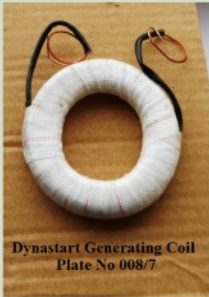


# ISETTA GAZETTE

## CHRISTMAS EDITION 2020



**DON'T FORGET TO ORDER YOUR SPARES FOR YOUR WINTER PROJECT .....**

# The Isetta Owners Club of Great Britain Ltd.

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**TECHNICAL ADVICE 600's & 700's** Millstonford Farm, West Kilbride, Ayrshire. KA23 9PS  
Alastair Lauchland **email:alastair.lauchland@btinternet.com**

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Website [www.isetta.org.uk](http://www.isetta.org.uk)

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

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

United Kingdom (and members receiving an emailed gazette)	£18.00	<b>Annual Subscription payments should be made by PayPal to <a href="mailto:isettasubs3@gmail.com">isettasubs3@gmail.com</a> alternatively via the Online Spares System by purchasing an Annual Membership Subscription (Renewal Only) item or by Cheque to the Membership Secretary Ian Parris.</b> <b>For Standing Orders:- Sort Code 09-01-56 Account No. 00744809 to Isetta Owners Club of Great Britain Ltd.</b> <b>Ref. Your Name.</b>
Europe	£21.00	
Rest Of World	£25.00	

Registered Office: Geoff Davey ACMA, 46 High Street, Gargrave, Nr Skipton. BD23 3RB Company Reg. No. 2527362

## **Editors Bit**

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Membership renewal is due on January 1<sup>st</sup>, please read the renewal details carefully on page 9 or the renewal form enclosed. For those of you receiving the gazette by email, the form along with an Isetta badge will be sent to you in the mail.

For my own part, I am now the proud owner of a BMW 600. I had wanted one for a long time but none appeared to be for sale so I bought a Zundapp Janus which in many respects doubled up for a '600'. It was in need of total restoration but would be third in line behind two Isettas, so after holding on to it for 3 years I decided to move it on.

I had finished the last Isetta and was wondering what project I could take on to keep me from going mad during the Covid lockdown and fortuitously the '600' came on the market. It had been imported from the USA thirteen years ago and partly restored but the owner couldn't see it getting finished in his ownership and was looking for a good home for it.

Over time some of the parts had gone missing but I have been able to source most parts.

Look out for the progress report in future copies of the gazette.

Merry Christmas and a happy new year to you all.



**Ian Parris**

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## **Chairman's Chat**

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Well as you would expect activities have been greatly curtailed because of Covid although a few owners have managed to meet up privately in between lockdowns etc. However, in contradiction to this Lee has been inundated with orders for spares etc which shows that owners are doing a lot more repairs, restoration and servicing, which is good for getting and keeping cars on the road or display.

I would like to thank members for their understanding at this time for Lee's efforts with the volume of orders and any delays in despatch (which have been minimal thanks to Lee and Sally)

Finally, on behalf of the Committee I would like to take this opportunity to wish all our members seasonal greetings and best wishes for the future.

I hope you like the enclosed badge, with the compliments of the committee.

**Chris Skepper**

## **Major Maintenance September 2020 by David Marsh**

Living here in New Zealand I do not have the luxury of the wonderful infrastructure of local support enjoyed by the bubble car owners in the UK. Not being able to call upon the renowned David Tadman and the wonderful team of Isetta nuts in the north can be very problematic. So, to ensure problems with my Isetta don't turn into very serious ones I do a lot of preventative maintenance.

This year it is five years since the last body off maintenance was done so with my approaching reminder of my own mortality (my birthday) I decided to do this again with the thought of when its next due (when I am eighty) I probably won't be able to do it myself.

So, I approached the local Nelson Classic Car Museum who has a wonderful associated company called CarTel attached to them. This team of real craftsman under workshop foreman Guy, undertakes work for the museum as well as other owners. Mike Wilson, the owner of the business, and I had a long chat and came up with a plan. This year I would do this body off maintenance at their workshop doing some of the work myself but also using their team to help. This would mean that I would have then have a pool of knowledge locally that I can call on when needs must.

