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No 345

# ISETTA

GAZETTE

CHRISTMAS EDITION ... 2011



MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN

# The Isetta Owners Club of Great Britain Ltd.

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## **I.O.C. SUBSCRIPTION RATES**

United Kingdom	£18.00	<b><u>Credit Card Payments. IMPORTANT</u></b>
Europe	£21.00	Please ensure you give the Membership Secretary the
Rest Of World	£25.00	full card number, the expiry date and the 3 digit security
		number from the back of the card above the signature
		strip

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## **Editors Bit**

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The cost of postage for overseas members is becoming very expensive and the club would like to offer members the facilities of receiving an emailed version the gazette.

For overseas members willing to accept the gazette in this form the annual subscription would be reduced to the same level as UK members, i.e. Currently £18/annum.

If you would like to go electronic, email me at [isetta@ianparris.com](mailto:isetta@ianparris.com) from the email address you want me to send the gazette to. If UK members would also like to receive the gazette by email please let me know in the same way.

The club is flourishing with 37 new members so far this year and Alan the new spares manager is learning fast which widget goes with which grommet but it would be helpful when ordering part to give Alan a part number rather than a description as he is struggling to identify just what people want. The item numbers can be found from the website where the exploded views are available. We will shortly be doing a stock check to see what we are getting short of and replenish the stocks where possible. I hope to include an updated spares list in the Spring Edition of the Gazette. We are just investigating subscription and spares payments by PayPal to make life easier for members, especially our overseas colleagues who have problems paying in sterling. I will try to keep members informed via the website of the latest situation. I would like to say thank you to Lee Turnham and all who helped at the Classic Car Show at the NEC and Jeff Wareing for all the Gazette front covers. Merry Christmas and a Happy New Year to you all from your committee.

Ian Parris

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## **Chairmans Chat**

After a fairly traumatic year with lots of change the organisation of the club has settled down and all seems to be running smoothly again – I hope. The AGM came and went with no changes to the officers and committee. Special thanks must go to the three members who attended from the Newbury area, Douglas Bell and his wife Jenny and Ray Pryor.

I sent a sympathy card to the family and friends of Sir Jimmy Saville O.B.E. on behalf of the club. Sir Jimmy was perhaps our most famous member. I have received a Thank You card from his niece. His obituary appears elsewhere in this Gazette. Lee Turnham, who restored Sir Jimmy's Isetta some years ago, received a personal invitation to the funeral.

Regarding my bubble, still no progress and the space cleared in the garage has become occupied by other projects, and still the junk cleared from the garage has now been in the van for over a year. One day....

Jeff Todd

## Farley's by John Jensen

The San Francisco Bay region is a fine place to own and drive an Isetta. But, like Los Angeles, a journey of 50 miles on surface streets with lots of starts and stops is not really pleasurable. The freeway offers better conditions, but the traffic is often moving faster than the Isetta should be driven.



I live in Kensington, next to Berkeley, across the bay bridge from San Francisco. I commuted back and forth during my working years and I know the bridge traffic well. It is built in two sections with Yerba Buena Island in between.

The bridge was completed just prior to my birth in 1937. In Iowa we probably heard about it on the radio. It is built of steel and hot rivets, two layers, 5-lanes eastbound on the lower deck and 5 lanes westbound on top.

The West section has suspension cables, the East section uses trusses and cantilevered sections, length is 4.5 miles. The suggested speed is 50mph, but the traffic is often moving at 60-65 during weekday commutes.

Fellow Isetta owner and friend Jeff Wu lives in San Francisco. He created a window display at Farley's, a coffee house, for the month of July with Isetta memorabilia in the front windows.

Farley's is casual, a gathering place that serves coffee and bakery treats, soon to become a wine bar in the evenings. There are plenty of tables for people to chat, check their emails or work on their laptops. The neighbourhood is called Potrero Hill, one of many charming neighbourhoods in the city.

Jeff had planned to bring his nearly completed yellow Isetta on Saturday, the final day of this Isetta exhibit, but it was not quite running. He intended to ride one of his old BMW motorcycles, an R27, and asked if I could drive my Isetta over and hang out from 3-6. I offered to do that, but crossing the Bay Bridge in the Isetta always presents some latent fear of an incident that could bring me to a halt on this well-travelled bridge. Scary! Five lanes wide and no turn-outs if one stalls or gets a flat tyre.



