

THE VINTAGE MICROCAR CLUB

MICROCAR NEWS

Issue #4 2013



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MICROCAR NEWS

ISSUE # 4
2013

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go to www.Microcar.org and click the "Join Now" Button, follow the directions. We can also send you a form in the mail, just write or call (see below)



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Four Issues are \$35per year for USA/CANADA \$60 elsewhere

Can I get Back Issues?

Sure! Most back Issues are \$6 ea (+postage) You can also buy all the Back Issues at once for a flat price.

How do I submit a story or photo?

go to www.Microcar.org and click on SUBMISSIONS or send an email to: Jim@Microcar.org or send stuff via Mail to the PO Box. Submissions are printed *space permitting*.

The Vintage Microcar Club
PO Box 6136 Evanston IL 60204-6136
phone: 630-MICROCAR (642-7622)



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Vintage Microcar Club
PO BOX 6136 Evanston IL 60204-6136

Cover : David Lowen's BMW 600 at Hilton Head Concours
Back Cover : Smooshed FIAT 500

In this Issue:

- 4 Letters
- 5 NEWS & rumors
- 6 eBay Watch
- 8 Live Auction results
- 10 IN REVERSE
- 12 ARCTURUS - Birth of a Monster pt 1
- 16 Hilton Head Concours 2013
- 18 BIZ BUZZ / Surprise!
- 20 Famous Person in Isetta
- 21 GPNWME! Registration Form
- 22 WHAT A FIND!
- 23 Microcar Meet at Lane Motor Museum
- 24 Classifieds
- 28 Parts & Suppliers
- 30 Meet Calendar
- 31 classic Messerschmitt KR200 advert
- 32 Back Cover: Smooshed FIAT 500

So what *IS* a Vintage Microcar?

At least 25 years old
1000cc or less (preferably less than 700cc)
Basically an enclosed scooter
Intended for Road Use

Published by MICROCAR.ORG Inc.
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The Vintage Microcar Club is focused primarily Microcars that are over 25 years old and have an engine displacement of 1000 cc or less.

Dues are \$35 annually for U.S. and Canadian members and \$60 annually for International members. Members receive Four Issues of Microcar News Annually

Advertising Rates: Full page \$400 ; ½ page \$250 ; ¼ page \$150
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Vintage MicroCar Club

Letters:

Q: I got the greatest surprise for my birthday from my loving wife, Sharon --a current subscription and all of the back issues to Microcar News! She knows that I like orphan cars, cycle cars, three-wheelers and microcars so your magazine was the perfect gift. I have managed to "blast" through all of them before I settle down to read.

I have a few questions about certain cars which I did not see in any of the mags. Where do 3 cylinder-2 cycle and V-4 SAABs fit in the mix? I did not see any and only a few DKW's which I believe were similarly engined. In addition I saw no references to Wartburg, an East German automobile of the 1960's. A roommate of mine in college had a four passenger sedan which he called the "Warthog". I was so enamored with its uniqueness I began searching for one [I did not yet have a car in my freshman year].

In 1965, I found a "brand new" 1963 car at a used car dealers lot on the road between Madison and Chatham, N.J. He had taken a chance on selling new Wartburgs along with his used car sales. This one was special, though, it was a two-seat coupe with a rectangular grille. It was a buttery cream color with red interior and I fell for it immediately---got it for less than \$1,000. It was a 3 cylinder/2 cycle engine with oil injection and three one-barrel carbs, a reverse 4-speed "H" pattern on the column, it was redlined @ 10,000 rpm, and had a removable hardtop. One problem with the removable top was there was no place to stow it in the car--so if you went "topless" you had to pray for fair weather. I began to have problems with it almost immediately. The oil injection which had its separate reservoir and was supposed to provide more oil at higher revs never seemed to work well. I couldn't go anywhere without someone recognizing the cloud of smoke I left behind. In addition, the shift linkage had so many sections to it--it often got jammed up in mid-shift requiring me to coast over to the edge of the road and "untangle" it, not to mention the several times I got caught in late afternoon thunderstorms without a top.

After 70 days my "joy" turned to displeasure and I contacted the dealer who had given me a 90-day warranty. He couldn't fix the problems so long story short--I traded it for a 1957 Ford Fairlane 500 [and \$400 cash back] which was old but more reliable [except for the solid lifters]. I have often thought about the car and have searched my old photos to see if I had a picture taken with the car but to no avail. Have you ever heard or seen a Wartburg like this?

I am glad my wife found your site and the magazine---plan to have hours of eye candy with my back issues.

Tony Casale
tony1casale@aol.com

A: yeah....about those "microcars" on the upper end of the spectrum. They're not really "microcars". They're small cars. Some like to call them "mini cars". We really don't cover them that much. That being said, anyone up for an "ARCANE" page featuring something like the WARTBURG every once in awhile? I don't think you will find many in the US, partly due to the story you just relayed. Here is an ad you might like:

NEVER CHANGE OIL
for the life of the engine!
completely self-lubricating

NEVER GRIND VALVES
no valves to grind; only 7 moving parts

NEVER GREASE IT
central lubrication system; no other car in the world for less than \$6200 has it!

NEVER SO MUCH
100" wheelbase, wider seats than cars selling for \$1000 more

Now, from Germany, comes the most remarkable automobile in the world today!

\$1799¹²

1960 WARTBURG
Front Wheel Drive five passenger limousine delivered here, including backup lights, turn indicators, 13 other pieces of equipment listed as optional extras on other cars.

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News, rumors, etc...



STOLEN BMW 600 ENGINE Tiago Santos from Portugal reports that someone stole his BMW 600 engine serial number 135160. Any info please contact him: TiagoSanttos@gmail.com

AMERICAN PICKERS pays a visit to MATCHBOX MOTORS

October, 2013



We've seen a number of microcars appear on the History Channel's hit show: AMERICAN PICKERS. Hosts Mike and Frank finally got around to the Boston area and picked Charles Gould and his collection of microcars, motorcycles and other ephemera. They cleaned him out of everything! Well, that's one story. We'll have to wait until that episode airs until the truth comes out. Maybe late Spring?

In addition to this issue of MICROCAR NEWS now being available digitally, the ROSTER is also available digitally for those that want a copy on their computer or iPad!

Follow the directions in your **MICROCAR NEWS Announcement email.**

If you are not already signed up on the MICROCAR NEWS ANNOUNCEMENT email list, you should send me an email and tell me you want to be on it: Jim@Microcar.org
You can also go www.Microcar.org and click the link to sign up on it.
You must be a current member/subscriber to be on the list.

FREE Goggomobil Transporter!

Missed out on your chance to buy a Goggo Transporter? Don't fret, now you can get one for FREE!

But you have to be good with scissors and glue.

Someone has created a paper-pattern 1:35 scale Goggo Transporter that looks pretty good. You download the PDF, print it out, then put it together. Go to www.Papercrafts.it and search for it. There is also a Kleinschnittger model as well



Störy Automuseum Rumor

May 2013

More rumors about the fate of the much-loved German Störy Automuseum: It has been sold (or something) and the contents moved to a new Automuseum in Einbeck, Germany. The new museum covers all facets of Transport History, not just Kleinwagen. It is not scheduled to be open to the public until sometime late 2014.

One Less Goggomobil

Someone sent in this photo of a Goggomobil that came loose from its trailer during transit in Germany. It fell off and another vehicle apparently smacked into it.

If you trailer your car, always stop and check your load!



POSTAL NEWS:

You can now RENEW and get MICROCAR NEWS via First Class Mail instead of the STANDARD (*bulk*) delivery.

Cost is \$50 per year (compared to \$35) for US addresses only.

This option is good if are not getting your issues in a timely fashion or if you are a "sno-bird" and live in 2 places a year and have your mail forwarded. You will also probably get your issues before anyone else with First Class mail.

eBay Watch we watch if you forgot to.

eBay has proven to be a pretty good indicator of “market value” for stuff. Its also fun to find stuff and not have to get off yer duff.











Here’s a roundup of recent Microcar sales that passed through eBay....

Only items that SOLD are listed, if a car did NOT meet Reserve, it is not listed. Many don’t meet reserve.

All items are in the US unless noted. All prices are US Dollars

| | | | |
|---|---|--|---|
|  | 251311815337 1958 FIAT Multipla Restored Altadena, CA \$35,000.00 |  | 261261517201 1952 Crosley Super Sport High Quality Driver Steubenville, OH \$12,300.00 |
|  | 111122068567 1959 FIAT 600 Refurbished Daily Driver Rowlett, TX \$5500.00 |  | 181181480511 1970 Subaru 360 sedan running Project Car Baraboo, WI \$2233.00 |
|  | 190871538037 1971 FIAT 500 Runs and Drives Seattle, WA \$6100.00 |  | 331004973881 1968 Subaru 360 sedan ex Showroom Display car Hudson, NH \$8500.00 |
|  | 321174936003 1970 FIAT 500L Runs and Drives Columbus, OH \$8500.00 |  | 121159687397 1972 Honda N600 Running Project Car Winter Park, FL \$2120.62 |
|  | 300948559096 1959 FIAT 500 Jolly Older Restoration Fredericksburg, VA \$54,600.00 |  | 221258041373 1972 Honda N600 All “original” but Restored (?) Rolla, MO \$7900.00 |
|  | 321166480378 1959 Autobianchi Bianchina Restoration Project Downingtown, PA \$6699.99 |  | 261274007669 1969 King Midget III Restoration Project West Winfield, NY \$1577.00 |
|  | 281128779063 1948 Crosley Pickup Running Project Vehicle Chesterland, OH \$2175.00 |  | 251314001393 1959 King Midget III “completely Stock” Bergholz, OH \$4500.00 |
|  | 251315420663 1951 Crosley Sedan All original, temporary wheels installed Ballwin, MO \$3360.00 |  | 231015663911 1956 Berkeley SE-328 Runs, LHD Griffin, GA \$8426.57 |
|  | 251316871025 1949 Crosley Station Wagon Restored Fruitport, MI \$8000.00 |  | 231022661007 1957 Berkeley SE-328 Runs, RHD UK-car Griffin, GA \$7705.00 |

Is there something we missed? Send us the eBay listing!

