BLOW YOUR MONEY ON CARS

Not Insurance

Let’s face it, the less you spend on insurance, the more you’ll have to spend on the car of your dreams. So call Hagerty. Because all we cover are collector car owners – the safest drivers on earth – our rates are ridiculously low. So blow your dough on something fun for a change.

HAGERTY

800-922-4050 | WWW.HAGERTY.COM

INSURANCE • FINANCE • ROADSIDE ASSISTANCE • HOBBY RESOURCES
The Vintage Microcar Club

**Microcar News**

**ISSUE # 5**

**2007**

Publisher

MICROCAR.ORG

---

**How do I get this magazine?**

go to [www.Microcar.org](http://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)

---

**How much is it?**

Six Issues are $35 per year for USA/CANADA

$45 elsewhere

**Can I get Back Issues?**

Only Club Members can buy Back Issues at this time.

Back Issues are $6 ea (includes postage)

**How do I submit a story or photo?**

go to [www.Microcar.org](http://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)

---

**TIME TO RENEW?**

In case you forgot:

You get **SIX** Issues of MICROCAR NEWS per year.

Not FOUR! Starting with Issue #1 2007 your mailing label should have something like this:

**Last Issue: #5 2007**

Your Name Here

Your Address

USA Residents: this is printed on the Back Page of the magazine.

Outside USA (including Canada): this is on the mailing label on your envelope.

So look at your mailing label. The actual expiration date will vary depending on when you signed up. **Also- If we got your renewal AFTER Sept 5, your mailing label for this issue will not be updated.**

You can renew on-line via the website very easily, or print out a quick renewal form from the website and send a check. You can also just send a check with your NAME and ZipCode and we’ll figure it out!

---

Cover: Rob & Patty Gerring’s His-N-Hers Vespa 400s

Back Cover: Wendy Costa’s Art for GOULD’s 2007 meet

---

**In this Issue:**

4 Letters to the Editor

5 eBay Watch

6 **IsettaLady**: “East Coast, smart choice”

8 Isetta 700 conversion

10 BMW 600 Sport conversion

13 REFIATS - 50 years worth pt4

18 GOULD’S Event Photos

20 A Perfect Pair of Vespa 400s

22 Collectible Toy Roundup

24 ON Collecting...

25 Classifieds

28 Parts & Suppliers

30 Meet Calendar

30 Petersen Museum Microcar Exhibit

31 Classic Vespa 400 Ad

---

Published by MICROCAR.ORG Inc.

P.O. box 6136 Evanston, IL 60204-6136

www.microcar.org

**tel: 630-MICROCAR**

(630-642-7622)

If calling from outside the USA/Canada, dial: 001-630-642-7622

---

**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 $45 annually for International members.

Members receive Six Issues of Microcar News Annually

**Advertising Rates**: Full page $400 ; ½ page $250 ; ¼ page $150

Discounts are available for multiple insertions, request an Ad Spec Sheet

All contents copyright ©2007 by Microcar.org Inc.

Except for rights claimed by individual contributors as stated herein.

All rights reserved. Reproduction in whole or in part is prohibited unless prior written permission is obtained.
Letters to the Editor:

Q I have recently purchased a rare Microcar called a Rytecraft Scootacar and would like to know if you have more info than what I can find on Google? What I find are a few pictures of the car in its hey day and one that is in a Museum today but no other technical info or schematics. I would love to replicate the car but need more pictures showing how it looked on the inside (interior such as, floorboard, dashboard, accessories) and the like to do an accurate replica. These parts are missing on my model. Chassis is very good but body is rusted. In some areas missing sections of floor. It is unique as it is a boat tail design and not the typical found on the web. If you have any information that can shed some light on my queries please advise. Thank you.

   Angel Otero
   Hopatcong NJ
   vintagemade@aol.com

A Isettas do not have Hour Meters. Are you sure it is an Isetta? sorry we are not an appraisal service, consider joining the Club

Q The car shows registered 35 hours. Been sitting in a barn under a cover for 50 + years. Barn find. Owners are in their 80,s Want to know how collectable and what a good price would be to buy it.its in Michigan and its Red and white and looks to be in really good cond with all parts.

   Thanks William
   Grant MI

A My thoughts? You want free advice so you can flip a car. I thought you said you bought it at an Estate Auction, now you got it as payment for putting on a roof? First it was under a tarp for 50 years, then it was put away 9 years ago, now it has been parked for 30 years. ??? First you said you started the engine, then you said you don't want to try and start it. ??? Put it on eBay.

Q I just recieved a 1957 300 Isetta Yesterday. It was payment for putting on a new Roof for a old lady So she could sell the house. The old lady said it was in her basement since her hubby parked there 30 years ago . All Paint is shiney, Chrome all shiney and no rust that I can see. Any way I was wondering If you know a of a better place to list the car for sale. Than E Bay. Maybe a web site that Isetta enthusiasts watch for such a car? I dont know anything about these cars and what they are worth. I dont want to try to start it because I do know you shouldnt start a motor that has been sitting for a long time. Soo what are your thoughts ??

   -William
   Grant MI

Q Hello found a 1957 BMW Isetta. The car shows registerd 35 hours.. Been sitting in a barn under a cover for 50 +years. Barn find. Owners are in their 80,s Want to know how collectable and what a good price would be to buy it.its in Michigan and its Red and white and looks to be in really good cond with all parts.

   Thanks William
   Grant MI

A Isettas do not have Hour Meters. Are you sure it is an Isetta? sorry we are not an appraisal service, consider joining the Club

Q The car was said to run when parked 9 years ago, and when I looked at it it looked in great cond . Two Tone red and white paint all shiny. No rust anywhere and the car looks to be a 95 out of 100 . Looks like very little to be done to make it a 100% Chrome shiny and interior like new. Its a estate auction where the people were in ther 90s when they passed away. I need to know what would be a good price when I bid.. The reserve is $12,000

   Thanks Bill
   Grant MI

A I thought it was under a cover for 50 years? and the owners aged 10 years in the past month? Wow. No wonder they died! also- again we are not an appraisal service, consider joining the Club

Q This past weekend I attended a estate auction here in Grant Michigan. ........When I got the car home I took the garden hose to it and was amased, under all the dust was a near mint 300 Isetta.......I put in new gasoline and charged up the battery. I got inside and tried to figure out how this little car worked. I Put the gear shift in Netural and stepped on what

   -Jim Janecek - editor
### 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.

<table>
<thead>
<tr>
<th>Item ID</th>
<th>Model &amp; Year</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>110139844990</td>
<td>1958 Goggomobil TS400 Restoration Project</td>
<td>$1500.00</td>
<td></td>
</tr>
<tr>
<td>110143402654</td>
<td>1975 FIAT Giardiniera Restoration Project</td>
<td>$1500.00</td>
<td></td>
</tr>
<tr>
<td>140115823458</td>
<td>1977 Messerschmitt Parts Car incomplete project (in UK)</td>
<td>$3575.70</td>
<td></td>
</tr>
<tr>
<td>140129264290</td>
<td>1971 Bond Bug VGC located in UK</td>
<td>$7187.40</td>
<td></td>
</tr>
<tr>
<td>160125251148</td>
<td>1954 King Midget II VGC</td>
<td>$5600.00</td>
<td></td>
</tr>
<tr>
<td>180131125797</td>
<td>1970 Subaru 360 Van</td>
<td>$4728.25</td>
<td></td>
</tr>
<tr>
<td>200116075300</td>
<td>1977 BMW Isetta project car</td>
<td>$2850.05</td>
<td></td>
</tr>
<tr>
<td>200120741381</td>
<td>1958 Berkeley SE328 Restoration Project</td>
<td>$1200.00</td>
<td></td>
</tr>
<tr>
<td>200120898557</td>
<td>1958 BMW 600 restored</td>
<td>$17,000</td>
<td></td>
</tr>
<tr>
<td>200122179566</td>
<td>1957 FIAT 500 US market car, resto project</td>
<td>$3199.00</td>
<td></td>
</tr>
<tr>
<td>220108752571</td>
<td>1960 BMW Isetta sold from Miami FL the &quot;new TuttoIsetta&quot;?</td>
<td>$16655.00</td>
<td></td>
</tr>
<tr>
<td>220112150958</td>
<td>1958 BMW Isetta, exact same car as above! Same VIN, same seller, + + Feedback left for first buyer? seller is TEFLONJOHNNY in both cases WTF?</td>
<td>$17750.00</td>
<td></td>
</tr>
<tr>
<td>220122450386</td>
<td>1973 FIAT 500R restore, VGC</td>
<td>$9000.00</td>
<td></td>
</tr>
<tr>
<td>250124652780</td>
<td>1959 BMW 600 Restoration Project</td>
<td>$7900.00</td>
<td></td>
</tr>
<tr>
<td>270111972529</td>
<td>1972 Honda z600 good driver</td>
<td>$3050.00</td>
<td></td>
</tr>
<tr>
<td>270129180197</td>
<td>1958 BMW Isetta VGC restoration project</td>
<td>$10,000.00</td>
<td></td>
</tr>
<tr>
<td>280111398307</td>
<td>1955 Messerschmitt KR200 Restored (located in UK)</td>
<td>$21961.52</td>
<td></td>
</tr>
<tr>
<td>300106305468</td>
<td>1970 FIAT 500L VGC</td>
<td>$6500.00</td>
<td></td>
</tr>
</tbody>
</table>

Is there something we missed? Send us the eBay listing!
Micros in Boston
Charles and Nancy Gould’s 12th annual microcar meet was held July 13-15 in Newton, Massachusetts, near Boston. It was their twelfth time, but my first time to attend their big party for the microcars. And what a party it was! As Charles says, this is no “park and polish” show; it’s a driving meet like they hold in Europe. Charles and Nancy are superb hosts and really go all out.

