

ISETTA

GAZETTE

WINTER EDITION



2009 INTERNATIONAL MICROCAR RALLY SHOW STOPPER ✨

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit



A new year will shortly be upon us and with that the prospect of renewed enthusiasm within the club.

On behalf of all our members I would like to thank our chairman Bob Crompton for carrying out the roles of Chairman, Secretary and Treasurer simultaneously for so long. Bob is to continue as treasurer until he can find the key to the shackles holding him down. (Little does he know we have thrown the key away.....).

We as a club would like to stage an event during the year and are open to suggestions of venues and offers of help and dates that do not clash with other microcar events.

Hopefully, by the time you read this I will have my Berkeley T60 back from the painters and be starting on the final assembly. This should keep me busy over the Christmas period and well into next year.

If any members are working on projects, I could always include them in future gazettes if you would like me to.

On behalf of my colleagues on the committee I would like to wish you all a Merry Christmas and a Happy and Prosperous New Year.

Ian Parris

Chairmans Chat

If you listen to some folk in the microcar world, the IOC is already dead and buried but as Mark Twain said "Reports of my death have been greatly exaggerated"

After a vigorous Committee meeting on 29th November and a kind offer from Jeff Todd and his wife Jo, we will now have a new Chairman and Secretary effective at the next AGM. Jeff has included a bit about himself elsewhere in this issue and I welcome both him and Jo to the Committee.

Thank you also to the few people who offered non-specific help, we will almost certainly be in touch to see how you can contribute.

Just as importantly a number of the Committee had clearly thought deeply about the future of the Club, before the Committee meeting and I think you can look forward to the IOC taking a more active role in the microcar world.

As I mentioned in my last chat, with the disappearance of Hans Rothkegel from the spares scene, the Club has had to re-invest in a number of new items and some of those are now starting to come through. Side window rubbers are close but immediately available are new front door seals. These are made of foam rubber, like the original, are made in the UK and are of excellent quality. Unlike silicon versions, they can be stuck on with any sensible glue like Evostik. Mike Hurn is waiting for your orders.

Next, I need to offer an apology to Otto Kunnecke. In my last Chat I mentioned that the Story Museum had closed and the collection dissipated. This is not strictly true, the Museum has closed but, other than loan cars which have been returned to their owners, the collection is still there waiting on a buyer preferably for the whole

collection. So if you have loads of money and want one of the best collections of microcars ever, contact Otto.

Finally, I would like to say a big "Thank You" to Lee Turnham for organising one of the best recent stands at the NEC Show a few weekends ago. Also my thanks to anyone who helped with cars or by doing stand duty. With the NMCR and Heinkel/Trojan stands next door there was one of the best collections of different types of microcar I have seen in recent times. We have put our name down for a stand next year already.

Remember that those bits you need for your car would make excellent Xmas presents, so get your loved ones to order them for you soon.

With that thought in mind, may I wish all our Members a Very Merry Christmas and a Happy New Year.

There is no better antidote to too much turkey than to roll around on a cold garage floor trying to fit a new exhaust system !!!

Bob Crompton

Message from our prospective new Chairman

Greetings everyone, permit me to introduce myself, I'm Jeff Todd, born near Chesterfield 57 years ago and now living in Grimsby.

Following Bob Crompton's letter with the last newsletter I had to put myself forward as a possible successor to ensure the survival of our beloved club so that our cars continue to be seen on the roads. I am an industrial chemist by profession but have tinkered with anything with an engine for over 40 years starting with dad's Cyclemaster in the mid 60's. After redundancy I became an MOT tester and am Saturday lad at a local garage, sadly we only do Class 4 vehicles – mundane 4 wheel cars.

I own 2 Isettas, one is a shell with glass separate and a box of bits that was swapped for a Yamaha 250 motorbike about 12 years ago. It's still on the pallet in the barn to which it was delivered although the engine is in the garage at home. Number 2 is a pea green 300cc three wheeler and was bought about 10 years ago after I was told about it for sale in a garage locally. Supposedly a runner that just needed the brakes bleeding I bought it. Battery flat so I tried to jump start it, nothing, so my ex wife towed me home. It's never run, there's not much compression but I'm sure becoming involved with the club will galvanize me into action at last.

So what of the future. The club, like all clubs of our type, faces a difficult future but it WILL continue. There is talk by the committee for events to promote the club. I have an idea for a rally in 2010, more about that in the next Gazette.

