, in addition to suffering large price increases from both UK suppliers and particularly from suppliers in the Euro zone because of the exchange rate. We have therefore been forced to not only take the benefit of the VAT deregistration into our spares prices but also to increase them by a further 7.5%. This effectively means that we will increase our spares prices by an average of 25%, of which only 7.5% will be "visible" to most members who are not themselves VAT registered. These increases will be effective from 1st January 2009.

The government has complicated things a bit by dropping the VAT rate to 15%, which we will implement for the month of December 2008 only.

We still believe that the IOCGB provides the most comprehensive spares service in the UK, with technical help available from Mike Hurn as always.

I have included for the benefit of the vast majority of the Members, who could not attend the AGM, the minutes of the meeting together with two key pages from the Accounts, which include more detail of the operations of the Club overall.

The NEC Classic car show, a few weeks ago now, was a great event and thanks are due to Members and Committee Members who helped on the stand, Members who made their cars available to exhibit and most of all to Lee Turnham who organised it all on our behalf

Finally may I wish you and your families a Happy Christmas and a Bubbly New Year and hope that while you are wielding cold spanners in a freezing garage this winter, the prospect of driving your pride and joy later in 2009 will make it all worthwhile.

Happy Bubbling. Bob Crompton

Flying Tonight by David Marsh

Earlier this year I interviewed Roger Barker of the Isetta Owners Club about the BMW 600. He told me all about the BMW 600 and how it was its 50th anniversary of its launch in the UK this year. He also told me about the special rally that was being held in Southport to commemorate this event. In July. I promised to go and see this spectacular and this report I hope will do justice to this superbly organised event. The event was held at RAF Woodvale – thanks to the RAF and some lobbying by one of the organising committee who is a councillor. Attendees could camp on site and use some excellent facilities that were provided – the showers were great and so were the loos – or as I did you could stay locally and come in daily.

Day One: Friday was a gentle start cars arriving at various time during the day and I was surprised to find when I booked it was only £25 for the weekend – this covered a commemorative plaque – the Bar B Q on Friday, a discount at a café for afternoon tea and also a buffet meal on Saturday, how did they do that?

I was also surprised to see over 90 cars were coming and a huge contingent from Germany – some BMW 600's and also a squadron of Messerschmitts – the event was hosted by the Messerschmitt Owners Club of GB. (Funny that Messerschmitts at an RAF station) So me and Rudolf my BMW Isetta found a spot and parked up.



I was parked next to a BMW 600 - needs a bit of work if you fancy a project!



I also saw a number of cars that had taken part on the Liege - Brescia - Liege 2400 plus miles in ten days endurance rally for bubble and small

cars – this was last held fifty years ago – seems everything is fifty years old at present I thought.

The cars above were 2nd, 4th and 12th in the rally.

Friday Evening: Was spent in the company of the other microcar nuts where I met some old and some new friends – and the excellent Bar B Q was washed down with Bubble Ale. Including the owners of these three magnificent BMW 600's Two of which had been driven from Germany.



Saturday: We assembled for the mass run – a traditional part of such events – except this time there could be 90 of us – well if they all made it. We lined up by the gate and apart from one small collision – (how did they do that!) we set off.

We went for an 18 mile meander through Southport and its environs to the pub for lunch. The roads selected were an “interesting drive”, with a three wheeler like Rudolf you find every bump. Driving through town we had so many waves and smiles, I thought I was royalty. On route we met one of the locals driving a tractor – this caused chaos as you can imagine.

At the pub we all arrived safely and filled the car park. The rest of the customers quickly abandoned the bar and spent a lot of time talking with us about the cars.

All too soon it was time to head back; via the Southport Eco Centre where we were to line up for the press and TV.



What sight we made, the local council had helped with the event and had promoted it locally and on the TV the night before. We were swamped and I spent two wonderful hours telling folk the BMW Isetta story and Rudolf's history.

Rudolf (the red one) and his friends (Terry Parkin's blue Isetta and Jeff Wareing's off white Standard Isetta) were pictured by the local press and were on the local papers web site that night.

The Saturday evening meal was laid on in Southport in the Club Room of a local Gym overlooking the sea. Southport has changed so much since I was last there, well worth a visit by anyone now.