| | |
|---|---|
|  | 111119808403 1963 NSU Sport Prinz Unrestored runner Fair Oaks, CA \$8700.00 |
|  | 321188864480 1973 Haflinger Non running Restoration Project San Antonio, TX \$3300.00 |
|  | 281124952571 1984 BAMBY Barn Find located in UK \$3502.00 |
|  | 151045332421 1960 Scootacar MK1 - original 1965 Scootacar MK2- restored Port Saint Lucie, FL \$37,000.00 |
|  | 161072653740 1959 Goggomobil T400 w/ sunroof! parts car, no drivetrain Modesto, CA \$1125.00 |
|  | 251317661616 1958 Goggomobil T400 All Original, engine in front seat Worcester, MA \$4260.75 |
|  | 190870122714 1961 Goggomobil DART In Storage since 1970 located in AUSTRALIA \$15,238.00 |
|  | 161062230567 1959 Lloyd Alexander TS Restoration Project Wylie, TX \$772.00 |
|  | 151071184588 1958 Lloyd Alexander 600 running Project Car! Cedar Rapids IA \$1025.00 |
|  | 231009287307 1960 Lloyd Alexander TS Runs & Drives, original condition Merrillan, W \$5300.00 |

| | |
|--|---|
|  | 141040763548 1964 TROJAN 200 20 year old restoration located in UK \$8106.00 |
|  | 360715280664 Trojan 200 Restoration Project UNITED KINGDOM \$8214.00 |
|  | 200944198325 BMW Isetta Parts Car, no drivetrain Liverpool, NY \$767.00 |
|  | 161094537839 BMW Isetta 300 Restoration/parts car- no title Laramie, WY \$2401.00 |
|  | 190866342827 BMW Isetta Unfinished Restoration Project B.C. CANADA \$11,500.00 |
|  | 151108486903 1958 BMW Isetta 300 Unrestored, mostly original, this same car was sold on eBay 3 months earlier for \$11,500 Vanceave, MS \$19,400.00 |
|  | 141042825490 1958 BMW Isetta 300 Restored Allison Park, PA \$24,898.00 |
|  | 321150620134 BMW 600 Euro ver. Restoration Project located in GERMANY \$7912.00 |
|  | 390636893310 1959 Messerschmitt KR200 Restored located in UK \$21,366.00 -sale cancelled |
|  | 321186551493 1957 Messerschmitt KR200 Restored located in UK \$34,389.00 |

The following Vintage Microcars were sold by **AuctionsAmerica** at Auburn IN August 28-Sept 1, 2013
all prices are "HAMMER" prices, a 10% Buyer's premium was added



Lot 5128 **1962 Goggomobil TS250** sold for **\$20,000**



Lot 3187 **1959 Autobianchi Bianchina** sold for **\$30,000**



Lot 4030 **1982 Free-way II** sold for **\$4750**



Lot 5105 **1961 FIAT 500 Jolly** sold for **\$90,000**

Sold by **MECUM** in Dallas TX Sept 4-7 2013

all prices are "HAMMER" prices, a 10% Buyer's premium was added



Lot W11 **1949 Crosley Coupe** sold for **\$1700**



Lot W17 **1966 Reliant Regal** sold for **\$1500**

Sold by **RM AUCTIONS** at London, Sept 2013

all prices are "HAMMER" prices, a 10% Buyer's premium was added



Lot 229 **1961 BMW Isetta British-built** sold for **\$42,669**

The following Vintage Microcars were sold by **BONHAMS** at Goodwood Revival UK Sept 14, 2013

all prices are "HAMMER" prices, a 15% Buyer's premium was added



Lot 204 **1970 FIAT 500** sold for **\$6388**



Lot 205 **1963 Trojan 200** sold for **\$32,343**



Lot 232 **1963 FIAT 500 Abarth 595** sold for **\$39,930**



Lot 251 **1964 Trojan 200** sold for **\$41,527**



Lot 253 **1960 Messerschmitt KR200** sold for **\$28,749**

Lots 253 and 359 both appear to have come from a collection in the Middle East, some say Qatar. Both the Yellow KR200 and the Black Tiger were in less than stellar condition, came with minimal descriptions about the actual vehicles and NO documentation!

The Black Tg was one of 7 originally exported to the Canadian market. It was acquired and refurbished by Lloyd Watson, who later sold it to Bruce Weiner. At the time, the car was a dometop and presented very well when sold at the CHRISTIE'S Auction in London 1997. Since then it appears to have been handled or stored very poorly, the dome has gone missing, there is slight damage to the front right corner.

Sources say it has gone to a new owner in the UK who plans to renew it.



Lot 359 **1960 FMR Tg500** sold for **\$114,999**

editor's note: I prefer to use the "HAMMER PRICE" when reporting Live Auction results as the "Buyer's Premium" can vary and the "Hammer Price" is the standard at which all other fees (like Seller's Premium) is calculated. Also- if you were AT the event, the "Hammer Price" is the one you would be aware of. For those that argue that the "value" of the car is the TOTAL amount the BUYER agreed to pay, then why not add in Taxes and Shipping Costs as well as Hotel and Travel expenses as well? Do you have a different perspective? Let me know.

Sold by **RUSSO&STEELE** at Las Vegas, Sept 2013
all prices are "HAMMER" prices, a 10% Buyer's premium was added



Lot S632 **1968 FIAT 500 Abarth replica** sold for **\$15,250**

Sold by local **ESTATE SALES** in Plymouth IN and Troy OH, Sept 14, 2013



In TROY, OH: **BMW Isetta cabrio** sold for **\$19,500**



Plymouth IN: **BMW Isetta** sold for **\$16,100**

Sold by **RM AUCTIONS** at Hershey PA Oct 10-11 2013
all prices are "HAMMER" prices, a 10% Buyer's premium was added



Lot 105 **1932 American Austin Roadster** sold for **\$30,000**



Lot 112 **1958 BMW Isetta 300** sold for **\$25,000**



Lot 158 **1933 American Austin Wagon** sold for **\$28,000**



Lot 209 **1939 American Bantam Roadster** sold for **\$25,000**



Lot 211 **1957 BMW Isetta 300** sold for **\$32,500**



Lot 262 **1934 American Austin Pickup** sold for **\$37,500**

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Für einige Bezirke sind noch Vertretungen an eingeführte Händler zu vergeben.
 Generalvertreter für Nord- und Westdeutschland:
WILHELM BERDING, Automobil-Import, Bremerhaven-G., Schulstraße 7

Unfortunately, no WARTBURGS crossed the block.... AGAIN!

Vauhdikas, varma, vahva

WARTBURG valloittaa yhä uusia ystäviä

5 kausen ja 1000000 myyntiä

Tietoja tehtaasta:
 Wartburg autot valmistetaan Automobiliwerk Eisenach -tehtaassa, joka on eräs Euroopan vauhdimpia. Kuten kaikki Wartburg autot, myös nämä valmistetaan vielä jo v. 1886. Kautensa B M W autot ennen, nyt olivat lähinnä Jussi Eisenachin. Heidän aikansa tuhoitui tehdas meidän kokonaisuus ja nyt suuren jällevalmistuksen jälkeen pystyy se jälleen kirkastamaan laatuvaikutusta niiden eurooppalaisten autovalmistajien kanssa. Tehtaan maastot ovat suuria, maata samoin kuin toista vuokraamasta sille. Kaikkien toimintansa on aikaiselle erittäin korkealle ja laatuun. Nyt markkinoilla oleva Wartburg-auto on pitkäikäinen ja täydellisen kokonaisuus onnistunut tulo.

Tietoja autosta:
 Yhdenmoottorinen, metalli ja lasikasa 2-benjin kopt. Moottori 25 kuutiokulmetria 2 vääntöarvoa.
 Tilavuus 800 cm.
 Vauhdinnopeus: 100 km/h, kiihtävyys: nopeasti.
 Käyttö: 100 km/h, 100 km/h.
 3-vaihteinen kaksivaihteinen 33 polttoainetta 3 litraa.
 Kerosiini - öljy.
 Työntekijä: 2.
 Keskivälivaihteinen.
 Suurin 80 km/h.
 Nopeus 115 km/h.

Tietoja toimituksista:
 Wartburgin esittämällätoimitusvoitea voitte keskustella lähimmän piirimyyjän kanssa.

Kun harkitsette auton ostoa silloin tiedotettakaa Wartburgin omistajille, että he valokuvat pitävät! - Tarkenna että Teidän valittu WARTBURGIN!

Maastuntuja: #REGO#
 Autonomiykä Munkkari 8 puh. 43 41 26, 43 04 25
 Auto-masto Helsinki Fredrikink. 25 puh. 39 681
Piirimyyjiä kautta maan!

DELUXE COUPE SPORT CABRIOLET CAMPING FARMARI



IN REVERSE

Design Museum Holon in Israel recently featured the work of Ron Arad with a show called In Reverse.

On clean white walls in the upper gallery, Arad had installed six crushed Fiat 500s, each flattened to resemble the outcome of an accident in a cartoon or a child's drawing that lacks a sense of depth. The crushed vehicles surround a curved wooden forming buck, a mould that was used to shape and fit the metal panels of the 500, which was on loan from the Fiat Archive and Museum. Nearby Arad presented Roddy Giacosa (2013), a new sculpture created by positioning hundreds of polished stainless steel rods on a metal armature in the shape of a Fiat 500. Each contoured section takes the shape of one of the vehicle's panels and the parts fit together to form the body of the car.

Ron Arad comments: *"In Reverse is an exhibition about the shift from the physical to the digital – except in reverse. Rather than manipulate materials to render them functional or render digital models towards a functional object, here I 'reverse' perfectly functional objects and render them useless."*

All images are courtesy of Ron Arad Associates

www.RonArad.co.uk





The Fiat 600 “Arcturus”



Birth of a Monster Part I

I have always been a daydreamer with a vivid imagination. I was born in 1960 and my early childhood was filled with drawing cars on school loose leaf paper. Further growth and aptitude gave me the motivation to attempt many times the perfect go-kart. Most of my attempts were fruitless but I learned something with each attempt.

Then one day in the early 1970s I was riding my bicycle through Chamblee, Georgia I came across a Fiat Nuova 500 next to a repair shop. I had found the perfect go-kart. I was bitten. This car, with its bug-eyed face, seemed so perfectly conceived. So simple and compact, yet so complete and roadworthy. My loose leaf paper car designs gravitated toward different iterations based on this compact theme: woody wagons, roadsters, four door hardtops with power windows and air conditioning! OK – some designs were more practical than others.

Anyway – as any young teen did at the time, I counted the days down until I received my driver’s license and saved up some money cutting lawns and such. The Fiat 500 at the repair shop vanished but my imagination was intact. I had to find one of those cars. Further research led me to discover the slightly larger and more refined cousin to the 500, the Fiat 600.