So, it was agreed – I would bring the Isetta to the workshop – I would do the disconnection process. The team would watch this being done. To support future work, I would develop a detailed worksheet for what had to be done and take photos. The maintenance work would be done by their team under my supervision. The CarTel team would then take the lead in putting the body back on and the reconnections. My grateful thanks to Mike and especially Jordon who did the work. He put up with me giving him helpful hints. I hope he enjoyed the experience I certainly did.

So, I have written up these three phases so that the knowledge is not lost.

*Note: Your car may not have the radio on the back parcel shelf, Cow Catchers, the handbrake may be different, the coil may be attached to the engine not like mine to the body, and but the rest is probably the same. (See the first Photo)*

### ***Preparations for the whole task***

When I came to New Zealand, I brought with me a lot of spare parts. So about six years ago I sorted enough bits to be able to build a complete spare engine. So, with the help of a local engine building company I built a spare engine. I swapped this spare for the original engine, which I had used a lot since coming here. You may remember my big adventure when I drove the Isetta to Auckland. Having taken out the original engine I then got that reconditioned by the same company. So, this preventive maintenance work would include me swapping back to that original engine leaving me with a tried and fully functional spare. So, my next step was to go onto the IOC web site and ordered the spares needed.

- a. New Jurid couplings (2)
- b. New engine mounts (lower two and top two)
- c. New Clutch Plate
- d. New Clutch Rod and (Top Hat) bearings
- e. New track rod end steering bushes
- f. New Bushes for the gearbox rods
- g. New Contact breakers, Felt pad for the lubricator

Also, from my stock of parts

- h. Overhauled Rotor and Stator Dynastart
- i. Newly rebuilt Clutch and throttle cables

## Phase One: Body Off

I have developed a checklist of the items that need to be disconnected etc to enable the body on my LHD three-wheeler to be taken off. This list (this article), you should modify for your own bubble in respect of items 10,19, 20,32 as you may have different arrangements for your handbrake, earth connection from the battery, secondary earth strap from the engine to the body, and Towing eyes. Also, any other one-off bits you have added.

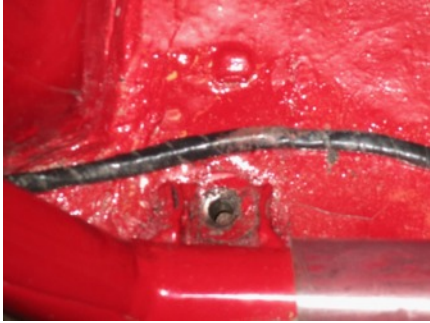
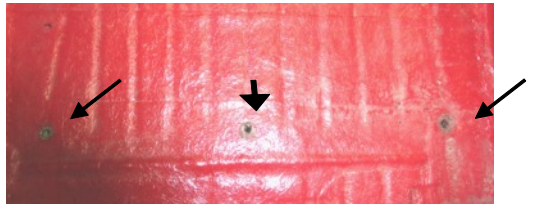
I have not removed the front door – this can be done and does make the lifting off and on of the body a bit easier. If you decide to remove the door make sure you take note of the shims and where they are on the door hinges. These shims (washers) are vital to ensure the door goes back correctly.

1.	Disconnect the battery from the positive and negative leads - Remove the battery from the car – ensure it's put away safely and with covers on the Battery terminals.
2.	Drain Fuel by disconnecting fuel pipe to Carburettor and drain whilst tank is switched to the reserve position.
3.	Remove from car your tools and anything else stored under the seat.
4.	Remove the Spare wheel.
5.	Remove from car the whole seat. This is secured to the floor with two bolts. Note the position of the bolts in relation to the frame. Be careful taking this out as it's all too easy to damage the internal paintwork.
6.	Remove from car all the floor covering and mats.
7.	Remove any debris.



