

The only independent dedicated smart car e-magazine

smartimes

spring 2007 | issue 15 |



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Canada ER

your local meets

from the readers

featured cars

BRABUS remap reviewed

smint's roadster diary

Leather trim

plus lots more...



Dyno Meet



New look for massive



Digi Roadster

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smartimes to end publication

It is with great regret I have to inform you that smartimes is to cease publication after this the spring 2007 issue.

Over the Christmas period several major events have coincided to make it impossible to carry on publication.

Underlying these events is the non payment of accounts by a handful of advertisers over the last two years. This has brought our financial situation into loss for the second year running.

Given the support we have had over the years from our volunteer team, readers and subscribers, it has been a difficult decision to holt smartimes but, these circumstances are beyond our control or resolution.

Our site and download area will be maintained for another twelve months. This will be reviewed based on any forthcoming subscriptions through 2007. It is our aim to keep our website live for the foreseeable future.

Thank you for your support and understanding in these difficult times.

Stephen Goddard

editor and publisher

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MEETINGS

Andover Smart meet. The Oak, Smannel, SP11 6JJ, just outside Andover on the Newbury Road. First Tuesday of the month starting at 7-30pm

Bristol 2nd Sunday of month at The Blue Bowl (details, location, menu etc on www.thebluebowl.co.uk) from 12.00.

Donington various Sundays at **Donington GP Collection** 2pm onwards, 20th August.

Essex Smarties -Second Tuesday in the month at 'The 6 Bells', Main Road, Boreham, Nr.Chelmsford, Essex. CM3 3JE (just off the A12 at Boreham Interchange). Any time from around 8pm. www.essexsmarties.co.uk
e-mail: julie@spottybadger.com

Gloucester meets are continuing at The Whittle Inn, Gloucester Business Park, Brockworth on the 1st Sunday of the month, 12.00.

The Herts and Beds Meet, first Thursday of every month at Baldock Services, on the A1(M) junction 10, from 7.00pm for details contact (John Porter) 07979 300122 or email john.porter@smartofhertford.co.uk

Hull & East Yorkshire, meet at the Altisidora, Altisidora pub, **Bishop Burton**, from 8.30 pm onwards, every last Wednesday of the month.

Kent - The Whaft, Cotton Lake, Galleons Boulevard, Crossways Business Park, Dartford, Kent DA2 6QE 1st Tuesday of each month from 7.30pm

Midlands - Bowling Green, Friary Road, **Lichfield**, WS13 6QJ Every week on a Wednesday, starts at 8.30pm

Northampton, Queen Elanor pub, Northampton first Sunday of each month - 7 pm

Mansfield 'The Snipe' meet, at 'The Snipe' pub, on the A38, two minutes from J28 of the M1, near Mansfield Notts. Every third Wednesday evening, 6.30pm

Milton Keynes area meeting - every other Monday night at the Caldecote Windmill just off the A5 southbound in Milton Keynes at 7:30pm. web site www.mksmarts.co.uk for map and directions on how to get there and dates for the next months meetings.

The North West Smarties Mascrat Manor Pub, just off Junction 21 of the M6 Southbound/Northbound (sign posted Irlam A57) once a month - Dates are announced online, non-internet members contact us on 07854923172.

NorthEast (Durham) meets are now bi-monthly at different venue's. For details please email: nesmarts@gmail.com

'HOGS' Hoggs Lodge, Clanfield PO8 0QD, **Portsmouth**. Just off the A3. The last Thursday of the month from 7:30 pm onwards.

'BASS' Old Bell, Grazeley Green, **Reading**, Berkshire, RG7 1LS. 3rd Tuesday of the month from 7:30 pm

Bucks and South Herts Meet (BASH)
Chequers Inn, St Albans Road **Redbourn** Hertfordshire AL3 7AD Third Thursday of every month from 7:30pm

Southampton 'HOGS' The Forge, Main Rd, **Otterbourne, Winchester**, Hampshire SO21 2EE
We meet on the second Thursday of the month from 7pm

Sussex Meet the Red Lion Public House at **Handcross** RH17 6BP (Just off the M23) Every Third Monday of the month from 7:30 pm

smarts of Shropshire (SOS)
Horse Shoe Inn, **Uckington** on the B5061 between Shrewsbury and Wellington (Old A5). 3rd Tuesday of the month from 7:30pm.

South West Smarties
South Wales meets are normally on the 3rd Sunday of the month, and Devon meets on the 4th Sunday. Further details of all the above can be found on www.swsmarties.co.uk (please note the .com site is no longer operating, thanks).

'BASS' **Walton/Weybridge** - The Weir, Barge walk, Walton-on-Thames. The first Wednesday of the month from 7:30 pm onwards.

Wales - for details of Welsh meets email n.wilcock@talk21.com

Smart Calendar

2007

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The calendars will be posted out in November in plenty of time for Christmas.



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A very precious OYSTER!

You may wonder what I mean by 'Oyster'. Well, that is the nickname for my Smart for2, as the number plate looks alot like the word Oyster!
It, is the most wonderful and most enjoyable of cars I have ever known and, I love it to bits.

Just recently though, I was in a road traffic accident. My little car and me were both hurt. But we both came out still live and kicking-thankfully.

My car, aka the OYSTER, was hit with me in it, by a dangerous disqualified and speeding driver who was doing at LEAST 60 mph in a 30mph zone.

If anything, I was surprised at how big and STRONG my Smart was! It took the full impact to the back and along the drivers side. There was hardly any damage, only to the rear wheel and wing. But even then, the damage was minimal- and I was SO surprised at how amazingly tough those little bugs are !

The most damage was to the other drivers car. I would say that judging by the photos I have seen, a right-off.

It has proven to everyone I know just how safe these little Smart cars are.

I am still getting over the shock and trauma of that night and, I cannot WAIT to get my car back.

It looked so weeny on the big low-loader when it was being taken to the Smart/Mercedes garage to get repaired. I think I cried! I adore my car so much. It sounds crazy but it's become my hobby. I can't drive it until I'm fully better and had more physio. But that won't stop me going out and cleaning it and personalising everything inside it.

These little cars are the best and as I know, the safest cars - unfortunately I have experienced an unfortunate scenario where I could have been killed. But, I was safer than I'd have been in any other make of car.

Since the accident, it has made me realise just how lucky I am to be here to tell this tale.



Marge and John Smeatons of Ottawa, Canada



Tony Martin kernowsmart member

HOGGS do Christmas

The HOGGS Christmas meet Otterbourne, Southampton had a surprise visitor. Farther Christmas (Toddy) turned up in a smart. Toddy however got more than he bargained for (See photos).

Jenny and Kevin brought a Christmas cake as the prize of a free raffle. Kevin policed the meeting ensuring no funny business got out of hand.

With a full house of over thirty members at The Old Forge Inn, the HOGGS continue to be one of the largest smart group on the south coast.

Thanks go to Snozy for arranging the meet with The Old Forge Inn management, the deposit vouchers, and Christmas crackers. Farther Christmas (Toddy). Spotty smart for the Santa's grotto display in the back of his smart. All who attended this fantastic, fun evening.

Massive



Special model for the market launch: smart fortwo "edition limited one" with individual and exclusive equipment

smart will be offering an exclusive special model of the new smart fortwo to coincide with the market launch in April 2007: the "edition limited one" shows that, like its predecessor, exclusive equipment is available for the new smart fortwo and there are lots of opportunities for individualisation.

The "edition limited one" smart fortwo will be presented for the first time at the Bologna Motor Show (05 - 17 December 2006). At the same time this will be the world premiere for the new smart fortwo at a show. With more than 210,000 smart fortwo sold to date, Italy is the largest market for smart.

Unique: bodypanels in pyrite grey metallic

As the name says, this is a limited edition. Just 1,500 models of the smart fortwo "edition limited one" will be built. The special model is available as a coupé only. It has a silver tridion safety cell and bodypanels in exclusive pyrite grey metallic. The door mirror caps and radiator grille are also painted silver. Further exterior features include a panoramic roof with sun blind and 15 inch alloy wheels in a six-spoke design.

The smart fortwo "edition limited one" is powered by a 52 kW (71 bhp) petrol engine. The maximum speed is 145 km/h. The new automated five-speed manual transmission with the softouch automatic gear programme provides for even more comfort and lots of driving fun.

Exclusive leather trim: "Used look" nappa leather

In addition to the special pyrite grey exterior, exclusive features in the "edition limited one" include seats, gear knob and a three-spoke sports steering wheel (incl. steering wheel gearshift) in an elegant, cognac-brown used nappa leather look. The velour floor mats also have a leather trim.

The interior appointments of the smart fortwo "edition limited one" further include air conditioning with automatic temperature control (incl. dust and pollen filter), heated seats, a cockpit clock, rev counter and the smart radio 9.

Further features are a luggage compartment cover, a storage compartment in the tailgate and fabric elements on the instrument panel, door trim and knee pad.

The new smart fortwo: Ordering starts mid January

The new smart fortwo can do everything that the current model can do - but even better. This means that the new smart fortwo is even more comfortable, even more agile, even safer and even more environmentally friendly than its predecessor.

Like the other models, the smart fortwo "edition limited one" can be ordered from mid January 2007. The prices will be announced in good time. The starting price for the new smart fortwo will stay at the level of the predecessor model.



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Exhibition at the Mercedes-Benz museum:

“smart story” shows the history of the brand – including the new smart fortwo

Not yet at dealerships and already a museum exhibit - those who would like to see the new smart fortwo before it is launched in April 2007 now have an opportunity to do so. From 06 December 2006 to 14 January 2007 the new smart fortwo will be part of the “smart story” exhibition at the Mercedes-Benz museum in Stuttgart.

Visitors to the exhibition will see that the design language of the new smart fortwo is a consistent evolution of the original shape. This applies to the design, and it also applies to the engineering of the new car.

The new smart fortwo can do everything that the current model can do - but better. This means that the new smart fortwo is even more comfortable, even more agile, even safer and even more environmentally friendly than its predecessor.

smart story: unusual design studies, prototypes and show cars

The “smart story” at the Mercedes-Benz museum follows the history of the smart brand based on 18 vehicles. These include unusual design studies, prototypes and show cars, some of which have never previously been presented to the public. Anders Sundt Jensen, Vice President for Marketing and Sales at smart says “The smart fortwo belongs in a museum - because it challenges the status quo and calls on people to rethink their perceptions, because following its market launch in October 1998 it quickly became a cult vehicle. And last but not least, because we are not only showing the past, with the new smart fortwo we are also showing the future.”

