

ISETTA GAZETTE

AUTUMN EDITION 2013



J.F. Wareing

The Isetta Owners Club of Great Britain Ltd.

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I.O.C. SUBSCRIPTION RATES

United Kingdom (and members receiving an electronic gazette)	£18.00
Europe	£21.00
Rest Of World	£25.00

Credit Card Payments. IMPORTANT

Please ensure you give the Membership Secretary the full card number, the expiry date and the 3 digit security number from the back of the card above the signature strip. **By PayPal to isetta.subs@virginmedia.com**

Registered Office: 225 Old Road, Meriden, Coventry. CV7 7JP Company Reg. No. 2527362

Editors Bit

I must thank the contributors to this edition of the Gazette, I have serialised one article for the next Gazette to keep you all in suspense.

If you have sent in an article and I haven't yet put it into print, don't fret it will be in the next edition.

I would like to do a letters page for members to use for questions & answers and general chat with other members so don't be shy put pen to paper.

On another subject, you will all be pleased to know, the new '**Online Spares Service**' has been a resounding success. Lee has been picking, packing and dispatching parcels all over the world whilst I maintain the site. As you will know, the spares are only made available to club members and I am able to monitor and approve only those who are members to make purchases.

We are also able to see more easily which spares members are viewing and purchasing giving us a better idea of stock control.

Certain items will probably never be stock items but our intention is to be able to give details of where they can be obtained from other sources. If you know a source of parts please let us know so we can include them.

That's enough for now but please keep the articles coming in.

Ian Parris



Chairmans Chat

Doesn't time fly when you're having fun, another year has flown by and it's time again for the Annual General Meeting. The official notice is elsewhere in this issue of the Gazette. The AGM is at Beedles Lake Golf Club just north of Leicester. It's centrally located for most of the committee and easily reached from the M1 and other major routes.

The committee are always looking for new ideas and anyone who wishes to join will be more than welcome. Come along and help us shape the club or point us in new directions. Even if you don't want to get involved on the committee come along and meet fellow bubblers. Last year we even had a member turn up in his car to the meeting.

Does anyone have a trick for releasing seized brakes. I think my son has let his boys sit in my Isetta 300 and pretend to drive. I suspect they have pressed all the pedals and now the car is immovable as the brakes are stuck on. I've tried hammering the drums and I've considered cutting them off as a last resort, ideas please.

Jeff Todd

Bubble's Big Adventure

David Marsh

In the “dog days” around Christmas and New Year Ronnie and I were planning out the trips we would like to do this year. This is a usual thing in our household with both of us doing so many things we find it better to have some sort of plan. One of the things we discussed was the NZ Microcar Club presence at the big Classic Car show in Auckland in February each year. I had gone to see this a few years ago and thought it would have been a great idea to take the Isetta to it.

Our plan was discussed and refined over a few days. We decided that we would try to take the Isetta there under its own power.

The Microcar Club Newsletter came at the end of December and told us the date of the event was the 19th of February. I made a list of the jobs to be done before we went.

1. Get two replacement front hubs as mine were approaching their “use by” date.
2. Check all the wheel bearings and brakes.
3. Check the tyres and make sure I had good spares to take with me.
4. Compile a list of spares and tools to take.
5. Check the car over with a “fine tooth comb”.
6. Decide on the support car arrangements and possible co driver.

For readers in the UK and else where I need to explain the reasons for this caution.

1. We live in The South Island of New Zealand – Auckland is at the top of The North Island, just to get to the North Island involves driving over the Whangamoas, a fearsome set of hills and then a sea crossing across the Cook Strait to Wellington.
2. New Zealand is a large country with not many people (4 million and 2 million of them in one city Auckland) so when travelling you can be VERY alone with no mobile phone coverage.
3. New Zealand has lots of mountains to drive over and down.
4. The really desolate places lie on the route we were to take.

Preparations started; first I set about dealing with those little niggles that all “in use” Isetta have. Mine were minor oil leaks from the sump and drain plug, also the chain case, and several other little tasks.