8.	Remove the 7 body bolts:
	4 at the firewall.
	3 across the floor.
	2 more RHS and LHS corners.



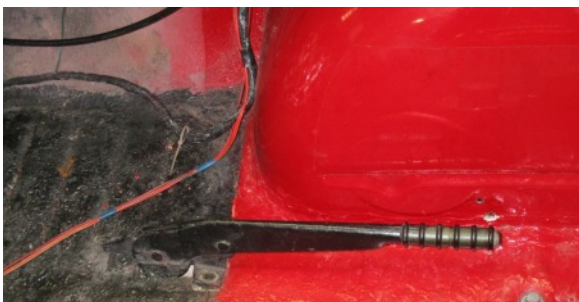


LHS (from Front)



RHS (from Front)

9 Disconnect Hand brake cable – First slacken cable adjuster at rear - if not free enough, remove split pin and clevis fitting at brake - Remove totally the 2 bolts disconnect cable inside car by removing the split pin.



10 Remove earth bolt in front of battery box – take out completely.



11. Disconnect speedometer cable at the speedometer gauge and also at the transmission casing end. Remove from car through firewall.

12. Disconnect throttle cable at pedal and also remove carburettor slide end – put in a plastic bag – remove and supporting cable ties in rear shell.



13. Disconnect choke cable at Carburettor and also place in a bag remove any supporting cables. DON'T Tie choke and throttle body ends together.

14. Remove any cable ties used to support cables under and to the body.

15. Remove air intake to carburettor and place plastic bag over carb.

16. Disconnect wires from/to dynastart – two connectors.

17. Disconnect starter wire to post on Dynastart.

18. Disconnect dynastart wire to coil.

19. Disconnect HT lead from cylinder head and coil.



**TO BE CONTINUED IN SUBSEQUENT GAZETTES**

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**The Club is pleased to welcome:-**

Geoff Martin	Surrey	'Mogens Nielsen	Denmark
'Tony Hyams	Hertfordshire	'Chris Mannion	East Sussex
'Barry Fein	USA	'Allan Helman	Cheshire
'Derek Newman	Essex	'Pascal Huser	London
'Malcolm Routh	Devon	'Andrew Loosemore	Scotland
'Darin Smith	Norwich	'Gary Michell	Cornwall
'Alan Brennan	Cheshire	'Damian Donesky	USA
'Nicola Belmonte	Canada	'Paul Thorpe	Wasall
'Chris Sargent	Leicester	'Nobutoshi Hayashi	USA
'Drew Naismith	Scotland	'Patrick van Mol	Belgium
		<b>New Members since the last Gazette</b>	



# Membership Renewal Reminder for 2021

**Please read carefully**

The committee would like to share with the members the continued success of the club by offering a prompt payment discount on membership renewal of £8.00 until January 31<sup>st</sup> 2021. Payments received after this date will be at the normal rate. This applies for 1 year only.

Subscriptions are due on **January 1<sup>st</sup> 2021**.

Membership renewal can be done via the '**Online Spares System**' by purchasing an '**Annual Membership Subscription**' or by PayPal to [isettasubs3@gmail.com](mailto:isettasubs3@gmail.com) these are the preferred methods of payment, alternatively by cheque to '**The Membership Secretary**', by bank transfer or standing order to:-

Santander Sort Code 09-01-56 Account No. 00744809

Please make cheques payable to IOCGB Ltd and return this form to:-

Membership Secretary,  
IOCGB Ltd,  
1 Winston Close  
Nether Heyford  
Northampton  
NN7 3JX  
England.

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The front cover shows a sample of more than 100 item the club produce to keep our cars on the road. Mike spends an enormous amount of time researching, drawing and finding companies to produce the items for us.

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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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## **FOR SALE ISETTA 300**

Stripped and rebuilt by me  
chassis powder coated  
Gear change bushes replaced  
Parts and cables replaced as required  
Offside windows are plastic  
Luggage rack is stainless steel  
Extra shock absorber on rear suspension  
New petrol tank fitted  
Mud guard added over rear wheel  
Scissor jack and wheel brace



Spares: 4 old rear springs

Contact

**Derek Cole**  
**5 Priory Close,**  
**Nounsley, Hatfield**  
**Peveler, Essex,**  
**CM3 2NN**  
**01245 381152**  
**£15000 ono**



## **BMW Isetta 300 For Sale**

First registered 22nd February 1960. Last change of keeper to me 1st September 2013. The vehicle is LHD three wheeler with current mileage showing as although this cannot be guaranteed.