The earliest models on display are the two forerunners of the smart, the „Eco Speedster” and the “Eco Sprinter” dating from the year 1993. In addition to these vehicles, prototypes, show cars and special vehicles for use on the airport runway or by the police or fire brigade are on display. All vehicles exhibited stand for the development of the smart brand and the classlessness of the uncompromising concept of a car that has the clear purpose of ensuring personal mobility for its users in towns and cities.

Last vehicle destined for the museum
A total of 770,256 smart fortwos were produced at the production plant at Hambach in France. The last vehicle of the current smart fortwo series rolled off the production line at the end of November. Anders Sundt Jensen will hand this car over to the Mercedes-Benz museum at the opening of the exhibition.

To date more than 770,000 people have decided to switch to a smart fortwo - often to replace a larger car with the lively two-seater. Because the smart fortwo is something special and stands out from the crowd, because it gives them a totally new kind of personal mobility in the city, and last but not least, because it is quite simply fun to drive.

North American International Auto Show in Detroit: Premiere of the new smart fortwo in the USA

For the very first time on US soil: the new smart fortwo, celebrating its USA premiere at this year's North American International Auto Show in Detroit (January 7 to 21, 2007). The new smart fortwo will be available in the USA beginning in the first quarter of 2008. The car shown in Detroit is an European version of the new smart fortwo. Model lines to be available in the United States will be announced at later date.

smart, like Mercedes-Benz and Maybach, is part of the Mercedes Car Group. The exhibition stand is directly opposite Chrysler and Dodge in Oakland Hall (inside Cobo Center). Written in large letters on the stand are the words "Coming to the USA in 2008". And right in front of it, a smart fortwo with red bodypanels and a silver tridion safety cell.

The new smart fortwo can do everything that the current model can do - but better. This means that the new smart fortwo is even more comfortable, even more agile, even safer and even more environmentally friendly than its predecessor. And from the first draft it is designed to meet USA customer needs and registration standards.

The right car at the right time

It is time for the smart fortwo to make an appearance in the USA; fuel prices are rising, and city traffic is increasing by the day. In short, the smart fortwo is the right car at the right time. On the other side of the Atlantic, the two-seater quickly became a popular vehicle following its launch in October 1998. The same is sure to hold true in the USA.

More than 770,000 customers have chosen the first generation of the smart fortwo - often to replace a larger car with the lively two-seater. Because the smart fortwo is something special and stands out from the crowd, and because it is simply fun to drive.

Apart from this, the vehicle concept is also highly practical - especially for people who live in cities or urban areas. On most journeys a car carries just a single occupant, and because people make faster progress through the city in a smart fortwo. And because with a smart fortwo, people can make faster progress through city streets and they do not even need to search for a parking space - the smart fortwo can easily fit between in very limited space - they can find one right away.

As early as 2002, the smart fortwo was included in the permanent collection in New York's Museum of Modern Art - the only vehicle there that is still produced today. The five other models to attain this honor were the Cisitalia, Jaguar E-Type, Willy's Jeep, Ferrari Formula 1 and Volkswagen Beetle.

The right distribution partner

With Roger Penske and UnitedAuto Group, smart has the right distribution partner to bring the smart fortwo to the US market in 2008. smart USA is currently reviewing market data to determine dealership locations - no specific locations have been identified to date. Dealer organizations will be announced during the second half of 2007.

UnitedAuto Group, Inc., headquartered in Bloomfield Hills, Michigan, operates 319 dealers with 41 different brands and 27 repair workshops. UAG specializes in the sale of new and pre-owned cars, financing, insurance and supplying spare parts and also offers a maintenance and repair service for all the brands it offers.





Adrian Price is a wizz with photoshop. Adrian sent us these excellent interpretations of the new G3 fortwo and crosstown in BRABUS dress.

Nice work, I wonder how close the fortwo BRABUS is to the finally released official version?

Oh, and a nice take on the smartimes project car in green and silver.



Canadian International Automotive Show 2007

by James Gillam



I recently had the opportunity to attend the two press days this past week at the premier automotive show. Held in the city of Toronto it is a sprawling and overwhelmingly large new and custom vehicle exhibition. With more that 31 Canadian exclusive debuts it proved to be two full days of car perusing. For full coverage head over to www.autoshow.ca. The 2007 show offered up a tantalizing array of concept automobiles including the Acura Advanced Sedan Concept, BMW Hydrogen 7, Dodge Avenger and Challengers Concepts. Ford was onsite with their GR-1, Super Chief and SynUS. Not to be left out, our Asian friends, Mitsubishi showed their Concept X, Nissan show the Urge with Toyota bringing in the MTRC.

Murray Callum, Design Director for Ford North America and Dan Sims from Mitsubishi was among the notable designers giving the press insight into their view of the automobile, its design, function and direction.

One of the most talked about displays and what particularly caught my interest was the Sports Compact Revolution. A special feature of the 2007

automotive show this display of over 70,000 square feet was "decked out" with the coolest customs and hottest rides in the entire country. It included a center stage with live entertainment, electrifying presentations and product demonstrations.

Down on the main concourse level could be found the very large Mercedes Benz automotive display and to its left a much smaller future foreword looking smart fortwo display. Much to the dismay of passers by the new 2008 fortwo model was not debuted. In its place however was a Canada only special and limited edition Black "Nightrun" Coupe model. With Brabus style wheels and rims and lower body cladding it presents for Canada, a new smart face. The leather interior, blue/grey suede feel seats, dash, doors and steering wheel with white stitch accents added to the customization of this little fortwo.

Mercedes Benz and smart put on quite the show for the VIP prior to the grand opening to the public. With wine, cheese and an assortment of sea food they made the event a memorable one for all.

James Gillam





G'day all,

I'm quite late with my little piece this month due to some health issues, my apologies to all concerned. The Smart scene here in Australia seems to be in the death throes, sales are down and my opinion is that here we are subject to expensive servicing costs, long waits for parts and poor resale values. In our case we purchased our Roadster 452 12 months ago and due to the health reasons previously mentioned the car has become difficult to drive and get in and out of. With heavy heart we had to put her up for sale, well 12 months ago just over \$30,000AUD valuation \$16,000AUD which I'm told is top dollar from the dealers. We tried the last few weeks to sell on the internet car sales, and so far not one inquiry at \$25,000AUD. The car has 20,000kms on it but a brand new engine was fitted under warranty just prior to Christmas and it has just turned over 1000kms. Parts here are hard to get and very expensive, after some research on the net Smarts are Us etc parts are a third the price here even allowing for import and freight etc. So there are quite a few disillusioned owners out there. While under warranty services in comparison to most other makes are ridiculous. \$450 AUD for a minor service and \$700AUD for a major service. What will happen over the next months is anyone's guess but with values being as they are and now being stuck with a car that has lost 45% of its value in 12 months and we cannot drive I see things are going to be grim. I would be interested in any feedback to my comments and to see how others perceive the slow but constant change in Smart enthusiasm. As an owner of four Smart cars in the family we are really pissed off with the whole deal. The dealers need a good kick in the rear to wake them up. So many have tried so hard to promote the vehicle and get it seen around the countryside, we got no support from dealers it would seem the only ones interested were owners. I will leave it at that for this month and look forward to any feedback. Until next time..Colin (Doc) and Lesley (EKO) Robinson. Queensland Australia

OZ UPDATE



**Colin (DOC)
Robinson**

Beaulieu Show 06'

Luckily for **Miss P**, **s2trash** had to drive down to Beaulieu on the Saturday as **Bubski's** passenger, as **Miss P** had a car full of calendars. They met up at Clacket Lane Services on the M25 and were joined by **Miss Radley** and **Besty** both new Essex Smarties, in their black Brabus roadster. Not long after leaving the services **s2trash**, having consumed far too many large cappuccinos, began to feel slightly 'green'. Several pit stops were required on the journey down to Beaulieu.

By the time they reached the Travelodge at Lyndhurst, which had been taken over by smart owners from all over the country, he needed a rest before commencing the evenings social activities with the assembled smarties congregating at a lovely pub called The New Forest Inn. It was a very entertaining evening, especially when **Kittycat** accidentally set fire to the new Spotty Badger smart car calendar, and **Mr Smart Suits** burnt his fingers trying to put out the flames. The evening just flew past and it wasn't long before they were being kicked out into the cold autumn night air. Around 1am **Bubski**, desperate for a ciggy, popped outside the hotel to find the **Wellsmart gang**, cruelly washing off the three months worth of dirt he had been dutifully accruing for his entry into the Dirtiest Car competition, due to be held later that day at Beaulieu! Luckily he saw the funny side of it!

Bright, breezy and caffeine free, **s2trash**, **Bubski** and **Miss P** arrived at Beaulieu for 7.30am Sunday, to usher in the traders and car clubs. **T1NY W** was there as always with his smart circuit and Sound Off equipment, accompanied by his girlfriend **Vicky**, **Evilution** and **Kat**.

T1NY W deserves a big thank you for all his support over the years as Beaulieu would not be the same without him.

Wellsmart brought a mosque-like marquee to trade out off, **Smartpartfast** brought the whole smart range of goodies with him which took ages to set up but was much appreciated. Other traders in attendance were **Bigperformance**, **C.H.A.L.K.Y engineering** and **Smartarse Design**. **Smartarse Design** offered free clutch adjustments, which had them run off their feet all day.

Several smart clubs including the **roadster.net**, **South West Smarties** and **FQ101** came and displayed their cars in small formations. **Steve Goddard**, another unsung hero of Beaulieu who always publicises the event, set up **Smartimes** next to **Spotty Badger** who were selling their 2007 calendars. At 10am the cars came flooding in, expertly parked by the efficient **Bubski** with the added help of **Magnet** in a highly fluorescent jacket, which was most fetching.

At 11am **Hot-Toddy** led the remembrance day two minutes silence, without the PA system, which had refused to work for the second year running. Shortly after this the first competition was awarded. The winner was chosen from all the cars arriving, as the first spotted with a magic tree air freshener. **Imported_sam123** won and **Wellsmart** donated her prize. Next was the Dirtiest Smart competition. How odd was this? The three dirtiest cars were all yellow, **Mad Dan** being one of them. It was very hard to find a winner and **Steve Goddard** was called into help judge the levels of grime, which amazingly included some authentic blood and guts from a poor "road kill" bird! The eventual winner was **Mr M.E Jenkins**, whose car looked like a tramp lived in it, and his prize was a cleaning kit, bucket and instructions on how to use it by **Wellsmart**.

The Best Car at Beaulieu competition was unanimously won by **Warbird**. This was judged by the amount of people standing beside their favourite car. The people's choice was a good one.