The leaks turned out to be caused by two things, first- old squashed copper washers and secondly, one of the drain plugs was not a drain plug at all,- it was actually a piece of threaded bolt with a nut welded to it! Have you tried to find copper washers? After a day of travelling round the various engineering suppliers in Nelson I finally found some. The Drain Plug problem was remedied with a stainless steel bolt cut to size. It still weeps a bit but not like before.

The other little jobs were well in hand. The towing A frame was checked,- a new hitch unit was required, and a trailer board made. I carefully serviced the car, changing all the oils, checking the rocker arm clearances, fitting new contact breakers and capacitor and finally a careful check of the cables, particularly where they join the pedals, making sure they pivoted freely on the arms and were well greased.

I had contacted the used spares department at the Isetta Owners Club. Yes they did have some good second hand front hubs and some other bits I wanted and would send them out.

These arrived via a friend of mine who was coming to New Zealand on business (what the customs thought these items were when they X-Rayed his bag the Lord only knows!)

Once I had these spare parts had arrived I had a trip to my friendly wheel and brake specialists' (Nelson Brake and Clutch). I suspected I had a minor problem with the back brakes as in the last week streaks of oil had emerged from the hub onto the wheel. I had looked myself and found the brake shoes were covered in oil. This must either have come from the chain case (has a seal failed? I thought) or perhaps the wheel bearings had gone. My friendly mechanic (Peter Green) took off the wheel brake drum, yes, the linings were ruined. He then took off the brake back plate and wheel hub. The hub was fine and so were the rear wheel bearings. The problem lay with two things from the last time the back plate had been taken off:

- a. They had not put in the gaskets between the chain case and the brake back plate and that back plate to the securing plate. These gaskets had been "replaced" with silicon sealer.
- b. The securing plate had been fitted incorrectly. The little groove which allows excess oil from the chain case to drip out was not aligned with the groove in the brake back plate. That's how the oil had got on the brake linings.

Once the gaskets and new brake linings had been made and fitted all was well (we checked them a week later). The new front hubs transformed the steering;- far less wander.

There were still three weeks to go, all was well. I decided to start booking the ferry and hotels for the trip. I noticed when booking the Ferry that the 19th was a Tuesday, this can't be right I thought, so I checked the web site of the event Organisers. To my horror it was the 9-10th of February.

This meant a major replan as Ronnie had to be back for several important meetings in Nelson in the week commencing the 11th of Feb. The only way we were to do this was to come home very quickly after the show on the Sunday the 10th. We decided we would have to tow it home on the A frame. This was disappointing but hat's life.

However this change of date did help us as my best mate out here (Dave Stenning, an ex RAF engineering warrant officer), would now be available to be my co-pilot. He is a whiz at all things electrical and mechanical and he has a motor bike licence so can legally drive the Isetta if needs must.

Booking the Ferry across the Cook straight was interesting, what was the Isetta classed as? Well a motorcycle (or motor cycle and sidecar) was the conclusion of the two ferry companies!

Dave Stenning and I reviewed the list of spares to be taken and made a few amendments. The final plan of the trip was prepared.

On Sunday 3rd I would drive the Isetta to Picton from Nelson. I would leave Nelson at 6.30am to catch the 1pm ferry. (This trip by car normally takes 1 and ¾ hours – however it was the Whangamoas, so leave lots of time I thought). Dave Stenning and Ronnie would

set off from Nelson at 9.00 am. I would check in by phone at Havelock – approx half way and then after the worst part of the trip.

After meeting up in Picton we would catch the Ferry to Wellington and then drive to Paraparaumu (known locally as Paraparam), stay the night there and then take three/four days to drive the 600 plus kilometres to Auckland.

The packing was done the night before and the Isetta and Ronnie's Honda Jazz (the back up car) loaded. (The Isetta was to carry me, David Stenning, two spare fuel cans, and all my hand tools, a jack and spare wheel). In the Jazz was the A frame, other spare wheel, another fuel can, the spare parts and tools on the list we had prepared.

I did not sleep too well on the Saturday night, not sure what it was; was it the big adventure or just having to wake up early next day. Anyway all too soon the alarm went off.

The big adventure was now on!

Day One Sunday 3rd of February 2013

After a shower and dressing I went to the car port. The Isetta looked good, I had cleaned and polished it the day before.