Vehicle has been restored to a good standard with the engine and gearbox rebuilt by Bromley Bubble, new wiring loom, brake pipes, re-conditioned dynastart. Internal side panels have covered access hole to allow for easier adjustment of headlights should this be required. Many invoices for parts bought

from motor factors and IOCGB. Car is fitted with stainless steel rear bumper and bull bars, also stainless steel UK style luggage rack. Car back on the road since May 2018 and has been stored in garage on converted three motor bike trailer (consider offers for trailer if required). Currently insured with Hagarty and has agreed value with them of £18000  
Only selling due to my ill health.

Price of vehicle £17000 ovno

Contact... Chris Skepper [chrisskepper2104@gmail.com](mailto:chrisskepper2104@gmail.com)

Tel 07894176932 located Cambridgeshire



# Malham trip – September 2020 by Richard Jones

Recently, I was requested to organise a trip out with the Leeds group of the MicroManiacs club. Nothing arduous, or too far, but just a nice day out. The request was made by a film company representing the Mathewson's in Thornton-Le-Dale, near Pickering, for a show called "Bangers and Cash." The back story was that someone had bought a tatty Isetta at auction, the story of which they had been following, and they wanted to also have some footage of running Isettas' out enjoying themselves in a sort of "You too can do this" story.



So, a trip to Malham was routed and planned out, utilising some of the Yorkshire Dales more tranquil roads, and setting out from Skipton.

The cameraman/producer/Director (all one person) said that "all you need to do is set off, stick to the route, and I'll overtake you in my proper car and set up for filming at various scenic places."

Ok, so we had a plan. We set off at 10:30am, having to take a bit of a detour because on Friday's the High Street is closed due to the market. Tootling along, we came down by Skipton Castle, and headed off up Grassington Road, crossing the A59, and passing the first camera position by the Crave Heifer pub. To see chaos! High viz jacket flapping, tripod under one arm, camera under the other, legging it up the road as we serenely drove by, palpably unrecorded. We pulled in at the next camera point, the duck pond at Hetton, and waited for him to catch up. "Blimey, you lot can't half shift!" was his first comment, and we weren't even rushing. It really was just a little tootle along. So, we agreed to give him a head start!

The next camera position that we were due at, the cameraman had to negotiate with the driver of a road sweeper to get out of the way before we arrived. Luckily, the driver was an obliging sort of chap, and tucked his wagon out of shot just as we pattered into view.

We then pulled in again and gave him another 5 minutes head start, before setting off.

Eventually, we arrived in Malham, where we turned around (it was packed with day trippers) before returning to our finishing point at Town End Farm, where we were fed and watered by the film people. So, they did some interviews of us four Isetta owners before they packed up and left.

At that point, a little voice said, "I don't want to go home just yet. It's a nice day. Anyone fancy Settle for a coffee?" The consensus of opinion was it was a very good idea, so the 4 of us went into Kirby Malham before heading up the 1 in 4 over the top to Settle. Very windy, steep, and narrow, and that was coming down the other side too!





Still, unbroken, undaunted, and undefeated, we arrived in Settle, where we managed to park in the market square, (always room for an Isetta!) before going to the Naked Man Café for coffee and buns.

Then, a simple trip back along the A65 to our various homes.

The cars were the real stars, performing flawlessly and giving us everything we asked of them.

I would particularly like to thank Ray (Glendinning), Graham (De-whurst) and Nigel (Owen) for entering so willingly into the

scheme of things. It really was rather a lovely day.

Our episode, if we survive to make it into it, will be shown early in the New Year.