The Sound Off and Exhaust Off were run by **T1NY W** as always, but sadly **s2trash** forgot to make a note of who actually won... so answers on a postcard please before he gets shot at dawn! It was such a great day, the weather alone was amazing for the time of year, being warm and sunny, and as the day started to draw to an end nobody seemed to want to go home. Beaulieu 2007 is already booked for Sunday the 11th of November so write it in your diary and **s2trash** and **Miss Polkadot** look forward to seeing everyone there next time.

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Photography by Tom Crawford, Nick Wilcock and Massive



Dirtiest smart, inside and out



more photos on next page...



South West area update

Winter Diary of a smart owner!



The dark, damp days in deepest Gloucestershire are obviously not the best of times for me and my smart.... those long, sunny days of summer seem a world away now!

Anyway, the last major outing of the year to Beaulieu in November proved to be a great day out as always (thanks to Tom for organising (??) it!) I had agreed with Stephen to swap my rear screen with his old one, (no longer required with his 'large rear end!')

I thought this was a simple process of unbolting the glass and fitting the new one...but I forgot the transfer of the rear spoiler, wiper motor etc!....Still it went fairly smoothly with a bit of help and advice from David 'smart-suits' Webber, and the extra pair of hands (thanks Tony) to hold everything in the air, until it was bolted into place!...I now have a working heated rear window, which was the reason for the change.

While we were doing this swap Paul from Wellsmart was working on resetting the mileage (to what it should have been) on my dash....so I think I should have the prize for the 'smart in most pieces' at Beaulieu! sRu had supplied me with a standard dash as the MrDotCom one I had, had failed, and a replacement could not be obtained I think it's now sorted, after Paul had his computer on it a couple of weeks later, as a bonus I now have outside temp reading as well (which has never been on standard dash before!). My x-gauge, fitted to the clock pod, has been invaluable during this time for keeping a check on my speed, engine temp etc when nothing else was working!

Following the fitment of Armourfend to my glass roof at the 'non-dyno' Watford meet, Paul Murphy has now got the patterns loaded onto his PC and took the time to come up to my house and apply this product to panels on the front of the car to protect the paintwork from any further stone chips (I had a couple that David managed to touch in a while ago!)

It certainly doesn't detract from the paint finish, making it look even shinier if anything, and is quite hard to spot that anything has been added. Looks a great product, I would recommend it to anyone with a custom paint job.

The Gloucester Area Smarts (GAS) meet on 3rd December for our Christmas meal was deemed a great success. With a total of 18 people for lunch, which was a very nice 3 course meal followed by mince pie, coffee and 4 free bottles of champagne, all for £13 each! We also supplied a few raffle prizes... wine, chocolates, biscuits, smart nutcrackers (from Tony), the hammock we won in the Lakes and the extra bottle of champagne...so I think most people went home happy!

Look forward to seeing everyone in 2007.



For more of my photos from meets: <http://ian-dolphin.fotopic.net>

My car was out of action for the GAS meet, due to a puncture in a rear tyre. I had been slowly deflating since Beaulieu so I decided to buy some ultraseal to try and fix it...unfortunately when I removed what appeared on the outside to be a small nail, it turned out to be a screw about 2" long and 5 to 6mm wide, the resulting hole being too much for the ultraseal to cope with, plan B came into operation...buy some new tyres (as both rears were down to about 3mm tread anyway).

My search for new rubber was done on the internet. I currently have 205/45 x 15 tyres front and rear and found not a lot of choice in this size, so opted for 205/50's replacements for the rears as this gave a far wider choice (any speedo correction could be checked via sat nav/x-gauge. I have measured the circumference and found the 50 profile to be around 15% larger overall, but I think it fills the rear arch a lot better!). www.mytyres.co.uk offered a varied selection, most of which had test results for wear, grip, noise, braking etc to give a comparison between makes. My first choice was out of stock, so I then opted for a GT Radial, Champiro BAX priced at a very reasonable £42.30 each Inc VAT & delivery as these came with top marks in the tests...I was quote delivery time of 7 days, but they arrived in 3, pretty good service in the 'pre-Christmas' rush.

My initial impression is that they seem to perform well, I'll let you know more when they've done a couple of thousand miles.

My initial impression is that they seem to perform well, I'll let you know more when they've done a couple of thousand miles.

Plans for 2007:

Well now that the New Year is here....get your diaries out and start booking time off work! I already have 7 major events/camping weekends in mine Are you coming????

MAY: 5th – 8th (Bank holiday weekend) Southern Ardennes Mountain Trail, Belgium. Organised by Continental Car Tours (CCT), if we can get enough people this will be a 'smart only' event. Price from £119 per person (2 sharing)

MAY 19-20th St Ives, UK Camping weekend

JUNE 15-18th Smartmania Sleepover

JULY 25th-AUG 1st Smartz week in Southern Ireland

AUG 9-13th Nurburgring Old Timer Grand Prix ... another CCT event, join a group of classic cars on this...camping or hotel. Price from £99 per person (2 sharing)

SEPT 6-10th Smartstock, Lake District, UK

OCT 25-29th smart-club-niedersachsen Intermeet in Germany

Further details of all the above can be found in the various smart club forums on the net. (or send me a PM/ e-mail, with your e-mail address & I'll give you more info) Some may be subject to change/cancellation so please check first.

Happy New Year everyone.....if you see me anywhere, come & say hello, I don't bite!

Ian Dolphin



3 books to give away



Competition

The Authors of "The Smart Scene" are Miss Polkadot (Julie Saltmarsh) and s2trash (Tom Crawford), which one is in the photo above?

All answers on a postcard to:

Tom Crawford
12 Langton Close
Battle East Sussex
TN33 0XH
England



The new book 'The Smart Scene' is launched in April and includes over 400 photos plus:
The Smart Timeline of events from birth of the car until now. Details of the Smart range, including Limited editions. Detailed accounts of Events and exploits over the last 3 years, 2003 - 2006. The smart Factory - Smartville (in detail with photos). Modifying Smarts. Customised Smarts - A cross section from simple mods to major re-builds with full spec sheets. Interesting Smart stuff - Advertising, C7 Kit Cars and Tritech Trikes. Smart Businesses. Monthly Meets. Website Clubs.

'The Smart Scene' will cost £19.99 and can be bought direct from Spotty Badger Productions by cheque or Paypal, and via E-bay. It will also be sold in book shops worldwide.

Two UK launch dates have been booked so far. The premier launch day is Saturday 7th April at Smarts-R-us, second will be at Cambridge Smarts, Saturday 14th April. Saturday 5th May at Wellsmart. A fourth date in Sussex is yet to be confirmed.

'The Smart Scene' is 80,000 words with over 400 photos, size 248mm wide x 226mm deep, so save on postage and get a signed copy at the launch venues. Or enter the photo competition and win one of the three to be given away courtesy of Campbell McCutcheon (messengermitt_owner) on behalf of Tempus Publishers.

'The Smart Scene'

Spotty Badger Productions
1 Grouts Farm Cottage, Kelvedon Road, Tolleshunt D'Arcy
Maldon, Essex CM9 8EL
email julie@spottybadger.com



A lot of people ask what does **MSM** stand for? Some say it doesn't matter, but that isn't true.

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- but that comes out as

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S B N W W W Y M A I T F W Y W O**

Most smart owners would prefer to stick with **MSM** and ring **01279 870535** or visit www.msminsurace.co.uk when they need to discuss insurance for their **SMART CAR**

owners of "ordinary" cars need not apply!



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The future is bright, very bright indeed

The conversation went something like this, "Hi Imro, can I order some S-mann air intakes from you?" "Sure thing Paul I'll get them in the post to you tomorrow" "so what's happening in Holland at the moment" "I'm trying to get hold of a new fortwo to develop some parts for it" "You'll never do that, they're not showing it until Geneva" "Well actually Paul, they've got two on display at the Brussels Motorshow at Heysel Expo... and the show ends on Sunday"

This conversation took place on Friday the 19th of January which brings the European showings of the car well ahead of schedule. We can only presume this is because Smart have run out of new fortwos and are keen to promote the fact that the generation 3 cars are just around the corner.

Saturday evening the doors closed at SRUS and I jumped into my Ferrari Red road rocket i.e. a Brabus Fortwo with a 103BHP Evil Twin tuning. It's the perfect companion for a cross country 6 hour blatt as it will comfortably sustain 100mph plus where road conditions allow.

Eurotunnel were charging a mere £22 each way for the crossing so this was chosen as my means of crossing the channel and overnighing was provided by the cheap but very cheerful Village hotel in Calais.

After a hearty continental breakfast a very excited me boarded the Brabus and headed up the coast to Oostende then turned right to Brussels to complete the 120 mile journey. This was demolished in a hour and a half even though a coastal breeze did it's level best to blow me off the road thus testing the Bilstein PSS suspension to the limit. I can honestly say that not a single car came past me in the entire journey there although given that I arrived at Heysel for the opening of the doors at 10:00 am the majority of the French/Belgians were probably still eating their croissants.

Once inside the show, I quickly scanned the floorplan and in an almost childlike quick-march (the kind you do when your parents have told you not to run somewhere) found something that will be the object of a million people's desires.

If you like the current fortwo, the G3 car is heart-achingly, jaw-droppingly beautiful. It becomes immediately apparent that Daimler Chrysler are very serious about this car as it has made a quantum leap in terms of finish and quality. It no longer looks toy like, it simply looks like a scaled down premium brand product. Smart learned a lesson or two about quality with the Smart forfour and this grown up feel has been handed on to the new fortwo. To try and illustrate how this car makes you feel, you could compare Elle Macpherson with Kylie Minogue, where the 'Body' is any premium small car (BMW 1 series, Mini, Golf etc) and Kylie is the 'oh-so-cute-but-in-reality-to-be-taken-very-seriously' new fortwo.

I could not leave this car alone and spent most of my time in Brussels on the Smart stand even though it only had two cars on display, a metallic blue Passion cab and a silver Pulse coupe. I prodded every button, opened every orifice, operated the cab roof (which now works entirely from within the car) with it's heated rear glass window and listened to the vastly improved factory radio/CD player, yes it would appear Smart have realised that nobody uses a cassette anymore. The door mounted speakers pack quite a punch, again this if forfour standard and it does lead one to think that much joining of forfour and fortwo DNA has taken place.