Finally on behalf of you all I give heartfelt thanks to Bob for all his efforts over the years and I am sure that he will continue to be involved in some way with the club. Merry Christmas and Happy Bubbling in 2010.

**The front cover shows the Isetta 600 owned by Roger Bentley.
This car was the 2009 International Microcar Rally outright winner.**



MICK BELL'S Experience of the LBL Rally 2008

Continued

We leave at 3pm for Bolzano via Cortina. We are now seven hours behind our fellow competitors but with the excitement of being back in the rally we are undeterred and anticipate reaching our next destination by 1am. The elation at repairing the bubble carries us on our way and as day turns to dusk we continue, collecting our (now nightscape) checkpoint photos, optimistic that we are back on track. Then, after five hours driving, the engine inexplicably cuts out. Investigations reveal a very weak spark. We try a spare plug but it has not cured the problem. After consulting once more with the rally mechanic, suspicion falls on the coil. I now break the news to Sara that we are going home, which seems a cruel irony after an eight-hour engine re-build. Again her response is decisive: 'Clean the original plug: that new one didn't look very new to me. Anyway, I'm not going home after the last 24hours we have had.' I take her advice (for once) and she is right (as always).

I change the plug and as I hold it against the engine casing, Sara turns the engine over. I receive a very clear message from the bubble, in the form of 15,000 volts shooting up my arm. The bubble clearly does not want to go home either.

It is 8pm and we are nearing the lunchtime stop, the Gino Tonutti motor museum. It is now well and truly closed but we adapt the point of control picture to prove we are here. On we go to face our next concern, petrol. Every station we pass is shut and we are getting very low. Eventually we find an unmanned station that will accept credit cards – all, that is, except ours. It will take notes but we have nothing smaller than 20 Euros and the car only holds 10 Euros worth of fuel. Still, this is a bargain at twice the price under these circumstances. As further open petrol stations are looking unlikely, we think it wise to take some additional fuel with us. We drink two litres of water to free up a receptacle and then wonder what else we can use. A lifetime of searching in skips has taught me to leave no bin uninspected. Round the back of the garage I discover at least two hundred empty oil cans, which have been washed out and have caps intact.

Like a military operation (we have 6 minutes before the pump shuts off) Sara rinses the bottles with some petrol and passes me them to fill. With nine fuel-filled receptacles at our feet, we resume our journey. No body light a cigarette!

We realise that, in the pitch-black, we have missed three of our checkpoints but common sense says there is no point in going back to photograph them at this stage and in the dark. Our desire to get to Blazon makes us press on to the first of the three mountain passes...

As we return to Cortina, the car is swaying very badly but we try and ignore it. It is cold and late and we still have a long way to go. Finally the sway is so bad we give in and accept that we have to stop and change the punctured rear wheel tyre. We consult the clock – something we've been trying to avoid – and it's a disheartening sight, well after midnight. We still have all three challenging mountain passes to go, two of them above 2000m. After a struggle to get the inflated spare between the wheels studs and the swinging arm we set off again. Our feet are blue; we did not pack socks, after all this is our *summer* holiday. With a new rear wheel we complete the mountain passes between 3 and 5am. The route is completely quiet, allowing us to use the whole road and take the best lines through the hairpins.

Finally, we are in Bolzano, it is so late that our hotel reservation has been erased. To compensate us for the delay this caused we are given the largest suite in the hotel although it's a shame we are only able to occupy it for a couple of hours before being up and ready for the next stage.

The weather is improving; the scenery and the little roads we are driving are utterly spectacular. Many times we have driven through these regions and do know this all exists. From the comfort of an Audi A4, on a boring motorway we have missed another world. The organizers have certainly done the original route proud.

We do not know if it the terrain and the speed at which we are able to cover it but we spend all day with the other bubbles. It has been great to see all of the little cars whizzing about over the last few days but today is really special, crossing mountains, in the sunshine with all of the other little bubbles. We all plod up the steepest climbs spending miles in first gear and then "whiz" down the other side. What a sight, all of us little bubbles together.

After 2 hours sleep and full days driving we arrive in Brescia. The cars are to be displayed in the Piazza Loggia, where the Mille Miglia starts and finishes. What a reception. We queue with our fellow competitors to be led in to the square by police outrider. Then one at a time we take our place on the start finish ramp with a local radio station providing a commentary. Sterling Moss eat your heart out!

Part Four: The Journey Back

After the events of these 24 hours, the next five days go blissfully smoothly with minimal assistance required from our Belgian support team in the form of half a gallon of petrol and a regulator.