Fortunately, I had recently changed the oil, adjusted the valves, verified my points adjustment and hosed off some oil and dirt underneath the car at a DIY carwash.

I was ready to face the freeway, always a frightening thought in the Isetta. But once on the road, I relaxed, what with smiling motorists taking my photo as they passed on the left. Traffic was moving at 40-45 heading south on I-80 from Berkeley to "the bridge".

Coming 'round the bend to turn West I shifted a few lanes to the centre to use my electronic "fast track" device that enables you to pass through the toll plaza without stopping. The toll is \$4 now I believe, but you only pay going into SF not coming back to the East Bay. When I first lived here in '64, we paid 25¢ each way, before they decided that paying double on just one side would achieve the same result with half as many toll takers, 24/7.

I approached the toll plaza, working my way through the lanes as they separated. I had my "fast pass" electronic device so I could drive right through the toll plaza at 25mph and out the other side where 20 lanes merge down to five. It went well. I managed to keep up with traffic, cruising up and over the first high point at 40mph. On the downhill stretches I was just exceeding 50, moving against the wind from the west.



If you raise your children to be very polite and respectful of others, they might never learn to merge from the on-ramp into freeway traffic. In the Isetta it is just as important. I have a yellow flag on a 6ft fibreglass tube so people can see me. The bright red paint also helps. My flag says "democracy now" my statement of political whimsy and fond memories of what once was.

It was 2:45 as I entered the San Francisco side of the freeway onto hwy 101 that swings south to SFO, Palo Alto, San Jose and on to Los Angeles. This is not the coast highway, but portions farther South are very enjoyable.

I exited at 8th street, stopping for a red light in front of a Harley-Davidson store with some middle-aged guys standing out front, giving the Isetta a big smile. (real men) They were old enough to remember the Isetta, and I was old enough to remember riding a Harley 74 hand-shift back in high school. I made their day. I don't know how they deal with "Dykes on Bikes", a local Harley Club. Hopefully they ride together some of the time.

The next few blocks is an interior design district with furniture galore, then left on 16th east and up the hill to 18th, turn left, and there was Farley's. Jeff moved a parking pylon for me to park in front of his pickup.

He didn't ride a motorcycle after all. He had to take his exhibit home later.

I had made it exactly on time at 3pm. A young man in leathers was backing his R-50 into some space behind me, and people were coming close to look the Isetta over. A few charming Asian girls, art students from Thailand, began taking some Polaroid photos of the Isetta with a Japanese Polaroid camera. I have pulled a few thousand Polaroids through my Hasselblad over the years. I really miss the use of Polaroid images, another art form that died but might yet live again.

Jeff brought a spare Isetta engine along for people to see. He also had two very rusty halves of an Isetta crankshaft or maybe one from an R26. The two halves, separated with no piston rod, appeared very minuscule in this form.

One BMW bike owner who came was of Swedish birth. Another was born in Germany, and prospered in Silicon Valley. A student buddy of Jeff's was from Israel and just getting the feel of speaking English. An Italian grandmother stopped to take a good look at the Isetta. She was familiar with the ISO in Italy when she was younger, but never owned one. Her father bought her a Fiat 600, which she loved, but damaged the engine by forgetting to put water in it. American Isetta owners often forget to put oil in it. In the 50's, that was something a gas station attendant did for the driver. I doubt they much wanted to ask where the engine was. The fuel cap was in a conventional place, at the back and easy to find.

I get a little hyper when showing my Isetta to lots and lots of people who mostly have never seen one before. They get excited and I get excited. The middle aged BMW guys were somewhat taken aback by all this excitement, no doubt my behaviour as well. Showing their BMW Twins, late models and 30's classics, is a much more solemn experience of respectability. Our Isettas are in a niche of their

very own, just barely a 3-series BMW. It is the only BMW I have ever owned or ever shall own most likely. I prefer VW's.