He then offered me a choice of cars to drive for the weekend – either a Renault Dauphine or a smart car. That was a no-brainer for me. I chose the smart car to be able to drive one for the very first time. You see, last March I put my $99 dollars down to buy a smart in 2008, just like a lot of you did, but I had never even ridden in one. So to be able to drive this smart car for all of the weekend driving events was thrilling for me.

The car was really a joy to drive and it has more interior room than it looks. As this was a convertible with the top down, you could hear the little transmission shift in the breeze. It was fun to use the paddle shift instead of automatic. If you ordered one of these on faith as I did, then rest easy, you have a delightful surprise coming.

All in all, this was a jam-packed long weekend of microcars and their interesting owners. Thank you to all of you who came up and introduced yourself to me. Many of you had been HMI Club members, readers of BUBBLE NOTES, or Isetta parts customers of years past. It was great to put a face to the name.

There were some great microcars at the meet, but few Isettas. They used to be the mainstay of the shows in earlier years when perhaps 85% of the attendees had Isettas. Now there are so many other microcars that have come out of the woodwork, and have been imported from Europe that it has changed the attendance at the meets to encompass a large variety of tiny cars.

I have recently heard Isettas referred to as the garden-variety of microcars which sounds a unfair and even a little insulting to me. They helped put the microcars back on the map over all the years. They are a unique, quality built vehicle. There’s a lot of them left to warrant numerous parts sources. They always have and will remain my true love and automotive preference out of all of the microcars I have owned.
Bing Carburetor Rebuild

Ever since I got my Isetta it just hasn’t run like it should, with a lot of backfiring and cutting out. After replacing the fuel tap and giving it a complete tune-up, the only culprit left was the Bing carburetor, model 1/22/98. We fiddled with that for too long before giving up in desperation and mailing the carburetor off to Bing headquarters in Kansas of all places.

In the olden days of being an Isetta spare parts supplier, I sold brand new factory carbs from Bing in the 1970’s for a mere $75.00, eventually topping out at $95.00 in the mid-1980’s. Today they are simply no longer available unless you want a similar carburetor with a manual fuel shut-off valve from an older BMW motorcycle. Bing does have those available. Being a purist, I opted for their total rebuild service with all new parts. It really needed a new gas slide and to have the inside of that area polished.

I waited patiently as it took 8 weeks for the roundtrip to Bing since they always have a backlog of carburetors to rebuild. Charlie, their rebuilding technician, was most knowledgeable and helpful on the phone. Unwrapping the package I had high hopes when I saw it looked brand new. Due to the elevation I reside at in Colorado (4,500 ft.), Charlie changed the main jet to #120 (down from the usual #125) to help compensate for higher altitude. We bolted it on, it started right up, and it has run perfectly ever since!

Many other microcars also use Bing carbs and could surely benefit from this service when you’re short on parts and especially if the carburetor is a mess. They are friendly folks to chat with on the phone and can supply you with most individual parts too. I wholeheartedly recommend this service. It was definitely worth the wait and the expense, even though I cringed a bit at the cost due to inflation over the years. The parts and labor charge is $232 for a standard rebuilding. The gas slide was an additional cost of $60.00.

Bing enclosed a reminder that it is extremely important to ALWAYS turn off the fuel petcock every time you park the car. If there is the smallest bit of dirt or debris from the fuel tank or fuel line this can lodge in the seat of the carb which will cause a blockage of the needle making it impossible for the fuel to shut off, causing the carb to leak fuel.

This presents the possibility of a fire hazard.

---

This is the only factory authorized franchise for Bing International for North America, South America and Australia.

**Bing International L.L.C.**
1704 South 525 Road
Council Grove, KS 66846
Orders - Toll free 1-800-309-2464
Technical help - 620-767-7844
[www.bingcarburetor.com](http://www.bingcarburetor.com)
email: bing@bingcarburetor.com

---

Marilyn J. Felling was one of the founders of the HMI Club (Heinkel, Messerschmitt, Isetta) and was the Editor/Publisher of BUBBLE NOTES for 15 years from 1970-1985. *She also ran an extensive Isetta parts service during that time as well.* If you have any questions for The Isetta Lady, send them to Marilyn c/o The Club PO box or email: Marilyn@microcar.org

---

**Bing Carburetor Rebuild**

**2-STROKE GAS POWERED BLENDER!**

As Seen At The National Meet In Madison GA!

$339.00

Made in USA! (Milwaukee, WI)

R&G Manufacturing Inc.
3333 W. Kiehnau Ave.
Milwaukee, WI 53209
Phone: 414-352-1988

**XL Model**
Motorcycle style twist grip throttle
Ergonomically designed handlebars
Makes operation a breeze and fun
EZ Start hi output 25CC Poulan 2-cycle motor
**Plenty of power to handle your blending needs**
The Isetta I have built is probably the purest blend of BMW Car & Bike ever made. It is powered by a 1962 700 sport engine. The boxer twin is coupled to an Isetta tranny and drives the axle by way of gears through a driveshaft.

There is no chain. This mechanical layout requires the car to be a convertible ~ a full convertible! This is so the engine can be removed straight up through the body. It has a large hatch in the rear deck with the spare tire bolted to the underside. It has an engine cover on both sides of the car. Behind each one is a head & a carburetor. Each side has its own exhaust too.

All of this fits within the confines of the original body the front & rear track have not been changed although the wheelbase is about an inch longer. This gives it a much lower center of gravity. The air ductwork that feeds the engine is under the seat. It has a special storage compartment behind the passenger for the jack, tools & a small lunch.

I wanted to make a car that BMW could have produced had they tried. With that in mind, it has many vintage parts incorporated in the design right down to vintage matching VDO gauges.

The speedometer runs clockwise up to 80mph on this Isetta!

This car has been on the drawing board for over 20 years. Numerous people have told me that it could not be done. I did it anyways, it just took a lot longer than I expected.

Refinements are being made. When the air scoops are done, they will be painted to match the car. I suspect that the Isettas have had the wind vacuum fighting with the fan problem all along. No one ever realized it before because they couldn’t reach out and put their hand over the air intake while driving down the road. I can still feel hot air coming out at 70mph & I want it all going in.

The custom top has zip in side curtains that can be rolled up and stowed in a pocket in the boot cover.

Engine & Tranny layout. You can see how the chassis now comes up over the tranny and supports the motor mounts, shift linkage, 700 shocks with coilovers, rear fenders and brackets that support the body itself. (You can see the body brackets on either side of the spare tire)

You would be amazed by how much the body brackets stiffen things up especially when the roof is gone and there is a large door in the deck. It is far more rigid now than a stock Isetta that has the whole rear body just floating around having no attachment points beyond the firewall.
The reconfigured firewall behind the seat.
Tight squeeze here! You can also see how the seat has been reshaped to accommodate the new design.

Because I lost all of the underseat storage to cooling air ductwork and re-arranging other components to make room for the air ductwork, I needed a place to put the jack & tools. Since the motor occupies different areas in the car now, I found enough space to build a little secret compartment behind the passenger. It has room for the jack, tools and a spare bottle of oil. Since the standard Isetta tee-handle jack wrench won’t quite fit in the box, I made a special break away handle that will. I stamped "bilstein" on it before we sent it off to the platers.

Engine access: lift the rear deck!
You may notice that the spare tire is from a vespa. When I put all of this on paper years ago, I made scale drawings to show the placement of all the parts. The stock size spare fit in the drawings but on the real car it hung down far enough to interfere with the air plenums on the carbs. It was also too large to fit between the gas tank and the firewall. We are only talking about 1/4 inch or so in either case but the easiest way to solve it was to mount a smaller tire. It is a fully functional spare & is at least as useful as the ones on new cars these days.