Now all we have to do is get back to Liege and then home. We continue to collect all of our Point of Control photos. A particularly interesting photo which must be a contender for the Guinness book of Records is the one of all of the micro cars on the Rhine Ferry. We suspect it will be the most cars on a single crossing!

We wind our way from Germany in to Belgium with the bubble running like a dream. All we have to do now is conquer the one way streets of Liege. It is easier on the way in this tome than it was 10 days ago. What a welcome sight, the hotel, many of our fellow competitors and a large gin and tonic.

After a quick check in, shower and change we hit the bar! The final dinner, courtesy of Fiat is one we attend with mixed emotions. Relief, pride and total amazement at being here. We did not think we would make Dover, let alone Liege and back again.

We have a fantastic evening, sharing stories and tales of help and assistance along the way. We collect our award for winning our class, 250-350cc, a proud moment but one we can not take all the credit for. Having thanked all involved we retire to bed....very exhausted.

The drive back to Surrey is uneventful with the exception of wheel wobble at most bumps in the road, caused by the now excessively worn tyres. The look how we feel!

We have huge admiration for the work Malcolm and all of his team had put in, the planning, the route, hotels, organisation, back up, help and support they have given to each and everyone of us. All of their hard work gave us the opportunity to go on this great motoring adventure. It gave us a taste of what the bubble is capable of (but would never have believed possible in 1960 let alone 2008 with 48 years under its wheels).

Make a new oiler for your centrifugal advance cam

by john jensen

Here's a little project for those who like to tinker. This concept for an Isetta spark-advance cam oiler is to replace the wobbly or missing oiler located below the cam on the right-hand side of the dynastart face. You can make this from 0.5mm brass sheet, malleable enough to bend at 90°, yet stiff enough to be springy. Aluminum might work, too. I cut it out on a small jigsaw. Next, drill the holes, round the corners with a file and sand any rough edges.

The oiler is mounted on an existing dynastart tab at about the 11:00 position on the dynastart face. It has two threaded holes. The uppermost hole sometimes has a wire lead from the upper carbon brush attached. You can still mount that brush lead on top of the cam oiler. Use screws no longer than 5mm so you are certain you will not hit the armature windings? At the dashed line where it says "bend up", make a 90° bend using a small vice.



The lower narrow portion of this oiler, the "spring" has a wrap-around felt wick sewn on the end. Stitch the top layer at the tip first, then stitch both layers at the mid-point holes. Follow the drawing so that no stitching contacts the cam, only the felt. Bend the narrow spring slightly so that the felt tip presses gently upon the cam.

The brim of an old hat has thick, strong wool felt, but a double thickness of thin wool felt on the bottom side will also work. If the spring arm and felt wick is not lined up nicely on the cam, bend it at the base a little or flatten it and relocate the 90° bend to position the felt tip nicely on the cam. Then bend the spring portion so it exerts modest pressure against the cam.

Adding an occasional drop or two of clean engine oil to the felt wick should be enough to keep a thin film of lubricant on the cam surface so the fiber tip of the ignition points does not wear appreciably. Over oiling could cause oil to get on the points themselves. Not good. As the felt wick loads up with carbon sediment, you should rinse it in solvent periodically, then re-oil it, lightly.

My tools by John Jensen

Don't be embarrassed at the next big Isetta meet when you have to get out your tools to perform some common maintenance procedure on your Isetta.

You know how others are always watching to see if you measure up with tidy tools and a neat tool-box! Concours types can be so judgemental.



I lined this lunchbox with grey indoor-outdoor carpet so my tools don't rattle. I also keep a nice 2x4 ft section of carpet to unfold before getting comfy on the pavement to fiddle with the timing or carburetor adjustments.

I find that this famous illustration tends to bring a sense of peace and tranquility in the immediate couple meters of its presence. Friends are less likely to cast silly comments in the presence of this hallowed image.

No one would dare to steal this box of tools, would they? My new Isetta toolbox, originally a lunchbox for footlong sandwiches, to honor the artist/inventor, Leonardo da Vinci. The illustration is a lovely "paint-by-numbers" design, from Italy, in honor of the first Isetta, the ISO. I figure this toolbox might bring me good luck. Can't hurt. I should also throw in a "lucky mojo" ring, to wear when performing certain maintenance rituals, cover more bases. You can buy one, too, at: <http://www.lunchboxes.com/supper.html>



Entrepreneurs should go to this location for larger quantities to resell:
<http://www.accoutrements.com/>

Dominus vo biscotti !

