



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971



www.wvpc.org.uk

'WESSEX WAYS' MARCH 2023

CHAIRMAN'S CHATTER

Hi everyone,

Hopefully I find you all shipshape and Bristol fashion, not a great deal of information to pass on to you this month but a couple of bits that might interest you.

We popped to see Mike and Joyce Sheppard a couple of weeks ago, Mike spoke about his garden not looking like it normally does, so we decided to get a couple of nice planted pots that were in full bloom it gives him something to look at in his garden, it was donated by the Club.

You will see elsewhere in the magazine that I have put together a Sunday lunch deal for the Drive it Day Run finishing at Baskets and Blooms Garden Centre, I hope it will be a good day and as always thank you in advance for your support. The next Club night is a bingo but we are struggling to find the prizes with the cost of everything rising but will do our best.

Well that's me done for now so you all drive and ride with care.

Doug.

CALENDAR OF FORTHCOMING EVENTS

Tuesday 14th March - Club Night at Cobham's - Bingo

Tuesday 11th April - Club Night at Cobham's - Easter Bonnet Parade

Sunday 23rd April - Drive it Day

Tuesday 9th May - Club Night at Cobham's - Coronation Theme

Tuesday 13th June - Club Night at Cobham's - Cars in the Field

Saturday 8th July - Westival 2023 at Fryers Field, West Moors

Tuesday 11th July - Club Night at Cobham's - Quiz Night

DRIVE IT DAY – SUNDAY APRIL 23rd

Hi All,

This is the first year that the club has done anything for drive it day, in the past most members who were with other clubs decided to go with the allotted owner's club, so I thought that we should have a go and do something together as a Club.

So I thought that a good run through some of our lovely countryside followed by a good traditional Sunday roast would be a good idea.

I hope that you find the menu and the price acceptable and you can join us on the day.

The menu is :-

Roast Beef or Roast pork with seasonal vegetables.
followed by a sweet of
New Yorker Cheesecake or Apple Crumble with custard or ice cream.
Followed by a cup of tea or coffee.

There will be a vegetarian option and the meal will be gluten free, the cost is a very reasonable £18 per person.

The meal will be at the Baskets and Blooms Garden Centre at Parley, the cafe area is nice and large it's very welcoming and the food is very good.

As with all things now if you would like to come along could you please let me know either by phone or in person, also with the bank charges could you please pay with cash or bank transfer,

As always I thank you in advance for your support. Doug.



Easter Bonnet Competition on Tuesday 11th April

Don't worry you won't have to wear a hat!

For a bit of fun at our April club night, we have decided to have an Easter Bonnet competition with a difference.

Bring out the Easter decorations and a bit of imagination and decorate your car bonnet with an Easter theme. We will be parking the cars in the field on this evening and the bonnets will be on display there. It can be any car, not just your classic. There will be a prize for the member voted 'Best Bonnet'.

**Voting will be from 7.30pm so arrive early and decorate those bonnets!
(this event will be held subject to weather conditions)**

VEHICLE OF THE MONTH – BMW ISETTA BUBBLE CAR



The car originated with the Italian firm of Iso SpA. In the early 1950s the company was building refrigerators, motor scooters and small three-wheeled trucks. Iso's owner, Renzo Rivolta, decided to build a small car for mass distribution. By 1952 the engineers Ermenegildo Preti and Pierluigi Raggi had designed a small car that used the motorcycle engine of the Iso Moto 200 and named it Isetta.

The Isetta caused a sensation when it was introduced to the motoring press in Turin in November 1953. It was unlike anything seen before. Small (only 2.29 m (7.5 ft) long by 1.37 m (4.5 ft) wide) and egg-shaped, with bubble-type windows, the entire front end of the car hinged outwards to allow entry. In the event of an accident, the driver and passenger were to exit through the canvas sunroof. The steering wheel and instrument panel swung out with the single door, simplifying access to the single bench seat. The seat provided reasonable comfort for two occupants, and perhaps a small child. Behind the seat was a large parcel shelf with a spare wheel located below. A heater was optional. Ventilation was provided by turning out the front triangle windows and or opening the fabric sunroof.

Power came from a 236 cc (14.4 cu in), 7.1 kW (9.5 hp) split-single two-stroke motorcycle engine. The engine was started by a combination generator-starter known as *Dynastart*. A manual gearbox provided four forward speeds and reverse. A chain drive connected the gearbox to a solid rear axle with a pair of closely spaced 250 mm (9.8 in) rear wheels. The first prototypes had one wheel at the rear, but having a single rear wheel made the car prone to roll-overs, so the rear wheel layout was changed to two wheels set 480 mm (18.9 in) apart from each other. This narrow track eliminated the need for a differential. The front axle was a modified version of a Dubonnet independent front suspension.

The Isetta took over 30 seconds to reach 50 km/h (31 mph) from rest. Top speed was only about 75 km/h (47 mph). The fuel tank held only 13 litres (3.4 US gal; 2.9 imp gal); the Isetta would get somewhere between 5.6 L/100 km; 42 mpg-US (50 mpg-imp) and 4.0 L/100 km; 58 mpg-US (70 mpg-imp).

In 1954, Iso entered several Isettass in the legendary Mille Miglia where they took the top three spots in the economy classification. Over a distance of 1,600 km (1,000 mi), the drivers achieved an average speed of over 70 km/h (43 mph). However, despite its initial success, the Isetta was beginning to slip in popularity at home, mainly due to renewed competition from Fiat with its 500C model.

After constructing some 1,000 units, production of the Italian built cars ceased in 1955, but Iso continued to build the Isetta in Spain until 1958.