

ISETTA GAZETTE



AUTUMN EDITION 2017

The Isetta Owners Club of Great Britain Ltd.

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Website www.isetta.org.uk

Forum autos.groups.yahoo.com/group/IsettaWorld

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Editors Bit

You will see elsewhere in the gazette the notice of the club AGM to be held on 1st October near Leicester. If you have anything you would like to discuss with the committee do please attend, you are most welcome.

I would like to thanks the contributors to this gazette, I had just enough material to fill it but have nothing left for the next one. If you have anything to contribute I would be grateful, it doesn't need to be long and can be technical or just a story you tell your friends, we are your friends also.

Hopefully in the next gazette I may be able to tell you more about my current project but at the moment the body has been away over 2 months for repairs and re-spray and very little has happened. Why do these people promise so much and deliver so little? Anyway it gives me more time to get on with the rest of the work on the chassis and running gear.

The engine with matching numbers has been ready and waiting for about 2 years along with the gearbox so it's about time things came together. I'm keeping my fingers crossed that I can write something myself for the next gazette.



Ian Parris

Chairman's Chat

Continuing my story about freeing off the brakes on my car, Jo and I went down to the garage, me thinking that if Jo presses the brake pedal slowly I will be able to feel the pistons move on each wheel cylinder. Wrong!

The brake pedal was immovable, absolutely solid. The pivot at the base of the pedal appears to be free so I suspect, as advised by the club's technical experts, that the master cylinder has corroded with standing to such an extent that it's seized. Ah well it's something to sort out over winter but I promise the car will be on the road next season...

But it's the time of year for my usual rallying call, no pun intended, for new members to join the committee.

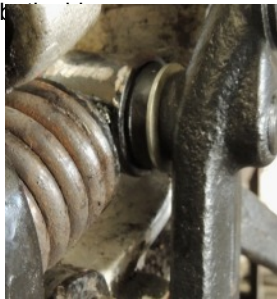
Details of the AGM can be found elsewhere in this Gazette. We don't bite!

Jeff Todd



Curing a Bad Case of the Shakes by David Marsh Continued....

At this point if required you can also replace the King Pin shell bearings in a similar way to that of the suspension arms – these can be drifted out or pressed out as well. Take out the upper one first then drive out the lower one leaving 1.8mm protruding to retain the bottom shim. They may well need to be reamed out to take the King Pin 20.02 to 20.04mm . If you did not wedge the shock absorber eye in position prior to removing the upper suspension arm you will need a chain clamp to get it into position to refit the arm through the eye of the shock absorber! Note new large washer on



19 Put on tab washers and nuts on Upper and Lower suspension arms 22-25 and tighten.

20 Test Upper and Lower suspension arms for sideways movement – there should be none.

21 Clean and grease Kin Pin - Replace King Pin.

22 Use a drift to insert new cotter Pin 15 and put on washer, nut and tighten.

23 Remove Brake plate stabiliser metalastic bush from lower suspension arm (27) and replace with a new one – ensure it is a tight fit. See how bad mine was – there is a bush in there honest but not connected to the nut!!!!

24 Pack King Pin tubes with Grease – refit grease.

25 Refit Shock absorber nut ensure that you fit bearing in place. (see Phase 3 step 12).

26 Remove metalastic bearing from Steering and 106 and rear of suspension fitting and re-off)

27 Take off track rod arm and remove metalas-eyes 115 (2 off) and replace with new Part 8.

28 Optionally – see Phase 5 - Step 8



Phase Five

1 Check all nuts and washers from previous phase and that the O rings are not leaking oil and that the King Pins have been greased using the grease nipple.

2 Refit Brake Back Plate and retaining plate and nuts.

3 Refit Brake shoes and springs- ensure brake cylinder rubbers are in place and whole brake assembly is clean.

4 Refit Hub



5 Refit Brake drum

6 Ensure brakes are adjusted using a 7mm spanner on snail cam at rear of Brake plate. Do this adjustment by tightening it up so brakes are locked on hard – then slacken it off till they are free. Do this several times to ensure both shoes are centred!