Some of the custom machined parts needed to make this conversion

The speedometer runs clockwise up to 80mph on this Isetta! (Photo taken while driving)
How many times while driving your micro or minicar have you not wanted some extra power? Not necessarily for speed, but the ability to accelerate and keep up with traffic. I actually think it’s a safer way to travel, not holding up traffic or traveling at a speed significantly slower than those coming up from the rear.

This article is how I accomplished this in my 1959 BMW 600. It was not long after completing the restoration on my 600 that this need for extra power began. As designed, the 600 engine is known for its reliability. This holds true for all BMW boxer engines, along with their simplicity and ease of maintenance. By the time the 600 launched in the fall of 1957, Isettas (250/300) along with most bubble cars had reputations of poor engine reliability due largely to their owners operating them at loads close to their limit. To ensure the 600 engine was not operated at its maximum potential, the air intake volume was restricted, NASCAR style. By restricting the incoming air volume, an engine cannot reach it’s maximum potential, decreasing thermal loads and stress, in turn increasing its reliability.

The restriction in the 600 is the carburetor. By comparison when this engine is used in motorcycle trim (R67) it’s equipped with two carburetors, each with an ID that is probably double what the 600 has. This restriction results in the 600 having about 10 fewer horsepower than the R67 (26 hp (SAE), vs. 35 hp). I’m sure the size of this restriction was also dictated by the requirement to keep the horsepower below 20 HP (DIN), keeping the 600 in a desirable vehicle tax category in the German market. The DIN (Deutsche Industry Norm) horsepower rating of the 600 is 19.5 hp. Speaking of horsepower ratings, the old SAE gross HP rating was achieved with an engine running under optimal conditions without any ancillary devices (generator, cooling fan, etc.) connected. New SAE HP ratings are almost identical to DIN HP ratings.

Although I wanted more power, I never had the desire to throw on dual carbs onto my 600 engine. I knew that the work involved would only result in a marginal performance improvement. If I was going to take on such a task I figured that an upgrade to a 700 engine would be the better way to go. But not just any 700 engine, the dual carb 40 (DIN) hp version. Most 700s were equipped with a single carb 30 hp engine. The 700 engine has several enhancements over the 600 engine, most notably higher compression and engine oil cooler. The 40 hp engine has even higher compression, domed pistons, larger valves and hotter cam. But I also knew that there were significant internal differences between 600 & 700 transaxles that would require a 700 transaxle for a successful 700 engine transplant.

And as luck would have it, a listing in Hemmings offered a 700 engine & transaxle, but was it a 40 hp engine? Some questions to the seller confirmed that this was the case! A week and 200 miles later I was inspecting what was being offered. The heads had been taken off revealing a major groove in one cylinder bore. The carbs were missing, but all of the engines cooling sheet metal pieces were present. A deal was struck and I loaded up the parts for there trip home were they sat in storage for a couple of years. Had it not been for a mistake by the author, these parts would probably still be sitting in my basement. Some words of advice. If you see smoke coming from your car, stop and check its vitals. Find out what is causing the smoke before deciding to keep driving. If not, you may end up in my situation with an engine locked up tight. The decision as to what engine to repair was fairly simple. The installation however proved to be quite challenging. Had I known what I now know, I doubt if I would have gone down this path. But once into it, there was no turning back.

Rebuilding the 700 engine was straightforward. I did however call upon the expertise of Elliott Butler to go through the bottom end and suggestions for increased performance without sacrificing reliability. The major tweak was to further increase the compression ratio through the use of thin copper cylinder head gaskets. With the engine assembled the next task was to get all of the engine cooling sheet metal pieces fitted to the engine compartment sheet metal pieces and the heat exchanger. Although similar, these pieces are different and take some modification to get them to fit. Next was the task of working out the engine/transaxle support. In a 600 the transaxle has two mounting ears for the attachment of a brace which supports the transaxle, with the engine being bolted to the transaxle. This brace connects to the frame via two rubber mounts located above each cylinder head. In a 700 the engine/transaxle is supported via a brace which is located closer to the cooling fan on the rear of the engine. Most 700 transaxles do not have the mounting ears for the brace used in the 600. Not being the first one to perform such a transplant, I was fortunate to read articles and see photos of two similar projects in the magazine of the German Isetta Club. They opted to make a new brace that connected to mounting point on the 700 engine and the two rubber mounts on the 600 frame. Wanting to keep things looking as original as possible, I opted to modify the 600 bracket with some additional gussets and ears to permit it to connect with two upper fixing points for the engine to transaxle.

But with this selection additional complications are incurred with the carburetion and intake plumbing. Unlike the 600 which has its intake ports on the front of the cylinder heads, similar to the motorcycle setup, the 700 intake ports are on the top of the cylinder head. The 40 hp engines were equipped with two downdraft carbs that bolted onto short intake tubes that screwed into these intake ports. On the left (driver side) head the intake port is directly below the left rubber
engine mount. Even if these rubber mounts were out of the way you would not be able to mount the dual carbs from a 700 as they would not clear the 600 fuel tank. On the 700 it was up front in the trunk. Seeing that there was some room to run a curved intake tube between the

I first had to get some carbs, preferably ones that were cable operated to make their synchronization and actuation easier to construct. Again it was Elliott Butler who came to the rescue with a set of side draft Mikunis from a previously aborted project. Once received I was able to try several potential mounting positions before ending up with one above the cylinders angled in from the intake ports. Curved tubes were used in conjunction with short sections of radiator hose to connect the carbs to the intake ports. The carbs are supported by tabs which were welded to the engine brace and captured under clamps securing the carbs to the intake tubes.

And now for the actuation of the carbs. I was not concerned about the actuation of the choke or enrichment circuit on the Mikunis, if needed that could be done manually in the engine compartment. The 600 accelerator cable provides a pulling motion in the engine compartment with approximately 24 mm of travel. I needed about 30 mm of travel for full opening of the carburetor slides, and needed this to be provided to both carbs. I ended up making a splitter/multiplier mounting it on the center of the engine. Several runs on my engine/test stand let me get the carbs dialed in and engine checked out prior to installation in the car.

Another alternative would be to switch over to true CV (constant velocity) joints. One of the previously mentioned 600s in Germany had these installed with complete success. The only downside being a slight bit more noise/vibration being felt as the drivetrain is no longer isolated from the frame/body. Although I knew this would require quite a bit more work, the return would be worth it as the joints and shafts that would hold up to the power and could last the life of the vehicle.

Off I went to the closest junkyard in search of a donor set of half shafts with CV joints. Familiar with BMWs from the 70s & 80s I knew they had half shafts of the type I was looking for, those being bolted to the output flanges on the differential and stub axles. I figured that I would be able to find a set from an Asian built economy car that would be smaller in size than those used in BMWs, better sized for the power of the new engine. I soon found out that these vehicle had half shafts without bolted connections, and that late model BMWs had also switched over to this type. As the yard had plenty of early to mid eighties 5 series BMWs (E28 models) I just had to find one with both shafts, preferably with all four CV boots still intact. A couple hours and $80 later, I had such a set. An additional $20 at AutoZone got me a new set of CV boots and grease along with a new coat of paint. That was the easy part. Now I had to figure out to install these shafts which were way too long with bolt patterns that did not match up exactly with 600 flanges. After much measuring I was able to determine how much the shaft had to be shortened. Cutting 93 mm out of the 27 mm solid shafts was fairly easy and on a trip to Home Depot I found some piping that fit snug over the cut shafts. A weld around the perimeter ends of the pipe made it a solid unit, straight & true. The CV joints are equipped with six 10 mm bolt holes, and the flanges have three. But the bolt circle on the CV joints is just a bit larger than the bolt circle of the flanges. Using 8 mm bolts permitted the bolts to be inserted at a slight angle, enough to compensate for this slight offset. And to compensate for a loss of strength the larger bolts provided, I used 8 mm bolts of a higher grade level.

A previous project corrected the loss of rolling circumference, radial vs. bias ply tires. With 10” radials mounted an indicated 60 mph was actually only 50. I did not want to switch to 10” bias ply tires as I don’t like what they do to the 600’s handling and ride comfort, plus I don’t think they would provide the correct rolling circumference for an accurate readout. I figured why not try a set of 12” wheels & tires from a 700? A call to Elliott Butler and a set of 700 wheels were on the way. Upon receipt I learned that the bolt pattern is not shared.