Sunday morning: Well three things were planned – first an auto jumble, this is where anyone can bring spares and sell them , (its also an opportunity to talk to other micro car enthusiasts as well). In doing this I identified the need to interview the owners of another car that was having a fiftieth birthday – the Goggomobil T 700 – and as I was told the history of these machines their links to BMW suddenly emerged.

There were two types of Goggomobil there at the rally the TS 250 cc Coupe and the T 700 cc Royal Saloon.



Brendan's car a 1965 TS 250 cc Coupe

These cars are all steel – (well mostly there is a bit of filler in some of them I am sure) The Hans Glas factory which made these had for many years (1898- 1965) made agricultural equipment and after making a scooter in 1951 produced their first micro car in 1956 until 1965. (Production of 250/300/400s continued under BMW until 1969, mechanical parts were then used in the 'AWS Shopper' which was made until 1971.) The market was for those folk who could not afford bigger cars and also those who had lost their licence due to some misdemeanour and were only permitted to drive low power cars. It was only 250cc, a two stroke twin using 25: 1 mixture. The engine which as you can see is in the boot and ducted to force cool the engine.

This engine went on being made until the 1980's in another famous car the Lloyd. The four speeds all synchromesh gearbox works well, I followed Brendan on the run and found it hard to keep up with him.

The factory made 340,000 of the various models between 1955 and 1968 said Brendan had driven his from near Dublin in Ireland. He had purchased it over the internet for 3000 Euros on EBay and has done nothing much to it at all. It has done 9000 miles since new. His immaculate Red Coupe was a real joy – when I asked him why he had bought one, he explained that as a youth he and his best friend (also Brendan) used to take the girls home from the Saturday dance in one and now he has “retired” he wanted to have one of these cars in his collection. (He had three when he was younger – I didn’t ask why he had so many ??). Perhaps the three position fully reclining seat that is fitted to the car had a bit of a design fault!



Only this RHD model is on the road in the UK the other four/five are in bits or hidden apparently, Mike who owns this beautiful example gave me a guided tour. His was made in 1958 and (registered in 1962) and he bought it in 2004. He undertook a massive restoration of this car after it arrived in the UK (imported from New Zealand), at that point my ears picked up even more as I spend a lot of time there myself.

He has researched and massed an awesome data file on this car – Its engine is a 700cc four stroke of 30bhp similar to a BMW motorcycle R69 engine, (The engine was designed by a guy named Ischinger, the resemblance to the BMW R69 is striking!) Note the twin coils; one for each cylinder head. Mike had to rebuild this engine as the fixes to it carried out in New Zealand left “a little to be desired”. The spare wheel is in the

front bonnet – note how the air filter is designed to fit inside the wheel, the battery is built into the wing!

My guess at its worth say between £4000 - £7000 (they are so rare you don’t see them for sale so no one knows).



The boot is huge and the boot lid is so heavy it takes two hands to lift it. Well what’s this got to do with BMW I hear you ask, well in 1965 BMW bought half of the Hans Glas company, they bought the other half in 1968 when they moved into the factory at Dingolfing. Yes that where they make the BMW 5,6 and 7 series (I visited the factory on the last BMW Club tour), So that’s the link. (The BMW cars are made in a new factory built on a green field site near Dingolfing. BMW still operates from the original Hans Glas works in the town of Dingolfing.) I have heard a number of explanations of the BMW take over of Glas. Glas had invested heavily in new models but did not have the reputation in the market to sell them in economic numbers or the finance to set up production lines. BMW’s finances were also in a poor state in the mid 1960s but their controlling family had more ‘clout’ with the state governments and banks so took over the Glas company, there are still Glas family members on the main board of BMW.

The second event on Sunday was the line up for an aerial photo. We arranged the cars to spell out Southport 08 (well that was the idea) and a “friend of the rally team” who has a Cessna plane flew over and took photos.



The final formal event was the prizes and the cutting of the three birthday cakes, one for each of the Birthday Cars. Note the pictures of each car and by the way the cake was great.



One of the prizes went to the best Messerschmitt Tiger, it is also their anniversary as well, and the best family team. This family had driven their three cars from Germany father and his two sons in one of each of the main types of Messerschmitt and a prize for the best restoration and the longest distance driven – some 1700 kms one way! – in a microcar.!!