7 Test Brakes are working by depressing the brake pedal – it is very likely that the brakes will need bleeding do this whilst the wheel is off.

8 It was at this point before taking the car off the Jack that I replaced the bush's on the steering arm part 123,124,125 the parts changed were 2 part 8 one on the arm and the other on the suspension fitting. It may be necessary to have these pushed out and in by a press.

9 Refit Track Rod – Note do not forget to put a large washer on this bolt 118 and nut as a safeguard to ensure that if the bushes do move they do not drop out of the eye!) Also do not over tighten the bolt 118 or you will lose the caster (spring back to centre) action on the steering when you have full or near full lock on. (This arrangement on this track rod seems not to be well engineered. I think it could be improved).

10 Refit Wheel and test that wheel rotates freely and retest brakes.

11 Take Car off axle stands remove rear wheel chock.

12 Take for a test run and check the car steering operates freely on full lock and castor action and brakes are functioning correctly. (Mine did not – I had over tightened the bolt and nuts on part 118) .

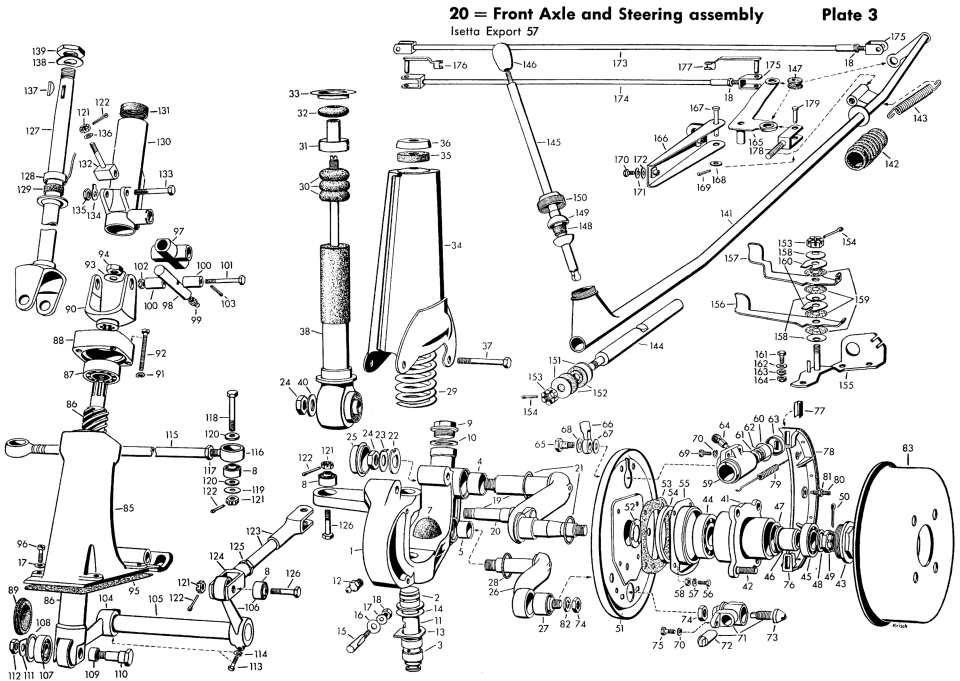


Plate 3 Front Suspension, Steering and Shift Linkage

Sealing Washers for Isetta Kingpin by Pete Ashcroft

I have recently rebuilt the front suspension of my Isetta but was unable to source the small metal core plugs that seal the top of the kingpin. It would appear also that no core plugs or sealing items are used for the bottom of the Kingpin. Having spent so much time and effort rebuilding the units I wanted to find a cheap and effective way of sealing them and a way i could check that grease was circulating around the king pin.