I started the car, as usual it needed to be flicked over five times before the starter whirred/spun it over and she fired up to that steady thud we all know well. (In the summer I use 20-50 multigrade oil in the Isetta this makes starting a little harder).



I left it to run for a minute or so; collected my flask of coffee and the mobile phone and Ronnie and I went to the Isetta. My near neighbour Brian was there in his dressing gown, he had heard the Isetta start up and came to wish me well and to take photos of the departure.

Then with a farewell kiss to Ronnie and "See you in Picton" I was off. The road from my house to the main road was deserted; just a few disinterested cats returning home after a nights hunting watched me.

I joined the main State Highway and within a few minutes I arrived at the foot of Gentle Annie, the first of the many hills in the Whangamoas. Not wanting to over rev the Isetta I tackled it with respect, changing down early from 4th gear at about 40 mph to third and keeping the revs up so we made the first hill still in third gear at about 30- 35mph.



A kilometre or so later the sign telling me that the road was steep and lots of bends for the next 30 plus kilometres. The majority of this section of the route was tackled in third gear at about 25 -30 mph. The bends on this road are well signed with a suggested maximum speed (in kph); the sharpest 25 kmh and the fastest 65kmh. In total you go from sea level to 268 metres and down again.

The Whangamoas are really a series of hills, the final one being the Rai Saddle, this is the steepest of the hills and I was forced to take the final part of this in first gear.

Over the whole of this part of the trip I was overtaken by just two vehicles. My only company were the Hawks who were breakfasting on the road kill from the previous night, three hares who stopped and looked at me and ran away and a number of Pukekos who wandered aimlessly across the road.

The scenery as usual was breathtaking; the morning mist rising between the hills adding to the feeling that this was a special trip. As you come down off the Whangamoas you arrive at Pelorus Bridge. A special spot and famous for the bridge over the river which in summer the Kiwi kids jump off into the river many metres below. Officially this is absolutely forbidden, although many young people can tell you that they have done it.



At this point I relaxed, - if the Isetta had managed this part so relatively easy then this was going to be a great trip. Soon I arrived at Havelock (the Green Lipped Mussel Capital of New Zealand) it was now 7.50 am and I was some 44 miles into the trip. I stopped and telephoned Ronnie, she was amazed at the progress I had made. I walked into the bakery shop for a coffee and a bun. One of the vehicles that had overtaken me was parked there. Inside was John a near neighbour of mine; he was in Havelock to do some repairs on the engine of a mussel

collection boat. John was soon joined by two local mechanics that were to work on the boat with him. The next twenty minutes were spent discussing; yes, the Isetta!



At 8.15 I left Havelock and drove the remaining 40 miles to Picton.

The route there takes you through the major wine growing area of Marlborough. The vineyards looked in good shape even though we have had very little rain this year so far. I saw a couple of groups of keen cyclists on route to an event. The Isetta did most of this part of the route in top gear, a steady 40 - 45 mph.



At 9.20am I arrived in Picton. The locals and other folk waiting for the Ferry were sat in the sunshine outside the cafes. I parked the Isetta and again phoned Ronnie to tell here I had arrived and we were both safe and sound.

A large group of motorcyclists arrived; all riding classic Norton Motorcycles. They were the Norton Motor Cycler Owners Club returning from a run from The North Island to Golden Bay. They came over and we spent an hour or so chatting about motor bikes and of course the Isetta.

I went to look around the town and in particular the huge second hand shop that Picton has. They have so many "treasures" there. Today was no exception. A happy hour was spent browsing through the history of New Zealand on sale there.

I made my way to the café Ronnie and I had agreed to meet up in. We then met up and Dave Stenning transferred his stuff to the Isetta. Dave is a radio buff and has a portable hand set with which he planned to relay details of our progress to his many friends all over New

Zealand. Dave is about the same size as me so the two of us fitted in the Isetta just fine. I topped up the fuel in the Isetta 8.77 litres for some 150 kms and over the Whangamoas; not bad at all.



Ronnie in her car, (and Dave Stenning and I in the Isetta) drove to the Blue Bridge ferry terminal. The check-in staff were amazed at the Isetta and one by one each of the staff wanted their photo taken next to the Isetta. As a motorcycle we were sent to a different queue than Ronnie; however we were soon joined by a number of motorcyclists.