The powerplant is also fourfor/Mitsubishi derived even though in it's new guise it is a 3 pot, 1 litre as opposed to the 1.1 of the forfour. I'm sure with 3 power outputs (61bhp and 72bhp non turbo and 84bhp turbo) there's going to be something for everyone here and with all cars 'limited' to 145kmh performance will be strong across the range even though at 760kgs the new fortwo is a little porkier than it was before.

The car has indeed grown but you wouldn't really know from the outside where clever detailing like the oversized head and tail lights (now shared across the entire range as with all the panels) help to make the car look infeasible small. It's only by comparing it to an earlier car (an early Smart



'limited one' was on hand for comparison) that you can see where the extra inches are... that is until you get inside and realise that you are no longer touching elbows with your passenger and that the tardis like effect of a Smart is even greater in the G3 cars than in it's predecessor.

Gearknob and wiper/indicator stalks excepted, the interior is all new and a joy to behold. It's bright, bold, well laid out yet still a little quirky with Smart's signature pods still sat in the middle of the dash. The doors now 'clunk' shut and feel heavier and better made, undoubtedly due to US crash regs now being complied with which has to be good for all of us. Interior fabrics are classy but bright and remind us a little of the fun factor that early Smart interiors had.

I walked away from the Smart stand ecstatic. As a company we have invested a lot in the Smart brand and at long last it looks like the future for us and every other Smart owner/lover in the land is bright. Very bright.

Paul Holmes



We published details of Leif's limited edition BRABUS on page 35 of our winter 06 issue. We showed the gold version by mistake, Leif's is painted in silver metallic, "all over".

In addition Leif has a 240 watt hifi amplifier and the BRABUS steering wheel, in brown leather.

Leif also supplied some additional information regarding performance "the slalom test":

Source : www.track-challenge.com



Brabus Roadster Brabus 101hk:	70,3 km/h
BMW M3 E46:	66,4 km/h
Audi RS4:	63,4 km/h
Audi TT 3,2:	64,0 km/h
BMW Z3 3,0	62,3 km/h
BMW Z4 2,5	65,3 km/h
Honda S2000	63,1 km/h
Lotus Elise (122 hk):	64,5 km/h
Lotus Elise 111R (192 hk):	69,4 km/h
MB SLK 55AMG:	65,8 km/h
Mini Cooper S Works:	65,2 km/h
Opel Speedster (2.2 liter):	67,2 km/h
Opel Speedster Turbo:	67,9 km/h
Toyota MR2:	62,1 km/h
Wiesmann	65,9 km/h
Porsche 911 Targa(320 hk):	67,4 km/h
Porsche Carrera 997:	70,7 km/h
Porsche Boxster:	65,1 km/h
Porsche Boxter S:	67,1km/h



Digi-roadster

Jonathan Hope, Digi Roadster – My car was originally purchased in March 2004 from Euro Sportscars in Stoke Poges as No 02 of 100 of a special "Digi-tec" limited edition run. This consisted of taking a standard car and adding front spoiler, side skirts and rear spoiler, colour coded front and rear "grey plastic" areas, Digi-tec 16" graphite coloured alloy wheels, EBC drilled and grooved front brakes with EBC green-stuff brake pads, front wheels spaced out by 30mm per side, rear wheels spaced out by 25mm per side, Eibach performance springs, custom intake ducting, custom twin centre exit add-on to the standard exhaust and a true Digi-tec re-map. Digi-tec in this case being the original Germany tuning company and not the UK brand of the same name.

In December 2004 I changed the standard turbo for a Smart-R-Us Tsunami hybrid turbo together with an Evil-Twin dump valve. This appeared at the time to make the faster but I had no dyno or test data to back this up.

In January 2005 the Eibach springs and standard shock absorbers were upgraded to SW Greenline springs and Bilstein dampers. This lowered the ride height by a further 20mm and helped stiffen up the handling. Also at the same time the standard rear lights were changed for Michalak units.

In spring 2005 some engine modifications were undertaken to improve the breathing of the engine. These consisted of Janspeed intercooler pipes, Brabus TIK pipe and a Viper induction system.

These modifications again appeared to make the car faster and more enjoyable to drive.

Following a number of problems with the modified standard exhaust (the welds connecting the extension pipe to the main can kept breaking) it was changed for a prototype Janspeed de-catted twin centre exit exhaust in October 2005.

I attended my first dyno day in December 2005 in the hope that the car would be putting out a healthy amount of power. Bearing in mind the standard car puts out 80 bhp and the digi-tec press release and advertising had their modified roadster putting out 112 bhp.

So, I was hugely disappointed to get a result of exactly 100 bhp and 76lb/ft of torque (according to the experts the car was "over-fueling").

This gave me the incentive to have a custom re-map as a lot of mods had been undertaken since the original re-map.

So, a few days later my first custom map was done which gave revised figures of 103.2 hp and 90lb/ft of torque (better but still not outstanding). They said that they had been quite conservative with the custom map so in February 2006 they had another go. Again this improved the figures slightly to give 105.5hp and 94.3lb/ft of torque - not bad for a 810kg car but still could be better.

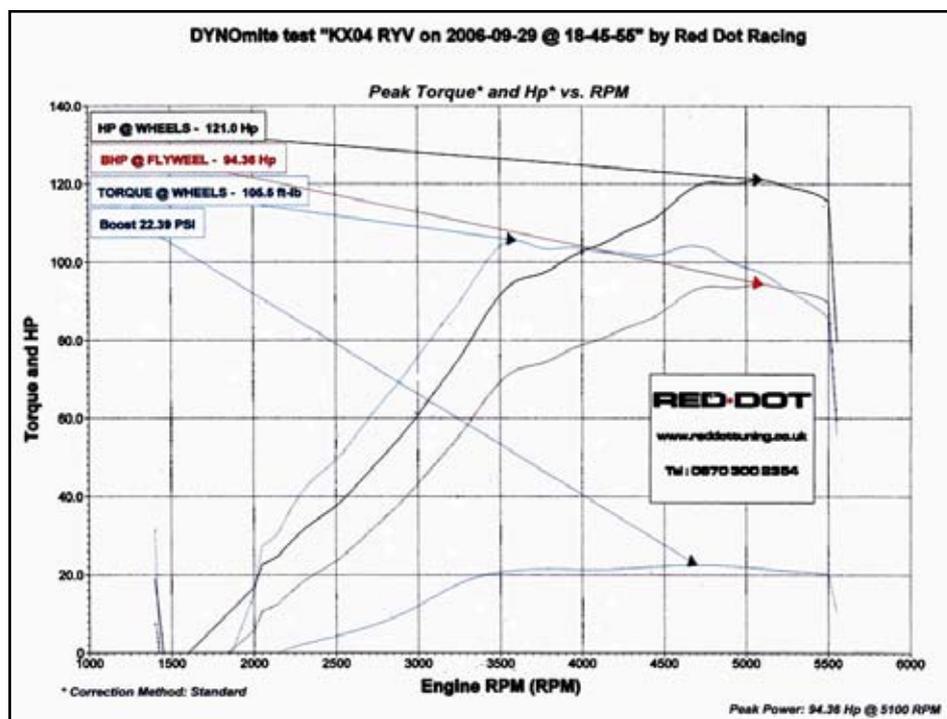
The next service was due August/September 2006 so I decided to spend some serious cash to try and get more performance out of the car and change the vehicles aesthetics.





This work took close to six weeks in all to complete (most of which was due to delays at the paint shop). These modifications consisted of:

- Full re-spray
- All wheels refurbished
- Front brakes replaced with 308mm vented disks and AP Racing 4 pot calipers
- Tillett Racing carbon fibre racing seats with suede pads and custom sub-frames
- Michalak Bi-xenon front headlights and custom black vinyl surrounds to the front fog lights
- Black side indicator lenses (replacing clear lenses)
- Aluminum internal decorative parts for main and secondary dash board instruments, door pulls, heating and ventilation controls, indicator stalks, dash top buttons and heating pods.
- Aluminum and leather replacement gear knob and hand brake.
- Aluminum starter button (replaces the key slot and ignition barrel)
- Tinted side and rear windows
- Brabus V6 style leather steering wheel with aluminum "Ferrari style" gear change paddles
- Aluminum and rubber pedals
- Janspeed "stealth" exhaust with custom extension and twin centre exits (manufactured and fitted by Torque Exhausts)
- Existing wheel spacers replaced with 40mm per side (80mm track widening) to the front wheels and 45mm per side (90mm track widening) to the rear wheels
- Fully polished head fitted with Brabus cam and valve springs
- 4 bar fuel regulator
- Mk 1 fuel rail
- Mk 1 MAF sensor
- A further custom map
- Ventureshield custom clear protection to the front and sides of the car



The custom map results are getting there now - 121.0hp and 105.5lb/ft of torque. A much better result but, I am not finished yet!"

Jonathan Hope

smart Carl

My smart experience started 4 years ago and is still going. I first got into smarts after my older brother bought one. I have to admit; I didn't like them at first and used to make comments to him that I now receive to this day. He then joined S2Crew, which I went along to as well and the cars were so surprising. I couldn't believe you could do some of those things to a smart car.



After that, my brother let me drive his car home and I loved it. I then knew I wanted one. I then spent the next couple of months trying to find a car. I managed to find a Mk3 blue and silver coupe passion. I ended up buying it a week before my driving test and in that week, I managed to spend over £1000 on wheels, stereo, etc. The day of my test came and I was hoping I would pass as I had a car waiting for me when I got home. I managed to pass first time, went straight home and went driving.

I was non stop modding, changing bits here and there. I even changed bits that didn't even need changing. I changed the brakes, exhaust, bulbs, pretty much anything that could be changed I did. I didn't change too much to the engine; I made it look nice visually.

In the 2 years that I had my first smart I spent over £5,500 on modifying it. I went to many smart events, Billing (which I came 3rd in the best graphics competition), L2B and many more. Unfortunately, the reason why I don't have it any more was because my car was written off after someone hit me. Not only was my beloved car destroyed, but I was taken to hospital with a suspected broken neck. Luckily, it wasn't broken, but had some serious bruising. The next few weeks had me in bed and going to physio trying to get better. Family and friends helped me recover lots of bits off my broken car. The thought of getting a different car did cross my mind, but having a over £1000 of smart bits in my garage and then watching a DVD from Billing, I had to get another one.

That then saw me search high and low for another smart, finding a Mk5 Passion cabrio. This meant I had a newer smart with heated leather seats and being a cabrio, I now had the soft top that I wanted. With the memory of my first smart in mind, I had to modify this one. It wouldn't be my car if I didn't mod it!! So I drove the new car home from the garage, no sooner I got home bits from my garage were going on it. Wheels, the new front spoiler and brakes (which I bought a week before the new car), stereo, etc, you name it, it was going on. Within 2 hours, my car went from a standard Mk5 cabrio to a modified smart. All I needed next was a remap, exhaust and a few other bits.