Breaking-in or running-in your new Isetta engine by john jensen

My first Isetta in 1958 had 1000 miles on it when I bought it. The salesman said the former owner found it not quite to their liking and returned it. Fine with me, since the price for this flawless bright red deluxe model with the improved heater and door vents was only \$850. By the mid 60's you could pick up a used non-running Isetta for a couple hundred dollars, but all that has changed. I began driving that first Isetta full blast from day one. I don't believe I followed the 2000 mile break-in period. I was probably fortunate. I was influenced by VW advice at the time, that you could drive it all day with full throttle, it's speed being limited by its power. Well, I never ever lost a valve on my Isetta engines or VW engines, probably attributed to my concern for checking and changing the oil.

The past three years I've broken in three rebuilt engines. The first was without circlips on the gudgeon pin. That engine would still be running great right now, probably would have been my last engine project in this life, but after 1800 miles, oil use and low-compression confirmed that something was wrong. Grooves in the cylinder-wall, marked the end of that engine package. The only damage was to the cylinder. I still have that piston, might need it someday.

I went to a different cylinder and new piston to match, a fresh head, too, and began another break-in procedure. Unfortunately, after 300 patient miles, I ran it a bit too fast crossing the Bay Bridge to San Francisco and ruined the piston. It was a JP from Australia, however, with an expansion slot in the skirt, so it did not seize. The skirt suffered a near melt-down, however. My brother reminded me that every engine runs its best, just before it explodes. He is so-o-o right. I had a new standard Isetta 72mm 403 cylinder from Hans R. in Bavaria with a lovely NOS KolbenSchmidt piston to go with it from Jeff G. in San Francisco. The bottom end is a trusty steel-rod with matching heavy crank and quiet fibre retainers in the main bearings. I have 600 miles on this engine now. It runs smoothly, is fairly quiet, and has great lugging power that I think is due to a set of rings from Dan-of-Kansas that came with a JP Piston. Ring #2 is actually two thin interlocking rings that seem to block compression leaks very effectively, Perfect Circle I think. I'm also running the KS oil-control ring on the bottom, in slot 4

Some say you don't need this #4 ring, that it just wastes power. There are BMW motorcycle engines that use 3-rings and others that use 5-rings. I figure BMW had a reason for selecting 4-rings for the Isetta engine. The reason may have a lot to do with the fact that the exhaust valve is on the back side of the cooling air flow and tends to overheat, so the head runs a little hot and so does the piston. Thus, that 4th ring might help to bleed off some combustion chamber and piston heat to the cylinder and cooling fins.... only a theory, a guess. It might also limit the amount of oil clinging to the cylinder wall, in order to



keep oil out of the combustion chamber. BMW does not to my knowledge publish books on engine-cooling and lubrication theory. If they did, they'd probably sell very well. But all that stuff falls under "confidential factory information", a grey area filled with mechanical myths that evolve along with engine technology.

I can't even remember what a common or average break-in period is for a 36hp VW boxer engine from the 60's. But I think there was a break-in period. We "just drive" our exotic water-cooled engines today and use the best factory-specified lubricants. Engine break-in is not a serious issue on average cars. The engine remains at a good operating temperature for the oil, and the engine lasts forever. Air-cooled engines from the past were no doubt more primitive in that the expansion of various components was less predictable or that less engineering was done to

make it all perfect. Okay, maybe the early Porsches had better engineering, maybe even the BMW R69S. But the Isetta break-in period is (can you believe) 2,000 miles in the owner's manual. I theorize the reason for this is so that the engine can slowly wear itself into a perfectly snug fit based on your own driving habits, without any components overheating or starving for oil. And, if it is your personal machine, you'll break it in to your personal driving patterns. Then, if not mistreated or over-heated, the engine should last for 20,000 miles or more. Some have exceeded 30,000 miles, but may have had a valve grind along the way.

A new factory engine would be capable of excellent performance and longevity when properly maintained and driven. Once the engine is rebuilt, some mildly worn elements might fall short of a long life-span, rocker assemblies for example. A really good engine mechanic can check each element for wear and replace them if needed. I tend to doubt that much effort is made in this arena, except by truly devoted engine-builders. In most cases, it is enough that the engine starts and runs with reasonable reliability.