All along I had some concerns about the 700 transaxle and 600 drive joints/half shafts. For the transaxle I decided to change it’s oil and take my chances. Similar thinking was used when it came to the drive joints & half shafts. 600 drive joints, a.k.a. Guibo joints, are smaller in diameter than those found on a 700 and also lack their centering feature which prevents them from trying to walk over themselves in high load conditions. Switching over to 700 joints and half shafts would also require a swap of the stub axles to permit the larger diameter joints to be affixed. So I installed the 600 parts and rolled the dice. On the first test drive, using only partial throttle, one of the joints started to come apart. I was able to make it home but was now confronted with a new decision to make. Should I try installing a new set of 600 joints? The ones I used were a couple of years old and maybe new ones could handle the additional power. Or maybe a complete switch over to 700 components would be the way to go?
with the 600. It’s a story worthy of a separate article, but I ended up making a set of custom wheels with 12” rims from the 700 and centers from a 600. With 12” radials, the indicated and actual speeds are now identical.

Was it worth it? For me the answer is a big yes. Sure it has better acceleration, but the real benefits are having sufficient power to cruise at 60 mph, and maintain that speed on uphill grades. Hills that previously required dropping down to 2nd gear are now topped in 4th gear with only slight reduction in speed.

There is a trade off however when it comes to fuel economy. The 600 engine would deliver approximately 40 mpg on regular. With the 700 it’s closer to 30 using premium. I can’t report on the top speed as the speedo ends at 80. If I’m crazy enough to check it again I’ll need to borrow a portable GPS. That’s another project for another time.

Now it’s time to play & enjoy.

-Bruce Baker
Montvale NJ
FIAT “Nuova 500”

The very first “up close and personal” group of FIAT 500s I remember seeing were at Cornellio Motors at the top of East Main Street in Torrington, Connecticut, during the winter of 1959. Of all the cars in the showrooms, the one which most impressed me was a truly handsome black-over-red 500 Bianchina (Fig. 53) with wide whitewalls like the one pictured. It was, I thought, an even classier color combination than my navy-over-light gray 1958 FIAT 600. But with only two seats and a small air-cooled engine, I hesitated to trade for this car which looked for all the world like some finely crafted piece of jewelry.

One of my wife’s fellow teachers at the Cheektowaga (NY) High School had one of the regular FIAT 500 sedans and she frequently rode to work with him in it. My impression was of how much smaller it was than our “Millecento,” the two-tone grey FIAT 1100 we had traded up to after my RISD graduation and starting work at the U.S. Patent Office in Washington, D.C. His red 500 seemed considerably smaller than what I remembered of my 600 and there were features which were decidedly different from the 600 such as the “applied” style of door latch (Fig. 54) in which the mechanism is housed in a chromed shell applied to the door rather than the mechanism being within the door itself. This latch was actually from the parts bin of Giacosa’s first design, the 1935 FIAT 500, the “Topolino.” The biggest difference between the Nuova (“New”) 500 and the 600 is that the 500’s engine has two fewer cylinders and they are air-and not liquid-cooled. The Nuova 500’s rear seat is “kids only,” too.

The smallest-ever FIAT, the “Cinquecento” is the work of Dante Giacosa, FIAT’s engineering chief. The car had been conceived by Giacosa as a 2+2 with small adults or children accommodated in the rear seats. Management, however, was averse to a less expensive 4-place car competing with the then-new full 4-seater 600. The prototype was a fairly accurate representation of the final product save for its fastback line to the roof (Fig. 55). When Giacosa’s design prevailed, the roof was bumped up and out to the rear without changing the bodywork below the beltline and this gave the car its characteristic little kink or slight concavity of the rear profile.

The 500, which was launched in 1957 to underwhelming reviews and public demand, was soon boosted in power from to 18.5 hp. After 1958’s stunning first, second, third, and fourth place in class finishes at the 12 hours race at Hockenheim, Germany, by a 21.5 hp “Sport” model, however, the fortune of the 500 changed and it went on to sell a total, including under-license production and bare chassis provided to coachmakers in Italy, over four million copies.

Unfortunately of us Yanks, the car never attained anywhere near the success it enjoyed in Europe and it was withdrawn from the North America market after only a few years. This may have been, in part, due to its strange, almost “surprised” visage (Fig. 56) compared to the rest-of-the-world model. This was a result of the semi-external head-lamps, a US requirement for height, diameter, and type, then the requisite and ubiquitous seven inch “sealed beams” which, though a vast step forward when made mandatory around 1940 were barely adequate any more a mere twenty years later.

The engine, as mentioned, is air-cooled (Fig. 57). It is an all-aluminum, in-line, overhead-valve two-cylinder unit with a nodular cast-iron crankshaft and steel cylinders. With the “F” model, the engine was enlarged to 598cc and developed 28 HP. The 500 employs the simple but effective crankshaft-mounted centrifugal oil filter which is a part of the accessory drive pulley originally designed for this car and retro-fitted to the 600D. It is so effective that it extracts even tetraethyl lead back in the day when lead was the standard octane enhancer in motor fuels from the miniscule bits of combustion vapors which bypass the piston rings and make their way into the crankcase and the lubricating oil. The oil itself is cooled with a finned stamping welded to the outside of the steel oil pan, forming air ducts which are fed cooling...
The 500 shares Ing. Dante Giacosa’s ingenious suspension designs with its larger sibling, the FIAT “600.” The front suspension utilizes the double-mounted transverse leaf spring which acts as a built-in stabilizer and the rear suspension, likewise, is the ground-breaking semi-trailing arm design.

The extremely strong, lightweight unitized body/chassis has all components attached directly to the body shell and is designed with deformable, or “controlled crunch” sections at both ends.

Dante Giacosa received the prestigious “Compasso d’Oro” award for his ingenious body design (Fig. 58) in which the entire outer body-side panel is stamped from a single sheet of steel with the inner door being blanked out of the door aperture. Conversely, the outer door is blanked out of the single-sheet inner body stamping. Thus, an entire body side, from headlamp to taillamp, including the door, is stamped out of two sheets of steel with great savings in tooling, assembly, and labor costs. Exposed rear hinges originally supported the doors but in the “F” model, the hinges were moved to the front and concealed, burst-proof latches were fitted, and the body became somewhat more complex but also more robust.

The “L,” or Lusso (“luxury” in Italian) version (Fig. 59) was presented in 1968 and was based on the “F” model. Mechanically it was unchanged from the F but it benefited from meticulous attention to details: different hubcaps and bumpers, bright moldings in the front and rear glass, and a very nicely upgraded interior with carpeting, reclining seats, a larger instrument cluster with a fuel gauge, and pleated-style upholstery and nice appointments including a handsome “sport” type steering wheel.

The “R,” or “revisionata” model of 1972 received a “transplant” of the FIAT 126’s 598cc engine and wheels and continued in production for yet another five years.

Odysseus Has Nothing On Us  In 1971, my wife, Maureen, and I picked up a rental 500L we had reserved a luscious, almost edible brick red with black interior at the Milano airport. The car had a mere 500 kilometers on the “clock” when we were handed the keys. It is probable that the rental company thought it wise to give it a cursory break-in before being taken on the road and flogged by a couple of Yanks. At any rate, although I drove...
it hard, I really never “flogged” it, just let it run as fast as it comfortably
wanted to. I had used this technique on other new small FIATs with
excellent results.

Saving Milano ‘til the end of the trip, we headed down the Po
River valley to Verona (Fig. 62), the picturesque city of Shakespeare’s
star-crossed lovers, “Romeo e Giulietta.” We then went down the
spine of the Apennines to Bologna and Firenze. By-passing Venice,
we headed north to Cortina d’Ampezzo , site of the 1964 Winter
Olympics, set in the beautiful and dramatic Dolomite range (Fig. 60)
at the east end of the Alps. From Cortina we really hit the full force of
the Alps, climbing to the west and
north through the Brenner Pass to
Innsbruck, then on into Germany
and Hohe Schwann, near “Mad”
Ludwig’s “Neu Schwannstein”
(Fig. 63), the inspiration for
Disney’s Magic Kingdom castles.
By this time, the air-cooled little
two-banger had been pretty well
run-in and the loosened-up engine’s
idle was up to around 1200 rpm.
While fiddling the carburetor’s
idle speed and mixture screws at
our “Gasthaus,” listening intently
to its relaxed fuf-fuf-fuf-fuf as I
slowed it to about 800 rpm, I sensed
being watched. I looked over my
shoulder and there stood a German intently watching and listening. He
smiled and said, “Ja, gut. Gut!” to display his approval of my tuning
efforts. Ah, yes, the little 500 is “Gut!” indeed.