I have spent slightly less on my second smart than the first, but this one is much better. It has push start mounted in the gear knob, custom dials, alarm and loads more. The graphics are much better and always gets heads turning. I enjoy every time I get in and drive it.

Hopefully, I can do some more things to improve the look and make it go faster!!





SPECIFICATION

Mk 5 2001 Smart Passion Cabrio

Engine:

599cc Turbo
 Pipercross Air Filter
 Pipercross Cold Air Feed
 Denso Hot and Cold Spark Plugs
 De-lipped Air Intake
 Blue Hose Covers
 Silver S-Mann Air Scoop
 Roadster TIK Air Pipe
 Remap
 Janspeed Stainless Steel Exhaust with Twin Centre Exit Mk 7
 Valance and Janspeed Surround
 Janspeed Mirror polished Stainless Steel Intercooler Pipes
 Switchable Trust+

Exterior:

MS Design Front Spoiler (meshed)
 Michalak Headlight Eyebrows
 Brabus Petrol Cap Cover
 Brabus Front Grill (Remeshed)
 Brabus Side Scoops
 DTM Wing Mirrors with working Indicators
 Smoked Ford Focus Side Repeaters
 Black Short Ariel
 Custom "Superman" Badge
 'Wideboy' Badge on Rear
 '83' Badges by Wing Mirrors
 Reflex Wiper Blades
 Ultra White Headlight Bulbs
 Blue Enigma Indicator Bulbs in Front lights
 Chrome Indicator Bulbs in Rear Lights
 Brushed Rear Axle Covers
 Personalised Registration
 Silver Graphics

Interior:

Push Start - Button Mounted in Gearknob
 Aluminium Shift Light
 Brushed Brabus Pedals
 Brushed Brabus Handbrake with Black Leather
 Brushed Tax Disc Holder with Brabus Logo and 'Edition
 Viper 001/001'
 Brabus Floor Mats
 Brushed Pod Rings, Dash Surround, Heater Vents, Heater
 Vent rings, Heater Knobs, Stalk Ends, Electric Window
 Covers, Custom Dials with 'Wideboy' on Rev Counter
 Brushed Inner Dash Surround with Custom 'Batman' Logo
 Carbon Fibre Dash and Centre Console Surrounds
 Black Leather covered Michalak Door Panels
 Silver Michalak Door Handle Covers with Black Leather
 Chrome Michalak Silver Heater Surrounds
 Chrome Stealth Boost Gauge Running to 1.5 Bar
 Blue LEDs in Dash, Pods and Interior Light
 Momo Shoulder Pads

Suspension:

Eibach Lowering Springs: 20mm Front, 25mm Rear

Ice:

Kenwood MP3 Mask Headunit
 Revo DAB Radio
 Standard Front Speakers in Bass Bins and Tweeters
 JBL 3.5inch 75watts Speakers in Headrests
 JBL 10" 1600watts Sub in Boot
 JBL 600watts Amp
 Microscan AN211 Car Alarm

Wheels and Brakes:

Schmidt Space 195/45 X16: Front, 205/45X16 Rear
 Falken Tyres
 EBC Drilled and Grooved Disks
 EBC Greenstuff Pads

Performance:

Power: 75-80 BHP at 1.3-1.4 Bar (Estimated)
 0-60 MPH: 12-14 Secs (Estimated)
 Top Speed: 105 MPH (Estimated)

warped disks

After 18 months and 12,000 miles the project cars front disk brakes had become warped.

Yes, the project cars extra weight and some heavy braking had managed to warp our Tarox disks. We were surprised but could understand how all the weight the car carries along with the very large wheels would add extra stress to these highly rated disks.

We discovered the warping when checking the suspension. This was being re-set after testing a KW adjustable kit. A new set of Reddot disks were available of the shelf or we could try a new Reddot set with curved grooves. Always willing to try something new we fitted the test set, having checked the current pads for wear.

Over the next few days we took to braking in the new disks gently. This was not difficult as the bite was positive and feedback through the pedal excellent.

It is amazing how much pressure and bite you loose with warped disks. The disk effectively, continuously being on-off on-off through the cycle, lost approx 40% effectiveness.

We had tested the straight groove Reddot disks a few years ago and found they delivered approx 30% improved performance over standard. The new pattern had not diminished this and performed equally to the Tarox. We could now drive the car with confidence again.

Reddot disks £115
Tarox sport disks £135



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Thomas began his training as a leather craftsman in 1985. He specialized as a car upholsterer completing his training in 1988. This is also the year that he won second best automotive upholster and craftsman and artisan in Germany.

By 1992 Thomas had become immersed in the automotive interior industry and worked as a developer for vehicle coverings with auto companies and tuners. It was then that he met his business partner Thorsten Vogel who had worked as an independent developer for vehicle coverings. Thorsten completed his mastership examination as an upholsterer and took top prize in the German nationals in 2003.

A year later, 2004, Thomas and Thorsten started their business, Autosattlerei, enhancing automobiles with high end leathers and accessories apart from their chief work as developers.

Thomas says that in the beginning it was tough and business was slow but they stay with it. Developing their skill and ability they stumbled upon smart cars and their "funky interiors".

Through an enthusiastic smart customer they discovered all the fantastic color combinations they could use to make seat covers, doors and dash panels. It wasn't easy and Thomas says it took about a half year for development and the search for the correct material they could offer smart car discerning customers.

To date, Thomas and Thorsten have equipped 30 smarts, fourtwo's, roadsters and forfour models with complete leather, many in two-tones and now do more than three interiors per week.

Not solely focusing on smarts, Thomas and Thorsten do complete restorations on rare and vintage cars and custom interior for tuning vehicles.

Thomas and Thorsten can be contacted at Autosattlerei, Limpeckstrabe 29, 90104 Riekofen, Germany. Email works best at t.quereser@t-online.de.

In Canada, Thomas and Thorsten are working directly with supersmart mca, a smart car garage and customizing shop. Supersmart have been thrilled with the high quality of leather interiors having a number of smart owners upgrade to luxurious leather and stunning leather-suede combinations. If you would like to view Thomas and Thorsten's work or order through supersmart located in Ontario Canada contact James or Adam at abedell@cogeco.ca or james@jameshgillam.com or 905 923-0107 or www.supersmart.ca

smartboy (James)



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www. smartmann.com



Oil not do that again!

In the last issue I told you that I was due to collect an 80bhp turbo from Craig Axe and the plan was to leave it wrapped up in a box in my spare room until the end of 2007 at the earliest.

Well that was the plan. The thing is as smart owners yourselves you know that things are never that simple are they?

Let me take you through the chain of events that has led me to be writing this issue's diary on a train from Watford Junction station heading towards home via New Street station

In November 2006 I drove down to Craig's house in Essex to collect the turbo as well as a lovely polished TIK pipe.

The journey down was a good run with the only a couple of noteworthy comments to make –

1. I ran out of washer water on the way making driving a little interesting – of course this was only after I had past the last service station leaving me with the option of urinating on my windscreen to clean it or driving on. I hasten to add I drove on!
2. I realised that Watford and therefore Smartarse Design in Watford were a lot closer to Walsall than I had previously thought – 108 miles, mostly being motorway.

I spent the day with Craig, he took me for a great pub lunch and he went through in fine detail each of the modifications to his fantastic car – See the previous issue for full details and photographs. When discussing my car with him I mentioned that I was using up a little oil and he advised that I really should get it checked out. The thing is I knew myself that I should but sometimes I try to hide myself from the truth when my car isn't behaving and driving like it should.

That's the problem with me, I'm what some people might call a lazy car owner, some would even call me a bloody stupid car owner, and as I sit on a train writing the diary rather than driving from the smartimes dyno day in Watford I'd have to agree with the people who'd call me bloody stupid.

Some cars you can get serviced once a year and leave them to look after themselves besides giving them a wash and filling them with petrol when needed. Unfortunately the smart isn't one of them – it is essential that you check the oil level on a weekly basis and I don't mean once a week for the first couple of months of ownership and then once a month and then every six months and then hardly ever. I mean **EVERY** week!

If you don't do this already then stop reading now. Pick you pen up and write down "CHECK OIL" on a post it note or piece of paper and stick it on your dashboard or steering wheel, or even better set a reminder in your mobile phone so it goes off once a week at a time when you normally arrive home from a journey in your smart. When the reminder goes off make sure you check it. Don't ignore it and put it off until tomorrow because tomorrow might be too late!

To check the oil accurately you need to do the following –

1. Make sure the temperature is at normal running temperature.
2. Wait for five minutes after turning the engine off so the oil returns to the sump.
3. Take out the dipstick.
4. Wipe it.
5. Replace the dipstick and remove again.
6. The oil should be halfway between the two grooves.

If you're not prepared to check the oil so often you've got three options –

1. Sell your smart now while the engine is in full working order.
2. Sell your smart in X months or X years for a whole lot less because the engine is ruined.
3. Pay out big bills to repair or replace the engine and learn your lesson that way!

Now I've got the importance of checking your oil level across I'd best get back to the trail of events that led me here.

Taking Craig's advice I decided to make sure that I got to the bottom of where the oil was going as soon as possible. The first step was to replace the one-way valve that is part of the pipe that runs across the back of the engine bay.



I read on smartmania.co.uk that it is advised to replace the one-way valve every three years as the valves are known to become ineffective. As soon as I found this out I felt so relieved and I was sure this was the problem, I ordered the part from John Porter at smart of Hertford straight away and the part arrived a couple of days later. I fitted it the same day and it made no difference whatsoever. Of dear. Having investigated in the engine bay it appeared that there was oil seeping from the base of the top intercooler pipe. Maybe the solution was going to be straightforward after all?

I had always liked the look and the idea of increased solidity of the Janspeed intercooler pipes so this seemed an ideal time to get them fitted. I got a quote from Smartarse Design to fit them, as they are the only supplier to sell the aluminium pipes, which was £105 for the pipes plus one hour's labour. Of course it made sense to get a quote for the bigger turbo and TIK pipe and an 80bhp exhaust to be fitted at the same time. This would only be an extra 2 hours labour and £100 for a second hand exhaust.

I decided to take the plunge and get it all done at



80bhp turbo



Polished TIK pipe

Oil not do that again!



the same time but explained to Rob Baker at smartarse about my oil woes and asked him to do a compression test on the engine before starting any work.