It would be so nice to possess a brand new set of full rocker assemblies and a brand new untouched cylinder head. And why not an NOS cam with new sprocket, new crank sprocket, new cam-followers, lifter-barrels and push-rods? This covers most of the noisy elements. I installed a candy thermometer in my oil drain-plug in this engine. I hope to see just how hot that oil gets on a very hot day. I want to know. Thus far it only climbs to 100F above the ambient air temp, and that requires some hard driving. Perhaps on a 90F day I will exceed 190F. But if the 100F-above-ambient remains firm at more extreme ambient conditions, then the volume of oil in the Isetta oil-pan need not be increased or efforts made to cool it.



I am more concerned about sealing the head and cylinder faces on this engine. I don't want any leakage of compression at the head gasket, especially near the oil channel. After initial start-up, I drove about thirty continuous miles to get the head and new gasket up to temperature. Before my next drive I re-torqued the head and adjusted the valves. I repeated this re-torquing at 300 miles. My oil is fairly clean and my lugging power in 3rd gear at 25mph is very impressive, and the lugging doesn't seem to bring the head temperature up.

Initial break-in top speed is 38mph in 4th, so I tend to stick with slightly less. Traffic will just have to "go around". I find that I can take long jaunts into the suburbs, a few

mountain ridges east of the San Francisco Bay shoreline communities, where local speed limits are around 35-45. I have put as much as 80 miles on my engine in an afternoon, averaging maybe 25mph. Piling on the break-in miles is a long, slow process. My window sticker suggests 8-18-28-38mph for the gears before 600 miles. At 600 miles it jumps to like 11-22-34-44mph, and the miles pile up faster.

I want to be able to cross the Oakland Bay Bridge doing 42 or better uphill and letting it run up to 52 downhill. Then I'll be moving fast enough to feel relatively safe on the bridge, even though some traffic will be racing by much faster than me. I stay in the far right (slow) lane and flip my 4-way blinkers on if someone comes up too fast from behind. I'm wary. I've been rear-ended twice before on this bridge but in larger cars, not the Isetta.

I have a bright yellow warning flag to get the attention of other motorists, and often someone will choose to follow me across, if only out of curiosity. Once in San Francisco, the Isetta is just like any other car, except for all the people grabbing photos of it on their cell-phones. I wave at Smart Cars and they wave back. Porsche drivers are generally living in another world. Some things never change.

Wheels & Tyres by Graham Potter

I have been reading with interest and horror at some of the wheel and tyre story's in the last Newsletter.

I have been a Member for over 25 years and have travelled many miles in ISETTA's. Not like a lot of the people who drive them today I have all ways driven mine vigorously shall we say. Driving on Cross Ply's or Radials depends on your driving style and if you are frightened to take it out in traffic of which it appears most are.

On the Three Wheel ISETTA I would always recommend Cross Ply's on the front either 4-40x10, 4-80x10 on 3 inch wide rims or 5-20x10 on a 3 1/2 inch rim. One of my 1959 ISETTAs when I bought it way back in 1984 had the 3 1/2 inch rims on the front with Cross Ply tyres on and every bump, drain or hole in the road would cause sever steering shake that could only be cured by stopping the car.

Being an early car with out steering damper I fitted a pair of 3 inch rims with 4-40x10 tyres and no more shakes.

This vehicle was designed in the days of Cross Ply tyres and in theory changing to Radial Ply tyres you are changing the design specification and there is possibly an 'EU' Directive about it.

The difference in handling between Cross Ply tyres and Radials is one of safety. Under cornering the Cross Ply will always slide if pushed too hard. You will know when this happens so carry some clean underwear.

The radial on the other hand has grip, lots of it so when you push in to a corner it will grip to a point and then let go with out warning with the following results.

Sky, Road, Sky, Road, Sky, Hedge, Ambulance if you are lucky.

On the rear a 5-20x10 Cross Ply or a 145x10 Radial but not a 145-80x10 Radial as these are Low-Profile Tyres and will drastically affect the gearing, handling and top speed. I tried a 4-80x10 on a 3 1/2 inch rim on the rear and found the narrow section tyre would follow every rut & gully in the road surface and severely affect the handling, and yes it is legal to run Cross Ply tyres on the front and Radials on the rear but not the other way around.

Now Wheel Rims.

There were possibly five different styles of wheel rim fitted to ISETTAs over the years. I will deal with the three most common.

There should be the wheel rim data stamped in the wheel well on the early rims and the wheel centre face on the later rim.