I found that a packet of **3/4"** house hold **tap washers** work really well. (pack of 4 at 89 pence). I initially drilled a **9.5mm** hole in one of the rubber washers and then pushed it over the bottom of the king pin so that it fits into the recess.

The King pin is then pushed into position and the cotter pin installed. As the Kingpin is pushed in, it is compressed slightly and forms a really good tight seal between the front knuckle and king pin.

The top rubber washer is simply pushed in and forms a really tight seal - the



only slight draw back to this 1st attempt is the small hole through the washer which I plugged in using a suitable set screw .The advantage however being that it does help to see if grease is getting circulated as it comes out through the small hole and can also be used to remove the washer at any time.



I believe the bottom washer could be installed after the King pin has been fitted - retrospectively. A piece of solid 3/4" Rubber would do away with the small bolt but may be harder to find.

Another quick suggestion would be if members could supply details of garages and services that they have used that they have been happy with. I appreciate that this would not be any guarantee but it would be a real help to be pointed in the right direction - it would be then up to the members to make their own enquiries.

I recently had my chassis, fuel tank and suspension turrets etc Powder coated by the following company who made a really excellent job of it - all for £170. A neighbour had his Austin 7 chassis and wheels carried out somewhere else which proved to be awful and needs to be re done.

North West Enamellers

Brookhill Way
Catheralls Industrial Estate
Buckley
Flintshire
CH7 3PS. Tel 01244 549185

Email n.w.enamellers@enamellers.fsnet.co.uk

The other Engineer I have used is the following, who is a time served engineer and has produced some brilliant work for me - not surprising having learnt his trade in the aerospace and Formula 1 industries.

Derek Hawkins
Brookfield Precision Engineering
Diamond Units
Blackmarsh Road
Mochdre
LL28 5HA Tel 01492 543122

I hope the attached is of possible value to people. I am happy to get in touch with members in the North Wales and Wirral area's my mobile number is 07789 605434

The Club is pleased to welcome:-

David Brooker	Canada	Kenny Marshall	London
Andrew Dunne	Sevenoaks	Neville Horton	New Zealand
Robert Watson	Cleish	Chris Smith	Brough
James Stage	Aberdeen	Roman Paez Trevino	Texas
Craig Sumnall	Telford	Gil Meyran	Israel
Yvonne Jacques	Chelmsford	Thomas McDonald	Cromarty
Ray Spick	New Zealand	Christof Kauka	Germany
Simon Huber	Guildford	Greg Moore	Chingford
Mark Derry	Crawley	Brendan Coyle	Dublin

New Members since the last Gazette

On this month's front cover is Ian & Ann Jenkins and family at Chiltern Hills Rally, one of a number a group of us attend each year.

RE-REGISTRATION UPDATE Aug. 2017.

I have now been the elected committee member to liaise with the DVLA on behalf of club members for many years. Within this time I have built up an excellent relationship with the DVLA in Swansea and have had many successes. I can normally get an Isetta re-registered with it's original number and back on the road providing the correct documentation and archive material is submitted to the DVLA with the application.

In the past there has been some confusion and some criticism from club members "not knowing what to do". Within this article I hope to clarify and answer some frequently asked questions as well as outlining what happens "at the other end."

RETENTION OF ORIGINAL REGISTRATION NUMBER.

- **When can I apply?**

To re-claim an original number *can* be and normally is a very lengthy process. Applications can be made at any time but the vehicle must be complete. Authorisation to re-register cannot be given on disassembled vehicles.

- **What do I need to do?**

For all vehicles not registered with the DVLA you will need to obtain the following forms from the DVLA. Either write to them or go online and download them from:

www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency

FORM V55/5

FORM V765.

If you are intending to licence the vehicle enter "*HISTORIC*" in question two on form V55/5 and leave questions three, four and eleven blank.