By 6pm the fog was sweeping around Twin Peaks from the west and would be cooling things down soon. Jeff began packing up and I bid farewell to him and Farley's to face SF shopping traffic as I headed across the bridge to the East Bay. Traffic was not moving very fast, so the bridge was a breeze. The wind was with me this direction and the sun was still shining brightly. Often I will get off the freeway at first chance and take city streets north to Kensington, but this time I remained on the freeway. After all, the Isetta has a right to be there if you can stay within 25mph of the posted speed limit. No problem.

It was 7pm on Saturday evening as I wound my way up Arlington, a former street car gradient until the early fifties. Too bad we ever removed those streetcars.

I parked the Isetta in the garage, heard it "tink" as the engine cooled down. My wife and son were away in Hong Kong, returning Monday. I made a huge salad of lettuce, red cabbage, sweet peppers and tomatoes. I poured a glass of Chilean chardonnay and enjoyed dinner, reflecting on a perfect Isetta day.

I have never owned a more sensible and enjoyable car. One door and one piston are enough.



## NEC CLASSIC CAR SHOW 2011

The cars were provided by Lee & Neale Turnham, Dave Watson, Alan Town & Ian Parris.



Lee is unable to do the NEC show next year due to work commitments. We are looking for volunteers to help but Lee will still be able to sort out the applications and other paperwork.

# Isetta glass is fragile by Ian Jenkins

Ever since I bought my yellow peril from the edge of Bodmin Moor where it had languished in a damp garage for maybe 12 years the side windows would not slide and the front windscreen leaked. It was a 'well I will get round to it soon' job.



Suddenly I had a rare energy burst and with new rubbers sourced at great expense I cut out the screen (Stanley knife through the old) cleaned and made good slight rust damage to the door. The new rubber was slipped onto the door and the process of sliding and working the glass into place began after some time I was left with about 3-4 inches top corner that just would not go. I left it to collect an MOT'd normal car and asked the garage (specialist in vintage cars and bikes) what they suggested. 'Hit it very hard with your hand "so expecting to break the glass I hit it several times getting harder each time. I stepped back and to my amazement the screen just

went in by itself. Just Sikoflex sealer inner and out edge and chrome infill strip and –no leaks. Side ones next -all went well using a utube clip from the states to help.

I decided to tap the rear fixed glass to bed it in better using a block of wood and gentle taps all well. BUT I did not notice the sliding window moving (well has not moved for years) suddenly there was a loud crash and the slide glass shattered into millions of pieces. No such thing as a quick job!

Looked through my spares, phoned a friend no luck. Email the second hand spares yes but at a price!

At this time I noticed an Ebay item that mentioned glass and other Isetta stuff. I enquired if there was a buy it now - no - still, no harm in asking. I placed my bid and checked from London (away from base) I was the only bidder so arranged to return home via edge of Portsmouth to collect. I was surprised to find I had bought 4

complete sets of glass and even more sliding and fixed side pieces along with a gearbox, dashboard, wiring harness, lots of oil pumps and sundry bolts other bits. Lucky they fitted in the car. So I am now watertight on a daily basis and overstocked with glass, so should you too smash a bit just email me for economy priced ones!

In my bumper bundle was one original two pack from TRIPLEX of the slide side I needed in the first place not many people will have seen this!





## GOING TO THE PROMS IN STYLE by Ian Parris

My wife was listening to the local radio when they put out a request for a young lady to be transported to the school proms.

The story goes that she had booked a horse and carriage for the journey from her home to the prom and had been let down at the last minute. I called the local radio station and offered to help. They passed on my details grandmother who called me about my offer. I told her about the Isetta and asked what the young lady would be wearing. She told me her name was Paige and she would be wearing a Cinderella dress. I suggested that we should have a trial run as the Isetta was not the stretched limo type.

The next Sunday morning met Paige for a rehearsal. She looked beautiful.



After a bit of a squeeze we both fitted into the car OK and we agreed to go ahead.

On the evening of the prom I arrived at Paige's house ready to install her into the Isetta only to find that this time she had fitted a hoop into the dress. Well, it took four of us to get her into the car and with the hoop in the dress it looked like I was peering out of a

pink meringue, but off we went.

As we ventured down the drive of the prom venue we were confronted by Bentleys, Ferraris and the like dropping of their passengers.