Fiat 600’s were more plentiful than were the Nuova 500. Not that either one was easy to find in Atlanta. VW Beetles a dime a dozen, and Renault Dauphines were easy to find and dirt cheap but my desire was for a Fiat 600.

In December of 1977 I happened upon one 1968 Fiat 600 for sale in a neighborhood in Chamblee, GA. The car had previously been owned by Bob McQueen who built and raced Datsun Z-cars. This 600 had been used as his parts-getter until a small mishap on the freeway resulted in the car hitting an orange 55 gallon drum (they were metal back then) and skittering to a stop on its side. At the time of purchase, I was told the car had been “bored, balanced and blueprinted” by McQueen. It also had an Abarth exhaust, 7 quart split sump and Koni shocks at all four corners. Having been used to American V-8 cars, I did not realize how fast this car was until I drove a box-stock 600. The difference was night and day. I patched the car back together, put an el-cheapo paint job on it and enjoyed it immensely for the next several years and several thousand miles.

This car fostered a continued interest in rear engine Fiats, leading to the purchase and subsequent sale of a ’59 Multipla, a ’57 Nuova 500, another 600 and an ’850 Spider which became a primary donor of parts for the Arcturus.

As the years passed my interest in cars waxed and waned. All my Fiats except for the 850 Spider were long gone and the Spider was quietly rotting away in my back yard.

Fast forward to 2003. I was now married and was looking to take on a car project after a few years with the interest lying in a dormant state. I was somewhat limited for space so I had to



This car was purchased on eBay from a guy in Dublin, GA in Nov of 2003. Not a terribly bad car considering its age.



Once the car is home, I started bracing the body to maintain its continuity while all the rusty metal is being tended to.

think small. I toyed with the idea of creating a cut-down car of some kind powered with a flathead Ford powertrain. I began looking on eBay in the hope of finding a good car to serve as the basis for this project. I found and bid on a 1950 Ford located in Dublin, Georgia, about 3 hours from our home. I contacted the owner of the car and got more details about the car. It seemed like the perfect starting point for the project. The auction got into the final minutes and I was the only bidder. I thought the deal was secure. As fate would have it, I was outbid in the last few seconds of the auction - I was bummed. I quickly looked to see if the owner had any other cars he was auctioning at the time. He had numerous old Volkswagen Beetles and, what to my surprise, an old Fiat 600. Fate had intervened. The Fiat had a starting bid of \$500 which I thought was a bit much. There were no bids on the car so I kept my fingers crossed that the car would not receive any bids and I could offer the owner a lesser amount. Sure enough, nobody bid on the car. I called the owner and arranged to look at the car.

After looking it over, we struck a deal and a few weeks later I had the car loaded on a tow dolly headed back home. I further bargained with the owner and was able to scavenge anything I wanted from two very tired Fiat 850 Spiders.

Once the Fiat was home I began sketching and "Imagineering" what I wanted the final product to look like. I left plenty of gray areas open as I the car was somewhat to what I could find in the way of donor parts and what was feasible to fabricate. I wanted a small roadster-type vehicle like the sketches I had done back in high school. Sketching on paper is one thing, making it work in three dimension is a whole different ball game.

I began by stripping the rat-infested interior and matting and stabilizing the rusty shell. What had originally appeared to

be a mostly solid floor was soon discovered to be paper thin sheet metal that had been ravaged by years of rodent waste and moisture. I proceeded to shore-up the door openings and cut out the remains of the floor and start from scratch. The only usable part of the floor was the center shift tunnel, although the bottom half of it had to be rebuilt with new metal. Everywhere I looked was rust. This whole aspect of the project didn't really bother me because I knew the floor had to be beefed up in anticipation of the removal of the top. I just didn't realize how extensive the rust was and how many individual parts would need to be reproduced and welded in.

Once the floor was replaced and everything (mostly) back in order, I thought I could cut the top off and really get creative. Yes and no. Creativity is one thing. Skillful execution is another matter unto itself. Every cut on the car had to be measured several times. Parts had to be test-fitted, held in place with Cleco aviation clamps, trimmed, modified, fit again and again.

The hard part was making sure adequate clearance exists for parts of the car that aren't there. On several occasions as the rear end of the car was reconfigured I had to guess where various components of the engine would be, particularly the carburetor and distributor and try to make sure everything would fit within the confines of the new design. There are a few areas where I cut it a little too close.



December, 2004: Lower body reinforcement done, the car heads into surgery for the "topectomy".



In the recovery room, some 20 minutes later.



**Begin the reconstructive work.
Deck lid was a 1953 Chevrolet truck hood, quarter panels were from a 1953 Pontiac and rear bumper section from a 1956 Buick.**



Prior to welding, body substructure is sandblasted, primed and painted.



March, 2007: Taillights are fashioned from 1955 Dodge bezels with 1953 Chevrolet "bullet" lenses cut down to fit.

**Sheet metal is scratch-built to mate taillight assemblies to body.
Access panel is cut into bumper mount pockets to be able to service lamps.**



Front bumperettes made from components of 1956 Buick front bumper and 1951 Mercury accessory grille guards.

After several years of work on the car and not being able to see the light at the end of the tunnel, things started to take shape. There were several cycles of encouragement and discouragement but I soldiered on. There were weeks where I would not touch the car. If a certain problem would arise I would try to distance myself from it as long as needed. Patience was a great problem solver. If I studied a problem long enough and approached it through lateral thinking eventually a solution would be found. I created several "soft" deadlines for stages of the project to help keep me going. This was most important when the car was in its worst stages of disarray. I think this is when most people lose momentum and projects get put out to pasture, only to become an exercise in futility.

Before I get the big head and think I've actually accomplished something, I should say that this project is also unfinished. I think I'm over the "hump" but there is still some significant work to be done. The big items are the interior and folding top which I plan on doing in the cooler months. Many details also need to be completed: ducting from the front grill to the passenger compartment, ducting from the "scoops" on the side into the engine compartment. This list goes on and on.

The car was christened "Arcturus" because – well – most "good" sounding names were taken. More information on the eponym can be found in books on astronomy or in Wikipedia.

- John Olsson
Roswell, GA



Windshield frame being chopped 3"



November, 2008: Basic fabrication almost done. Soon onto finish welding, bodyfiller (plenty), paint, etc.



**Yours truly posing beside the miniature monster.
More to follow...**

Hilton Head Island

Concours D'Elegance 2013



photo: Rob Kaufman of Kaufman Photography

David Lowen 1959 BMW 600 *Best of Class Award Winner*



photo: Rob Kaufman of Kaufman Photography

Larry Newberry 1958 Goggomobil

November 2-3 2013

This was our third year in a row at Hilton Head. We were unable to leave until Saturday morning and didn't arrive until late Saturday. The Burgfalke is running but is not yet roadworthy. The engine runs out of gas within a minute or two due to an unresolved fuel delivery problem. Other than that, the show was very nice. The new venue on the golf course solved the dust problems and fancy old cars look even better on well groomed fairways and greens. Although we had an unrestored car among all the perfect jewels, there was a lot of interest in the Burgfalke for its uniqueness and preservation. It received a fair amount of compliments and was photographed hundreds of times.

Clay Holland



photo: Gary Schulz

1958 Burgfalke FB 250 owned by Clay and Lisa Holland, Hoover, AL



photo: Gary Schulz

1957 BMW Isetta 300 owned by Bill and Joan Rogers Dillon, SC.



photo: Gary Schulz

1958 Vespa 400 owned by John and Diane Nolan, Lexington, KY



Hilton T400 **Palmetto Award Winner**



Norm and Janyne Smith 1950 Crosley CD Wagon **Palmetto Award Winner**

OFFICIAL List of Participants in MICROCAR CLASS 2013

- 1950 Crosley CD Wagon** owned by Norm and Janyne Smith, Poland, OH
- 1955 Messerschmitt KR 200 Kabinenroller** owned by J. C. and Judy O'Steen, FL
- 1957 BMW Isetta 300** owned by Bill and Joan Rogers Dillon, SC.
- 1958 Burgfalke FB 250** owned by Clay and Lisa Holland, Hoover, AL
- 1958 Vespa 400** owned by John and Diane Nolan, Lexington, KY
- 1959 BMW Isetta 300** owned by Julie Walker Ibrahim, Anderson, SC
- 1958 Goggomobil T-400** owned by Larry Newberry, Knoxville, TN
- 1959 BMW Isetta 600** owned by David Lowen, Roanoke, VA
- 1972 Honda Z 600 Coupe** owned by Kenney Schilling, Mingo Junction, OH

The Hilton Head Concours is really a great show and getting better every year. Dave Lowen actually won two awards: Best in Class and Most Significant Microcar, which I believe is a special award from JC Osteen. Three of the vehicles in the class were purchased from the Microcar Museum Auction in February: The German 3-wheeled Isetta, the Burgfalke and the Goggomobil T400.

You may also be interested to know that every year, as part of the Concours events, the weekend before the Concours is the Savannah Speed Classic, historic car races on Hutchinson Island. This year Mike Gokey from Ft. Lauderdale was tracking his 1961 race car, which is powered by a BMW 700 motor which he has modified a bit. Even cooler is that he uses a 600 as a pit car. The 600 generates as much attention as the racer.

Gary Schulz



photo: Gary Schulz



photo: Gary Schulz

BIZ BUZZ

by Buzz B. Berkeley



WAY back in 2007, we covered the story of the THRIF-T. A multi-purpose, American made delivery vehicle that, at the time, appeared to be the only remaining example. The history of the vehicle was researched, the car was restored and at some point the owner decided to get it appraised to determine its value.

He apparently hired an appraiser because I got a call from someone claiming to be an appraiser looking for ideas of the value of a "rare" vehicle, "the only remaining example" of an American made package delivery vehicle.

"Is it a Thrif-T?" I asked.

there was a pause and then the appraiser said "why, yes, it is a Thrif-T, do you know the car? What do you think the market value is?"

I thought for a moment and then told him my opinion. After hearing it, he scoffed.

"Oh, I think it is worth considerably more than that," he replied. "It is a very rare vehicle and the only one known to exist."

I agreed that it was rare, but I countered that "rare" does not necessarily translate into "valuable".

We went back and forth a bit, each of us coming up with examples to support our opinions.

I then ask him a question: **"Are you charging your client for this service?"**

"Well... yes," he replied "I am a professional appraiser."

I then asked him if he thought that I should charge him something for providing him with my own "expert" opinion on the subject at hand. He did not think I should charge him anything.