Complete the forms as far as you can. Then send to me with the following documents:

1) Clear photographs of the front, rear, and side (angle) of the car showing the current condition and the registration number. On the back of these photographs should be written the chassis and engine number(s) together with the registration number, signed by the applicant.

2) The old style log book, or any other documentary evidence ideally showing a direct link between the chassis number and the registration: (i.e. MOT certificate, Tax disc, garage receipts etc.) The more evidence presented the stronger the application will be.

N.B.: *All documents submitted must be dated during or before 1983 to qualify. I will then Copy the documents and send only Authenticated copy's (stamped up by me) to the DVLA with your application. This will also eliminate the small risk of documents getting lost in the post. Please remember when sending original documents to me to use registered post. I can't be held responsible for any documents being lost in the post. Since the closure of the local VRO offices nationwide in Dec. 2013 this is now the only option for your application.*

- **What happens then?**

What I then do is check the documentation and any history the club may hold on the vehicle within the data base, prepare the application, one final check that everything is in order and then send everything to the DVLA, complete with a covering letter. I have found you can wait anything up to six months for a reply, (you can't hurry these people!). I always put a contact 'phone number (my own) for the DVLA if there are any problems, normally there are one or two conversations before a final decision is made. Then, whatever the outcome, both the

owner and I are informed of the decision by post. Normally it is good news. If this is the case, I will write back to the owner informing them (if they do not already know) that the application was successful. Unfortunately if it is bad news, the DVLA decision is final. The only other option available is to then apply for an “age related number” - which again I can help obtain. Occasionally we find that a number has been lost due to the fact that it has been re-issued as a “private” plate. In these cases, although very rare, there is nothing that can be done.

NB: *I will advise an owner if he/she does not have a strong application before I apply, (and before cashing their cheque), warning them that the outcome may not be good. This way it gives the owner more time to locate vital missing information or apply only for an age related number. I will only advise, the final decision to apply is with the owner. The DVLA will not issue numbers with little or no evidence.*

Once the DVLA have approved an application they will issue a new V5c (log-book) direct to the owner. The vehicle can then be taxed in the normal way at the nearest issuing post office.

NB: *Once the tax disc has been issued the vehicle then falls into CR (continuous registration), CIE (Continuous Insurance enforcement) and SORN (statutory off road notification) regulations.oh deep joy.*

AN AGE RELATED MARK. FOR EXAMPLE: SU, SV, SK, DS.

- **What is an Age-related number?**

An age related number is one that was originally allocated to an area of the UK but never got issued. Typically these areas were in Scotland, where there were a relatively low number of new vehicles registered each year, therefore there was a surplus of unused numbers. These numbers are now being used up and I think look more authentic than a “Q” plate.

- **When can I apply?**

The application and issue of “age-related” numbers is a much easier and faster process than the original number retention. This option will only be used when either the DVLA have totally rejected an application, or there is very little or no pre-1983 documentary evidence linking the chassis number with the registration number. The vehicle must be complete, insured and have a current MOT.

- **What do I need to do?**

As before, obtain:

FORM V55/5

Complete the form as far as you can and send to me with the following documents:

- 1) Clear photographs of the front, rear, and side (angle) of the car showing the current condition and the registration mark. On the back of these photographs should be written the chassis and engine number(s) and signed by the applicant.
- 2) Any other documentary evidence as before.

- **What happens then?**

What I will then do is assess the documentation that has been sent. I will produce a dating certificate using the club records stating the year and sometimes (if possible) the month and location the vehicle was manufactured. Other information may include the current owner’s

name, vehicle colour and any other relevant information. Form V55/5 will also be completed. Then, everything will be sent back to the owner.

- **What do I do then?**

What you must then do is send the completed documents to the DVLA in Swansea with a covering letter Stating you would like an age related number issued (please do not send copies). They will allocate a previously unused number to your vehicle and send you a new Log book (V5c) document. You can then get your new number plates made up, tax it and start using your car! You may be asked by the DVLA to pay a £55.00 “first registration fee” however this is a grey area, “historic vehicles previously registered with the old local authorities” are exempt as normally the Isetta/600/700 would have at some point been previously registered when new so this fee is NOT applicable. Having said that the DVLA can be very persistent and not open to negotiation.