I pulled up some yards away from the Country Club Portico whilst fancy cars were disgorging their passengers and having their photos taken. I suddenly realised that most of the cameras were now pointing our way. When the preceding car left the portico I drove up in style with cameras clicking all around us. Paige's aunt greeted us and opened the Isetta door, immediately a woman called for us to remain seated, she was the photographer from our local newspaper who had just arrived and didn't want to miss a good picture and story.

Paige had also arranged for a professional photographer to meet us there to get some quality pictures of her so we extricated Paige and moved away from the portico for the photo shoot.

Some days later the local newspaper printed a proms special supplement which included a photo of Paige, yours truly and 'Bessie'.

It was 'Bessie's' first night at the proms as far as I know. I hope it won't be the last, I quite enjoyed it myself.

## In search of the “thumper” sound

by john jensen

My Isetta is made up of a mis-matched chassis, body and engine from the 57-58 era. I have since upgraded the heater system and traded 2-piece wheels for 1-piece to run tubeless radials. The body was first registered in '58, so although most of it is a '57, I refer to it as a '58.

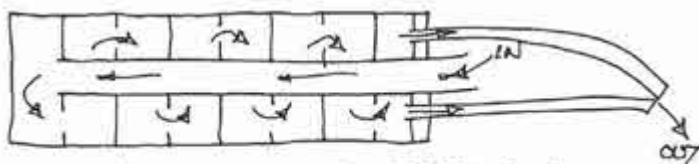
I grew up in the 1950's with the sound of singles, 4-stroke singles. My younger brother, Clark, first bought a Mustang scooter with a flathead Briggs & Stratton engine. It had a great sound. But his following machine, the Triumph Terrier, a single of modest displacement, sounded even better. Of course that was with a megaphone muffler just as soon as he could afford it.

Clark moved on to a used Triumph Twin, the small one. But now and then friends would stop by with their 500cc AJ's and maybe a 350cc BSA or some other sweet-sounding 4-stroke British single of that era. For us, we never really got enough of that sound, and American motorcycles were not moving in that direction. The sound is marvelous, and that's what I had always wanted for my 300cc BMW Isetta engine as well. It was only a dream, but I never stopped considering how it might be achieved in a tasteful manner.

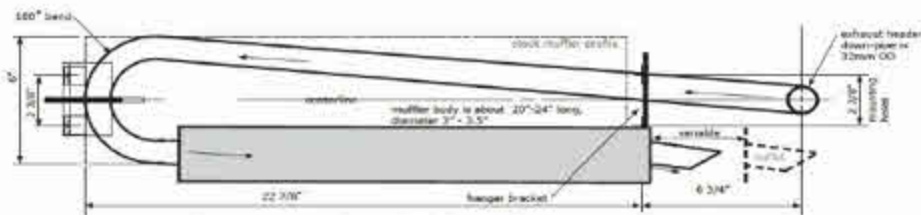
Initially, I figured the inside of the factory Isetta exhaust-silencer would be something like the following sketch, with a series of chambers formed with panels having one hole on center for the incoming exhaust pipe, and another hole to the left or right to zig-zag the exhaust flow down the length of the muffler and then exit. It would only require one panel design, plus two variations, and a casing I figured. Oh, some piping as well, and some strap-iron hangers. My guess was a bit simplistic, but the concept still has possibilities!

Lacking knowledge of the rudiments of sheet-metal work and welding, I began considering the possibility of using an existing stock silencer and adding an exterior side-return tube.

This way I might get that great sound with stock components that someone else could assemble for me. I made a drawing, a friend tried it and reported the straight through glass-pack I suggested was “way too loud”. Argh-h-h-h.



1. my guess as to BMW's design



2. in search of the thumper sound

I looked for a better silencer, found a barely used Yamaha R1 unit for \$50, worked out an improved design, and showed the R1 and drawings to my favorite welder, Dennis, at Norman Racing in Berkeley, CA. I knew Dennis could weld stainless and aluminum, but wasn't sure which metal was used in this R1. Looked like anodized aluminum to me, and it was not magnetic.