"So basically I am doing your job for free," I said, **"and then you charge your clients for that?"**

The appraiser did not see it that way. He mentioned something about how he thought money should not change hands on this type of friendly encounter and that he was hoping to establish a relationship with me and obviously since I was not interested in any sort of friendly discussion he was done here and "good day to you SIR!" He hung up before I could try to explain how, if he subscribed to MICROCAR NEWS magazine, it might benefit his appraisal business because he could easily see the current market values of a wide variety of vehicles in all sorts of conditions via the eBay Watch page and the Live Auctions results. oh well.

Soon after this, the THRIF-T appeared on the market for sale (privately at first), with an initial asking price of \$50,000 (later lowered to \$45,000). It appeared on eBay a few times with no sale and has



been recently been shopped around again. Since the first offering, a **second** THRIF-T showed up on eBay in December 2012. Despite the second example being mentioned in a previous issue of MICROCAR NEWS, the first yellow THRIF-T was again shopped around the message boards and on eBay twice as:

"very rare, one 1 known to exist!"

The owner was notified of the other THRIF-T but continued to advertise his vehicle as the only known example.

As far as I know, it remains unsold today. Prices on eBay failed to meet the reserve, but the prices bid were actually rather close to what my original estimate was of the actual "value" of the vehicle.

So what is going on here? On one hand I think the owner is a little out of touch with reality in that he continues to deny that another example exists, but I also think he was misled by the appraiser that he hired to come up with a "value" for the vehicle. If you hire a professional and they tell you that you have something worth \$50,000, why would you sell it for \$10,000?

I've always told people that when trying to find a value for their car, it should be judged like the Olympics:

Get some estimates, throw out the high value, throw out the low value, the truth is somewhere in between.

Harry Kraemer is a Club member and also an appraiser. He mostly appraises aircraft, but I asked him his opinion of this situation:

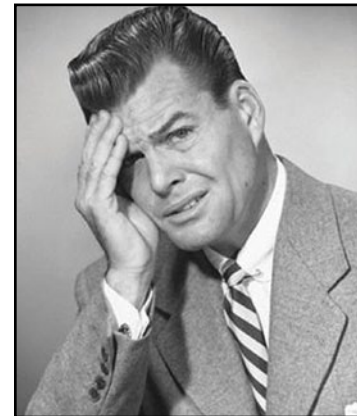
I do agree with you that this appraiser did their client an injustice. Rare does not equate to \$\$\$\$. In such cases where you have a rare or one-of-a-kind I try to find an equal vehicle (equal in size, engine size, performance, etc) and also rare or limited production and look for comparable sales for the vehicle and use them as a reference (reference only). For vehicles that are not included in the various reference guides I often will refer to the same make and model listed for sale (when I can find listings). I will contact the owner/seller and ask what offers have been turned down. I can then take the asking price and compare it with offers turned down and come up with a fairly accurate fair market value.

An appraisal request can be for different reasons such as estate settlements, insurance claims, insurance values, divorce settlement, loans, etc. Therefore it is important to use a format that is accepted by the end user. An appraisal can also be used to determine the purchase or sale price of a vehicle. If the appraiser does not use an accepted format and/or cannot backup his/her work then the appraisal may be worthless.

The bottom line is that a vehicle is worth what someone is willing to pay for it on a given day – no more or no less.

Harry Kraemer www.FlyMall.org

Do You Like Surprises?



Picture this: You have to sell your Microcar. You've owned it for at least a decade and you love it but... for whatever reason, you have to sell it. Not only that, but for reasons we won't go into here, the car must be sold at a public auction.

OK, how hard can that be?

Car is looking good, now you just dig out that old title, it's here somewhere...ah HA, got it!

SO, we have the car, we have a title, now to fill out this auction form. *Yada, Yada, Yada, blah, blah, blah, name, address, etc, Year, Make, Model, VIN, milage...* wait a minute. That VIN number on the title looks a bit odd. Lets check the car. (checks car and finds six-digit serial number). Title has B3880B202 as the VIN, but it should be a six-digit number.

And that number is nowhere to be found on the title.

Now what? **Legally that title is NOT for that car!** It may not be for ANY car. How did this happen? Well, it would appear that when the car was purchased and a new title was obtained, the new owner never bothered to confirm that the numbers on the paperwork matched the numbers on the car.

So now you have a car that technically has no title and while you **COULD** sell it on a Bill of Sale only, you really limit your potential buyers that way, also a live auction is not going to allow you sell with a Bill of Sale only unless it was some kind of show car that was never had a title in the first place.

What are your options?

Well...You **COULD** make a new tag for the car that matches the bogus numbers on the Title. But that's probably illegal, not to mention it completely ruins the history of the car. You may as well put a CHEVY bow tie emblem on the front and attempt to pass it off as one.

You **COULD** go through a "title service" and get a new title. This takes a few weeks but you don't actually get a new "title". You get a new Certificate of Registration from a State that does not issue titles for vehicles of a certain age. Basically you "sell" your car to the place that does the service. They apply for legal Registration in a State that does not issue Titles. (Not many of those). Then they send you this Certificate of Registration after you "buy the

car back" from them on paper plus a fee, usually around \$200. Now you have a Bill of Sale from this company and a Certificate of Registration from another State that you take in to your local DMV. Ideally you fill out the paperwork, they approve it, you pay some more fees for getting a title in YOUR State, then you wait several weeks to receive your new title in the mail. Sometimes the DMV will give you a hard time if you don't have a "title" from the seller. You have to make them look up the code for the State you got the Registration from so they know that the State does NOT issue "titles" for certain vehicles, only "Registration". This method either works flawlessly or it is a huge pain in the neck depending on your DMV.

The last option is to check with your State DMV and then obtain a "BONDED" title. In this case, the State confirms the numbers on the vehicle and then requires you to post a Bond. The amount of this Bond varies by State but normally it can be **150% of the value of the car.**

You then get a "Bonded Title" that can be used just like a "real" Title, but the State has your money in case something funny happens (like you stole the car and tried to get a new title for it...). After about 3 years the Bond is refunded to you if no claims are made against the car.

Your State may also accept a "Surety Bond" from a company that does a credit check on you and determines you can pay the face value of the Bond if a claim is made. In turn, you pay out less money up front, but you don't get it back later. (They have to make money somehow)

Getting a new title with the proper info on it is time consuming and costly. When you BUY a car, **CHECK THE NUMBERS and make sure they match in the first place.** DON'T ASSUME! It seems trivial but mistakes happen.

Don't get stuck with a bogus title!

Famous Person In Isetta

“It’s News!”



News Flash/ Dateline NYC USA

Comedian Jerry Seinfeld recently used a British-built Isetta for a photoshoot for “something,” probably part of his current project called **“COMEDIANS IN CARS GETTING COFFEE”** (sponsored by ACURA), a web-only video series where Jerry and another funny person go for a ride in car, usually one of Jerry’s from his personal collection to go get a cup of coffee and tell funny stories.



The Black Isetta shown is NOT from his personal collection, it is a rental car, regularly seen advertised on Craigslist for rent for things like this.

Who do you think makes the Isetta look better?
Cary Grant or Jerry Seinfeld?



REGISTRATION FORM

NORTHWEST MICROCAR XTRAVAGANZA

JULY 11-13, 2014

Event Overview

| | | |
|---|------------------------------|--|
| Friday July 11, 2014 | 10:00am – 4:00pm | Meet & Greet at La Quinta Hotel – Tacoma, Washington (Book by June 20, 2014 for rate - \$99/night w/ breakfast) |
| Saturday July 12, 2014 | 9:00am 5:00pm 7:00pm | Island Hopping Microcar/Minicar Drive Group Photo @ LeMay – America's Car Museum Plaza Dinner Banquet @ La Quinta's Restaurant Dining Room |
| Sunday July 14, 2014 | 10:00am 11:00am 3:30pm | Microcar/Minicar Show @ LeMay – America's Car Museum Judging Begins Awards Presentation |

**WHERE SIZE DOES MATTER!****REGISTRATION DEADLINE: JULY 9, 2014!!!**

| Item | Qty | Price/Item | Subtotal |
|--|-----|------------|----------|
| XTRAVAGANZA Show Registration Fee <i>(Includes: Show registration for 1 driver, 1 navigator, and unlimited cars)</i> | | \$35.00 | |
| XTRAVAGANZA Show Attendee Ticket (non-microcar attendee) | | \$20.00 | |
| Island Hopping Drive Registration Fee <i>(One per vehicle; includes Vashon Island Ferry Fee)</i> | | \$15.00* | |
| Saturday Banquet 3-Course Dinner Options | | | |
| Prime Rib Dinner | | \$32.00 | |
| Pacific Northwest Salmon Dinner | | \$32.00 | |
| Vegetarian Pasta Primavera Dinner | | \$32.00 | |
| Event Gear | | | |
| Event T-Shirt: Small___ Med___ Large___ XLarge___ XXL___ | | \$20.00 | |
| LeMay – America's Car Museum One-Day Admission Ticket <i>(Discounted from regular price of \$14.00)</i> | | \$10.00 | |
| Event Baseball Cap | | \$15.00 | |
| Event Poster (SMALL - 11x17) | | \$8.00 | |
| Event Poster (LARGE - 18x24) | | \$12.00 | |

*Price based on Vashon Island Ferry fee for vehicle 14" or less

Vehicle Information:

| Year | Make | Model | Displacement |
|------|------|-------|--------------|
| | | | |
| | | | |
| | | | |

Payment Type: CHECK PAYPALMail or fax completed registration forms + checks payable to: John Peterson, 7992 Oak Creek Drive., Reno, NV, 89511. Contact John: john@panhardusa.org or (775) 762-1481. Visit us at www.GPNWMME.com.

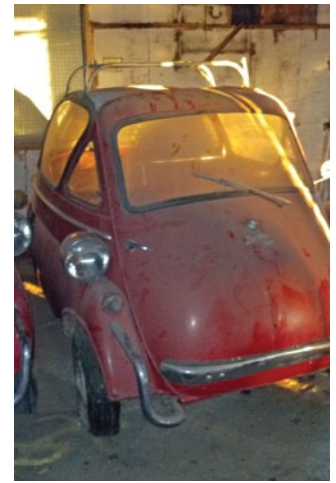
WAIVER & RELEASE: TO COMPLETE THE REGISTRATION FORM, PLEASE READ & SIGN. As a participant in the Great Pacific Northwest Microcar & Minicar Extravaganza (GPNWMME) 2014 event and drive, I agree to indemnify and hold harmless forever GPNWMME, all officers and volunteers from and against all liability and loss that I and/or my family/guest may sustain or incur as a result of participating in GPNWMME 2014 event and drive, including but not limited to any personal injury, property damage or other loss.