Whilst waiting to board the ferry, folk who were in the queues for the ferry came over and wanted to know more about the Isetta.

(As I was told many times before I bought my first Isetta; never buy one unless you can handle all those questions and silly comments).



The score on silly comments that day so far was:

- **4 – It's a Messerschmitt isn't it?**
- **2 - These don't have reverse gears!**
- **2 - Is it your car?**

We were beckoned onto the Ferry where the staff loading the cars tried to make me park up close to the car in front and looked quite shocked when I would not; until I opened the door! More photos for the staff and other passengers were required.

The trip across the Cook Strait was the smoothest I have ever had, the weather was fantastic. This Ferry Trip has to be one of the greatest ferry trips in the world, even better than the Salt Spring Islands off Vancouver in Canada. No dolphins this time though.

After a sandwich and a nap we were soon in Wellington and were summoned to rejoin our vehicles. As a motorcycle we were one of the first off. We had arranged to meet up with Ronnie on State Highway 1, a road were to follow quite a way over the next few days. With Dave Stenning in the Isetta with me it was quite noticeably slower. (As you know Isetta's don't accelerate; they slowly accumulate speed). **(TO BE CONTINUED NEXT EDITION)**

FORTHCOMING EVENTS

22 Sept The Wheels and Wings Show

National Museum of Flight, East Fortune, East Lothian
Contact Bryony Hope b.hope@nms.ac.uk tel. 0131 247 4194

17 - 20 Oct Oktoberfahrt

(Thu - Sun) A week-end based at: Golden Square Caravan Park
Oswaldkirk Nr. Helmsley York YO62 5YQ Tel: 01439 788269
The meeting is arranged to coincide with the wonderful experience
that is the 1940's week-end in North Yorkshire.

Contact: Jim Jamieson Tel: 07912 579278

NB There will be a charge of £1 for members or £3 for non
members of Micromaniacs to cover insurance etc. in addition to the
rally costs.

National MicroCar Rally Review Meeting

39th National MicroCar Rally Review meeting will be held on Sunday 27th October 2013
in Pinxton Village Hall, Kirkstead Road, Pinxton Derbyshire NG16 6NA at 1.15 pm to
discuss this year's rally and plan for next year's rally. Tea/coffee and biscuits will be
available. Everyone is welcome to attend – further details contact Ray & Jenny on
01773 782688 or 07712 654777. Centre will be open at 12.30pm.

Directions: Leave M1 at J28 heading towards Pinxton/South Normanton on B6019. After
approx. ¼ mile take the first road on the left "Pinxton Lane" and then at the traffic lights
turn right "Victoria Road". Take the second road on the right "Church Street West" (Chip
Shop on the corner) and then the next left. The Village Hall is on the left hand side
(approx. 1 mile from J28 of M1). There is adequate off road parking at the side of the hall.

ISETTA OWNERS CLUB AGM

**THE ANNUAL GENERAL MEETING OF THE ISETTA
OWNERS CLUB WILL BE HELD ON SUNDAY 27th
OCTOBER AT BEEDLES LAKE GOLF CLUB
170 BROOME LANE, EAST GOSCOTE,
LEICESTER. LE7 3WQ AT 2:00 PM**

To advertise your items for sale or want adds etc. please email the editor at isetta@ianparris.com

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German Classics Car Show, 11th August 2013

The German Classics Car Show is an annual event that is open to any pre 1990's German vehicles and is held annually at Haigh Hall Country Park near Wigan in Greater Manchester. It is a charity event and is organised to raise money for the local Wigan and Leigh Hospice and other nominated charities.

It has trade stalls, German food stalls, various attractions for children and adults alike and of course lots of German vehicles of different makes, ages, and types.

The vehicles are divided into various groups and clubs, and include Porches, Audi's, VW's, Mercedes Benz, BMW's, caravanettes, and many others.

Myself and Alan Town attended the event travelling from Southport, me in my 1957 Heinkel Kabine, and Alan in his 1958 Isetta 600, "USA" Specification.

Well over 300 other vehicles were also in attendance and 30+ clubs had displays.