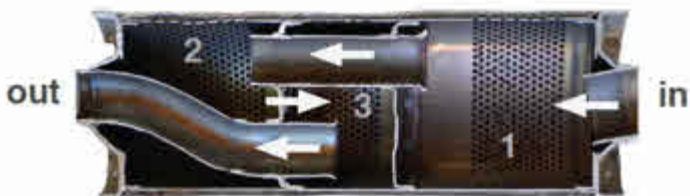
**3. simply use the Yamaha R1**

I showed my Yamaha R1 silencer to Dennis. He grabbed an air-drive grinding wheel and touched it to a sawed-off bracket on the case. It made sparks. He said the muffler was titanium and he couldn't weld it.

Hm-m-m. I paused in my silencer quest for several months, setting aside the \$50 titanium beauty.

I held onto the R1 silencer for a while, thinking maybe I could sell it to someone, but nobody wanted a used titanium silencer. I decided one day to saw it in half to see how it was constructed. I had a Japanese sawz-all and sliced it right down the center to open it up. Fascinating! My Makita sawed through titanium just fine. The oval R1 muffler had another oval case inside made of screen metal with a layer of heat-proof insulation between the inside and outside cases. This aids in softening the hard edge of each thump and also helps keep the exterior casing cooler.

The chambers vary in size to avoid resonance. There is a swirl effect in chamber 1. Chamber 2 is separated from chamber 1 and the exhaust passes through holes in the interior panel to reach chamber 3, and then exits.



**4. the R1 exposed**

This case volume is probably as small as it can be to do the job, a 13.5" case. I have never heard an R1 myself. The shop where I bought it figured the R1 silencer was not loud enough for the former Yamaha owner. But perhaps it might still be a useful approach for "my" Isetta. For the past year or so, I've been making more drawings based on bits of information one can glean from the internet. Manufacturers do not wish to share their designs freely. They show you the outside of the silencer, but not the inside. I tend to feel that it should be very simple, preferring to have only an exterior case, hoping the designed reversals of flow will aid in avoiding a noisy result, yet trying to figure how to add some sound absorption in one chamber only, assemble the unit in sequential steps to keep every part anchored to the case with welding, and nothing rattling for at least twenty years.

Just recently I decided to finally cut my original factory BMW silencer apart to see how it was designed and constructed. This one had 25 years of rust when I took it off my Isetta back in about 1984. I was surprised to see how cleverly it was made. The world of exhaust-silencer design is not an open book. Someone with a band saw should cut up all kinds of silencers and assemble them into an illustrated treatise on exhaust-silencer design. I wonder if the manufacturers would mind.

How the BMW Isetta muffler works to quiet the big 300cc single...



5. the Isetta exposed

1. Exhaust enters at the connection to the header down-tube and goes through 1.25" OD pipe at the rear of the silencer and forward to

chamber #1 at forward end. There it hits a small panel to deflect heat and reflect the impact the other direction. This chamber is lined with a heat-proof pad and sheet metal to keep the impact-sound and heat from reaching the outer casing of the muffler. The forward panel appears to have some heat-protection, probably asbestos.

2. The exhaust gas and sound travel rearward through two 18mm ID tubes into the middle chamber. One tube is nearly an inch longer than the other to break up the sound-wave impact or cancel-out some of it. The sound hits the next baffle, bounces back to another baffle and then forward and out through a short but larger diameter pipe surrounding the initial 1.25" OD pipe. Very clever use of interior space! Entering the rear chamber, it bounces off the final panel, goes forward and then enters two 18mm ID tubes to exit the muffler and join at the rear. Even here, one tube is longer than the other.

3. Depending on how you figure the route, there are 3 to 5 reversals of direction in the path the exhaust takes through the muffler. This provides a good quieting effect, but something simpler might work just as well. Get out your pencils, and put on those thinking caps. Design a simpler, perhaps even better Isetta exhaust silencer.

Various silencer solutions created by other Isetta owners seem to do the silencing job just fine. I tend to feel that the internals of those "factory like" Isetta mufflers are generally done well enough to subdue the exhaust noise. There must be numerous interior solutions.

Meanwhile, although I still think "the sound of singles" would be very nice, I don't intend to become a sheet-metal craftsman or a welder of stainless steel. Maybe in my next life. I'm passing along this meager amount of information to encourage other Isetta owners to try their hand at welding stainless steel into a good Isetta exhaust silencer. I wish you success. If my next batch of drawings enable me to design a silencer that may show some "thumper" promise in the sound department, I might go talk to Dennis again.