Luckily we had already planned a weekend in London for my birthday and leaving the car at smartarse in Watford is perfect for a park and ride scheme, Watford Junction station is a short walk from smartarse and London is a thirty-minute train ride away from that.

The only downside was that I had forgotten to take the polished stainless steel TIK pipe with me as I was too busy making sure I had everything else I needed. I decided to get a Brabus TIK pipe fitted instead and to sell the steel TIK pipe on ebay.

All kinds of panic was going through my head, if the compression test failed it would mean either an engine rebuild or a replacement engine which would have to wait a year to get done. Sitting on the platform at the railway station my phone rang with a concerned Rob Baker on the phone, was this the news I had been dreading? No it wasn't; I'd actually forgotten to give my car keys to Rob, luckily I wasn't half way to London and one of the employees at Watford drove down to the station to pick the keys up from me. We did miss a train due to that little hiccup but I don't even want to think about the outcome had we needed to return back to Watford on another train back again!

Saturday 9th December arrived and the day went at a fast pace as I shopped my way around Covent Garden. I phoned smartarse and I was relieved to hear that the levels of the compression test were acceptable and the work had been done and the engine was running without oil leaking from the hose connections. The car had also been run on the dyno with reasonable figures of 61.62Hp at the wheels and 69.78ft per lb of torque at the wheels.



We'd also had a laugh about my bodged cold air feed pipe that had more kinks in it than a fetish club and Rob had refitted a standard air intake pipe back in its place.



Close-up of the intercooler pipes

The only downside at this stage was that the turbo that had been removed actually had a crack inside the outlet; this was frustrating as I was hoping to sell this turbo to put towards paying off the work that I had put on my credit card.

The short journey back to the Midlands was so sweet for two reasons -

1. I had my car back and it didn't need serious work.
2. It was driving better than ever and you could really feel the boost at around 3000rpm, particularly in 2nd, 3rd, and 4th gears.

I checked the oil after the first journey and the level seemed fine and again a week later and everything still seemed fine. My car hibernated for a week during the Christmas break but a journey during the first week of January 2007 resulted in the engine light igniting - I'd hoped that it was simply the car getting used to it's new exhaust but on checking the oil I discovered that it wasn't even showing on the dipstick and I had used up a couple of litres of oil in two weeks!

I filled it back up to the correct level and decided to accurately measure the oil every evening for the couple of weeks leading up the dyno day at smartarse Watford so I could leave my car down there with an accurate chart of how much oil I was getting through - It had actually used 1.4 litres of oil in 160 miles! Actually getting to Watford on the 27th January wasn't to be so easy, my car decided to give up on me four times during my journey with the only resolution being to pull over into the hard shoulder, turn the ignition off, and turn it back on again and the car would drive normally again until I gave it a little too many revs!

Well I made it in the end and following investigations by Rob it turned out that my engine was showing 90psi in the first cylinder when it should have been 120psi, the other two pistons were both showing normal levels but the spark plug in the middle piston was completely frazzled hence the cutting out on the journey there.

As I complete this diary I have just won a replacement engine on ebay for £615.28 including delivery with £500 labour to fit the engine to go on top of that. It's been an expensive lesson for me not regularly checking the oil and a mistake I won't make again.

Well all that's left is to say goodbye for what looks like it will be the last time as smartimes is to cease production due to personal and financial reasons. It's been an eventful three years and 8 months since I wrote my first diary on the Summer 2003 issue and I hope you've had as much fun reading this diary over the years as I have had writing it for you.

Mcc Smart Fuel questions

Smartarse Design recommend the use of Super unleaded on the Mcc Smart 42 and Roadster. Our recommendation would be Shell V power 98+ Ron fuel

This is even more important if you have a remap or your Smart has been tuned. Any 'Pinking' or detonation will ruin the engine and cause premature wear and possibly terminal engine failure

- Higher rated 97/+Ron octane rating will reduce the chance of pinking/detonation
- While Tesco 99 Ron has been independently tested and shown to give more power than Shell V power and Bp Ultimate if does not have the same engine cleaning properties. See the below link www.thorneymotorsport.co.uk/tuning/Fuel_Test_Results.shtml and here for the Dyno results http://www.pistonheads.com/inc/popup3.asp?pictureURL=http://www.pistonheads.com/pics/news/14919/fuel_test-2-L.jpg
- More power will be available and the potential for better economy.

What is detonation (Pinking) and why is it so bad for my engine?

The fuel/air mixture is normally ignited slightly before the point of maximum compression to allow a small time for the flame-front of the burning fuel to expand throughout the mixture so that maximum pressure occurs at the optimum point. The flame-front moves at roughly 33.5 m/second (110 feet/second) during normal combustion. It is only when the remaining unburned mixture is heated and pressurized by the advancing flame front for a certain length of time that the detonation occurs. It is caused by an instantaneous ignition of the remaining fuel/air mixture in the form of an uncontrolled explosion. The cylinder pressure rises dramatically beyond its design limits and if allowed to persist detonation will damage or destroy engine parts.

Detonation can be prevented by:

- The use of a fuel with higher octane rating (The RON rating is listed on most Fuel pumps)
- The addition of octane-increasing "lead", methylcyclopentadienyl manganese tricarbonyl (MMT), isooctane, or other antiknock agents.
- Increasing the amount of fuel injected/inducted (resulting in lower Air to Fuel Ratio)
- Reduction of cylinder pressure by increasing the engine revolutions (lower gear), decreasing the manifold pressure (throttle opening) or reducing the load on the engine, or any combination.
- Reduction of charge (in-cylinder) temperatures (such as through cooling, water injection or compression ratio reduction).
- Use of a spark plug of colder heat range in cases where the spark plug insulator has become a source of pre-ignition leading to detonation.

Why would my car be detonating?

The MCC Smart City Coupe and Roadster engined variants use a turbocharger to increase specific power output. This increases the pressures inside the combustion chamber and also greatly increases the temperatures inside the combustion chamber and the associated heat soak into the engine (Turbochargers generate heat as they compress the air in the induction system. The Turbo turbine uses the exhaust gas to spin the vanes and so the exhaust gas heats up the turbocharger and manifold doubly increasing the heat generated). Detonation can always be an unwanted side effect forced induction.

Detonation in four-stroke engines is caused by the detonation (knocking/Pinking) of the unburnt portion of the fuel (due to its overly high sensitivity to heat(cause by compressing the inlet charge) and pressure of the particular fuel under certain conditions(Boost pressure of 11-13 psi std reaching 21 psi in tuned engines)) resulting in a pressure wave. This force is extremely destructive to common piston engines, and often results in holes blown through the top of pistons or cracks in cylinder heads and damaged sparkplug electrodes (some being literally blown apart!).

**"Smartarse
Design
recommend the
use of Super
unleaded fuel"**



Paul Holmes of Smarts-R-us, gave us their BRABUS remap demo car for a few days during December 06' to test drive and review.



The red BRABUS coupe had the EvilTwin BRABUS remap, Powertec induction, Forge Silicon TIK and Bilstein PSS suspension. A nice combination of mods although the suspension was set at its lowest, making the ride very hard and a little jerky on poor roads surfaces.

We took the car out on our normal commute route, A and B roads cross country. This is when we noticed the stiff ride set-up. The performance however was very smooth, making it easy to change up and down the gears on those hills and tight cornered lanes through

the countryside. Smooth and powerful, acceleration was positive with a nice torque feel. The car handled the route very well and made for an excellent driving experience.

Next we took to the motorway, the BRABUS was now in its element. The suspension set-up suited the motorway and the car felt firm and responsive. Powering down the slip road, acceleration was smooth and speed climbed quickly. Out into the flow of traffic with ease, the throttle gives full control with slight adjustment, the car responds in a timely fashion. Pulling into the outside lane and evaluating the pace, the BRABUS did not waver. We had more power than needed to cope with the traffic.

As you can see from the Dyno plot, the power and torque delivered by the remap is smooth and continuous. This delivery provides maximum power and drivability in the higher revs. Making the car suited to the top end range and motorway cursing.

However we found the car performed well under all conditions if a little uncomfortable due to the suspension set-up on poor roads. Given the standard BRABUS suspension is more forgiving, the BRABUS remap provides an excellent off the shelf power upgrade path, for those owners looking for a hike in performance.

We rate the EvilTwin BRABUS remap 9/10 for value and performance. Given the power increase, we would like to see what this remap would provide in conjunction with a sports exhaust. We have found in past tests, a good sports exhaust can provide further gains while adding predominantly, to the smoothing of delivery.

Massive



Massive's new cloths.

As 2006 drew to a close we started to consider a new look for the project car for 2007. The current design was 2 years old and we felt a change of style was in order. After considering many options we settled on a retro come, Judge Dread, industrial look, something against the main stream and a little more against the flow of the max-power looks.

The best laid plans however never run smooth. The new panels were sprayed Ferrari yellow, damaged in transit and returned for repair. No Michalak indicator bonnet pods were available so, the indicators were moved and replaced the fog lights in the grille. The grille was broken during removal and a replacement ordered. New (second-hand) wheels were sourced but on delivery the sizes were not as stated. Being a rare split design, and unable to afford them new, we decided to worked with these 7J's and some spacers to get the look.

Plan B went into action and working with our assembled replacement parts we started the transition. Yellow panels, BRABUS front spoiler, front winglets, mirror covers, black mesh, Schmidt TH-Line split rims, Toyo R888 tyres, a selection of wheel spacers and lots of Vinyl.

We removed the old panels and got to work fitting the new yellow set. Working through the re assembly, the indicators were mounted in the smann grille. The BRABUS spoiler mounted, we meshed this and the side vent holes cut into the front wings. Panels replaced the new look started to take shape.

The door panels had Vinyl "Massive" design applied along with the www.smartimes.co.uk in silver and crystal finish. The clever-end also had a little make over with black blocks to extent the rear window line.

The replacement Schmidt TH-Line wheels are true split rims in 7J. We had been told they were 6J front, 8J rear and had a 9J rim which could be swapped. After a lot of consideration and a test of the 7J front rim, we decided to stick with the 7Js. These were fitted with Toyo R888 road legal track day tyres, 195/50/15 front and 225/50/15 rear. The R888 tyres had been on our wish list for some time but, prices had always been an issue for our 16"/17" rim combination. The 15" TH-Line enabled use to find R888s at discount prices, and their wide cut tread pattern would finish the new look.

All finished, well not really, we still have a few things to do. These include further Vinyl work, Armourfend paint protection film, refurbished headlamp moulding and new rear valance. We do however, believe the make over is working, giving a much more purposeful look and not just a follower of fashion.