All too soon it was time to go – what a weekend – well done Alan Town and David Tattersall and the Rally Team that helped you both – a memorable weekend and I look forward to getting my copy of that aerial picture.

ISETTA OWNERS CLUB MEMBERSHIP RENEWAL FOR 2009

You will recall that the date for renewal for all members was altered to January 1st each year, a while ago now. This change enables the Committee to view the Membership account receipts early for each year and also helps to reduce the administration period.

The new I.O.C subscription rates are shown on the inside face of the front cover of your Gazette. A number of Members prefer to pay for their subs using their credit card, this is fine, but please provide the 3 digit security code as shown on the rear of your card, as we are unable to process your payment without it. This note is to remind you that the survival of the I.O.C. lies in your hands, the Committee would really appreciate your continued support for the coming year.

I look forward to receiving your renewal for 2009 by the Christmas/New Year break.

Jeff Wareing Membership Secretary

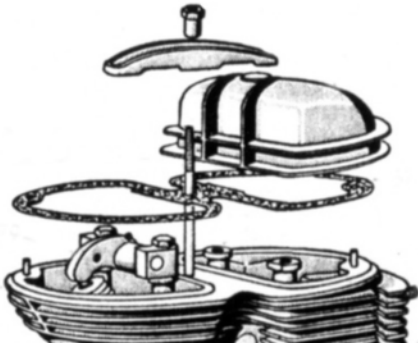


More pictures from NEC Classic Car Show 2008. On the left is Ed China at 6 feet plus of television fame trying out a Messerschmitt, on the right another enthusiast stuck in a Peel.

COMPONENT EVOLUTION

by john jensen

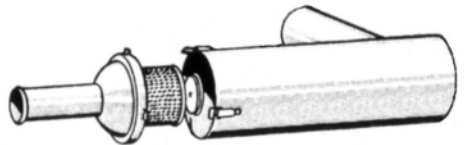
A few days ago I finished installing my reassembled Isetta engine, having switched crankshaft assemblies. When I tried to tighten the special center-stud that holds the valve-covers in place, I discovered I had stripped the threads at the end of this bolt. It seems it was screwed too far into the head and had too little purchase on the threads at the top. Sometimes I don't know my own strength. So I removed that stud, found another, and installed the new stud to a height that would give me at least 3/8" of threads for the nut at the top. More would be even better, but there is precious little room between the top of the stud and the parcel shelf to insert the special nut. I found a good balance and tightened the nut, but not quite as firmly as I had in the past.



I thought about why BMW left so little space for that special nut and recalled the initial engine was a 250cc engine with a shorter cylinder. With that engine there was just the right amount of room for the stud to achieve full purchase on the long nut and seal those covers super-tight.

Recently, on IsettaWorld@yahoo-groups.com, the veritable T. Parkin mentioned that his Isetta engine performed better without the paper air filter

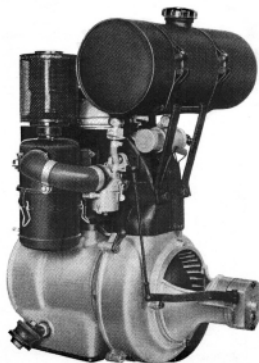
in the filter canister. I thought Terry was only pulling our leg at first, but he was questioned about this and verified that the lack of a paper filter had never caused any problems that he was aware of, and this from an Isetta enthusiast with many years and miles to back it up. I have been using the same paper filter in my canister for 20 years and it never seems to get at all dirty. Several others agreed or suggested alternative filters, and the question arose, "why the air filter canister anyway"? I learned early on that it plays an important role in diminishing the intake noise when I ran my intake directly to the interior to aid in pulling more air through the heater in winter. The noise was deafening.



In recent years, as I tried different fuel-tap designs, I had to make new fuel-tap control-rods to fit each tap properly. I was tempted to insert a 1/2" round tube through the filter canister so I could use a straight rod from parcel-shelf to fuel tap. But, I found that creating a larger loop in the rod had advantages with fuel taps designed for 180° use. I worked around the canister just as BMW did. Yesterday I thought about why BMW would have used a canister of this design. I wondered if perhaps some German-made vacuum sweeper also used a bag that fit this canister. Then I thought perhaps the offset inlet pipe might have served to swirl the air around, and help to separate dust particles by throwing them to the outside, but there are no baffles to keep them from entering the carburetor.