**Richard Jones**

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## **LETTERS PAGE**

Thanks Ian for the latest gazette, I always enjoy reading it - I read every copy before my late wife Jennifer had a chance to get her hands on it - although I don't think I have much to contribute at the moment. I don't drive it much & it hasn't done many miles since its complete body-off nut & bolt restoration in 2000. It still looks very good! No real problems - Jennifer used to drive it a few miles every year, mostly a pre-MoT local trip & then down to Frampton Garage for the MoT.

I changed the brake cylinders a couple of years ago as they'd all seized it uses Dot 5 fluid & chased down a niggly electrical fault - poor earth. Apart from that, it starts & runs well although it takes a while to warm up at tickover before the throttle can be opened. I'm now running it on Shell V-Power, to keep it clean. Maybe I need to remove & clean out the carb as I suspect it hasn't been checked in all those 20 years!

We had some problems with changing gear as there was a lot of slop in the linkage - it is quite unique. I think I've cured it by replacing the rubber bushes with nylon bushes. Couldn't source 8mm bore bushes, so used 10mm and invented a "fix" involving the use of doggy-poo-bag plastic tubes to bring the internal diameter down to size. It works a treat - the gearchange is now quite precise!

Maybe I'll get around to documenting that one day - in the meantime, I'd be happy for the gist of this message to be published in the Gazette - it might help someone. Always happy to share (and learn of other) useful tips.

Happy bubbling!

**David Lowe.**

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## **“OK, you can navigate then”**

### **Cheshire Rally 2020**

I wasn't sure about going to the rally but two days before it started I decided to go, but without a car. I'd been a bit troubled about Covid, social distancing, and all that palaver, but having been on lockdown since day 1, I was so keen to get out of Essex that I packed the camper and went. Never mind that the weather forecast told of high winds and lots of the wet stuff, we are well used to that sort of weather oop North.

Bumping into mine host Clive Steggel on the Thursday evening, he asked if I'd like a lift on the Friday run. Obviously I said I would and his next remark was “OK you can navigate then”. As a bubbler who has driven single handed for over 25 years, my blood ran cold at the prospect of directing the Bond and leading those behind to our destination but I found myself blurting out that I would do my best. Hmm! I've always followed the suspects most likely to lead me to the right place and by and large it's worked.

The rally field was already pretty water logged and muddy even on arrival day, and the threat of being towed off the site on Monday looked very likely. Rather than leave it to chance I thought I'd better get some pics whilst I could still get around in the field. They are rather mundane I'm afraid and not the most exciting photographs but there ye are.

Friday brought the same wet stuff and we set off for the run in conditions more like April than August. There was nice show of Isetta 300's, Reliants, a Hillman Imp, 2 Reliant campervans, a Honda Beat, probably a dozen Bond bugs, Alan Prince's Messerschmitt, Heinkel Trojans, NSU Prinz, and several Bond Minicars. Jane and Brian Chadwick left in their Green and cream Isetta, but they only got about 3 miles away when their windscreen wiper flew off, was run over, then found, and taken back to the campsite where Brian found his favourite hammer.

Clive and I set off in his Mark F tourer, badged up with all the publicity he had for his drive to Bled to raise money for the programme to eradicate polio. It didn't escape my notice that earlier in the week the BBC announced that this appalling affliction had been eradicated, so the £3000 or so he and his fellow Bonders raised by doing the trip had an amazing poignancy.

Anyway, a few miles into the run, Clive was very pleased to tell me he had acquired additional tools so he had almost everything he would need in the event of anyone braking down. Hardly had he uttered the words when the back end of the Bond did a bit of a wiggle, there was an unfamiliar noise, and we realised there was a puncture. You know what happens next, everything and everybody out, just to get at all these extra tools. In no time at all and a body lift later we were on our way to Tittesworth Lake where a very good coffee shop victualled us up, and after some very long serious hills we arrived at the ice cream farm with nobody left behind and I even saw people licking ice cream cornets in the rain. Fortunately punctures don't come in threes, (good idea for Bonds) but they do come in twos. This time Clive's offside tyre sprung a leak and in no time Colin Marcham rocked up with his nicely painted red spare wheel. Getting one puncture in a day is troublesome and two is a tragedy, but a highly embarrassed and almost speechless Clive climbed back on board and we made for home. He was so keen to tell everyone that in the thousands of miles he drove a cross Europe he only had two punctures. Bearing in mind the collective age of all the cars, it's astonishing that the two punctures were the only mishaps.