<https://www.gov.uk/vehicle-registration/new-registrations-fee>

NB: All re-registered and age-related numbers are issued on a non-transferable basis. This way the mark will always stay with the vehicle.

NOVA – What is it, and does it apply to me?

NOVA stands for “Notification of Vehicle Arrivals”

This is ONLY applicable if you import a car from abroad into the UK. You must inform the HMRC within fourteen days and more than likely pay import duty. Again nine times out of ten this is NOT APPLICABLE as our cars were (mostly) built in Brighton or already imported back when they were first new. Recently the DVLA have been using NOVA to confuse both me and owners of cars wishing to get an age related plate due to lack of original documentation:

<https://www.gov.uk/nova-log-in>

As well as offering re-registration with original and age related numbers, I can help and provide assistance with dating certificates for getting the correct date of manufacture on your V5c log book. If your car has been re-registered and given a new registration number for any reason in the past, that date has appeared on some V5c documents and is wrong. This *can* be changed. In such cases please contact me first so an assessment can be made as each is normally different. We also now have a very accurate idea when the last car was manufactured in 1959 thus making it eligible for no annual MOT. There are many 1960 registered cars out there that were in fact manufactured in 1959 and not needing a MOT!! Please contact me if you would like yours checked.

In all cases you cannot deal direct with the DVLA. They will always in the case of Isetta, 600’s and 700’s refer you to me. Below are the current administration charges the club make to cover postage costs etc.:

	Club Members	Non Members
Full Re-Registration	£25.00	£50.00
Age Related Number	£15.00	£30.00
V5 Date Change	£10.00	£20.00

Please make cheques payable to “The Isetta Owners Club of GB Ltd”

There is an incentive scheme in place stating that any non-member who uses any of the above services can get a discount of £8.00 off his/her FIRST years membership if they join the club before the application is sent to the DVLA. I do get quite a few letters from

non-members and we should not discourage them for the sake of the cars, but encourage them to join the club and get involved. No individuals profit from money paid to the club for these services. You will only pay once; I will try all options until your car has a registration with which you are happy. I do try to answer all of your letters/e-mails within one week of receiving them. Finally, please remember I do represent *you* the membership, and am always happy to help wherever I can. If anyone would like to know more, or has any questions or comments you will find me at most of the micro-car events throughout the year. Alternatively write or e-mail, my address is in the front inside cover of the Gazette and on the web site.

Remember the golden rule:

THE MORE PRE-1983 DOCUMENTARY EVIDENCE WE CAN SUBMIT TO THE DVLA THE EASIER YOUR APPLICATION WILL BE!!

Dave Watson.

The AGM of The Isetta Owners Club of Great Britain

Will be held on Sunday 1st October at 2PM at Beedles Lake Golf Club, 170 Broome Lane, East Goscote, Leicester. LE7 3WQ All members are welcome to attend.

BUY AND SELL & WANTED

For Sale 1961 Isetta RHD - £7995



The car is 1961 and although it has been in a garage for 10 years it starts first time and runs well.

For more information email Chris on karistoft@hotmail.co.uk



For Sale - 1960 Isetta LHD - £9,000

The car is a 1960 De Luxe model and is now on an Irish vintage registration but still has the original UK reg plates (580 MKX) The current owner is a qualified mechanic and though retired he still has his own working garage where the car is stored. He has owned the car for some 15 years and during that time he has removed, oiled and replaced every nut and bolt on the car so it is in very good mechanical condition. The bodywork and interior are also good but would benefit from an improvement mainly cosmetic. Some of the door rubbers, window seals



and upholstery are showing their age. The car is located in Ireland in Co. Kilkenny about 90 mins drive from Rosslare Port where it can be viewed and inspected. For further details or to arrange viewing call (353) 087 6295640. For more photos contact nshanaghy@eircom.net



The Little Car: Continued

By: Trevor Sharpe

It is now exactly one year since I became the current curator of the little red '57 BUBBLE. A lot has happened in this year - mostly positive. Lots of fun and a little pain. The car continues to provoke wonder, amazement and occasional ridicule but what do they know! It continues to give me and many others a great deal of pleasure.