I recalled the 401 industrial engine used in the German army to power field generators. I don't know just how far back this goes, but very possibly before the Isetta. I am looking at the descriptive brochure for the Mehrzweck Industrialmotor BMW 403. It has a vertical canister utilizing an oil bath air filter. So did the early VW bugs. Maybe the BMW Isetta prototype tried one initially. The 403 oil-bath air filter still looks like a good solution, if one could find space for it. A field generator in a desert environment, a dusty military environment or a farm environment would probably need a good air filter, whereas in a relatively clean community environment it wouldn't be as necessary. In 1952 as BMW developed their Isetta prototype, Germany and much of Europe was still being rebuilt with lots of construction underway. Isetta use was practical for farmers to drive to town for some groceries. But country roads, especially those that are muddy in rainy weather, then dusty when dry, tend to make an air-filter necessary. In the farm environment a lot of wind-blown debris could get sucked into the engine. And driving on a rutted road, still leaves the Isetta's rear wheels to plow through the middle section most other vehicles can avoid.

Last winter, along the Northern California coast, two of us drove our Isettas back to our campsite in the rain after dinner. The forest route took us up a muddy gravel road with lots of water on the surface. Much of that dried muddy



residue can still be seen in my engine compartment. I'm glad I have that filter canister for such situations, although I hope to never drive in the mud again. Here's a photo of my first Isetta in 1962. I had parked it in February, in Iowa, after doing some winter driving on local gravel roads. You can see how dirty it is. Big-city driving is seldom as bad, except for winter in the north. I have a hunch that the fuel-tank design and fuel-tap position came first, and the air-filter canister came later, forcing the fuel control rod to bend around it. The rubber duct from the canister to the carburetor has a very abrupt bend, but evidently the engineers felt this would work fine, time to move on. The Bauhaus is somewhat removed from Bavaria, I believe. This canister may have come from a subcontractor that produced it for another use or another client, who knows. The German Club might! Expediency is why a first software release is soon upgraded to another decimal. I love my air filter canister. The original rubber gasket and 20-year-old paper filter are still working fine. And when I go to the DIY car wash and spray all around my engine compartment, my canister keeps the paper filter dry and water from getting into the carburetor.

OCTOBER 2008 THE POORLY BUBBLE FROM THE I.O.W. By Ian Jenkins

Around 2005 I read a request on the old bulletin board for Isetta glass and noted one response. I decided to ask the responder if there were any other 'bits'. It turned out that there was a whole car!

I expressed interest and went away for a summer holiday. I received a call while up a Swiss mountain to say the owner had tried to contact me and had sold the glass but the rest 'had my name on it'

When I returned I saw the first pictures of The Wreck. Undeterred I tried to fix a time when the owner was visiting the IOW and I was free as well. This was to be October 2008-everything Isetta goes slowly. The story appears to be that at age 16 the owner wanted a bike but his dad was not keen and bought him an Isetta instead. This was driven around the smallholding the family have on the IOW. Just used off road for practicing driving skills and then, in 1976, the little car was driven into the home made garage, switched off, and left. Over time the roof collapsed, a tree grew in front of the door, and the sea air slowly attacked the sleeping resident.



The pictures tell the story better than words. There was little to attach a rope to, eventually after jacking up the remains and pushing planks under the wheels ropes were secured to the front chassis axle points and four of us pulled it out. The front wheels still turned but the back was locked solid. The first time it had seen daylight in over 30 years. The wreck was winched onto the trailer, secured and tucked up tightly in two tarpaulins

to prevent it all blowing into even more bits before I got home and to ensure there was something left to play with.



The journey home was uneventful as no one could see the trailer contents.

The disassembly started the next day and it was, as I expected, far beyond return to the road. The whole front chassis member crumbled to dust and the steering wheel when turned was moving the chassis remains not the wheels. It was out with the angle grinder. So now the spares boxes are even fuller with parts I will use on my own real rebuild. Surprisingly the wiper motor is as new and it has a Smiths speedo and drive unit, the gear linkage is better than the one I had, the engine is a big question mark-soaking in diesel for a month or two before I even start to investigate.



Was it worth it?? My wife says no but we did have a good mini break on the IOW, I think yes- to save parts and keep the little cars rolling is always worth it and of course they are turning up less and less frequently so I always follow up leads!!