 I agree to these terms and conditions.

503-331-7132

| | | | |
|----------------|-----------|----------------|---------------|
| _____ | _____ | ____/____/____ | _____ |
| Print Name | Signature | Date | Telephone # |
| _____ | _____ | _____ | _____ |
| Street Address | City | State Zip | Email Address |

WHAT A FIND!



I've got that itch again,

it's been 12 years since I sold my last running Isetta. The kids have grown up, left the nest and now is a perfect time to have an Isetta in the garage again.

My search takes me to the usual places, Microcar News, Google, Hemmings and Ebay. I'm looking for a project car, I don't want an over restored padded vinyl and carpeted interior Isetta. I want to keep mine as original as possible.

During my search I come across someone selling a sliding window coupe. Details are not very good. I finally get some photos and notice missing items. They tell me everything is there as they have a room full of spare parts, other cars, bodies, and frames sitting out in the barn.

"Send me some pictures, I would love to see what you have". To my amazement I get back some photos of a "Treasure Chest" of Isettas. Three sliding window coupes, One sliding window convertible, One bubble window coupe with "Z" strip and one bubble window convertible disassembled.

I think I have found Isetta Heaven.

A deal is made and I find myself rearranging the out building for space. I'm going to start on the little green sliding window convertible. The speedo shows 11,000 miles, it still has the original interior panels that I can reuse. It has just about everything I want, the convertible but also both luggage racks, sun visors, wheel trim rings, unfortunately none of the cars have the tropical door air vents. I really liked that option on my last Isetta.



Rod Lindoo



Unique Cars from A to Z

Microcar Meet

Memorial Day Weekend May 23-25, 2014



The Lane Motor Museum will be hosting a Microcar Meet in Nashville, TN May 23-25, 2014.

This is over Memorial Day weekend 2014.

The event will start on Friday afternoon with a tour to Percy Priest Lake, with rides in the museum's Amphicar (*weather permitting*).

Saturday's events include a car show at the museum, followed by tour of downtown Nashville, only 3.5 miles from the museum.

On Sunday we will take another tour of the area, returning to the museum for a Microcar gymkhana in the afternoon, and dinner at the museum in the evening. The event will end Monday morning at 9:00 a.m. when we send off the Route 66 Vespa group from the museum.

Come spend a weekend at the museum and get the chance to see our 400-car collection (of which about 100 are Microcars). We also have 60 motorcycles in the collection.

Registration will open September 17 for this event.

The cost will be \$35 per car, and the Sunday evening dinner will be an additional \$25 per person.

Check out our website, www.LaneMotorMuseum.org for further details and registration.



Lane Motor Museum

702 Murfreesboro Pike, Nashville, TN 37210



1957 BMW 600 European sunroof model

Has factory sunroof, Euro bumpers, small headlights. All the body work is finished, brakes redone. Engine was rebuilt before I bought the car in 2002 but has several oil leaks. New rear main oil seal and new pushrod seals included. All glass is with the car but removed so new paint can be applied. All glass is good with new windshield. Located in Benton KS. **\$19,500** Email for more photos. Dave Major aerocar@cox.net



1959 Messerschmitt KR200

body off restoration; mechanicals & cosmetics. Engine & trans rebuilt, needs nothing. Sliding side windows are removable for summer, with custom made 4 sleeve storage pouch. VIN #70712. Had it out yesterday - more smiles per mile. 15,230 original km = 9,100 mi! located in Chicago **\$42,750**. Contact: Burt@BurRichmond.com



1972 FIAT 500 L

Right-hand drive, modified in UK, Abarth style 1972 Fiat 500L with fiberglass spoilers and elevated trunk. Fitted with reliable engine for faster speed. Mild winter project car for micro aficionado. Definitely needs repainted. Good price at **\$5k**. Contact me at DRCristinaCiocca@verizon.net or 908-377-4512 for interest, further information and/or more pictures.



1959 BMW Isetta 300 Sliding Window

One family owned since 1961. Completed total frame off restoration in February 2000. Has recently undergone thorough professional inspection and repairs completed October 2013. Starts and runs like new. Looking for new owner to love and play with this car. Complete history (from owner) and mechanical soundness information available (from local German import repair specialist company). Located in Louisiana. **\$35,000** Tim 225-753-5530



CYCLOPS Project

Most parts needed to produce a running Cyclops. Body, seat, tires/wheels, steering set-up, s.s. hardware, axles, leaf springs, headlight set-up, pedal assemblies, and more. Plus my book on building a running Cyclops. **\$3,300**. Located near Dayton, Ohio. Glenn 937-426-1391



1956 VELOREX

this is not a stock Velorex. It has a Kawasaki 500 engine with a 6 speed transmission, it is FAST and FUN to drive. New skin, top, windows and interior also has a new aluminum dash and all new wiring. contact Don-Ennis@hotmail.com **\$15,000** OBO



1949 Crosley Convertible sedan

1 of 645 built that year. Rebuilt motor, carburetor, fuel pump and master cylinder. Car runs and drives great. Has optional heater and radio. Original radio was sent out and updated to an am/fm. **\$8500** obo. Car in Arizona Call John evenings at 602-258-9658 or email UniqueCarMan@aol.com



1958 BMW Isetta 300

Not a frame off restoration, but gone through and partially restored to a nice running condition. Many new parts - windshield, front-rear bumpers, grey cloth upholstery, top, rebuilt engine, brakes, carb, fuel tank, door shock, u-joints, hubcaps and many new rubber parts. Electrical all works. It does need some very light body work on sides. Has air vents. 16,500 miles, have receipts and clear title. Located in Carson City, Nevada. **\$18,000**, negotiable. Contact Lee 775-883-7009



1958 Berkeley SE328

This car is a museum quality restoration, every part was removed, new resin applied to all the fiberglass, totally rewired, completely gone over and redone. It won the "Peoples Choice Award at the 2012 Watkins Glen Vintage Weekend, Councourse de Elegance and also its class (ZS) at Britian on the Green, in Washington, D.C. at the Gunston Hall, 2013. Feel free to ask any questions or if you need additional pictures. Located in Dillsburg, PA **\$23,000** or best reasonable offer. Jay Young jay@exhibitstudios.com 717-432-4409

40 plus years of collecting and cleaning out!

For Sale make offer! Isetta frame complete. Isetta rear drive unit chainbox. Isetta bumper tubes (5 pairs front and rear). Isetta wheels with tires 480x10 various conditions. misc parts. (inquire) Large collection of Subaru 360 van parts, boxes of them!... ask i might have something you need.. also 5 engine/ trans units in various conditions. again ask.. will not part out. sold by the unit. Finally a Subie van in rough but restorable condition, all glass good missing barn door glass. inquire. Will consider selling 1974 Zagato Zelle Elcar, 460 miles near perfect condition, new battery box in stainless steel. quiet and quirky.. very nice example of this make, near museum quality... may trade for ??? ask.

also BD Litestar number 009 of the first series, has GSX suzuki engine stuffed into it. older restoration. stupid fast head turner. needs minor interior cosmetics, and tinkering to get back running. will trade for 05 or earlier SMART. or other unusual microcar. located in upstate NY near Syracuse. contact Steven George scg13083@yahoo.com



1960 NSU Sport Prinz for rebuilding

Interior & mechanicals were removed so the car could be placed on top of an auto dismantlers building for an advertisement gimmick. Very minor surface Rust. No body rot. Floors are solid. I have acquired most of the parts to put it back together including 3 engines. Entire pile of parts and Car: **\$1000** Ronnie Bauman, Riverside, CA 951-202-9927



Reproduction Messerschmitt Wing Vents

When the sun gets higher do you tend to leave the Messerschmitt in the garage? With the addition of these wing vents your answer will be "NO"! The easily installed reproductions of these very rare aftermarket parts will make driving your Kabinenroller a lot more pleasurable. Kit includes two chrome plated bracket assemblies with plexiglass windows and stainless adjustment thumb screws. Simple mounting instructions included. No modifications or tools necessary. Only **\$360** per set of 2, includes S&H in the USA. WA residents add 9.5%. RichardRanch@yahoo.com



BMW 700 parts:

NOS speedometer with gas gage calibrated in kilometers per hour. **\$100**. NOS BMW nose emblem 51 14 5076734 **\$35**. NOS door trim strips (2) 51 13 6051771 these are the wide strips for the LSC **\$80**. NOS right rear quarter trim for coupe or SC or cabrio 51 13 5001708 **\$40**. Used front grills decent shape, one pin missing **\$50**. Very nice used headlight bezels for Euro lights, some scuffing on bottom **\$50**. I have other parts for the conversion. all plus shipping. Scott 317 892 2299 7litrescott@tds.net



1958 BMW Isetta 600 engine, clutch, transmission

and one axle/ VIN plate. \$3000.00 . Details...call 970.690.0637 (Fort Collins, Colorado)



1956 BMW Isetta 300 Bubble Window

Frame up restoration. 8551 original miles since new, Original vehicle manual, Koker mat, original glass, seat recovered in original fabric, luggage rack, 4 new tires-have 4 original tires too. Locate in Oregon **\$31,500** Phil Richardson Canby OR home: 503-266-6468 cell: 503-939-1966



Electric Messerschmitt Sewing Machine

with original carry case, bobbin, accessories, plus 3 different relevant booklets, Metal registration plate states -KI.54 220V 100w WP Werk No. 455 - 0615. At the recent Bruce Weiner Sale, a lesser version sold for \$1380 USD plus 10% premium, lot 440. Asking **\$700** USD + net cost of delivery from Liverpool, UK Alan Town alan@alantown.co.uk 0044 (0)7415 360 372



1959 ROVIN

Ready for light restoration. motor turns and is all there. missing side curtains. purchased from Bruce Weiner in 2002. Intended to restore, but finished 2 other cars a Fuldamobil and a Kleinschnittger. Asking what I paid for it: **\$6000**. Located in Utah Sid 801-277-4403 SidNicki@msn.com

Goggo 250 engine for sale

#01/01202, complete except for exhaust manifold/muffler **\$150** OBO located in MO Steve Osborn 417-935-9975



Peel P50 replica & PAV trailer

This was a new Peel that had quality issues when it arrived in the states so the owner tore it apart and redid it with a 200 CC Honda industrial 4 stroke engine. Also included is the Pav trailer. The Peel and trailer have current registration in Ca. **\$25,000** located in Woodland CA MANY photos of work done available Charley cill8567@aol.com