After a couple of days
visiting the castle and a Sunday hike
around the Schwannsee, or “Swan
Lake,” it was off to St. Gallen and
Lucerne, “up-and-over” the 7.100
foot Grimsel Pass then down the
Rhone valley to Martigny and “up-
and-over” the Col de la Forcie (Fig.
66, 5,014 ft.) into Chamonix to take
the cable car to the top of Mont
Blanc. It was July, and although
the temperature in Chamonix was in
the low 90s, at the top of the world
it was in the 40s, and there were
some diehards skiing!. Cablecar
back down to the Cinquecento and
“up-and-over” back into Martigny,
take a right and climb up to the
Great St. Bernard pass (8,100 ft.)
which was a story in itself.

We chuffed our way up to the hostel at the top of the pass
run by the friars who raise the St Bernard rescue dogs. I pulled in to
what I thought was the most promising looking of the buildings there.
Alas, the hostel was up at the crest, a couple of hundred yards up what
looked to be a 4 or 5% grade. I backed out of the parking space and for
the life of me I could not get the car to start up the grade. No amount
of engine revving or clutch slipping would do it. I had to back across
the parking area, make a rush across the fall line until I got it up a little
speed, then whip the wheel toward the top and we chuff, chuff, chuffed
our way up to our goal.

Density altitude had robbed the little “twin” of better than
20% of its sea level power and we were down to less than 17 ponies
for the car, Maureen, me, and our two suitcases. Game, set, and match:
Density altitude wins! It was good sleeping up there, though. Clear,
cold mountain air, down quilts, and absolute, and total peace and
quiet... well, at least until the dogs were let out to run at the crack of
dawn! And, I could dream of driving the wonderful little 500L some
in the morning!

Dawn, breakfast, wake up the “pony” and it was literally
all downhill into Aosta and then around to Torino, birthplace and
hometown of our trusty little steed. On to the west through Sestiere
“up-and-over” into Grenoble, France, for Bastille Day festivities on
July 14th. Across the south of France through LePuy; Mende; Millau;
Albi; Tarbes; Oloron; San Sebastian, Spain; and into Zarauz, a coastal
resort town on the Bay of Biscay a few miles farther west.

The interesting thing about the Alps-- and Italy’s Apennines,
for that matter-- is that, although not nearly as tall as the Rocky
Mountains in the Americas, they are much more dramatic with faces
well approaching 45 degrees in most places. Further, the Col de Tende
(Fig. 67, 6,264 ft.) between Nice, France, and Cuneo, Italy, at 6,264
ft. is less than 25 miles inland from the Mediterranean coast. A road
going straight up the mountain is not an option for anything less than
a mountain goat, so the “lace“ (lab-say, “laces” in French) is/are the
After a few days exploring the San Sebastian/Zarauz area, it was down the semi-arid west side of the Pyrenees through Pamplona and Heusca to Llieda then “up-and-over” through Andorra (7,900 ft.) into Carcassonne, France, thence along the coast to Arles, Avignon, Cannes, Nice (Fig. 68), and Monaco. Then “up-and-over” into Cuneo (Italy) with a side trip up into the mountains to Acceglio for the weekend to wander around the 45 degree slopes surrounding the “cittadina,” or little city. Down to Dronero (Fig 69) and on to Torino for my tour of the Mirafiore Works and a cherished meeting with one of my all-time heroes, Dante Giacosa (Fig. 70), the man who designed every FIAT I ever owned.

I had always wondered how I was able to fit into the smallest of FIATs, the 600 and particularly the 500 we were enjoying on this trip. When I was ushered into Giacosa’s office at SIRA, his Torino consulting firm following his mandatory retirement from FIAT after 40 years of creativity, I looked him straight and level in the eye. He was, at 70 plus years, still as tall as I was, 190 cm, or six feet two inches. Can you imagine designing a car into which you have precluded your entry? Neither can I. I comfortably fit into the 500 and 600 because Giacosa did! Yes, he was every bit as unassuming and gracious as this picture suggests (Fig. 70).

It was finally time to head back to Milano where I had to give up that wonderful little product of Giacosa’s fertile mind. I had realized that the transmission needed double-clutching on downshifts but put that off to perhaps a weak set of synchronizers. It wasn’t until we had returned home and I had re-read the May 1959 article from Road & Track magazine on the 500s that I realized that its transmission had no synchronizers! To quote from the R&T article, “...the designer (or designers) of the Fiat gearbox made one rather small but all-important change over the standard layout in the Fiat design. The shifting dogs (which are usually placed on the transmission mainshaft and turn at engine speed) have been moved down to the layshaft, where they turn much slower. The rotational speeds of these dog clutches are thereby substantially reduced, and it becomes much easier to hit that elusive meshing point.” Dante strikes again!

A humorous incident occurred with the sunroof. On the last leg of our trip, from Torino to Milano, we encountered a long freight train at a grade crossing on the main highway-- we studiously avoided being eaten alive by Alfars or even FIAT 850s on the Autostrada. Hey, they charge tolls, too! Being near midday, the sun was high and hot, and the train seemingly endless. I shut down the engine and pulled the little flip-back sunroof closed, leaving it unlatched to permit air circulation. That was not a good move!

After the train had passed and traffic started to move, I relit the fires and we move off smartly... well, as smartly as 21.5 hp can muster. First gear wound out and a shift to second. Shift to third. The engine’s approaching the third gear redline at 65 km/h (40 mph) and suddenly, out of the blue, there’s a bright flash and a very loud “WHACK!” The airstream had finally caught the leading edge of the unlatched sunroof and it had flown back admitting a full flash of blue sky and bright sun which were accompanied by the loudest noise I had heard since the rifle range at Fort Jackson, South Carolina, the sunroof’s bridle slamming down! You just have to love a car with a perverse sense of humor!

That handsome, comfortable little FIAT 500 had carried us- never a missing one single beat-- for more than 3,000 miles in five weeks (Fig. 72) at an average fuel economy of better than 44 mpg. We crossed the Alps seven times and the Pyrenees once. The average pass elevation was 6,400 ft. with the highest being the Great Saint Bernard at 8,107 ft.
bending, and checking against the scribed profile, it can re-lofted the desired degree. Re-assemble, paint, and presto! A good-as-new spring. Works like a charm and I’ve done this with 600 springs as well.

This labor of love (Fig. 73) was a “renovation,” not a “restoration.” I took liberties with the interior, using a mix of fabric and vinyl and installed front and rear glass gaskets from the “L” which have the bright insert. I also ordered the late model tail lamps, the larger all-plastic units. And, there was also a Abarth 3/4 race, or “street” camshaft that I ordered from Italy. And 67.4mm pistons and barrels for a boost in displacement from 479 to 499.5cc. The brakes got a thorough rebuild and a new clutch went in. All air piping was replaced... cooling air intake, heater delivery, and fresh air intakes from beneath the headlamps, a feature not found on later 500s.

All in all, it was a satisfying project and was a great car for all but the coldest periods as the little “twin” didn’t generate much heat. I found that I could even carry my 215cm downhill skis in the car, or, more correctly, sticking out the open sunroof. Not good for inclement weather or long trips to the slopes, however. But Mohawk Mountain Ski Area was a five minute drive away and it worked fine. Straight and level, she’d top out at about 65. Perhaps it was the heavier, larger diameter pistons working on the small-bore crankshaft, but that little twin just didn’t seem as content turning high revs as the “L” did in Europe. It was just not as smooth. The Abarth cam made it go like stink. Of course, everything, including “stink,” is relative.
Gould’s 12th Annual
Microcar & Minicar Classic Event
Newton (Near Boston), Massachusetts July 13, 14 & 15, 2007

Round and Round they go!
Rides in MICROCARS is always a big hit during the Open To The Public show on Saturday at The Larz Anderson Museum of Transportation.

Actually the “round and round” part is just the route the cars take when dropping off and picking up passengers, once loaded with Micro-nuts, they exit stage left to drive around a designated route that surrounds the outside of the Show Field.
Can someone help Susan Lane with her headlights? They need some adjustment.

Jeff Upton FINALLY decided to bring his BARKley instead of the KR200 he has owned since he bought it new in 1955.

Mosquitos are never a problem at GOULD’s Events.

The trailer behind this FIAT Giardiniera is actually a scaled down “salesman’s sample” version of the “real one” yes for real!

And if you decide to drive your Renault Dauphine after dark with a dead battery... make sure you pack plenty of xtra issues of MICROCAR NEWS just in case!
I used to have a 1950 Chevy, chopped, candy painted, all hand fabricated and when I sold it everybody said: “You’ll never have another car that will get you this much attention” and I said: “You’re right.... now I have two!”

We went to Five ISCA shows last year (Intl Show Car Assoc) and when we pull in with both of them.... people go nuts. The cars don’t go into competition against each other. The Blue car is mostly stock except it’s been repainted. Patty’s car (the yellow one) is a mild custom completely redone by Rob, Patty and Jeff Fusaro. (custom interior, polished engine, the underside of the yellow car is totally finished off, smoothed out with polished paint and chrome. When we show the cars indoors we have mirrors under both of them).