Saturday dawned, the weather was slightly better and Tony Pettingill and Alan Prince joined us in their Schmitts. Clive Marcham offered me a lift in his beautifully restored Mark D. I was so in awe of the quality of the restoration and condition that I even fitted the wheels of my walker with plastic bags to keep his car spotless. The long run to Chester race course had us taking a couple of turns round the 'one way' road system but the hassle of being lost was soon forgotten as I wandered into this town with its historic buildings. There were too many people around for my liking but I did take a picture of the beautiful Victorian clock on the wall. However, it didn't go unnoticed that a certain yellow Schmitt and a green Bond were being fettled in the car park.

No Cheshire rally is complete without a live Band in the marquee to rock the night away and this year was no exception. Sunday was due to be an easy day but Andrea was going off to Blakemere village which is a rather unusual place, a sort of shopping village, children's entertainments centre, outside eateries and a large restaurant. The rally was over for me, and I think that the usual good fun had been had by everyone. Just as a footnote I have to mention the appearance of the naked Mark A Bond now in the capable hands of Campbell McCutcheon. It has bobbin steering, was built in 1949, up on its wheels and complete with its engine all fitted. I say naked because it was in its bare aluminium bodywork but with its front grille stowed in the footwell. Campbell was pleased to tell me that in Scotland the grille is referred to as a 'wing' because they usually get chucked into the distance rather like a frisbee. Now I've committed this to paper I hope he wasn't winding me up!

## Yvonne Jaques

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Hello all,

Hope you are all keeping well during these difficult times.

The Committee are pleased to announce that the Isetta Owners Club is now able to offer a range of Regalia. We have teamed up with a specialist clothing Company based in Leighton Buzzard Bedfordshire who will manage and produce this for us. There is a good range with popular colours available. The new club logo (same as your free badge) will be seventy millimetres in diameter and be either embroidered or printed onto your chosen garment.

Any club member that would like to order some IOC clothing just needs to complete the simple order form (downloadable from the website [isetta.org.uk](http://isetta.org.uk)) and send it direct to Sophie, our contact at the clothing Company. Payment can be by card etc. and will be arranged direct with Sophie. Everything is made to order so please make sure you double check what you order as its non-returnable.

That's it! Then sit back, relax and wait to them to arrive via DPD tracked courier. Why not treat yourself and the family to an early Christmas present perhaps?

We are all I'm sure looking forward to some warm summer days in 2021 when once more we can meet up and enjoy our Isetta hobby together, recognising one another by wearing our regalia.

A copy of the form can be seen on the following page.

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# Isetta Owners Club Clothing Order Form



Write number of each colour in box

<b>Sweatshirt:</b> 45% Cotton, 55% Polyester with 70mm Dia. Embroidered logo on Front left chest		Size	Qty	Price per	Total £
				£16.00	
<b>Polo shirt:</b> 50% Cotton, 50% Polyester with 70mm Dia. Embroidered logo on Front left chest		Size	Qty	Price per	Total £
				£14.40	
<b>Hoodie:</b> 45% Cotton, 55% Polyester with 70mm Dia. Embroidered logo on Front left chest		Size	Qty	Price per	Total £
				£20.00	
<b>Tee-shirt:</b> 50% Cotton, 50% Polyester with 70mm Dia. PRINTED logo on Front left chest		Size	Qty	Price per	Total £
				£8.00	
<b>Cap:</b> 100% Cotton with 70mm Dia. Logo PRINTED on front centre		Size	Qty	Price per	Total £
		N/A		£6.00	
<b>Beanie:</b> 100% Cotton with 70mm Dia. Logo Embroidered on front centre		Size	Qty	Price per	Total £
		N/A		£8.00	
<b>Shipping:</b> Tracked (UK only) DPD Courier <u>PER</u> order			Qty	Price per	Total £
			1	£6.00	£ 6.00

Grand Total

£

Size	XS	S	M	L	XL	XXL
Chest to Fit	34	36	40	44	48	52

Please send your orders For the attention of Sophie, Awards and Merchandise Limited,  
14 Firbank Way, Leighton Buzzard, Bedfordshire, LU7 4YP. Tel: 01525 300245 or  
Email: [sophie@awardsandmerchandise.co.uk](mailto:sophie@awardsandmerchandise.co.uk)

Please allow 14 - 21 Days delivery. Each item is Unisex, bespoke and as such non-returnable.  
Please make sure you double check your size and colour!!