Messerschmitt/Nobel 200 sachs motor for sale

only needs 1/2 engine shroud (readily available from UK source) **\$4000** StevenMandell@verizon.net Steve 626-914 4461



1958 BMW Isetta

This vehicle was purchased new by owner's father. After several years of use, it ended up in the barn. Then it was taken out and totally restored (before 1990). Last summer (2012) it was gone over and mechanically brought up to great running condition. This vehicle is in pristine condition. Located in WI **\$30,000** Margaret Fohr fohrjr@aol.com 262-989-8987

FREE: Body for 1966 Westcoaster,

not complete, free for hauling located in IOWA Steve Osborn 417-935-9975



HONDA 600 COMPLETE SUBFRAME

THIS IS A GOOD SOLID UNRUSTED FRAME. IT HAS THE FRONT SUSPENSION, SWAY BAR, BALL JOINTS & BEARING/SOCK CARRIERS. PRETTY MUCH THE WHOLE SHOOTIN' MATCH. MAKE OFFER & PLEASE KEEP IT LOW. I NEED THIS TO GO AWAY AND I WANT TO SEE IT GO TO SOME GOOD USE FOR SOMEONE WHO NEEDS IT. IT CAN BE SHIPPED INEXPENSIVELY BY GREYHOUND. IF INTERESTED, CONTACT DAVID AT: RimSpoke@gmail.com

1957 Lloyd parts:

1957 Lloyd parts: 4 powder-coated rims (black), original VDO speedometer, headlight switch, small dash switch & extra knob. located in Duluth MN \$100 for all plus shipping.
Dick Lombardi 218-348-8718 or 218-720-3411 DLombardi@clearwire.net



1955 Messerschmitt KR-175

Rust-free tub. Engine turns.
Missing lights, trim, dome. \$5500.
located in NJ
Rob@microcar.org 973-366-1410



1959 Isetta 300 SW - Deluxe

Owned for 6 years and pampered. Ground up restoration from previous owner. Beautiful red paint & gray interior. Tropical air vents. Super dependable and roadworthy. Mechanically sound, super nice and never skips a beat. Located in WA State. \$35K
TerryCassem@comcast.net 253-584-4742 for info & pics.



Citroen 2cv/6

602cc. Used regularly. Very reliable driver.
Blue Charleston style color scheme.
Located in Macon, GA \$5500. ...or trade for Triumph TR-4.
Fred 478-785-0275



1970 FIAT 500

Italian import. Never molested or restored. Good basis for a "patina-ed" driver or restoration. Runs and drives well. Needs tires and a battery. There is an intermittent oil warning light. Engine sounds and runs fine, but the oil pressure needs investigation. The floors are intact, but rusty/crusty. Rockers seem nice. Hit and repaired in the front years and years ago. That area needs work. Rest of body is decent and original paint.
\$3600 Alan Grossman agrossman@pacifc.net 707-489-7165

1959 blue and white NOBEL 200

Are you good with wood and have Nobel aspirations? If so this desirable three wheeler could be just the project you've been seeking. Needs new floor to be cut from single sheet of plywood. Similar to lot # 627 from the recent Bruce Weiner auction in overall appearance and condition, except disassembled into surprisingly few pieces for your convenience. The engine and transmission run well, and body is good. \$4500
located in Glendora California StevenMandell@verizon.net Steve 626-914 4461



ElectroKing

An ELECTROKING electric car (batteries not included) needs nothing but batteries.
\$4000 for the king of electric 3 wheelers, or consider trades for Heinkel /Trojan, Frisky, Scootacar, or Zundapp.
located in Glendora California
StevenMandell@verizon.net Steve 626-914 4461

Siata Spring rear cross member

Red Very good condition. \$35 shipping extra. Located in NJ Rob@microcar.org 973-366-1410



1958 Fiat Multipla

runs great, just serviced ,new water pump, radiator, brakes,tires etc. can help with shipping
located in Costa Mesa, California.
Theo 949-515-0989 #1 TheosAuto@sbcglobal.net



1974 Citroen 2CV

Asking for \$12,000 I believe it is a 74. Clear title.
Complete nut and bolt restoration done by me for my mother-in-law.
located in Jackson TN
KDFkid@dermjax.com 731-437-0247



Pair of NEW floor panels for a Fiat 500F L&R

I ordered them a number of years ago with a few other body panels from the Netherlands. Original cost per panel was well over \$150 plus shipping. Yours for \$200/pair, buyer pays actual shipping, their choice of shipper and ins. if required. located in Burlington IA
contact Dave Lloyd 319-572-1633 DLloyds@mchsi.com



1972 Austin Mini

about 48,000 miles on the engine. I had it made for me in England.
RHD, 4 speed. after market AM/FM/CD radio and dual air horns!
White over yellow. Body is likely early 90s. 998cc engine. includes manual and some extra trim parts. Clear Iowa title. Currently registered and licensed in Iowa. Asking \$6000 or best offer. Located in Ames, IA
Contact JAY: RedheadJJ@yahoo.com

1970 Subaru 360 sedan

plans were to convert to an autocrosser but too many projects, most trim and interior removed, primered, some body work needed, have most original parts, engine seized, \$1500, located in Texas.
Inquiries to Steve.Mccarthy49@gmail.com



1970 Subaru 360

Ground Up Restoration.
\$20,000 Ronnie Bauman, Riverside CA.
951-202-9927



BMW 600 Grab Handle

WITH INSTALL KIT. NEW HIGH POLISH FINISH HANDLE, TWO 5MM SCREWS AND TWO RUBBER BASE GASKETS. HANDLE IS MADE OUT-OF ALUMINUM . IT HAS PART# 15217880109 CAST IN IT. PLEASE SEE THE PICTURES AS WHAT YOU SEE IS WHAT YOU GET. PLEASE EMAIL WITH ANY QUESTIONS: TheosAuto@sbcglobal.net 949-515-0989
\$39.95 each kit free shipping in the USA



Fiberglass cargo trailer N-250c

Designed specifically to be towed behind Fiat 126. Produced by Polish camper and trailer manufacturer. Light weight, excellent condition. Lockable top with gas struts. Perfect for hauling stuff to car shows behind a micro- or minicar. \$900. will trade for a minibike, motorcycle or? More pics:
Velorex@comcast.net Robert 630-728-6007 Northbrook, IL.



BMW Isetta sliding window cabrio

It is a total restoration. I have a long story on the 4 year restoration of the car so if some one is interested, please email me or call and I would be happy to reply and tell all about it. Located in WI. \$32,000
Mike Hannon 920-337-0337 MLHANNON@att.net



1950 Crosley Hot Shot

bought new by me in 1949, never driven in salt. 41K miles. VGC for age. Painted once. Housed most of the time. Never raced or abused. 44mpg, cruise at 45-50mph. Handles good like go-kart. Pretty car. Looks exactly like the one in the Ford Museum in Dearborn MI. I have other Crosleys.
\$10,000 firm located in New London NC.
contact Farrell Thomas 704-982-7606

- Isetta Door Latch
(Sliding Window models only)
\$138.00
- Isetta Front Bumper
\$99.00
- Isetta Rear Bumper Pipes
\$69.00 a set

The door latch kit comes with everything you need to update the hardware. Latches and handles are triple chrome plated, and also comes with a LED lighted key.

These bumper parts are triple chrome plated. They are new in the box, and just what you need to restore this truly classic automobile.

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866-658-7300
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Fiat A112 Engine

Make your 600 fly. 1050cc, 70 HP. Rebuilt, with aux. radiator, piping, muffler etc. **\$2500**
Jack: 913-236-5224 JWisettaVetter@aol.com

Fiat 500, 600 PARTS

I have a grab bag of used Fiat 500 and 600 parts, acquired thru the years. Engines and engine parts, transaxles, suspension, some body, starters (probably cores), wheels, and a few boxes of misc bits. Please feel free to ask. 707 489 7165 agrossman@pacific.net

DKW Key rings and calendars

The DKW Club of America has original 1960 DKW key rings (**\$40**) and 2012 calendars for sale (**\$45**) contact William Ellis 781-454-7037 WELLIS@lotsoc.com



Artistic Glass Bud Vases

for your Micro or Mini-Car starting at **\$40.00**
Glass flowers to match or use with a fresh flower.
Additional custom glass orders on request.
Etching your cars image or logo available (price dependent on qty)
Please visit my website for available items and additional information.
www.MagicalTheGlass.etsy.com

Reproduction KR200 Domes

Available now- Limited quantity-. German quality, perfect optics. Tinted only, sold out of clear. Located in the mid-west USA. Prefer not to ship because of possible damage and packing requirements. **\$2,500** each. (FOB)
Contact: The "Schmitt Haus" kabinenroller@microcar.org

REJOICE Bianchina owners! The "Unobtanium" bumper inserts (white rubber) which has eluded you in your restoration is now available! I am creating a limited number of high quality bumperettes--photos available on request. For ordering or inquiries Contact Steven Sego at 661-713-3250 or email: ssego@ca.rr.com Cost is **\$175 per pair** plus \$10 S&H in USA. Additional postage for abroad orders.



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3" Patches: 100% Embroidery/Iron On \$8 ea / 2 for \$14
8" Patches: 100% Embroidery/Sew On \$25 ea
7/8" Lapel Pin: Cloisonné, Butterfly Clutch \$8 ea/ 2 for \$14
3" Patch on Cap, Flex Fit, Black color: \$25 ea
FREE SHIPPING WITHIN THE USA
Send Check, Cash, MO or PayPal to:
ALL STAR EMBLEMS 8324 62nd Ave. SW LAKEWOOD, WA 98499
(253) 584-4742 EMAIL FOR PICS: AllStarEmblems@comcast.net

Isetta Engine For Sale

If anyone out there has a car with VIN 507529 and wants the matching motor please drop me a line. The motor is currently moldering in my shed. I was going to use it on an upcoming restoration but got to thinking there may be someone out there looking for this motor in order to get matching numbers. If you are interested we could work out some sort of trade.

For everyone else the motor is not for sale.

Mark Sebolt, Concord California 925-691-0652 email: marklet2002@gmail.com



Störy 2000, 2002 Kleinwagen DVDs

2-DVD documents of the final 2 meets in STÖRY GERMANY.
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Isetta Restoration edition 2.0

by John Jensen
is available at www.LuLu.com



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Handmade ceramic stoneware pottery including Microcar Mugs. Isetta and Goggomobil now available.
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will fit into Isetta! 5speed trans, electric start w/ reverse
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For Sale: Isetta Windshields

Isetta windshields **\$222.00** ea. All plus S&H.
George Blau, email: george@microcar.org or call 305-433-7099 evenings

Microcar WANTED:

Wanted: FREEWAY HMV misc parts.