NEC CLASSIC CAR SHOW 2008

2007 came and went and another organising trip was on the horizon. The NEC paperwork was coming in and the Health and Safety crew were cracking the whip with the most obscure requirements.

April 2008 and the Club application was in, nothing heard until July when the stand size and location was announced.



Now the serious work started. How many cars and also what!!!

I decided that because of previous years Isetta's were used in the main, time for a little change, with the LBL rally being run for the first time in 50 years it would be a great idea to get some of the vehicles that had taken place, with the great help from Roger (always Late) Barker we managed to secure three winning cars. Alistair Caldwell's fantastic BMW 700, Mark Smith's Messerschmitt Tiger and also Mike Webster's Berkeley.

Another great help was Malcolm McKay who was the organiser of the LBL. He brought along lots of literature and information on the



2009 LBL rally and the Micro Marathon.

So what else do I put on the stand? Isetta's may be good and the stalwarts of the micro scene were on hand, Dave Watson, Neil Unsworth and myself, this leaves 4 spaces and so Alan Town supplied his BMW 600 and Ian Jenkins his mangled and vandalised Bamby. 2 other vehicles were sought but upon sizing the stand to vehicles I played on the side of caution and didn't pursue these any further.

Now the exhibition stand and logistics, what a pain in the 'Butt' The stand was loaned to me by Special Exhibitions from High Wycombe, a van was also sought from another source in High Wycombe and also flooring that I had contained within the contents of my loft from last years show.

Neil and Dave were bringing the SPOT-ON box, alls well!!!



Thursday 13th was set up day and everyone was en-route to the NEC. I had a car and trailer, with my father Neale, driving the van meeting up with Ian Jenkins at Warwick services and onto the venue.

Entry into the Nec was good until the £50 scheme set in then it was all hands on deck to unload and get out and retrieve the money, all within 1 hour. Good game, Good game.

I nearly fell over as Roger arrived in Daylight and not being towed behind something, it's a miracle. Roger and Ian then left to pick up another vehicle whilst everyone started the assembly of the stand.

All went well and for once I was back on the

I nearly fell over as Roger arrived in Daylight and not being towed behind something, it's a miracle. Roger and Ian then left to pick up another vehicle whilst everyone started the assembly of the stand.

All went well and for once I was back on the road before 1830 hrs and heading home.



Day 1 was fairly busy but very tiring for the people manning the stand, Day 2 was as hectic and all who helped need a pat on the back as at one time No floor space on the stand could be seen due to the interest of vehicle.

Day 3 early start as all trailers and vans had to be taken for the breakdown that evening. The JOBSWORTH traffic officers at the NEC are a total law to themselves, not allowing vehicles in or out until they see fit. I waited in the car park, along with entire world for over

1 hour, their reason, no vehicles to go in until all exhibitors' vehicles had come out. They couldn't come out because the trailers etc couldn't retrieve them. Stalemate.

Eventually getting in and loading it was time to go home. Perfect run home, vehicles away by 2130.

Up early Monday and then return exhibition stand by 0900 and van before 1000, back home and put what was left over up into the loft.

2008 done and finished.

Never again!!!!!!!!!!!!!!!!!!!!!! Until 2009, fancy helping!!!!!!!!!!!!

Next year will possibly be a joint venture with other Microcar clubs, watch this space.

Lee TURNHAM
Registrar and Nec Organiser.

SAVILLE HALL A FITTING PLACE FOR BUBBLE CAR

The headlines in the Yorkshire Evening Post

To be honest, it is a car that could only really belong to one man. And yesterday Leeds icon Sir Jimmy Saville's amazing three-wheeled bubble car came home to go on display at the hall named after him. Sir Jimmy has given the incredible BMW car to Saville Hall at the Royal Armouries as a permanent exhibit.