Your Order will be made and despatched direct from our manufacturer to the address you supply  
with this order. Please contact Sophie for any international shipping rates.

Your Details:

Name:	
Address Line 1	
Address Line 2	
Town	
County	
Postcode	
Contact Number	
Email:	@

Colour Key

	Black
	White
	Heather Grey
	Royal Blue
	Red
	Bottle Green
	Yellow
	Charcoal

**Isetta  
World  
The Forum  
of the  
Isetta  
Owners  
Club  
of GB**

“Carlo”– what does the name mean to you? Of course there’s Monte Carlo, playground of the rich on the Mediterranean’s North coast; then there’s Yvonne De Carlo (1922 –2007) - a leading lady in the movies in the 1940s and 50s, who later appeared on our TVs in “The Munsters” (1964–1966) playing Herman Munster's glamorous vampire wife, Lily; and nearer home there’s Carlo Little who played drums with Screamin’ Lord Sutch then turned down the offer to join The Rolling Stones ! ! ( Expensive decision ! )

But of more interest here may be Salvador De Carlo ...

Salvador De Carlo was a determined man with a strong character. He was a graphic artist in Rome, Italy who worked very closely with the Mussolini government, and El Duce, as a “thank you” (via Mussolini's relations with Hitler and his contacts), awarded him the rights to market the BMW brand in whatever country which he chose, outside of Europe.

The country chosen by De Carlo was Argentina and in Buenos Aires Province he set up a factory manufacturing small appliances and refrigerators (strange co-incidence with ISO), naming it METALMECHANICA, S.A.I.C. Capitalising on Mussolini’s favour to him he also began profitably importing the first large fleet of BMW motorcycles and appropriate spares for the Argentine Federal Police.

In 1957, with the significant benefits obtained from that operation, he began to produce a moped (scooter) called the “Paperino”, believed to be an Italian design originally by Piaggio. It was in such demand that people were queuing to pay 3 or 4 months in advance of delivery.



In 1959 he also introduced an attractive three-wheeler micro car called the "De Carlo Minicar 200". This was designed for two people and was powered by an Italian 200 cc engine with four forward gears and a reverse. His success continued and about 800 units are known to have been manufactured in Argentina.



During the late 1950's, the Argentinian Government unveiled a National Automobile Production Plan and under a special promotion regime the Government allowed duty-free import of those overseas car models which could be assembled locally, on condition that they could then be developed over a period of 5 years to reach a 100 % level of "Made in Argentina" .

De Carlo saw that as an opportunity to expand and presented a scheme in which he planned to assemble 12,200 light trucks, 105,000 cars and 25,000 Motorcycles. His idea was clear - the more vehicles he claimed he intended to assemble, the greater "tax-free import quota" he would get.

Wisely, the Argentine State imposed more credible figures upon him by eliminating the trucks and motorcycles, and reducing the number of cars to an initial 500 cars per year.

Bringing his earlier BMW agreement into play, De Carlo then contracted to import BMW 600 "kits" from Germany (at a very good price, as BMW wanted to discontinue them) and would sell them under his own "De Carlo" brand, with "integration" of Argentinian parts that would be limited at first to logos, upholstery of the seats, and of course the aluminium body/chassis plate that said "De Carlo Industria Argentina" .

The BMW 600 models imported by De Carlo were marketed by Metalmechanica as models of 1959, 1960 and 1961, although they were actually manufactured in Germany between 1957



and 1959. These were fully complete cars, and only the last few units arrived in Buenos Aires with the engine packed in a box and without the seat

upholstery, marginally fulfilling the condition that at least some components had to be sourced and fitted in Argentina.