1979-82 yellow door with handle. Will consider whole parts car or trade doors plus cash.
info@steadmanlifts.com 913.244.5699

Wanted: Eshelman Adult Car

In complete and good order.
Arnstein Landsem. Contact info: alandsem@online.no



Wanted: License plate light for 1955 (US export)

Messerschmitt KR 175 or KR 200. Can you help me find an original license light that was apparently only used on KR 175s and KR 200s sold in the US in 1955 to comply with US regulations? Information regarding maker, or original application(s) will be much appreciated.
Paul Prince (805) 962-1629 or pprince2@earthlink.net

Wanted: Rear fixed window glass for BMW Isetta S/W cabrio

Jack Koch Michigan 231-883-7506

Wanted: engine cover (rear "trunk lid") for Renault 4cv

fredzampa@yahoo.com 478-785-0275

Wanted: Tow Hitch for export Isetta 300 (1958)

Want commercial type as made in Germany with 2 inch or 50mm ball. This is to tow something WITH my Isetta not to tow it behind something else. Please call Paul at 928-345-0537 or email azpaul50@hotmail.com Thank you. - Paul Shedal (AZP)



Wanted Vespa Ape like picture

must be finished car good condition, running, no fixer-uppers please!
Will use for collection tours and business promotions contact Ken Weger "Small Wonders Micro/Mini Car Museum" 815-236-1650
knsweiger@mc.net

Wanted - Lloyd pickup truck

Rob@microcar.org 973-366-1410

Wanted: Clutch parts for a Daihatsu Trimobile, Midget or MP5

Clutch disc and pressure plate assembly needed.
Paul 239 472 3977 or mangokpje@embarqmail.com

Wanted: NSU Autoroller scooter or parts

Any condition. Call 570-604-2227

Wanted: HEINKEL stuff

Looking for most any parts for a Heinkel/Trojan Kabine, door and/or body shell, windows window rubbers, axle etc. Please, if you have any of these contact me!
Chuck (in Maine) 207-653-9026 email: ChuckandNan@hotmail.com

Wanted: Original z-moldings for my BMW Isetta bubble-window

GinZinger@hotmail.com

Wanted: Parts for 1966 Westcoaster Mailster

Also- operations/maintenance manuals, articles on and any other information
Phil Propes Phil.propes1948@gmail.com

WANTED Lloyd Alexander bits

WANTED - Workshop manual in English for 1959 Lloyd Alexander TS, shift lever, original tools, or any NOS Lloyd parts or accessories. Also wanted Lloyd Frua Coupe in any condition.
Rob@Microcar.org or 973-366-1410.

WANTED Renault 4CV Parts

Need engine cover, front chrome pieces, carburetor. Will consider whole parts car.
fredzampa@yahoo.com 478-785-0275

Wanted: Excelsior triple engine, transmission and differential as used in the Berkely microcars. Stevenmandell@verizon.net 626 914 4461

Wanted: Messerschmitt KR-200 Wiper Motor

Rob 973-366-1410 / Bubbleman1@optonline.net

Wanted: Heinkel/ Trojan, Frisky Family Three, Scootacar, Zeta Sport or Zundapp. Janus Will pay cash or consider trades. Projects considered. Stevenmandell@verizon.net 626 914 4461

Wanted: Literature

The BMW CCA Foundation is building a library and archives of BMW related materials. Looking for books, brochures, press kits, repair manuals, newsletters, posters, models - you name it, we are probably collecting it - the list is long. Are you looking to clean out some of your collection? Would you be willing to donate these items to the Foundation? Your donation could be a tax write-off for you. Michael: 864.329.1919 or mmitchell@bmwccafoundation.org (SC)

Wanted: Ignition switch and key for a 1934 Austin 7.

Any 1934 through 1939 switch is OK. Bob Peterson, 319-364-6859 email 1million@mediacombb.net

Wanted: Five 17" wire wheels for 1930's Austin 7, 3 bolt wheel pattern

Color not important but condition is. I'll buy 1, 2, 3, 4, or five, tell me what you have. Bob at 319-364-6859 email 1million@mediacombb.net

Wanted: Electrical components for an Austin 7

any year or model, Bob 319-364-6859 email 1million@mediacombb.net

Wanted: I am looking for a black box cover for my KR 200.

Tom Harpel, PA 484-767-2412 email: tharpel@ptd.net

Wanted: ANY engine that will fit into my 1939 American Bantam Speedster (4 Passenger Conv't) OR the contact information for someone that can rebuild mine.

Michael Grunberg MG@GrunbergRealty.com

Wanted: DKWs

The DKW Club of America is looking for Autos and Motorcycles for it's registry. If you are interested in listing your vehicle, contact William Ellis 781-454-7037 WELLIS@lotsoc.com

Wanted & For Sale: NSU parts for sale and wanted.

I have parts to sell, or trade for other NSU parts. contact William Ellis 781-454-7037 WELLIS@lotsoc.com

Wanted: honda 600 sway bar, rear wheel brake cylinders,

Rear brake shoes and hardware. Contact info: FiatEVAol.com

Wanted: Autobianchi and Vespa 400 parts

contact Chuck Bubie 518-527-3333 email: cbubie@nycap.rr.com

Wanted: BMW Isetta, BMW 600 and/or Messerschmitt

Jack Koch, Michigan 231-883-7506

Wanted: Toyota Sports 800 or Publica

Complete or parts. Models UP10, UP15, UP16, UP20, UP26, UP100 and others, any U or 2U series engines. I am located in Northwest, U.S.

Contact Rich Street (253) 549-8461 or email: RStreet@attglobal.net

WANTED: Eshelman Golf Sport/Adult Car wheels.

Four needed or may consider a good parts vehicle.

Bill Chamberlain, 219-984-5592, email Heartland.ag.inc@ffni.com

I need parts for a 1950 Crosley Hot Shot.

also need parts for a 1957 BMW Isetta (sliding window model). Interested in any parts you have. Bob Campbell 614-836-2590 LCamp42496@aol.com



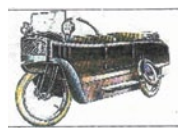
Wanted: This Honda Microcar

where is it now?

contact Steve George 315 636 7156 email: scg13083@yahoo.com

Wanted: Berkeley three cylinder (492) engine

I am looking for a Berkeley 492 three cylinder engine for my Berkeley. Any condition except boat anchor! Joe Sperber I appreciate any help! Please call at 240 643 0356 or Email sperber@nisustech.com



Wanted : Info on Morgan Montrace
built 1925-1926

Ken Weger 815-459-5005 email: knsweager@mc.net



Wanted : Info on French Microcar AT Electric
any information on French Three-wheeler electric small microcar AT Electric, 2 passenger, single seat, headlight. Appears there are 3 Batteries required, short windshield with a wiper, tiller, speedo and has a top frame that folds down. Creme color, photos available, no VIN # anywhere. HELP!!!!!!!
Ken Weger 815-459-5005 email: knsweager@mc.net



Wanted - France Jet

Where is this car?

Contact Rob Maselko

Rob@Microcar.org or 973-366-1410

Classified Ads are available to Vintage Microcar Club Members.

Free photo + 75 word max (don't count Location, price and contact info)

MICROCAR For Sale, Wanted, Parts, etc. only

AD Deadline for NEXT issue is February 01 2014





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also- if any information is out of date, let us know.
info printed space permitting...

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(610) 791-4497
www.austinbantam.com

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The American Austin/Bantam Club

Marilyn Sanson AABC Treasurer
724 Maple Dr. Kirkville, NY 13082
<http://clubs.hemmings.com/americanaustinbantam>

Austin Bantam Society

1589 N. Grand Oaks Ave.
Pasadena, CA 91104
www.sandiegowow.com/pbac/

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Ron Wagstaff/BEC Membership
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BMW Isetta/600/700

Isetta US-based Parts:

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E-mail: isettas@bellsouth.net
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bing@bingcarburetor.com

BMW 700

700 Rubber Trim Parts

Robert Lynch
6100 Northern Hills Drive, Omaha, NE 68152
(402) 573-1684
Robert.Lynch911@gmail.com

Outside USA:

Isetta & BMW600/700 parts

SCHÄPER -Germany

nice English language website with pics!
(don't assume everything is In Stock)
www.oldtimerteile.net

Isetta Owners Club of Great Britain

Membership secretary: Jeff Wareing
109 Fulbeck Avenue Marus Bridge, Wigan
WN3 5QL England
iocgbmembership@blueyonder.co.uk
www.isetta-owners-club-gb.com

British Spec. Isetta parts

Girling Brake parts and Lucas lamps
David Tadman www.BromleyBubble.com

Isetta Club of Japan

president: Yumiko Wakahama
1-5-17-2504 Tatsumi Koto-ku Tokyo Japan
+81-(0)90-4069-3000
bellporute@yahoo.co.jp
<http://blogs.yahoo.co.jp/bellporute>

IsettaClassics

Leonardo Correa Luna
isettaclassics@gmail.com
<http://www.IsettaClassics.com>

Isetta Club e.v.. (German Isetta Club)

Henner Rensch
Hansestrasse 90
D-3300 Braunschweig, Germany
www.isetta-club.de

BOND

Bond Owners Club

Stan Cornock
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Birmingham England B34 6AE
phone (+44) (0) 121 784 4626

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307 Schaeffer Rd Blandon, PA 19510
www.crosleyautoclub.com

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Southington, CT 06489
860-274-1813
www.YankeeCrosleyParts.com

DAF

DAF Club of America

John deBruin - Director
46 Mt. Tabor Ave. Mount Tabor, VT 05739
(802) 293-5541
thebear54@vermontel.net
<http://clubs.hemmings.com/daf>

DKW

DKW Club of America

William Ellis -president
23 Oakencroft Rd, Wellesley
MA, USA www.dkwclub.org

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www.heinkel-trojan-club.co.uk

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Mr. Jim Hacking

1-Off Sheetmetal Co Ltd. Unit 11
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www.micro-car.net

HONDA 600

600 Headquarters

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po box 1262 Felton, CA 95018
(831) 588-6349 www.600miles.com

O'Connors' Honda 600 Shop

Mike O'Connor
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704-872-3314 www.honda600shop.com

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Parts

Chris in the Netherlands:

www.messerschmitt.nl

Replacement Interior Kits & Restoration:

Nick Poll, France Brufsup@aol.com

www.INSideMesserschmitts.webs.com

www.messerschmitt-restorations.webs.com

NSU

NSU Enthusiasts USA

Terry Stuchlik
2909 Utah Alton, IL 62002
email: Stuchlik2@aol.com

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Les Amis de Panhard & D.B USA