So when the judges look at her car and ask “What changed?” We say “Look at the Blue one! It’s stock!”

Of course, everyone thinks it’s the Urkel car.

And people who knew my 1950 Chevy ask: “Where’s your other car?” and I say “I cut it in two.” -Rob Gerring

Many thanks to Larry Newberry @ MICROCARLOT.com for help in sourcing parts for the restoration!
Patty’s car won Best of Show at The Vintage Microcar Club National Meet in Madison GA 2007

The Vespa 400’s unique “dial it in and crank” method of making sure you mix the correct amount of oil with your gas (it is a 2-stroke) Rob doesn’t trust it though and pre-mixes his gas and oil.
Collecting Toys for the Vespa 400 might not be as easy as for other more “known” marques like the BMW Isetta, but they do exist and most if not all them have been or are being made by French Companies.

Joseph Veron started the firm called NOREV (Veron spelled backwards) in a suburb of Lyon, France, in 1946. In 1953 they began to build 1:43 scale cars. These NOREV 1:43 scale Vespa 400 cars have plastic bodies and metal bases. NOREV is still around today and has re-issued the Vespa 400.

The original Quiralu brand was introduced in 1933 by a Mr. Quirin of Luxeuil, France. The combination of his name and the primary metal; aluminum, used in the production of these models provides the name. Quiralu started producing 1:43 scale models in 1953. The latest of the original models were introduced in 1959, after which production ceased.

Reproductions were produced by Louis Surber SA of France through a US company called “Morotsport,” based in Miami, Florida. These were made in the 1990’s from the original Quiralu molds. Re-issues can be purchased for a very reasonable price, while original models are quickly rising in value. The reproduction boxes appear identical except for a note on the flap about Surber. but the underside of the reproduction version does not say QUIRALU. (see photos for comparison)

Dinky Toys were made by Meccano Limited, the DINKY trademark now belongs to Matchbox Toys, part of Mattel, Inc. The Vespa 400 was made in 1959 primarily Blue, made in France, #24L French Dinky Toys were apparently renumbered in 1959 so some models may have a different number than “24L”
A series of 1:43 models were produced by the “Midget Toys Co.” as Serie B model 12, but boxes also exist for a Serie A model 14 that is smaller and also says “Midget Cars Co.” What goes in the smaller box?

Minialuxe made plastic injection molded cars in France, beginning in 1959.

The next 2 sets of models are really really small, note Penny for scale. mfg unknown.

Unfortunately nothing larger than 1:43 seems to have been produced.

If you want a larger model you will have to try and find this Vespa 400 Pedal Car!

Thanks to The Bruce Weiner Microcar Museum for access to these toys!
There are three aspects of collecting that are important to me:

1) The Hunt
2) “Diamond in the Rough”
3) Sharing

THE HUNT
Tracking down a rare car halfway around the world sometimes based only on a rumour and eventually acquiring it is very exciting for me.

I have been very fortunate to have made friends all over the world that share my enthusiasm for this part of the collecting hobby. Sometimes what is uncovered is something that has been overlooked or passed over by others as “too far gone” or perhaps “not significant enough” to be saved.

which brings me to;

DIAMOND IN THE ROUGH
While I do appreciate good original vehicles that have been unrestored, many times THE HUNT results in something that has been refurbished, altered, customized, or usually just neglected and abandoned.

Some people might see a pile of rusted metal and some old cardboard boxes with parts that may or may not be from the vehicle. I see what the car CAN be. Many of these cars, especially the ones that were only made in small numbers, were someone’s dream to solve a transportation problem.

Some of these cars are a real challenge, but as I enjoy THE HUNT, I also enjoy the challenge of finding that DIAMOND IN THE ROUGH and bringing it back for other generations to enjoy.

which brings me to;

SHARING
It’s no fun having a collection of wonderful things if you can’t share them with someone.

That is why I have all the cars on a website. That is why I open the collection to the public

That is why I host MICROmöglich IN MADISON every 2 years. We spend countless hours getting Microcars ready for others to Test Drive!

Hopefully this inspires others to get their cars running and also SHARE them!

But sometimes you really CAN have too much of a good thing. Sometimes THE HUNT results in my finding a particular Microcar, but I have to buy someone’s entire collection in order to obtain the one car I am looking for. So I buy one car and end up with six. Sometimes I just see a car and love it and I have to have it. Never mind that I already have 2 or 3 of them already. Or in the case of Messerschmitts…30 or 40 of them (I really really love Messerschmitts, in case you did not know…)

A few years ago I enlarged the Museum Building, but that apparently was not enough.

I am out of room!
So I have made the decision to sell some cars to bring the collection to a more manageable level.
Six months ago if you had asked me if I would sell any cars, I would have said “No, No, No” but right now it is “Yes, Yes, Yes”.

and I am offering them here exclusively through the magazine to help promote the hobby.

I want other enthusiasts to enjoy these cars as much as I have.

Please check out the next page for what I have decided to part with.

The Messerschmitts are all priced the same!
First Come, First Served. Which one is “better”? You decide. I can’t answer that question for you.

If you want to see more photos, you can go to my website, but you have to go to this address: www.microcarmuseum.com/microcars/

They will not be linked from the Main Page at the outset. After this issue has been delivered I may put a link on the front page so you can find the cars easier.

You can also have photos emailed to you, click the Contact Link on my website and make sure you mention that you are a Vintage Microcar Club member.

All Cars at located at
The Bruce Weiner Microcar Museum
2950 Eatonton Road Madison Georgia.
You can inspect the cars anytime during the week between 9am and 4pm, please email or call ahead to confirm.

Personal Checks are accepted.
All cars will come with a State of Georgia Registration that can be used to obtain a valid title in your state.

Georgia does not issue Titles for cars pre 1964
## Classifieds

### Microcars & Parts FOR SALE from Bruce Weiner

<table>
<thead>
<tr>
<th>Car Model</th>
<th>Description</th>
<th>Location</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Victoria “large body”</strong></td>
<td>One of approximately 20 built to have a Victoria 250 engine</td>
<td>indoors for 30 years in Germany</td>
<td>$6,000</td>
</tr>
<tr>
<td><strong>Zundapp Janus</strong></td>
<td>Appears to be complete. Hand-painted so it is really special.</td>
<td>Indoors for 30 years in Germany</td>
<td>$14,000</td>
</tr>
<tr>
<td><strong>Berkeley T60</strong></td>
<td>Refurbished and running.</td>
<td>Indoors for 30 years in Germany</td>
<td>$6,000</td>
</tr>
<tr>
<td><strong>Lloyd LP300</strong></td>
<td>Appears to be complete. It can sit in your garage.</td>
<td>Indoors for 30 years in Germany</td>
<td>$1500</td>
</tr>
<tr>
<td><strong>Mochet CM 125</strong></td>
<td>Very solid, fairly complete. Needs restoration, or just paint and display it!</td>
<td>Indoors for 30 years in Germany</td>
<td>$5,000</td>
</tr>
<tr>
<td><strong>ISO Isetta (spanish)</strong></td>
<td>Restored running car.</td>
<td>Indoors for a LONG time.</td>
<td>$20,000</td>
</tr>
<tr>
<td><strong>ROLUX Baby</strong></td>
<td>Fairly complete, looks presentable As-Is, but needs restoration</td>
<td>Indoors for 30 years in Germany</td>
<td>$10,000</td>
</tr>
<tr>
<td><strong>MOCHET CM125 Y</strong></td>
<td>Refurbished and running car.</td>
<td>Indoors for 30 years in Germany</td>
<td>$7500</td>
</tr>
<tr>
<td><strong>VELAM Isetta</strong></td>
<td>Very nice looking car. Arguably the most beautiful style of Isetta ever built.</td>
<td>Indoors for 30 years in Germany</td>
<td>$15,000</td>
</tr>
<tr>
<td><strong>ZETA Sports</strong></td>
<td>From Australia. Fairly complete, but photo does not show cabrio top &amp; bows.</td>
<td>Indoors for 30 years in Germany</td>
<td>$15,000</td>
</tr>
<tr>
<td><strong>MAICO 500</strong></td>
<td>Appears to be fairly complete.</td>
<td>Indoors for 30 years in Germany</td>
<td>$1500</td>
</tr>
</tbody>
</table>

### More Info and Photos at:

- email: cars@microcarmuseum.com
- or phone The Club: 630-642-7622

*First Come, First Served. All cars As-Is, Where is.*

*most of these are on Racks or in the Loft and it is not possible to bring them down into an open area unless you are buying it and taking it with you. Personal Checks OK.*
1972 FIAT 500L
Excellent condition, interior, exterior, runs great. all new shocks and tires.
$9850 OBO
located in Los Angeles CA
contact John 310-321-7990