Knowledgeable people buy Imperial

--and they buy it by the case



Advert sent in by David Carle

Whisky by Hazard Whisky



A London Transport trolley bus was forced to make an emergency stop to avoid hitting a bubble car. This caused one of our stationery office members who had left his seat on the bus to alight, to be thrown against the bodywork of the bus causing bruising and lacerations of his forehead. He was off work for two weeks. His claim against London Transport was settled for £100 which includes special damages and about £30 for salary paid by his department during his two weeks' absence from work.

**State Service, October 1961**

## **BANTAM TRAILERS**

If anyone is looking to purchase a new trailer to transport their microcar on, I can recommend Bantam Trailers located near Northampton.

Alan Pierce is the contact and is a classic car owner. He will try to tailor the trailer (that's easy for you to say) to your requirements including a third ramp to accommodate 3 wheelers. Mine came complete with winch, ratchet straps, 3 ramps and hitch lock.

Alan can be contacted on 01933 663998 or [alan@bantamtrailers.co.uk](mailto:alan@bantamtrailers.co.uk). The website is [www.bantamtrailers.co.uk](http://www.bantamtrailers.co.uk)



**Happy Days in York** is a 1000 piece jigsaw which can be purchased from 'Life in the Past Lane' at [www.back-in-the-days.co.uk](http://www.back-in-the-days.co.uk) or 0845 680 0199.

Sent in by club member Michael Whitfield.



# NEC 2011

It all started at the 2010 NEC, I went into the organisers office, putting pen to paper and registering for this year's stand. Filling out the first piece of paper is the easy bit.

April 2011 arrived along with the next wave of forms. The stand plan was also attached. The Isetta Club was to be adjoined to the National Micro-car Rally and the Heinkel Trojan Club was opposite. June 2011 arrived, more paperwork, all the Health and Safety and regulations were in abundance, completed and sent back.

September 2011 and the listings and allocation of tickets had NOT arrived. Consultation with the NEC resulted in being informed that the application form for the tickets and passes was sent out via another agent. They had not sent the new electronic application form onto the club. The NEC were excellent and they sent forms out to me within the hour, BUT only 7 days to return the completed application, managed to do them just in time.

The tickets arrived with 2 weeks to go until set up day.

Wednesday before the show and went to the lockup to pick up the stand and carpet only to find the carpet was as mouldy as could be. I rang everyone who I could think of, but no luck of finding enough carpet to cover the stand. The last resort was to ring the NEC official carpet suppliers. I was sat down waiting for the cost when I was hit for 6 with a quote of £300+vat. WOW!! The carpet is the thinnest material known to man and I felt like I was being quoted for Axminster. Decision made and when I finally descended upon the show I would scour the halls, rescue the off-cuts and make a patchwork quilt carpet. Evening came and now my loft was emptied and loaded into two vehicles.

Thursday morning, dad's car loaded, hitched mine onto my car and off to the NEC, arriving at 12:00 and straight into hall 6. Shortly followed by Dave Watson and Ian Parris. With a little persuasion the Heinkel Trojan guys kindly supplied us with a full grey covering of carpet. Once again THANK YOU. The carpet was laid with haste and the cars unloaded and put into place. The stand was erected and the outer perimeter put into place. The time was now around 3pm and this was the quickest the stand had been completed in years. A space was left for Alan Town and his 600. Just sorting out to leave and Alan arrived. Car put onto stand, quick pleasantries and then off home after putting my vehicle and 2 trailers into the trailer park for the weekend. Back home by 6pm.

Friday, day 1 of the show, the show started at 10am, thus leaving home at 0730. The day was good with quite a number of the usual 'no reverse' and garage gags. The public as always were very interested in the vehicles. The day was due to finish at 7pm but with the assistance of Alan Town and Neal Bircher holding the fort on the stand, my dad, Dave Watson and I made good an early escape.

Saturday and pretty much the same but the crowds were up on the Friday, extra help on the stand allowed each and every one time to have comfort breaks and a stretch of their legs.