First the wheel that nobody wants the 3 inch x10. This is easy to recognise by the flat area between the wheel stud holes and is noticeably thinner. This wheel is purely an early 3 wheel car front wheel (without steering damper fittings as standard) or a 4 wheel all rounder and should only have a 4-40 or 4-80 tyre fitted. Fitting a 5-20x10 or a 145x10 tyre could cause the rim to split.

The second wheel a 3 1/2 inch x10.

This looks very much like the 3 inch rim but there is a raised radial reinforcing pressing between the wheel stud holes. The second feature is the flat area between the valve stem hole and the 'J' of the rim (this is the side of the wheel rim that goes over the tyre bead) this area is less than an inch wide. This is the rear wheel and spare when you have the 3 inch rims on the front for 3 wheel cars up to 1959/60.

Three wheel cars built after 1960 with steering damper as standard had the last of the three wheels. This wheel again looks like the earlier 3 1/2 inch rim with the same centre features but the flat area between the valve stem hole and the 'J' of the rim is around an inch and a half wide.

Over the years I have heard stories of front wheels, back wheels, different size wheel stud holes etc.

Remember, these cars were built to a budget and too many different wheels would put the price up. The only reason for different size wheel stud holes is that the holes have worn away with use. This includes the rear wheel that has been fitted without the spacer cones, just the backing plate, and after many miles create slots instead of round holes.

There were possibly more than one manufacturer of wheels and early cars may have had German made wheels until 'UK' suppliers were established.

As for cutting wheels to stop tyre rub. To me this is destroying perfectly good wheels and changing the wheel bearing loading's. If the tyres don't fit then you have the wrong tyres.

Tyres.

A lot of the tyre sizes are still out there. You can still get 4-40x10s but these are made in small batches and are expensive. 5-00x10s a trailer tyre, be careful as some of these are 6 ply and a lot bigger. 145x10s the Mini tyre, there are still a lot of real Mini's around that still need tyres, but as I said in the beginning don't use the 145-80x10 tyre on the rear as this is a low profile tyre in that it is 20% lower than a standard tyre.

Just be glad you don't have a Velam Isetta as these used 4-80x11 tyres.

Graham Potter. 613.

Purley on Thames, Reading, Berkshire. 2 Isetta's, 2 Bond's, 47 Garden Tractors.

BUY AND SELL

BMW 700 INNER SILL TO FRONT WHEEL ARCH BOX STIFFENER PANEL

This is professionally made in 18 gauge thickness mild steel, as a copy of the original profile panel. Price £10 plus postage. Tel 07968-048762

BMW 700 Coupe Rear Body Panel

It bolts on behind the rear bumper. Made as a copy from an original panel, in a thicker gauge metal. Price £50 plus postage. Tel 07968-048762.

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.

BMW 700 COUPE OUTER SILL EXTENSION PANEL TO REAR WHEEL ARCH

This is professionally made in 18 gauge thickness mild steel (Thicker than original BMW 700 bodywork) and is made to be welded onto the end of the outer sill at the rear of the sill and includes the rear wheel arch up to approximately 75mm above the outer sill height. Price £55 plus postage. Tel. 07968-048762

BMW 700 Saloon

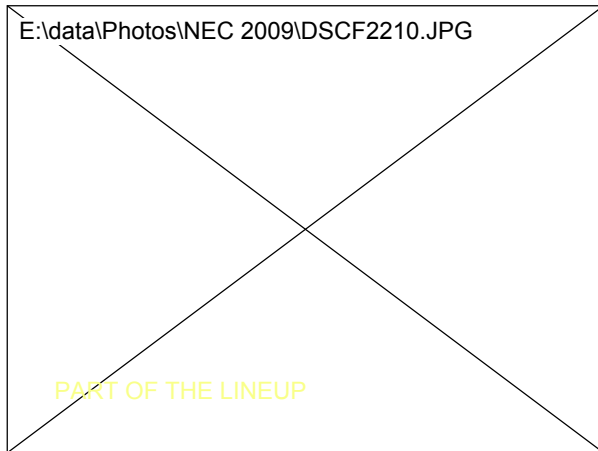
RHD Body shell and parts for restoration. Complete with V5C Registration Document. Previously owned by Lord Strathcarron, this vehicle was also featured in a comparison road test article, featured in the BMW700 Brooklands book. RHD versions of these cars are now very scarce. I am open to offers for it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

NEC 2009

Once again the organising started early in April, the paperwork came through and the stand was applied for. July, the first lot of information dropped on the doormat. Health and Safety papers etc. etc. etc., and then the plans for Hall 1 !!! This is usually the prestige hall and we were in it. When I contacted the organisers on a minor technicality I was informed that they were moving car clubs around to try and

stop SNOBBERY, ha! We hadn't made the big time after all. The final papers went in and the organising started in earnest.