All the models of the BMW 600, the European, the American, the Sun Roof, (but not the Saxomat semi-auto) were imported. Metalmechanica sold the American version as the "De Luxury" model, until the 600 production was ended in Germany .

And so, De Carlo entered their next phase by importing BMW700 Saloons and Coupes as virtually complete vehicles and re-badging them, even re-naming one variant the "Glamour".



This success of the De Carlo 700 made Salvador De Carlo feel confident to visit BMW head office in Germany in 1961 to talk about founding an official BMW presence in Argentina but his idea was rejected by the Bavarian company.



However, after a while, the Argentinian authorities discovered that, apart from the badges, the upholstery and serial plates, no other element was being manufactured in Argentina, thereby contravening the

original plan and the Government's Trade regulations.

De Carlo's perfect crime had been discovered and the Argentine State blocked all BMW700 models in Customs at the docks. As his business began to fail, De Carlo had to devise a new idea... a cunning plan ...



**1964 De Carlo SL**

Despite the difficulties and with the intention of making a last effort to save his company from bankruptcy, De Carlo made a partial redesign of the 700 model, simply modifying the front and rear with panels produced in Argentina

and calling it the "De Carlo SL". Its production was suspended after a few months, as the Argentinean Government had taken notice of De Carlo's earlier deceit and had withdrawn his license to import goods from Germany, bringing a complete halt to De Carlo's production / assembly in 1965.



**Buenos Aires, 1963 - Just Married in a De Carlo 700**

Terry Parkin , Isetta World

<https://www.facebook.com/groups/267159327250111/>

With acknowledgements to Enrique Liguori Sr

**GANSTERTECHNICALS  
TECHNIKA**

Motor: 2 cv. W. de  
2 cilindros horizontales  
y 600 c.c. de cilindra-  
da.

Rediseñado por una  
medicina ventilada  
torzale, con virabno  
en el eje.

Cambio: Complesivo-  
te, sincronizado de 4  
velocidades hacia adelante y marcha atrás.

Chasis: de perfil de  
acero con suspensión  
independiente a los  
cuatro ruedas.

Carrocería: 2 puertas,  
para el pasajero y  
compartimento porta-  
equipajes.

**Dimensiones:**

Longitud: 3.400 mm.  
Ancho: 1.400 mm.  
Altura: 1.375 mm.  
Peso en vacío: 513 kg.  
Velocidad máxima:  
100 km. por hora.

Consumo en carretera:  
4,5 - 6 litros, cada  
100 kms., según las  
condiciones de mar-  
cha.



la licencia de la BMW de Munich, Alemania

**LA ECONOMIA SE  
DEMONSTRA ANDANDO**

El DE CARLO es, sin lugar a dudas, el primer  
vehículo producido en el mundo.  
MAL, como organismo ZACONIA, indefinible  
mente ECONOMICO y, por lo tanto, real-  
mente UTILITARIO.

Esos 4 fundamentos, concienzudos, apro-  
piados, a los doctos de ROBUSITEX, a todo  
puñedo, GENEROSIDAD de su inabarcable mo-  
tor, y senso de fabricación y terminación,  
construyen y otorgan nuestro tiempo.



\* a un DE CARLO sólo puede batirlo otro DE CARLO

Fabricada en las grandes  
establimientas de



OCIOSO PUNTA, CONTRA, 1. PUNTA,  
HABLA EXTERNA, 15. RESERVAS, DE CI,  
AV. C. CHAZ, PUNTA, 15. SUCURSAL, 15.

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*Proce!*

- Prestigiamos un país, el desarrollo de una plaza para una expansión.
- Siempre en busca de lo que nos hace ATENCION en el proceso de la vida.
- Y a la vez de seguir a los mejores valores de los negocios SEBICE.

**METALMECANICA**

Inauguramos hoy pronto su sede en SEDE CENTRAL, para el desarrollo de los negocios en JEAN JAVRES 932 CAP.