1959 BMW Isetta
Excellent paint 2 years ago. Now new tires, brakes, interior, sunroof, battery. 14,850 miles. Everything works, needs nothing. Ready to show, drive and enjoy. $17,995. Located in NW Indiana. Also bubbles, cabrios, and Euros available, projects or restorations.
Robert Vondracek 219-405-1241
email: robert@allthingsamphicar.com

1957 Heinkel Kabine 173
Very nice rust free 3 wheel model w/ 198c 4 stroke motor. Very good cond. However, new bumpers that come with the car do not have the mounting brackets. These cars are extremely rare in the US, you will have a hard time finding a nicer one.
$12,000 Location: Knoxville TN
Contact: Larry at 865 300-3599 email: microcarlot@hotmail.com

1968 King Midget
Very nice car with 95 miles on new Honda V-Twin 18hp engine. Original mileage for car is 4985. Convertible, Maroon with top and side curtains. upholstery very nice, SS Luggage rack, radio, horns, lights, hydraulic brakes,3 speed automatic w/every Everything works great, nice little CA car, car title & license included. $5999
Call Dennis - 951-347-0171 email: DR1970@lazarcom.net

1987 Sebring Comuta Electric Pickup
This vehicle is brand new, as purchased at the Sebring Factory in July 1987. It has never been titled or driven, never had batteries installed, always inside. 36v electric system uses 12 standard deep cycle 12V batteries (not included). Original sales invoice & all documentation available. Price $3000, located in Ohio. Transportation available in closed carries but not included.
Call Casprow Company, 440-423-0890, weekdays noon to 5 pm EST

Rear Window for Bubble Window Isetta
FOR SALE: One rear window for a 1956 BMW Isetta BUBBLE window. The glass is in good used condition. Pickup ONLY $1000 OBO 423-526-1328
Kerneth Winter Tazewell, TN 30 Miles North of Knoxville TN

1957 Fiat 600
$8,500
Maurice Kleiman Northridge CA
818-366-1195
email: superkleiman@verizon.net

1956 BMW Isetta Bubble Window Convertible.
with three wheels, Honda motor and automatic transmission. Power unit 1966 Honda Helix Scooter 250cc, four stroke, water cooled engine, CVT automatic transmission, CDI ignition, secondary fuel pump, remote radiator, cabin heater. This car is considered as a great improvement to a wonderful design. It is NOT being promoted as Original or stock in anyway. It will also require adjustements and tweaking as any one off project would. $18,000 OBO.
Location: Tazewell TN

1959 Fiat Multipla
This is an original condition, running and driving car. This car has been renewed mechanically and can be test driven. The following items have been done: Newer tires, Rebuilt brakes, New water pump, New fuel pump, New plugs, New plugs wires, New oil filter, Valves adjusted, Points cleaned, Transmission oil changed, Painted wheels, Newest hub caps, Rebuilt fuel tank, Cleared up carburetors, Rebuilt starter, New battery, New glass (except rear), New wheels and tires, and much more. I have the log book that shows extensive racing history and some wins. Car is located just north of Atlanta, GA I am looking for a nice driver Isetta. I would also consider any other neat micro car. Email for list of pics. Call or email anytime: Mitch 770-846-0440 or email: foure308@yahoo.com

1958 Berkeley 328
Microcar powered by a 600cc Suzuki motorcycle engine, excellent running condition, list $13,000.
Location: Nashville, TN
Contact: Jeff Lane, 615-742-7445 ext 106 during the day

Microcar News #5  2007
www.microcar.org
Microcar Mugs
Handmade ceramic stoneware pottery including Microcar Mugs. Isetta and Goggomobil now available.
www.LindosPotteryworks.com 630-327-8854

Home Made Micorcar
FOR SALE: Home made Micorcar. Looks like a King Midget or Jeep but smaller, very well made. No, its not an Eshelman. $5500.00 Location: East Hartford, CT call after 5pm Ask for Eddie (860)568-3799

Still have not over the following Parts Cars:
BMW 300-600-700-Croisely, Corvairs, Fiats-500-600, Honda 600,1949 Jeepster,1958 Metros,1959 NSU-Panhard, Subaru 360s, 1958-1974 VWs. Will be 80 this year. Must sell. Daughter will scrap all when I’m gone!
Fred Johnston 610-939-9539 Temple, PA

ORIGINAL LITERATURE!
Huge Selection of Sales Brochures, Factory Manuals for Cars/Trucks/Motorcycles, U.S./Foreign, including Microcars & Minis. For specific requests, send Stamped Envelope for Free list to: Walter Miller 6710 Brooklawn, Syracuse, NY 13211 315-432-8882 fax: 315-432-8256
www.autolit.com

For Sale: TIRES / Windsheilds
4.50 x 10 tires $45.00 & tubes w/90 deg valve $9.25
6 ply bias thread pattern for Isettas,Vespa 400s, Goggomobils, Heinkels, TG500s, etc.
Isetta windsheilds $200.00 ea. All plus S&H
George Blau, 7979 NW 21st St, Miami, FL 33122
email: george@microcar.org or call 305-433-7099

Suspension Replacements for Messerschmitt
FOR SALE Rear Suspension part # 1397 for all KR200 and KR201
Also- Coil over shocks replacements for front and rear KR200 and 201
Karl Kleeman 725 S Main Street Taylor, PA 18517 (570) 562-3379 email: knkcars@msn.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@insistech.com

Wanted: Berkeley in running or near-running condition
-- 2- or 4- seater, w/3- or 4-wheels. Will consider car w/ non-origin motor, or needing rebuild of motor. I’m near DC, so cars in east are best. Not able to pay high price for concourse or race- prepped car.
L. Chris Hager 703-379-6085 email: carolaudenhager@yahoo.com

Wanted: Subaru 360 Van project
Steven Keith email: stevensk72@hotmail.com

Wanted: Vespa 400
Seeking a Vespa 400 in any condition (preferably above water!). I’m near Philadelphia, but will travel.
Thanks: Philip Jamison email: FLP@microcar.org or call 610-696-8449

Wanted: Pulse or Litestar Autocycle
Contact Lorain Reese 440-969-1410

Wanted: Trojan Heinkel, any condition. Also looking for Citroen Traction Avant, used smart car.
Contact: Rod Rojas, NY.518-605-8885 email: chunkynacho@cs.com

Wanted : Info on Morgan Monotrace
built 1925-1926

Ken Wagner 815-459-5005 email: knswagner@mc.net

Wanted: Isetta 300 - Bubble Window or Slide Window. Total restoration in pristine condition.
Send pics and info to Terry Caisen (233) 584-4742 email: casمنتري@qwest.net

It is surely a great calamity for a human being to have no obsessions. - Robert Bly
Microcar WANTED:

Wanted: Back Issue of BUBBLE NOTES July 1976
Original please, any one copy would be appreciated
Ken Weger 815-459-5005  email: knsweger@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, tilter, speedo and has a top frame that folds down. Creme color, photos available, no VIN # anywhere. HELP!!!!!!!!
Ken Weger 815-459-5005  email: knsweger@mc.net

Wanted - DAF Cars, Delivery Trucks &/or Pick-up Trucks.
I am looking for information leading to the "arrest" of any DAF cars, delivery trucks and/or pick up trucks. If anyone has any information on the whereabouts of complete cars or even parts for these rare Dutch vehicles please contact me.
The DAF Club of America is trying to assemble a collection of DAF related items for it's archives/museum. Contact John DeBruin: thebear54@vermontel.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 ONLY.
Free photo + 75 word max (don't count Location, price and contact info)
MICROCAR For Sale, Wanted, Parts, etc. only
Deadline for NEXT issue is October 25 2007
Microcar Parts/Clubs/etc

A reference list of Parts Suppliers and Clubs, not complete, but if you know of any to add, please let us know. Also, if any information is out of date, let us know. A more extensive reference list is available at www.microcar.org

American Austin / Bantam
Parts
Golden Miles Sales
Joe DeAngelo
2439 S. Bradford Street
Allentown, PA 18103
(610) 791-4497
www.austinbantam.com

Clubs
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/

BERKELEY
Club
The Berkeley Newsletter
Mike Turturro
35 Franklin Ave
Croton-on-Hudson, NY 10520
914-271-6579
mturtu1648@aol.com

Parts & Service
H. Nat Stevens
46 Elm Street
N. Andover, MA 01845
(508) 687-3421

BMW Isetta/600/700
Isetta US-based Parts:
Werner Schwark
912 Riverstone Way
Woodstock, GA 30188
(770) 924-8530
isetta@belisouth.net

John Wetzel
po box 451
Rutherford, NJ 07070
(201) 939-2208
isettajohn@aol.com
www.isettas.com