Recently, whilst out for a drive I pulled into a small Co-op for some milk and when I got to the checkout the lady said 'Oh my, is that your little car out front?' 'Yes' I said proudly. 'It's so small and beautiful' she said, 'absolutely lovely. Would you like a bag?' 'No thanks' I replied 'I am going to drive it home!'

I have gone through most of the basic mechanics and servicing as required and although she is un-restored, she drives well and looks good. I have recently had the brake drums skimmed and the wheels powder coated. I have also fitted a new chrome front bumper, courtesy of Bromley Bubble. The old one resembled a snake after a mishap with a bollard and was beyond salvation.

I decided to attend the Renishaw Hall Classic Car show, which being only six miles from my home in Derbyshire, should have been an easy drive. WRONG! About a mile from the venue the car started to slow, eventually coming to a complete immovable stop in the worst place possible. The front near-side brake had seized completely. I was stuck facing uphill on a very busy road with a high wall to the left which ran for 300 yards, no verge or path on the other side and a considerable amount of traffic behind me.

I phoned the AA who said it would be an hour to an hour and a half before they could arrive. 'Make it 20 minutes' I said, 'otherwise Derbyshire will be at a standstill'. They said they would make it as soon as possible. Many of the other drivers were very understanding as they squeezed slowly past me, some offering assistance. I explained that the car was not going forward, backwards or sideways but I was very grateful for their offers of help. After about ten minutes a police car arrived and as I was explaining my predicament to the police officers, the car gave a little groan and moved back an inch or so, as the brake drum cooled and the brake started to release. 'Right', I said to them, 'I might be able to make it into the golf club car park' - which was seven hundred yards up the road - 'So you need to stop the traffic and give me an escort'. Which they agreed to do, many thanks to them. I made it to the car park and parked in the only space available, which was reserved for the Lady Captain but I was past caring. No sooner had I arrived than the AA man turned up, a great guy who loves classic cars. He spent half an hour stripping out the front brakes, cleaning and adjusting them. I cannot thank him enough. I made it to the show without further incident and had a great day. Thanks again to the Police, the AA and all who offered assistance.

I have decided that any sort of distance driving is too stressful and have purchased a very nice new tilting trailer and winch, so that I can venture further afield without the worry of breakdown.



Isetta Three Wheel Road Tax by Ian Jenkins

Always looking for ideas to create interest at the car shows and I thought it would be good to have a tax disc of the year the car was made in position on the windscreen. Commercial reproductions ones are available but I thought I would get a real old one maybe eBay and remove vehicle details adding my own. Obtaining the disc was easy and not expensive. The factual details Registration, Tricycle, Isetta, all straight forward BUT the amount to pay and period covered proved quite elusive. Although not confirmed I am led to believe that different three wheelers paid different amounts of tax. Bonds different to Isetta, Heinkel/Trojan, and Messerschmitt.

1. Start source was RUM cars (Register of Unusual Microcars-not a club, a free to use forum) I posted a question and some answers were received, but nowhere near the complete picture.

1st Jan 1953 to 17 April 1961 £5 a year then £6 at least to 1964.

2. Issue date rubber stamped on the disc with issuing authority. Expiry date ready printed. Amount paid, period valid and vehicle details hand written, mostly using capitals.

Line 1 =Registration No.
Line 2 =TRICYCLE,
Line 3 =ISETTA,
Line 4 =period and amount paid.