We were parked opposite the Greater Manchester Police display and proved to be one of the most popular attractions there with families and young children sounding the police sirens sat astride a police motorcycle and then running across to look at and be photographed next to or in the cute little cars.

Older admirers reminisced about the time they had a bubble car and many stories, information, and bad jokes were exchanged.



At the end of the event prizes were awarded for different categories and I was fortunate to be awarded the Best Microcar trophy.

Seeing as there were only the Heinkel and Isetta in competition with each other, Alan took the judge's decision like a true gentleman.

The sun shone for most of the day and everyone had an enjoyable day out.

We both drove back together and when we were in Southport and near to going off in our separate ways I noticed the inside door handle, washer and nut, had vibrated off and were lying on the floor near my feet.

I signalled to Alan to pull over in a side road as I had visions of returning home and not being able to get out of the Heinkel.

When we pulled up we noticed another vehicle had drawn alongside us and the driver started to engage us in conversation saying he had seen us driving together and decided to follow us because of his interest in bubble cars.

He was a Mark Davies from Southport and said he had an Isetta that had been sitting in his garage for the last 15 years and the man he had bought it off had also had it sitting in his garage for an additional 15 years so he was hoping this would be the catalyst to finally do something about it. Our contact details were exchanged and Mark was invited to join the forthcoming Ormskirk Motorfest later in August in which a "Squadron" of microcars would be taking part.

Tim O'Neil & Alan Town

MICROCARS TAKE POLE POSITION IN LANCASHIRE

Microcars took pole position leading a field of performance and classic cars on the first lap of a one mile town centre circuit of the market town of Ormskirk, Lancashire on Sunday 25 August. They set off to the sound of The Playmates 1958 bubble car hit “Beep Beep”.

Thousands of people lined the pavements cheering the sight of the self-styled “Squadron” of ten bubble cars driving in two abreast formation around the streets which were closed to normal traffic for the two-hour parade.

The micronauts were led by five Messerschmitts with pace-maker Alan Town (TG 500 “Tiger”) and KR200 owners David Garner, chair of the Messerschmitt Owners’ Club, Ian Leonard, Richard Harker and Arthur Fish. Following alongside were Isetta owners Jeff Cummins and Mike Wood, plus Roy Butterworth, Tim O’Neil (Heinkel) and Paul Wren (Trojan).

A wide range of more than 100 vintage and classic cars, motor sport machines, super cars and classic and competition motor bikes took part, plus what the pre-event publicity called “cute bubble cars.”

“It was a great day for all of us micronauts,” said Alan Town, who organised the bubble car team with other owners from Ormskirk, Southport, Formby, Bamber Bridge and Bolton. “The reception from the public was tremendous.

The sight of our tiny cars in racing format on our three laps was such fun and all the way round people were cheering”.

Just a year or two ago, we thought there were just a handful of owners of our small cars in our part of the world. We now know of owners of more than 25 vehicles in Lancashire, Cheshire and Greater Manchester. Coming to events like this often leads us to people who know of other local owners of microcars. Next year we aim to be back with a record number.”

The Ormskirk Motorfest event, now in its third year, is supported by West Lancashire Borough Council and other sponsors, and organised by the Aintree Circuit Club and is the region’s premier free motoring event. As the club’s publicity says:” It’s one of the few occasions you are able to see a Formula One car being driven round streets.”

It provides a huge commercial boost for the traditional market town of Ormskirk. This year’s event helped by the sunny weather attracted an estimated 25,000 people, smashing last year’s record when shops and businesses enjoyed their busiest-ever trading day.

David Tattersall



BUY AND SELL

Isetta GRP Interior Panels

These panels have authentic millboard graining and are accurate replacements for the original interior panels



All my panels are individually hand-moulded and hand-shaped in GRP (Glass Reinforced Plastic, commonly known as glassfibre).

They have a more durable surface than the originals panels (which were made of moisture absorbent fibrous millboard) and unlike the originals will not warp or become mis-shapen when exposed to damp or water.

The door panel has been made to weigh as little as possible to help the door spring and bend easily to the curve of the door.

The side panels and door panel are supplied with markings on the reverse side for you to cut to suit your LHD or RHD car. Easy fitting suggestions are included with each set.