Ed Korn
CYCLE WORKS INC.
4812 Goodland Park Road
Oregon WI 53575
(608) 246 0404
www.cycleworks.net

Bill Rogers
843-774-4978
www.isettadoc.com

Phoenix Isetta
Chuck Nash
1200 Skyline Drive
Laramie, WY 82070
(307)-742-3033
www.PhoenixIsetta.com

Carburetor Rebuild
Bing Agency International
1704 South 525 Road
Council Grove, KS 66846
Technical Assistance: 620-767-7844
Orders Only: 800-309-2464
www.bingcarburetor.com
bing@bingcarburetor.com

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

BMW 700
700 Rubber Trim Parts
Robert Lynch
6100 Northern Hills Drive
Omaha, NE 68152
(402) 573-1684
robertdlynch@earthlink.net

Club
Rocky Mountain Isetta Club
Vic Cameron
6516 Constellation Drive
Fort Collins, CO 80525
isettagdr@aol.com

Outside USA:
Isetta & BMW600 parts
Hans Rothkegel
Schulstr. 10B
S-86875 Waal Germany 0049-8246-879
www.isettahans.de Free Catalog

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

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

Isetta Club e.v.. (German Isetta Club)
Henner Rensch
Hansestrasse 90
D-3300 Braunschweig, Germany

Isetta Owners Club of Japan
www.kiwat.com/isetta

BOND
Bond Owners Club
Stan Cornock
42 Beaufort Avenue
Hodge Hill
Birmingham England B34 6AE
phone (+44) (0) 121 784 4626

Parts
Bond Bug Parts (North America)
Peter Svilans / Vintage Motor Craft
33 Centre Street
Thornhill, Ontario L4J 1G1 CANADA
905-731-1261
www.BondBugParts.com

CITROEN
Parts
French Parts Service
1720 Sylvester Road NW
Normandy Park, WA 98166
(206)242-4888
www.2csource.com
(many many more Citroen suppliers, check the website for links to them)

CROSLEY
Crosley Automobile Club Inc.
307 Schaeffer Rd
Blantond, PA 19510
www.ggw.org/~cac
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
Steve Sears - president
186 Mohawk Rd
Ancaster, Ontario
L9G 2W9 CANADA
www.dkwclub.org

FIAT
Bayless Inc.
1111 Via Bayless
department VMC
Marrietta GA 30066-2770
sales@baylessfiat.com
www.baylessfiat.com

C.Oberts & Co.
Chris Obert
2131 D Delaware Ave.
Santa Cruz, CA 95060
(831)423-0218
(sales orders only)
FiatPlus@aol.com

Club
Fiat 500 Club Canada
po box 56600
5289 Hwy 7 West, Unit 7
Woodbridge, ON Canada
L4L 8V3
(905)475-6513
http://clubs.hemmings.com/fiat500canada

GOGGOMOBIL
Parts & Accessories
Uwe Staufenberg
Gollenhof 8
71397 Weiler zum Stein
Germany
www.goggomobil.com

Heinkel & Trojan
Heinkel Trojan Owners & Enthusiasts Club
Peter Jones
37 Brinklow Close
Matchborough West
Reddich B98 OHB, England
pjtrojan@rdplus.net

Parts
Mr. Jim Hacking
1-Off Sheetmetal Co Ltd. Unit 11
Low Mills Trading Estate
Low Mills Lane
RAVENSTHORPE Dewsbury,
England WF11 3XL.
Tel: 01924 495436
www.micro-car.net

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

O’Connors’ Honda 600 Shop
Mike O’Connor
510 Holly Street  Statesville, NC 28677
(704)871-1951
www.honda600shop.com

Tim “Merciless” Mings
Azusa, CA  818-355-5165
http://mercilessmingshondan600.itgo.com

KING MIDGET
International King-Midget Car Club
Paula Jasper
2425 Ervin Lane
Stockport, OH 43787
740-559-3983
www.KingMidgetCarClub.org

MESSERSCHMITT
Club & Parts
Messerschmitt Owners Club
www.messerschmitt.co.uk

Parts
Chris in the Netherlands:
www.messerschmitt.nl

Suspension replacement for KR200/201
(see classifieds)

Karl Kleeman
725 S. Main Street  Taylor, PA 18517
(570) 562-3379  email: knkcars@msn.com

NSU
NSU Enthusiasts USA
Terry Stuchlik
2909 Utah
Alton, IL 62002

Parts
Chris in the Netherlands:
www.messerschmitt.nl

PEEL
The Peel Register
(for Peel P50, Trident and other Peel Engineering products)
contact Steve Hurn:
steve@hurn.fsworld.co.uk

Peel Replicas and Parts:
Andy Carter
http://homepage.ntlworld.com/andy.carter

SCOOTACAR
The Scootacar Register
Stephen Boyd “Pamanste”
18 Holman Close
Aylsham, Norwich
Norfolk NR11 6DD
England

Subaru 360
Club & Parts
Subaru 360 Drivers Club
Ed Parsil
2341 S. Circle X Place
Tucson, AZ 85713
subaru360nut@aol.com
www.subaru360club.org

Vespa 400
Vespa 400 Club France
Nicolas Courtonne
BP17 77610 La Houssaye, France
Tel: (French Time!) 0033-68-243-72-21
Vespa400@free.fr
www.Vespa400.com

Parts
Larry Newberry
Knoxville, TN
(865)-523-2877
www.microcarlot.com

Vespa 400 Register
Hank Pinckney
58 Upper Eager Rd
Newfane, VT 05345
(802) 365-5059

Multi-Make:
The Register of Unusual Microcars
magazine: RUMCAR NEWS
Jean Hammond
School House Farm
Boarden Lane, Hawkenbury
Staplehurst, KENTTN12 0EB UK
www.RumCars.org
jeanrumcars@aol.com
MONTHLY MEETINGS:
Central Texas Micronauts Car Club
2nd Thursday ea month 7pm Rudy’s BBQ on Loop 360 Austin TX
Info: Bruce Fullerton: 512-458-1144 email: brucf@austin.rr.com

June 23 - Feb 3 Los Angeles CA
Petersen Automotive Museum Microcar Exhibit
$10 adults, $5 seniors and students, $3 kids 5-12yrs
This exhibit is scheduled to run until February 3 2008
6060 Wilshire Blvd. LA CA 323-930-CARS
www.Petersen.org

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Calendar: Microcar Events 2007

2008:
April 4-6 Central Florida
MICROSOUTH 2008
Billy & Sue Paul are hosting their bi-annual MicroSouth event located in Central FL
email: wfpaul1@aol.com
phone: 407-862-4928
www.microcar.org/microsouth/

June 23 - Feb 3 Los Angeles CA
Petersen Automotive Museum Microcar Exhibit
$10 adults, $5 seniors and students, $3 kids 5-12yrs
This exhibit is scheduled to run until February 3 2008
6060 Wilshire Blvd. LA CA 323-930-CARS
www.Petersen.org

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

2008:
April 4-6 Central Florida
MICROSOUTH 2008
Billy & Sue Paul are hosting their bi-annual MicroSouth event located in Central FL
email: wfpaul1@aol.com
phone: 407-862-4928
www.microcar.org/microsouth/

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley

Calendar: Microcar Events 2007

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley

Calendar: Microcar Events 2007

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley

Calendar: Microcar Events 2007

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley

Calendar: Microcar Events 2007

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley

Calendar: Microcar Events 2007

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley

Calendar: Microcar Events 2007

May 17 (?) Carlisle PA
MICROCARS AT IMPORT CARLISLE
2007 was good, look for a report in an upcoming MICROCAR NEWS. Join us next year even if you don’t bring a car.
Stop by the tent, we will have drinks and BBQ and shade.... and MICROCARS!

Late July/Early August
National Meet of The Vintage Microcar Club
will be held in / around Denver Colorado!
as of press date it will be either the Last week of July or the First week of August.
Featured Marque is the Citroen 2CV!
Hosts are Marc Delmont and the rest of the members of
The Mile Hi Microcar Club:
www.MileHiMicrocars.com

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)

If you want to see your Microcar Event listed in this Calendar, just let us know, send your information to the Club PO Box or via the Club website or just call
Note: MICROCAR NEWS will no longer post Registration Forms for meets other than The National Meet

Photos by David Gooley
Aliens Land in Newton, Mass!

Aliens confuse Matchbox Motors for Area 51 when GPS fails!

Visitor shown here enjoying the seats-and-asses program

Earthgirls are easy-
A. Lien, shown here, indulging in barbecue and party guests

Allen comments that Gould’s two-stroke margaritas went to his third head

“Take me to your lederhosen”

Nancy Gould gives candy to strangers