Sunday, off to a good start and the joking continued between all on the stand. At 5:30pm the show came to an end, the blowing of the horns marked the events close. The breakdown of the stand took less than 20 minutes and everyone was on their marks ready to go. LET THE GAMES BEGIN. Some cars drove out of the show whilst dad and I went to get the vehicles and trailers. Here we go! Out of one car-park and into another and then round the perimeter, it was absolute madness once again. This is a yearly event and they manage to excel year on year. We eventually get into the hall and disaster!!! A woman drove into the hall and straight over the top of the dismantled stand. I shouted at her to stop but she DIDN'T. She continued to drive over the stand until I stood in front of her car. "What's wrong" she said, that was the last straw. I almost said something I would most definitely regret. I managed to get her details and then loaded the cars with the stand, Isetta's onto trailers and then head for darkest Bucks. On arrival my car and trailer into garage and dad put a cover over his.

Monday, sort out the cars and unload the tow-cars, fill the loft and return the stand sections to High Wycombe. All finished by 1500.

**Next year I will be unable to organise the NEC event as work commitments have already dictated my year. I have applied for a club stand and will assist whoever in the paperwork minefield. But sadly I cannot organise the selecting of vehicles or running of the event.**

**LEE TURNHAM.** *NEC organiser and club Registrar.*

## BUY AND SELL

### For Sale

Partly built Isetta kit car. Chassis is made from welded box section mild steel, body is fibreglass.

The parts were originally marketed by Tritech in Preston (I believe they are no longer trading) Chassis has suspension, steering, wheels, brakes and engine in place.



The power unit is a water cooled Kawasaki 500cc twin I also have a spare engine.

I would like this to go to someone who will complete the car and use it. £'s as many as possible to be donated in full to The North London Hospice.

Buyer(s) to collect North London / Hertfordshire.

Further photo's and information please contact Martyn Gardner 07939285549

[pbmr@hotmail.co.uk](mailto:pbmr@hotmail.co.uk)

## FORTHCOMING EVENTS

### The Bristol Microcar Club

are presenting their 27th Microcar Rally on 6th to 8th July 2012. Bring your Microcar. Friday afternoon is arrival and camping set up. Saturday has a Road Run to a local place of Interest. A Barbecue in the evening.

The main RALLY is on Sunday with displays of Cars , Awards , Auto Jumble.  
KEYNSHAM RUGBY FOOTBALL CLUB, CROWN FIELDS, BRISTOL ROAD, KEYNSHAM, BS31 2BE

### The Club is pleased to welcome:-

Sandra Brewer	Redcar	Byron Johnson	Kingstone
Adrain Shipley	Sheffield	David Hickie	Newton Abbott
Vincent Butler	Fife	G J Hardwick	London
Ross Jenkins	Clackmannonshire	Matthew Bryant	Rushden
John MacPherson	Stewarton	David Spears	Lancing
Richard Loncraine	London	Jeremy Callan	Woodcote
Geoffrey Blair	Leeds	Chris Robertson	New Zealand
Darren & Rosalind Rose	Lowestoft	Mark Cooper	Cobham
Kurt Saxby	Nottingham	<b>New Members since the last Gazette.</b>	

To advertise your items for sale or want adds etc. please email the editor at [isetta@ianparris.com](mailto:isetta@ianparris.com)

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## ***Isetta World News .***

In March 2011 Isetta World reached 5 years old, and just like a child it keeps on growing and learning new things.

Among new members we have recently been joined by the chairman

of the German Isetta Club who has been able to help enquirers with information from and concerning the BMW works where Isettas were manufactured.

We also have the tale of a Mexican schoolgirl who, as her “personal development” project at school, decided to restore the Isetta which her father had given her. At the end of her project she was able to actually drive it to school which was a real achievement as it was a sliding window car but with an ISO engine, a combination unheard of before now.

[http://www.youtube.com/watch?v=13-IKBy\\_9iw](http://www.youtube.com/watch?v=13-IKBy_9iw)

As the festive season approaches, Isetta World was wondering what useful present could be given to Members, and how could it be delivered to everyone? The answer was to create unique artwork to be used as a desktop background for everyone’s computer.

We made several different versions and here’s how one of them looks.

And how do we deliver it to you ? Easy! Just visit Isetta World and download it. There’s no cost to you.

Merry Xmas to you all.

Isetta World is produced and maintained on behalf of the I O C

Find us at .....<http://autos.groups.yahoo.com/group/IsettaWorld>