The newly restored car was bought by the legendary DJ over four decades ago and amazingly has just passed its MOT certificate this year. Speaking to the Yorkshire Evening Post, Sir Jimmy said "It's finally come home. I bought this car from a specialist dealer in Leeds 42 years ago and I've had it ever since. It must be one of the greenest cars on the road and I would think nothing of driving all over the place in it - a teaspoon of petrol and it will go forever! And of course it was very good for romance". Sir Jimmy had the car restored by a bubble car specialist in Aylesbury. (Our very own Lee Turnham. Ed) Yesterday he was joined by Yorkshire regional Minister Rosie Winterton who was on a tour of the Armouries. He added, "These days I drive Rolls Royce here in Leeds which is very different indeed to this. But Whatever I'm driving I'm happy"



1958 2008
LIEGE-BRESCIA-LIEGE

“Brilliant”, “unforgettable”, “life-changing” and “best rally ever” are just some of the tributes from competitors after Liège-Brescia-Liège 2008: such was the spirit that prevailed after 10 days spent thrashing tiny engines around Europe. Torrential rain, centimetre-thick hailstones, mountain passes above cloud level, challenging navigation, devious passage controls, roadside repairs, hot sunshine, all added to the challenge: this was a true endurance rally, a micro-marathon that tested cars and crews to limits they’d never imagined they had. “What an epic ten days,” said Richard Dalton, “I reached the highest highs and lowest lows I have ever done on a rally!” Of such are lifelong memories made...

BMW's own entry was driven by Alexander Maier and co-driven by Edouard Boucquey, who drove a works-prepared Isetta 300 on the original 1958 event and thoroughly enjoyed the re-run. They are followed by the



The sight of these tiny cars crawling steadily up hairpin after hairpin, dwarfed to insect size by the towering mountains above but plugging on undaunted to the top, was magic to the eyes of enthusiasts. Keen drivers, more used to rallying powerful motors, commented with delight at the challenge of mastering these little beasts, anticipation critical to getting the most out of them and keeping momentum uphill. Driving tests on km-long kart circuits added extra entertainment as drivers strove to match the target times set.

Henk Tappel and Jolanda Leenhouts descend the fearsome Passo della Moistrocca, or Vrsic, in Slovenia in their lovely 600 – this pass still has cobblestoned corners just like in 1958, though then the surface was gravel in



Mick and Sara Bell, seen here leaving the Alps behind on the return run into Germany, put on a superb performance to win the 350 class with their Isetta 300



Adventure stories were plentiful: locals, especially in Italy and Slovenia, who offered tools, workshops and assistance with repairs for no reward – Mick and Sara Bell rebuilt their Isetta engine in Ljubljana with a locally-sourced bearing and an oil seal loaned by a Belgian crew, then drove over three of the event’s toughest passes, up to 2211m, in the middle of the night so they could catch up without missing any passage controls: “They did it in 1958, so why not now?” was Mick’s matter-of-fact comment! Lost entering Munich in his Fiat 500, Col Donald Hawes was hailed by a lady aged 94, who was reminded of the Fiat 500 owned by her first boyfriend and insisted that her son (who turned out to be a senior man at BMW) lead them to the event’s checkpoint at the splendid BMW Museum.

Belgian Isetta and 600 crews in Munich: BMW allowed us to park overnight in their staff car park, giving this wonderful vantage point for the start from the top floor.



Other stunning visits included breathtaking Schloss Lichtenstein (Germany), exciting Francorchamps Karting (Belgium) and Kartbahn Liedolsheim (Germany), fascinating Museo Gino Tonutti (Italy) and Automuseum Engstingen (Germany), charming Boxenstop Museum (Germany) and great public receptions in the Preseren Square in Ljubljana and the Piazza

Loggia in Brescia, where the 1958 rally had its only stop.

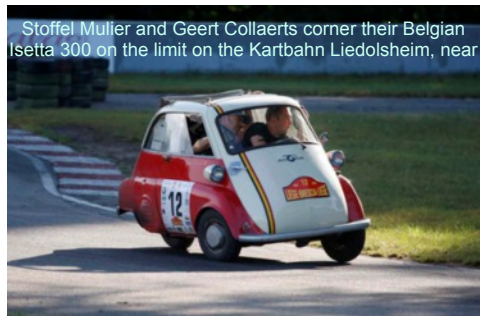
Fiat 500s and Vespa 400s exuding Italian flair battled with consummate German engineering in the Messerschmitts, Heinkels, BMW Isetta 600/700, Zundapp Janus and NSU, British innovation in the glassfibre/aluminium monocoque Berkeleys, French individuality in the Citroen 2CVs and ultra-rare UMAP, Japanese minimalism in the Subaru 360s, Austrian refinement in the Steyr-Puch and the Australian touch in the super-cute Goggomobil Dart.