John Peterson
7992 Oak Creek Drive Reno, NV 89511-1065
775-762-1481 john@panhardusa.org
www.panhardusa.org

PEEL

The Peel Register

(for Peel P50, Trident and other Peel Engineering products)

contact Andy Carter:

Andy.Carter@ntlworld.com

Peel Replicas and Parts:

Andy Carter

www.ModernMicrocars.co.uk

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ESCUDERIA PTV

Antoni Tachó
P.O.Box 338 E-08240 MANRESA SPAIN
email: escuderiaptv@gmail.com

SCOOTACAR

The Scootacar Register

Stephen Boyd "Pamanste"
18 Holman Close, Aylsham, Norwich
Norfolk NR11 6DD England

Subaru 360 Club & Parts

Subaru 360 Drivers Club

Brian Kliment
23251 Hansen Rd., Tracy CA 95304
Subaru360club@gmail.com
www.subaru360club.org

Toyota 700, Publica, Sports 800

Team UP Registry:

Rich Street Gig Harbor, WA, USA
253-549-8461 rstreet@attglobal.net

Vespa 400

Vespa 400 Club France (parts too)

Nicolas Courtonne
BP17 77610 La Houssaye, France
Tel: (French Time!) 0033-68-243-72-21
Vespa400@free.fr www.Vespa400.com

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Larry Newberry

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www.microcarlot.com

Norman Broski

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304-277-3282
VespaNorm@cpcable.com
www.VespaNormsParts.com

Multi-Make:

The Register of Unusual Microcars

magazine: RUMCAR NEWS

Jean Hammond
School House Farm
Boarden Lane, Hawkenbury
Staplehurst, KENT TN12 0EB UK
www.RumCars.org Jean@Rumcars.org

CLASSIC MOTOR CLUB DEL BAGES

Antoni Tachó
P.O.Box 338 E-08240 MANRESA SPAIN
www.ClassicMotorClub.org
email: Classic@ClassicMotorClub.org

Calendar: *Microcar Events 2014*

February 21-23, Boca Raton, FL

Boca Raton Concours d'Elegance

Now has a MICROCAR class, if interested in participating:
www.bocacde.com
(954) 563-2822

March 28-29, Pomona, CA

34th Annual Unique Little Car Show

This year's event will take place at the NHRA Motorsports Museum which is located at 1101 McKinley Ave., Pomona CA 91768

Friday night cruise will be from the NHRA Museum (next door to the Host Hotel), around Puddingstone Lake, to historic downtown San Dimas for dining. Then it's back to the Museum for late night bench racing and more.

Saturday will be a great show at the Museum with free admission for registered participants.

The Saturday night banquet and awards will be held in the Museum surrounded by historic race cars and beautifully catered by the Sheraton Fairplex.

The Sheraton Fairplex has made available a special rate for the event.

Call Starwood's reservation line at (888)627-8074 and ask for the Micro Car Club Room Block. The special rate is \$129 per night for King or Two (2) Doubles in suite.

More information about the event will be available on the Museum's website at www.NHRAMuseum.org or on Facebook at 2014 Southwest Unique Little Car Show or via email to LFisher@nhra.com

May 23-25, Nashville, TN

Microcar Meet at Lane Motor Museum

Over Memorial Day Weekend 2014
Registration opens SEPTEMBER 17 2013
Lane Motor Museum
702 Murfreesboro Pike, Nashville, TN 37210
website: www.LaneMotorMuseum.org

See page # 23 of this issue for more info!

July 14-16, Tacoma, WA

10th Annual GPNWMMME!

Saturday Island Hopping drive to Vashon & Maury Islands.
Access to both is via car ferries.

The LeMay showfield is the ideal place to hold the Micro and Mini car show on Sunday, July 16. This site can easily accommodate an expected turnout of 150 unique Micro and Mini automobiles. Additionally, there will be a new category of cars, known as the Petite class. These 3 classes are based on engine displacement: Microcar up to 500cc; Minicar from 501 cc to 1000cc and Petite up to 1600cc

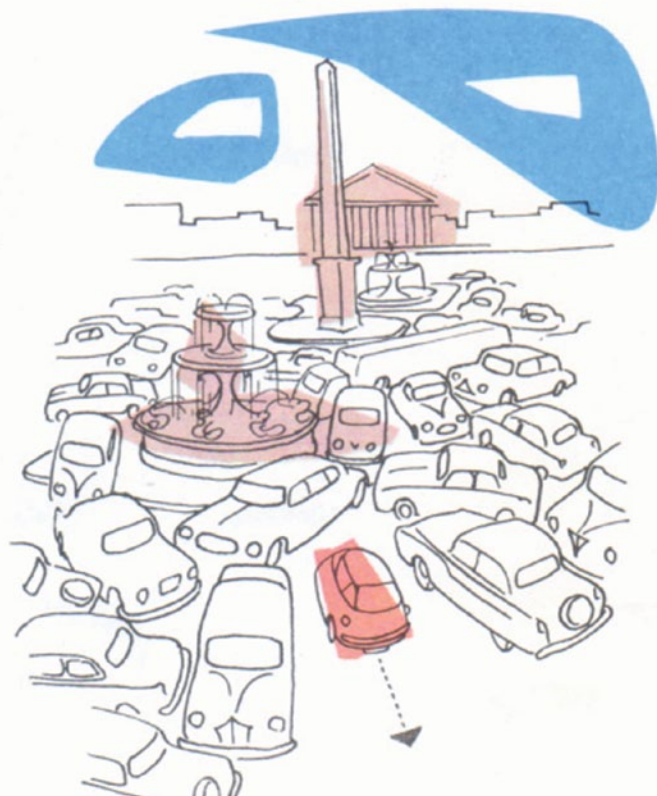
General Registration is \$45 per person, which will provide full access to LeMay-America's Car Museum for the weekend. The \$15 per car fee for the memorable 75 mile drive on Saturday includes the round trip ferry. Saturday night there is a Microcar three course banquet dinner (\$32/person) at the LaQuinta host hotel. There will be awards in the major categories of class, as well as several Judge's Choice for this event.

MPH Specialties in Portland, OR, is sponsoring this event. They are your one-stop shop for all your micro, mini and petite car needs. For more information see the website for schedules, registration, classes and event details at: www.GPNWMMME.com

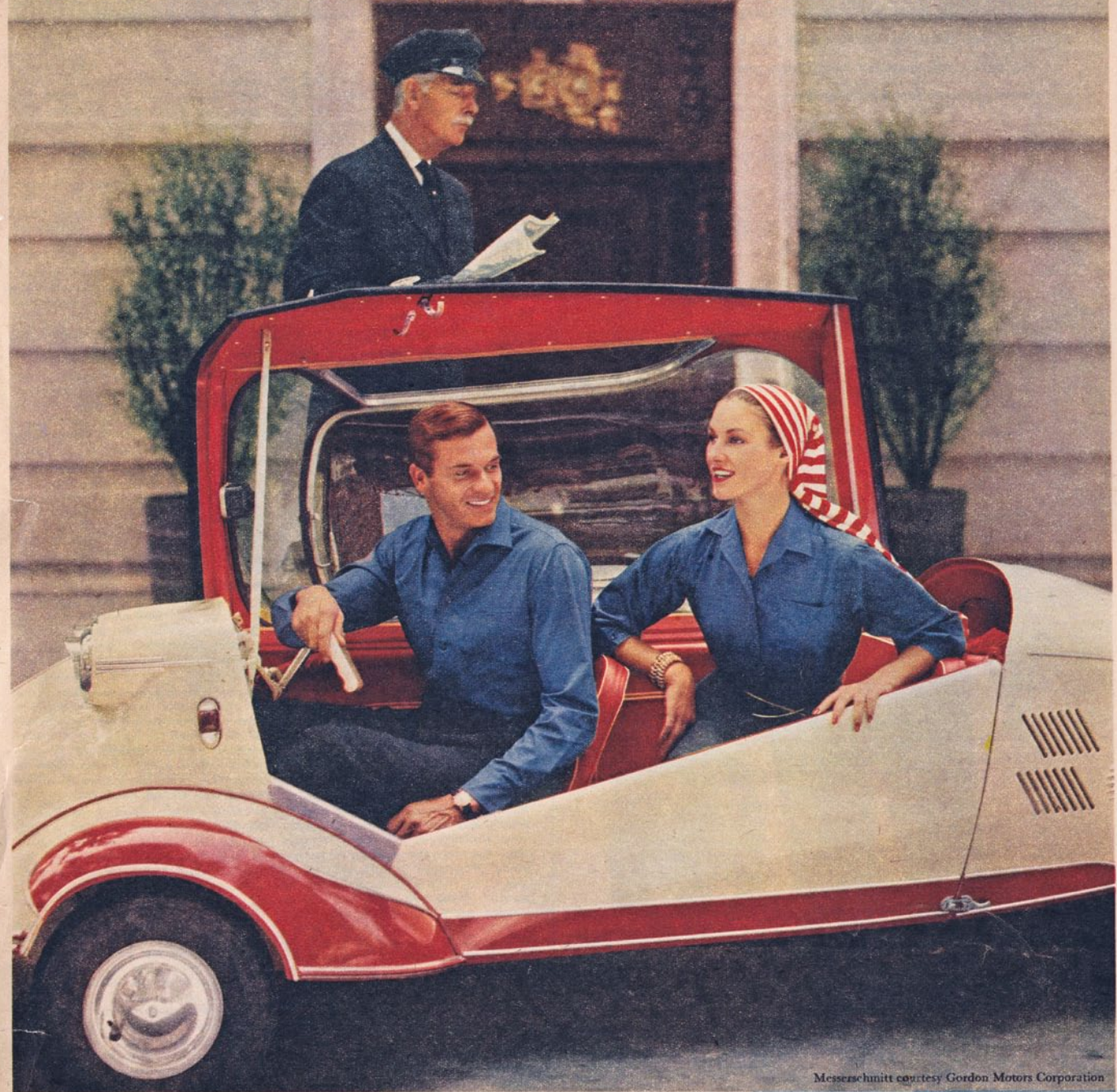
See page # 21 of this issue
for more info and a Registration Form.

For more information on **any** of these Events or Meets
Go to www.microcar.org and click the **MEETS** link
or write to us for more information:

The Vintage Microcar Club
PO Box 6136, Evanston IL 60204-6136
or call 630-MICROCAR (630-642-7622)



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