What cars do I get this year!!! I wanted to have vehicles that would replicate the club banner as well as show off other vehicles that members of the club owned. A quick phone call to Ray Dilks to find out which vehicles were being taken by the National Micro-car group, this was so vehicles were not duplicated.

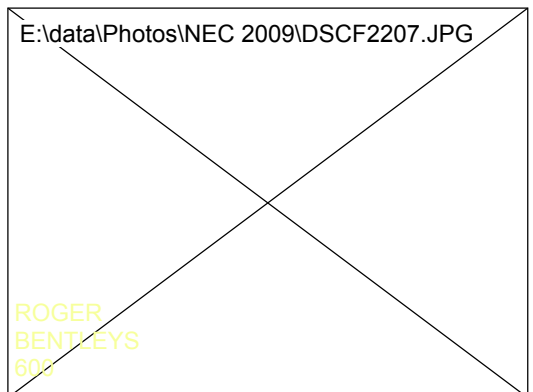


The list was to be;

Dave Watson	Isetta 300 lhd
Neale Turnham	Isetta 300 lhd part restored
Roger Bentley	BMW 600 lhd
Neil Perkins	BMW 700 full race classic touring car
Ian Parris	Qpod 340cc
Ian Jenkins	Bamby 50cc
	Cursor (no.2 prototype)
Bob Crompton	Piaggio Ape 200cc pick-up

Big problem No.1, Post Office on strike and I couldn't risk sending out tickets and passes, exhibitors had to contact me on arrival and I would have to go and meet them.

Now the fun started. Problem No. 2 with only a few days to go the 700 was stuck in Belgium, as the race technicians would not release it due to a vibration at high rpm, so Roger Barker was now in it up to his eyes!! He had originally put me onto Neil

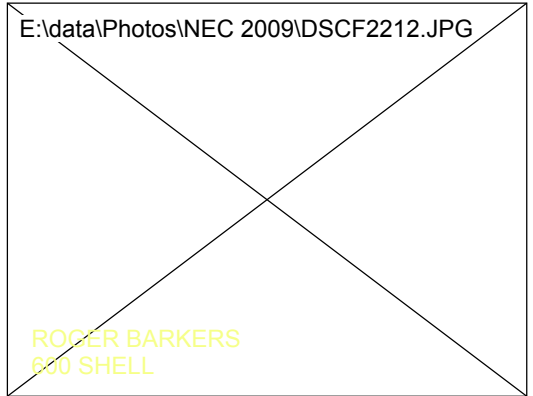


Perkins, so now he had to step in. I managed to get him to dig out his BMW 600 shell, which has been painted for years but never seen daylight. Roger set to work and was burning his end with both candles.

Problem 3, the day before the build up day, Ian Jenkins had problems with his towcar. Engine misfire and getting worse, No Cursor either. Too late to do anything!

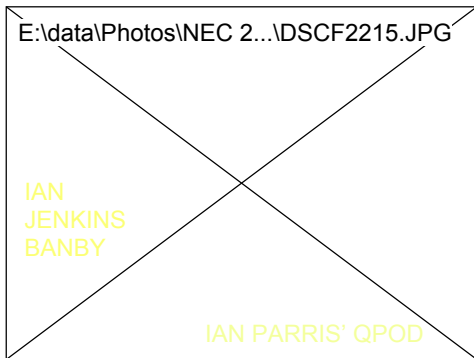
Build up day, got to the NEC towing dads Isetta, dad was towing the Bamby, and Dave was following with his Isetta. I COULDN'T believe it, no £50 parking penalty and we were shown straight into the hall, only to find that Dave was missing. He had decided to unload in the car park.

Bamby unloaded, Roger Barker arrived in daylight, took the trailer and was gone.

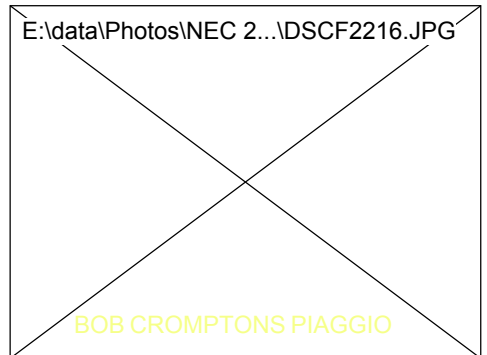


The remaining cars started arriving whilst we were setting up the stand.