**** Just add a seat and your interior is complete****

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Polish Trimak designed and built in Spain in the 1970's seen in Aguilas at

The Club is pleased to welcome:-

Andy Harris	Lincs
Michael Evans	Huntingdon
Trevor Musson	Carlisle
Ian Campbell	Sanquhar
Melvyn Thomas	Glasgow
Andy Hill	E Sussex
Derek Cole	Essex
Neil McKain	Scottish Borders
Roy Pinches	Manchester
Michael Kidd	Kent
Wing Chan	Canada

New Members since the last Gazette

The pleasure of Micro-Car travel!!!

We drove effortlessly from Southport to the 2013 NMCR held @ Malvern, in our BMW 600, USA specification, on the Friday morning.

However, the next day, with James May of Top Gear fame leading our convoy of 30 odd examples of various 50's & 60's modes of mini-car transport, on the "Run-Out" around the twisting countryside, up & down various steep escarpments, the clutch started to slip badly.

We managed, just, to return to the Rally's "Field of Dreams" before realising that the only sensible way back home, would be by using the A A Relay service.



So, early Sunday, collection was executed, and in record time, Sandy & I were back at home.

Just how small does our car look on the back of the yellow wagon?

We are looking forward though, to viewing James May's TV production of our Micros, soon.



So sorry we missed out on the always "Fun Sunday" activities of the Rally, but we must not forget to offer a sincere THANK YOU to the Heinkel Club for their splendid Organisation of this year's get together.

Clutch spares all now sorted, in readiness for our next visit to the

Wonderful Workshop of Engineering Miracles!

Sandy & Alan Town



This is an Avia 200 APE (ahpay = Italian for bee) pictured in Spain.

Sent in by
Dorothy McKiernan



NMCR 2013 PRIZE WINNERS

BERKELEY

BEST 4 WHEELER B105 WJN896 G.HIGGS
BEST 3 WHEELER BERKELEY T60 LFO 422 P.TETLEY

BOND

1ST MARK G TWIN ESTATE 385 BHP M.MAY
2ND MARK G TOURER CDP 360C D.MILLER
3RD MARK G ESTATE 466 AET J.JOHNSON

BOND BUG

1ST BOND BUG CDP 58K B.ALLEN
2ND BOND BUG WPT 691L K.BELL
3RD BOND BUG BRL 419K T.HORWELL
BEST MODIFIED LAF 502L K.POLKINGHORNE
FURTHEST TRAVELLED (431 MILES) BRL 419K T.HORWELL
USED AND ABUSED SGX 469L R.LYNAS

HEINKEL TROJAN

1ST TROJAN 785 RBM R.EMMERSON
2ND HEINKEL VVS 630 P.BULLAR
3RD TROJAN RVV 282 A.FISHER

FURTHEST DISTANCE TRAVELLED TO RALLY (South Africa) B. BAKER

ISETTA

1ST ISETTA 300 6911 PO D.WATSON
2ND ISETTA 300 321 FRT L.TURNHAM
3RD ISETTA 300 597 AEL B.CHADWICK
SPIRIT AWARD UYU 876 J.GREEN

MESSERSCHMITT

1ST TG 500 ROADSTER UOU 361 P.HOUGHTON
2ND KR 201 ROADSTER SWV 646 W.JONES
3RD TG 500 XLJ 285 M.THOMAS

METAL CLASS

1ST BMW 700 763 FXV J.BANNELL
2ND WEINSBERG COUPE ONW 122B R.WESTCOTT
3RD GOGGO COUPE OJG 365 M.O'BALLANCE

PLASTIC CLASS

1ST RELIANT REGAL 2IE ARH 890K L.PEDWELL
2ND PEEL P50 GME 62B G. HILLMAN
3RD FRISKY FAMILY 3 861 HLG R & J DILKS

BEST IN SHOW BMW 700 763 FXV J.BANNELL

CONCOURS DE GROT BERKELEY T60 216 EKF M.ARCHER

LONGEST DISTANCE DRIVEN (EUROPE) 500 MILES LLOYD ALEXANDER TS UDO JÜRGENS

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Club offers apply to Saturday 16 and Sunday 17 November 2013



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