We are sure this revised incarnation of the project car will not meet with many peoples vision of the perfect smart. Our aim was not to please people but, to show that you can step out side the fashion and trends, please yourself and be different. The one thing a smart is, is a personal statement. For what ever reason you brought a smart, deep down you know it has personality.

Massive

Thanks to Smartarse-design, Smarts-R-us and Sussex Cars for their help with massive's new cloths.



Sussex Cars

3 North Lane, East Preston, West Sussex BN16 1BN
Tel: 01903 784784 www.sussexcars.com

See our web site for amazing deals on pre-registered smart fortwo, forfour and roadster models.



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FQ101 G2 Conversion – A World First

As you already know from a previous smartimes issue and detailed on the www.FQ101.co.uk website, we were running a (modified) 698cc engine in an Mk6 599cc car. After running this setup for almost a year it's proved a winner, perfect for when you want a mad five minutes blast and need the power. Few cars pose a problem once moving, however a standard G2 fortwo would leave the car at the lights; this was down to the sports start and gearing.

We drove to Kent to pick up an exhaust for another car from Chequered Flag, whilst there I got chatting to Dave and Shamus over the feasibility of doing a G2 conversion. He mentioned he had G2 cabin wiring loom from a fortwo and a roadster engine loom for sale. After not much deliberation I bought these two items and set off thinking it would all be a straight forward and easy swap! Chatting to Gav (Racing Snake) on the way home, he thought the project was going to be big, take a lot of time and I should look into things further before starting any work.

Later that evening I started stripping the car like a man possessed to try and get a head start on fitting the loom. I really should have listened to Gav as little did I know that this would be the last time I drove the car for the next three months!!

Everything went pretty smoothly fitting the cabin and engine loom as it followed the original path of the G1 loom. It was very time consuming though, as everything from the interior including the dash, centre console, seats and carpets had to be removed but it wasn't too much of a problem. We then made another trip to Chequered Flag to pick up a new ECU, SAM unit, keys and gearbox stripped from a 2004 fortwo Pure, we thought that these items would at least allow us to get the car started so we could start ironing out any problems.

We fitted the gearbox, plugged in the ECU and SAM unit and connected the battery; all the interior lights came on which was a good sign! turned the key and.... Nothing!! All we had was six lines flashing on the dash before the car totally shut down. This was our first major hurdle.

The weather was now against us, the nights drew in and it got cold and wet, everything we were going to do was going to take twice as much effort as we had no cover, it was all being done in the open air on the drive so feeling a little despondent I was beginning to wish we had never started.

We were unsure on the minimum number of components needed to make a G2 run, so we just decided to look over the whole car and buy any part that was missing just to get it working. We quickly found we needed a new ABS pump as it controls the ESP on the G2 cars, this part retails from smart at nearly £800 + vat so we set out for a second hand one. Locating one was harder than we thought it was going to be, especially as we also needed a new ABS/ESP wiring loom for under the car to connect it to the main cabin wiring loom, and then into the SAM unit. Things started to get expensive as we realised the pedal box and master cylinder is also different, we also had to run new brake lines to the rear of the car as the rear brakes would be controlled independently with the G2 setup.

After finally sourcing an ABS/ESP unit and loom we connected it up. We were all feeling pretty confident that it would work and we would have the first working G1 to G2 conversion... but no, same story, it just wouldn't have it, at this stage there was no going back! With countless hours and money now invested in the car we had to continue and persevere to get the issues resolved.

In trying to establish what could possibly be causing the problem we fitted the ECU and SAM to another car only to find that the Pure ECU and SAM for one reason or another weren't talking to each other. We quickly discarded them and went on the hunt for replacements, this is where it all got interesting.

We managed to source a roadster that was being broken up north; we sat down and weighed up our options. We decided to commit and go ahead to expand this project into the first G2 roadster conversion for a fortwo. That evening we made a list of all the things needed from the car and got it all ordered.

The ECU, SAM, keys, dash and clocks arrived with a mass of sensors. Keen to get on with the work, we worked late on the car to get everything fitted and wired up.

With great anticipation we turned the key, and it fired up first time!! We felt we were now on the steady road to getting it



FQ101 G2 Conversion – A World First



working, but this now meant another trip to Kent to pick up a Roadster 82bhp gearbox to complete the setup, as the fortwo G2 gearbox would not operate all gears with the Roadster ECU and SAM.

For the final push and keen to see some serious results, we all put in extra effort to change the gearbox over (again!), refit the interior of the car and tidy up the auxiliary components. Getting everything fitted back into the car took days, we were all really tired at this stage, working full days at work and continuing to about midnight it really was a case of every spare minute.

D-day, we started the car, selected the gears, and off for a test. Finally getting the car moving was fantastic! A huge relief as all the hours of work (and emotional) effort finally paid off!! It moved exactly like a modified Roadster, the engine was already well above standard roadie spec, it pulled fantastically with a top speed of around 115mph, and key to the quick getaway, we now had that all important sport start from the 2-stage pedal!

All feeling very pleased with the conversion and everything running as it should we were mad enough to start looking to further upgrade the power. I already had a Brabus charge cooler to fit along with a front mounted radiator to cool it, the whole system was fitted on brackets which we custom made and at this stage was relatively easy to fit compared to everything else we'd taken on! Once bled, the unit made a huge difference in intake temperature (down to about 25 degrees on full throttle, when around 65-85 was normal on this car). It did make a slight improvement to the performance, though nothing was measurable as of yet as the car was still running a totally standard non-mapped ECU.

As a result of the conversion it obtained some nice little features, such as drive lock, lane change and sports start to name a few. The Roadster Speedo was fitted after several painstaking nights of sanding, filling and painting to blend into the dash. Following that was the boost and temperature gauges uniquely mounted upside-down from the roof lining. As we had all of these spare roadster bits to hand we looked at what else could be fitted, the ESP off button was a winner and now resides in the draw under the stereo. These have already been documented on www.FQ101.co.uk.

For the final push for power, we looked to get the car remapped (usually the starting point for smart owners!). From the maps available I approached Ian having driven his roadster earlier in the year, I felt one of his maps could compliment the modifications, plus I could have the addition of one of his fast road cams that I'd been promising myself for so long!

We fitted the cam on the same drive as the conversion, now established as our 'workshop'! Then went to see Ian for the remap, I spend a whole day trying several maps on the car, changing to suit both the modifications and the characteristics that I was looking for from the car. Following all of the changes done it now will give even the meanest roadster a run for its money, not bad for a car shaped like a house brick! What's next for the car? Who knows ;-)

From all of the effort we have all put in to the car, I do know one thing... I am one very happy smart owner!

My thanks goes out to everyone who helped throughout this project, and foremost the rest of the FQ101 guys for their invaluable help; Gav (Racing Snake), Jim (JimmyWong), James (SmartSparky), Rich (RichG), Sam (Imported_Sam123) and Kirsty (KirSTy).

Justin (Justrules)

smartimes Dyno meet

The smartimes dyno meet at smartarse design Watford in January turned out to be a huge social get together.

On the day we had 40+ smarts and 15 runs on the Reddot rolling road while smartarse design provided a BBQ, hot drinks, technique advice and cover from what was a perfect day for dyno runs. The cold weather and clear skies added to the overall performance across the cars running on the rolling road. Regardless of the high figures being attained, we could access the trend and compare out put car to car.

We had our project car on the rollers first. The car had been previously been achieving 104 bhp with 84 ftlb torque. During the previous month, the turbo had been replaced and a high pressure fuel regulator installed. The car had felt more powerful after these mods and I anticipated we would be looking at 110 bhp and increased torque. We had also had a couple of incidents of safe mode in sub zero temperatures so were sure the boost had increased; our X Gauge had confirmed this. On the run, the project car achieved 112 bhp and 102 ftlb torque. The Boost was recorded at 1.6 bar, this would be adjusted down to 1.2 bar at the end of the meeting.

As the other runners started to get there plots the high trend began to become apparent but was across the board and consistent. Comparing figures, we had some good figures from high boosting cars. The mechanical modded cars running lower boost provided comparable figures. A table of the days figures will be published on our web site once I have the plots from Reddot. Check at <http://www.smartimes.co.uk/dyno.html>

The dyno aside, the day was an opportunity to meet with old and new friends alike. With many new faces joining in the fun it was good to see these new owners taking an interest. Those that were long time enthusiasts were catching up with each others news and seeing what was new with their smarts. There was a lot to see as many had been busy over the last few months and Christmas presents abound. One of the nicest touches was some custom painted airbrush work on a silver fortwo, two lovely 40's aircraft style motifs on the rear quarters of the tridon.

People ebbed and flowed throughout the day, and the general atmosphere was excellent. We did have one issue with getting Jonathan Hopes Black roadster onto the rolling road, delaying the dyno runs. Ultimately the side skirts were removed and the car produced high figures on the dyno making the sacrifice worthwhile. Jonathan's car is featured in this issue on pages 20-21.

I would like to thank all that attended on the day, the smartarse design and reddot teams for their support and hard work. Special thanks to Bubski for booking in and overseeing the dyno runners. The UK smartimes team for all getting together in one place for a team photo.

Please review the performance figures when published, balancing output to modification and boost levels with the perfect turbo performance conditions on the day. Drivability is difficult to access from rolling road figures, ultimately the way the car drives is the best test.

massive





Out with the old

Never happy with the status quo I decided it was time to improve the comfort of my smart car. Due to the long distance driving and commuting between cities for work here in Canada one of the things lacking in the original smart car was an armrest.

I initially purchased and installed the smaller swing up/down armrest but found that it interfered with shifting the smart fortwo. Never satisfied I have recently installed my colour coordinated leather with orange over stitch new armrest with storage compartment. This, in my opinion is the ideal solution for comfort in your smart car too. Sitting further back from the dash than the swing down type it makes for easy shifts and comfortable driving.

We all know that storage space is lacking in the smart fortwo so the addition of the storage in the middle compartment is about they best thing since slice cheese as they say. Check out the photos and see for your self.



In with the new

James Gillam



2007/02/06 20:04



Ahmed Khalifa's baby



Firstly I got the car a couple of years ago, it already had a SRUS remap and Mickalak are scoop. It was a passion with standard passion rims (2001 Y reg)

Was quick compared to what my mates had, and sounded good with the K&N. 2 months later got a set of striklines of one of the forum members on ebay. (Bargain)

Give it nearly a year and a conrod went straight through the engine and blew a nice hole out of it. (metal, oil and flames galore)

Managed to source a G2 engine with 2K miles with turbo and got it all fitted. was so smooth, noticeable power but the remap wasn't doing its job.