Gathered in the Piazza Loggia in Brescia, which was the only stop on the original 1958 Liège-Brescia-Liège. Unlike 1958, when both were sidelined quite early on.

Providing reassuring back-up were the repair and recovery teams from organisers ClassicRallyPress Ltd and sponsors Fiat and BMW Classic.

Fiat support included a truckload of new 500s for competitors to drive if their cars needed a day or two off for repairs or parts, plus a fleet of new 500s for the marshals, a Fiorino Combi for the mechanics and a Ducato for the luggage: all performed faultlessly. Remarkably, all but two cars in the Authentic category – those that would have qualified to take part in the original 1958 event – survived to drive across the finish line, and only three dropped out of the Spirit category.



Stoffel Muller and Geert Collaerts corner their Belgian Isetta 300 on the limit on the Kartbahn Liedolsheim, near



Mick and Sara Bell look very composed as they belt round the Kartbahn Liedolsheim in their class-winning

Now the organisers are looking ahead to 2009: Liège-Brescia-Liège 2009 on July 10-19 will be for slightly larger cars, 600-1000cc, with an additional category for all three-wheelers over 600cc. And for the micros of 2008 (200-700cc) there will be an all-new Micro Marathon event in September: keep checking the website for more details!



Alastair Caldwell and Tanya Annett enjoyed every minute in the 700 that Alastair bought from Germany to contest the rally, and took home the overall win of the



Beautifully-displayed Isetta in the BMW Museum, to which LBL competitors had privileged exclusive access

THE ORGANISING TEAM for Liège-Brescia-Liège is led by **Malcolm McKay** ClassicRallyPress Ltd, 9 Sycamore Leys, Steeple Claydon, MK18 2RH, England Email LBLrally@aol.com www.classicrallypress.co.uk Tel 0044 (0)7711 901811

Photos courtesy of Mike Johnson, classicrallypress.co.uk

BUY AND SELL

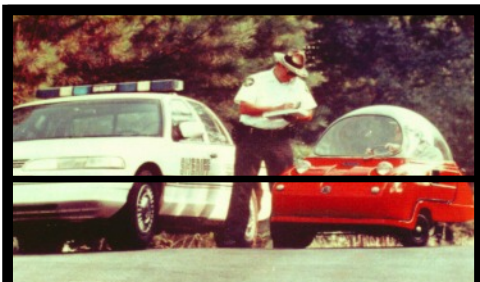
Parts for Isetta 300cc 1960 Engine, reconditioned gearbox, windscreen, window glass, headlights, dynastart, many more parts. Tel 07901 798867

BMW 700 Saloon

RHD Body shell and parts for restoration. Complete with V5C Registration Document. Previously owned by Lord Strathcarron, this vehicle was also featured in a comparison road test article, featured in the BMW700 Brooklands book. RHD versions of these cars are now very scarce. I am open to offers for it to go to a good home!
Tel. 07968-048762.

BMW 600 Underfloor Pedal Control Under tray

These are copies of the original under tray, and provide dirt and wet protection to the pedal controls. These under trays are sometimes missing, due to not being refitted after maintenance work! £95 each. Collection or postage cost to be added. Tel. 07968-048762.



BELIEVE IT OR NOT

Captured by Ian Jenkins, a Peel being booked for speeding, doing 30mph in a 20 zone..... I think the owner was quite pleased. Well worth the fine to boast to his friends.

BMW 700 Saloon and Coupe Sills.

These are new outer sills, copied from factory originals, in a thicker gauge metal. Sold individually or pairs, at £165 each. (Inner sills are also available). Collection or postage cost to be added. Tel. 07968-048762.



Constantinos Combos From Cyprus

The Isetta was my grandfather's car who was a mechanic but he died when I was 7 years old. My family had pressure to sell the car but I was always trying to convince them otherwise. Fortunately it was registered to me, the restoration began three years ago and here I am going to antique



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

The Isetta Owners' Club of Great Britain Ltd. will not accept liability for any loss or damage resulting from articles, features, adverts or any other material published in The Isetta Gazette.

Copyright The Isetta Owners' Club GB Ltd.



Pictures from The 2008 National Bog Snorkelling Rally