3. 1960 was the last year for quarterly- (three monthly- periods), then it changed to four monthly. The last quarterly tax disc ended 30 September 1960. Then it changed to four monthly first one ending January 1961

4. In 1961 the format changed significantly, a printed number appeared to the left of the serial number. A number 1 for January 2 for February up to 0 for October then N for November and D for December. Any emergency discs had prefix E.

5. 1962 a repeat of the expiry date added in a tint below centre of disc to try and prevent cut and paste deceptions

<u>Year/colour</u>	<u>Annual</u>	<u>To 31 March</u>	<u>To 30 June</u>	<u>To 30 Sep</u>	<u>To 31 Dec</u>
1957 Red	£5	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d
1958 Blue	£5	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d
1959 Orange	£5	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d
1960 Green	£5	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d	£1 / 7 / 6d

		<u>Jan-April</u>	<u>May-Aug</u>	<u>Sep-Dec</u>
1961 Blue	£6 from 17 April	£2 /4/0	£2 /4/0	£2 /4/0
1962 Brown	£6	£2 /4/0	£2 /4/0	£2 /4/0
1963 Green	£6	£2 /4/0	£2 /4/0	£2 /4/0
1964 Red	£6	£2 /4/0	£2 /4/0	£2 /4/0
1957 Isetta four wheeler	annual	£12/10/0	£3/8/9d	Quarterly
1961 changed to	annual	£15	£5/10/0	four monthly
1965	annual	£17/10/0	£6/8/0	four monthly

All amounts charged shown in pre-decimal money.

When £1 equalled 20 shillings and each shilling worth 12 pence (d) so 240d pence per pound!

FORTHCOMING EVENTS

In my annual Christmas exchange with Otto and Marianne Kunneke, the owners of the Story Kleinwagenmuseum in Germany where the bi-annual Story Microcar Weltgrosstes Keleinwagentreffen (World's largest Microcar Rally) used to be held, they tell me...

"In the last days several micro cars have been moved from Story to the PS, SPEICHER in Einbeck.

A large microcar exhibition will be opened in 2018 after an intensive renovation of the building that has already started.

The opening of the exhibition will be accompanied by a Story Revival Microcar meeting in 2018, where we hope to meet you all again.

The exact date will be announced in the next year."

Anyone who has ever been to a previous Rally there, and anyone who regrets never having been to a rally there, will be excited and overjoyed by this news.

Terry,

Moderator

Isetta World



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CLASSIC CAR INSURANCE?



THE HARD WAY

- Ring an insurance broker that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".

- Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".

- Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".

- Cough up a £15-50 "certification" fee, on top of your policy premium.

- Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.

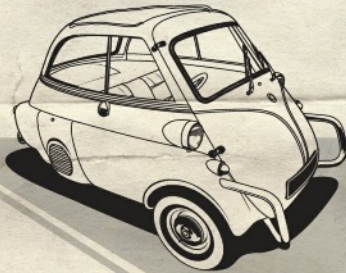
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



THE EASY WAY

- Call Hagerty. 0333 323 1383.

- Go for a relaxing drive.



HAGERTY.
CLASSIC CAR INSURANCE

HAGERTYINSURANCE.CO.UK

Hagerty International Ltd.

Good news for club members.

The club has agreed a discount on insurance premiums for club members insuring with Hagerty International Ltd. By quoting our club code CCIOC members will receive a 15% discount on their premium. Don't forget, laid up cars can also be insured.

Telephone 0333 323 0989 email: www.hagertyinsurance.co.uk

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NEC BIRMINGHAM | 10-12 NOVEMBER 2017



TICKETS NOW ON SALE!
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SINGLE £21.50* QUOTE CODE: CSCMS17 | FAMILY £48.00* QUOTE CODE: CFCMS17

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*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission. Calls cost 13ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.60. Tickets include a show guide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.