3 cars short, Piaggio, Cursor and the 600 shell, the stand looked very empty. Bob then arrived and had some problems getting the vehicle off trailer. By this time the rain was fairly heavy, Roger arrived to assist. Time for Mr JOBSWORTH from the NEC to put his oar in. With the Piag-

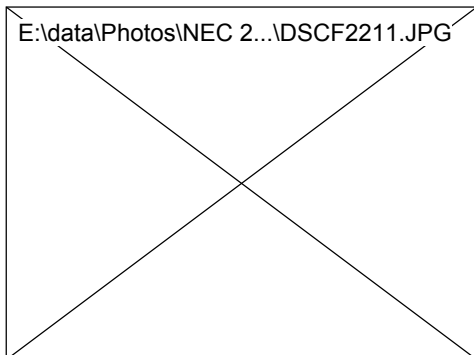


gio half on the trailer, everyone holding it still and this idiot wanted Roger to move his car. If Roger hadn't got to him first I would have let him have it both barrels. I don't do wet, cold and tired. The Piaggio

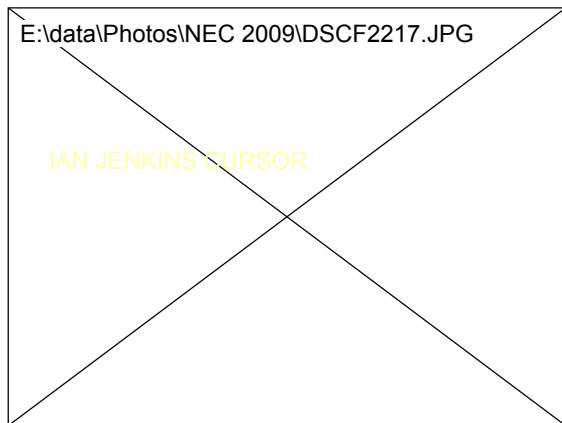


was pushed into place and then the 600 shell pulled off the trailer and onto the stand, leaving Roger to play, whilst we made tracks for home.

Next morning a very early start as a trip to Abingdon was on cards to pick up the Cursor. We had negotiated with the organisers that if we arrived by 08:30 we



could bring the Cursor in. we made it by 08:25 unloaded outside the doors and pushed it into place.

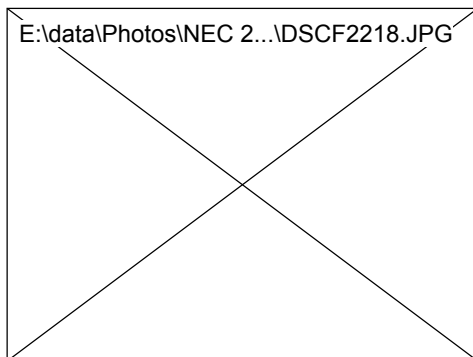


The show went well with all the usual comments about no reverse gears and the garage.

Sunday came, and as 5:30pm arrived, the stand was dismantled, then the big problem of getting out of car parks with our trailers and into hall to retrieve the cars. It took ages but with everything loaded we all made tracks in different directions across the country. I arrived home at 9:45pm put the trailer and 300 shell into garage, locked the car and forgot it all until the Monday morning.

My thanks go out to all those involved, especially Dad (Neale) who worked his little butt off all weekend, he thought retirement was going to be easy!!!.WRONG!

Lee Turnham Registrar/NEC Organiser. 2010 has been applied for early, so contact me if you wish to be involved, exhibitor or general helper.



FORTHCOMING EVENTS

Louth Lincs Wolds Rally

The Micromaniacs would like to Invite you all to the Louth Lincs Wolds Rally on the 13th to the 16th of May 2010, organised by Jon Hunt Esq. and Helpers. We will be Camping at the West End Farm Gt. Carlton. <http://www.westendfarm.co.uk/index.html>

Also I hope to Organise a Meal out on Friday or Saturday and Scenic Testing Road Runs, Friday Saturday & Sunday. There are about 15 Electric Points but we are allowed to Piggy-Back if you have the right connectors, and a few toilets and showers available. The Nearest Fuel Garage is 9 miles away so a Fuel Can could be an Idea?
More Info. Jon.Hunt@Ntlworld.com

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

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