So due to an accident (someone hit me at a roundabout) took it to SRUS to fix and re-do the remap FOC to the new 84bhp. Big difference and shiny new front end.

Now I've had it been toying with bits and getting it regularly serviced at SAD Watford and always will from now on.

Haven't been to any meets cuz there are none in London but SAD is a definite whenever its on, and intending to do the 2007 Brighton run.

Check the list below.

Pipercross Filter
SRUS Remap
Schmidt space 16"
Custom Engine plate
Alloy nobs inside
Mickalek air scoop
Smoothed intake to throttle body
Roadster TIK pipe
Red Callipers

To-do:

Light Eyebrows (Black)
Bilstein Streetline
Venom Induction
Brabus Bodykit
Brabus Widestar arches
Full respray
Intercooler pipes
Roadster Turbo
Custom one off Leather interior
Grooved brakes and sports pads.

Whats holding me back is money as I was a student and now working so debts just about paid off, so onwards and upwards.

Ahmed Khalifa





The Forge Silicon TIK was developed by Forge for smarts-R-us in the autumn of 2006, as an alternative upgrade to the BRABUS roadster 74kw used by some smart modifiers.

The new TIK has been tested on the smarts-R-us 101 BRABUS remap demo and is now in full production.

Available for order direct from smarts-R-us retailing at £129.99, it will be interesting to see how this performs against other silicon TIKs which are available and the BRABUS roadster TIK that has proven to be very popular.



iMove round-up

Introduction

I have owned my Smart car for around 18 months now, and it wasn't until I started thinking about the idea for this article that I realised how much I had changed the car in that time. The iMove model comes with a reasonable specification to start with (see breakout box) but that's just not enough for some people. The thriving smart scene and the ease at which you can add parts positively insist that you personalise your Smart.

Smart fortwo iMove edition specification

Engine

45kw (61 bhp) petrol engine

Exterior

tridion safety cell in silver
bodypanels in lite white
BRABUS "Monoblock VI" alloy wheels
electric tritop convertible roof

Sound

Apple iPod (20Gb) integrated into sound system via cradle
smart radio/CD with RDS
smart sound system upgrade

Interior

Leather upholstery for seats with heating
BRABUS leather interior door trim
BRABUS leather effect instrument panel
BRABUS trims in white
cockpit clock and rev counter
leather steering wheel
leather gear knob
air conditioning

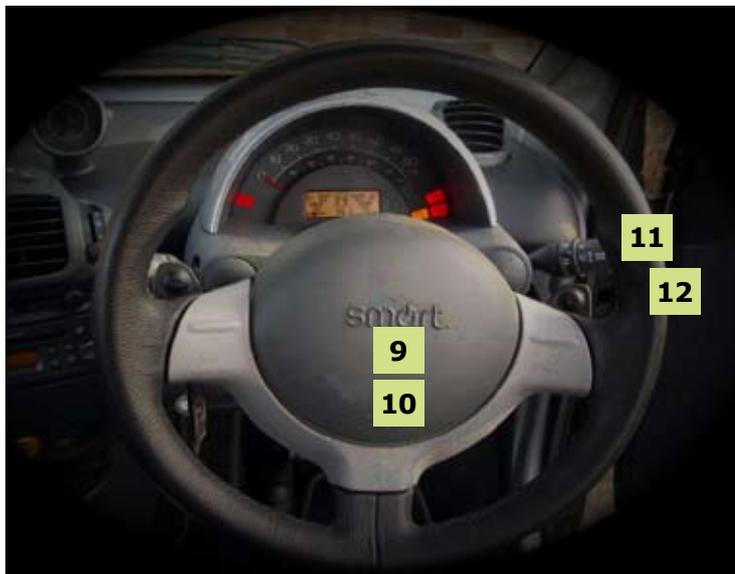
Safety

electronic stability program (esp) with hill start assist
anti-lock braking (abs) with electronic brake-force distribution
passenger and driver airbags
drive lock function

It all started with a pair of fog lights, and from that thin end of an increasingly large wedge I find myself edging ever closer to gadget nirvana and financial embarrassment. It's not that I am weak you understand, but I just love my creature comforts, and the Smart is so easy to work on that before you can say "Pimp my ride" my Smart somehow has a spec that could embarrass a Maybach!

I thought that this would be a good time to take stock and review the progress so far. The pictures and table below tell the story....





Description		Cost	Notes
Exterior			
1	Aerial Ball	£3.00	Walt Disney World - Florida
2	Spoiler Windscreen Wipers	£35.00	Evilution
3	Fog Lights	£100.00	Smart-parts-direct / Smartimes
Interior			
4	Sunglasses Holder	£5.00	Evilution
5	Shorter Rear View Mirror Stalk	£20.00	eBay / DH Parts
6	Nokia CK-7W Bluetooth Handsfree car kit	£50.00	eBay / Smartimes
7	x-Gauge	£150.00	Welte Engineering / Evilution
8	Extra clock pod (for x-Gauge)	£20.00	eBay
9	Leather Steering Wheel with Paddle Shift	£220.00	eBay
10	TAN code for Paddle Shift	£80.00	Smart Dealer
11	Cruise Control stalk	£50.00	Smart-parts-direct / Evilution
12	TAN code for cruise control	£80.00	Smart Dealer
13	Windowlifter Kit	£90.00	misterdotcom / Smartimes
14	iPod cradle	Included	Standard in iMove model
15	Brabus Alloy Gear knob	£50.00	eBay
16	Brabus Alloy hand-brake lever	£75.00	Smart-parts-direct
17	Smart car keyring	£20.00	London - Brighton show
18	Headrest inserts	£5.00	eBay
19	Clarion SRV303 Sub-woofer	£120.00	MCS Direct / Smartimes
20	Smart Fire Extinguisher	£10.00	eBay / Smart technique
21	Smart Interior Mats	£20.00	London - Brighton show
22	BRABUS Alloy pedal covers	£50.00	eBay

So where to from here? So far I've done nothing to the engine, not even a de-lip so that's probably next. I already have an ITG air filter waiting to be installed, and from there is a short step to a remap, stealth exhaust, grooved brake disks, suspension upgrade, s-mann grill.....

Looks it's be a while before I'm finished!

Many thanks to all that have helped me in my quest for the most gadget loaded car. See the list of contacts and websites for the main offenders!!

Dazza.

Goodbye?

Since starting this article I have heard that this may be the final Smartimes. It goes without saying that this will be a great loss to Smart enthusiasts from all over the world. I don't think it's an understatement to say that Smartimes helped to build the whole Smart scene, and it will be sorely missed. My heartfelt thanks to Stephen and the whole team that made it happen, and I would like to say thank you for everything you've done.

For more information see:

DH Parts - <http://www.smart-zierteile.de/>
 Evilution - <http://www.evilution.co.uk/>
 Smart-parts-direct - <http://www.smart-parts-direct.com/>
 Welte engineering - <http://www.welte-engineering.ch/>
 MisterDotCom - <http://www.misterdotcom.de/>
 MCS Direct - <http://www.mcsgdirect.co.uk/>
 Smartimes - <http://www.smartimes.co.uk/>

The UK smartimes team



I would like to thank everyone who has contributed, helped and supported smartimes. Without your enthusiasm and hard work smartimes would never have got off the ground and been the broad smart based magazine read by enthusiasts around the world.

My special thanks goes to James Gillam our Canadian correspondent. James has made smartimes a cross atlantic success while becoming a source of un-bounding support for smartimes, making connections in DC Canada and providing a large volume of articles.

Many of the UK team have been with smartimes from the beginning. I thank you all for understanding why smartimes has to cease.

Good Luck and keep smarting

Stephen Goddard



This new book written by **Julie Saltmarsh** (with some hindrance from Tom) and fab photography by **Tom Crawford**, is a semi-autobiographical account of the **smart** and its incredible rise in popularity in the UK.

This unique book, containing over 400 full colour photographs of **smarts**, owners and rallies held over the past four years, humorously documents **the smart scene** directly from the viewpoint of these two **smart** owners, who have been involved in the world of these wonderful cars since 2002.

The book also brings to the public eye the first detailed photographs of a **smart** being constructed within Smartville, the **smart** factory in Hambach. Not since the factory opened has anyone been allowed to document and publish such images in depth! For the main part, this book is about the fantastic owners of the **smart**, and the amazing times that have been had at the numerous meetings and rallies held around the country; and Tom's brilliant photos bring to life the wonderful people and fabulous cars that make **the smart scene** the incredible place it is today.

• Contents include •

- **The smart Timeline** – a history of events from the birth of the car to the present day
- **The smart Range** – the range of vehicles including Limited editions
- **Detailed accounts of Meetings, Events and Exploits over the last 4 years**
- **The smart Factory** – Smartville, a detailed visit with unique photos
 - **Modifying the smart**
- **Customised smarts** – A cross section of owners cars detailing examples from simple modifications to major re-builds with **Full spec sheets**
- **Interesting smart stuff** – Advertising, C7 Kit Cars and TRIKEtec Trikes
 - **Independent UK smart Businesses**
 - **Monthly Meets**
 - **Website Clubs**

Books can be ordered direct from **Spotty Badger Productions** by **Cheque or PayPal** or

You may purchase a personally signed copy directly from the authors at the following book launch dates:

Smarts R us, Nottingham, NG4 4HF - **Saturday 7th April**
Cambridge Smart Cars, Grantchester, CB23 9NF - **Saturday 14th April**
Wellsmart, Wells, Somerset , BA5 1EY - **Saturday 5th May**

£19.99
Plus P & P

Spotty Badger Productions PayPal: polkadotsmart@hotmail.com
1 Grouts Farm Cottage, Kelvedon Road, Tolleshunt D'Arcy, Maldon, Essex CM9 8EL

* Postage and packing charges cannot be confirmed until the book is published and its weight determined - This ad will be amended with the charges as soon as is possible.



catch-up on what you have missed in smartimes

Check out what you may have missed in previous smartimes issues.

Our £5 annual subscription pays for online access to all out of print and 2006 issues of smartimes. From 2007 we will make all issues available from our download area.

If you subscribe you are also able to register for our monthly email newsletter. Check details on our home page at www.smartimes.co.uk

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smartimes magazine was an concept discussed on the UK smart club message boards over December 02' and January 03'. Out of these discussions the magazine was born and the first issue published on April 14th 2003.

smartimes is a broad based smart focused publication providing news, views, events and product information along with third part accessories and services.

Contributions from our readers are a core part of smartimes appeal. We welcome any stories, photos and technical material our readers want to provide for editorial.

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