

ISETTA **GAZETTE**

SPRING EDITION..... 2013



REMEMBERING PHIL HARDING
FULL STORY INSIDE

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

Things come and things go and what had to go was the Zundapp Janus. I was desperate for room as I only has about 9" movement in the garage between all the vehicles and the restoration of the Zundapp was going to have to wait about six years before I got started on it so off she went. I bet a lot of you were watching it on ebay, well it has gone to a good home in Norfolk. The guy is very skilled at restorations and I am sure we will see it on the road long before it would have done in my possession.

I have now started shot blasting the first Isetta in line for restoration and Jeff Wareing our previous membership secretary has been busy rebuilding my engines, gearboxes and chaincase to 'as new' condition ready for insertion when I am ready. The shot blasting is a very tedious task but very rewarding taking the body back to bare metal. I follow up each episode by painting each bit I do to stop the rust starting over again, something I failed to do initially and now regret as I had to go over some for a second time.

I think I shall have a go at painting it myself, something I haven't done before but I think if I put enough coats on I can rub it back until it looks OK.

Any advice on the type of paint etc. would be welcome.

Ian Parris



Chairmans Chat

The majority of the committee met at Beedles Lake Golf Club on Sunday 17 March despite atrocious weather for those who had travelled from the South. Then we all had to make a detour due to a flood on the road between the A46 and Beedles. However we got there and had an extremely productive meeting.

Membership renewals to date total 224 with 240 still outstanding. A "stuffer" by way of a final reminder is included with this Gazette so please ignore this if you have already paid for 2013.

The new spares service will soon be up and running. The spares are now with the new incumbent and for good order a stocktake has been carried out. It remains to reconcile the value of the spares in stock with their value in the accounts.

Also we intend to open an Internet web shop showing all 541 individual items that we have in stock. Elsewhere in this Gazette is more detail but please watch our website for when spares will start trading.

Jeff Todd

BACK COVER

1957 Isetta 4 wheeler restored by Jeff Wareing our previous membership secretary.

2011 Dutch Rally 2011

During the 2011 Dutch Micro Car Rally one of the places of interest we visited was the American Motorcycle museum at Raalte that's in the Overijssel and next door to the museum was our lunch spot the "Taveerne Tivoli", if I remember correctly soup of the day filled us up whilst the rain came down outside.

The assembled micro cars filled the small car park which was a pity as the overflow had not only long but it also had very wet grass.

We had travelled to the meeting in our four wheeled Isetta so traction was assured when the time came to exit the car park but not so for all cars, now most Dutch registered Isetta's have three wheeled just like ours and the German cars four wheels, it was all to do with driving on a motorcycle license and the German cars had



to be under 250cc which is why the Isetta came in two engine sizes and why they came in three and four wheeled versions, of course this is all irrelevant really but I

wanted to point out my knees got really wet taking photos of a special four wheeled Dutch Isetta for you to ponder over with the question of, why did they make this one?

If you would like to see more pictures of this car go to www.isetta.nl

Mike Ayriss

The Club is pleased to welcome:-

Paul Reader	High Wycombe	Stephen Berry	Bolton
John Davies	Leominster	Stuart Anderson	Scarborough
Mark Jansen	Australia	Roy Clark	Leeds
Robert Wade	Bristol	Alan Scovell	Isle of Wight
Neil Bentley	Colchester	Patricia Chapman	Neston
Colin Fielding		Marshall Lawrence	Peterhead
Philip Durrow	Derby	Philip Utzheimer	USA
Stephen Ash	Devon	Yngvar Heightman	Norway

New Members since the last Gazette.

NEC 2012

2012 was to be my gap year, when I was to be otherwise engaged at work during our great Olympic year. I was later to find out a further surgical operation on my hand was put in the mix.

As I had already put out in last year's report, I would be happy to sort out the paperwork for the entries and floor space. No person within the club came forward to organise the cars and the owners. So to take the club forward I decided that I would have to do it myself. One proviso was to be that this would be my last year in the organisation of the NEC. At the AGM I announced this formally. I had already thrown my toys out of the pram, throwing in the towel via modern technology called e-mail.

The final paperwork and the floor plan were submitted. Time to find some cars! Pressgang whoever was weak enough to give in. Ian Jenkins was the first, Neale Turnham, (good old dad), Ian Parris and Alan Town finally gave in. We needed one more vehicle and so Ray Dilks from the Microcar stand asked if there was room, for what turned out be a stunning 700 coupe', on the stand . A Nano-second of thinking took place and I agreed. So the line up of vehicles was set; a yellow Bamby, a red and ivory 300, a yellow Berkeley, a turquoise and grey 600 and a yellow and white 700.

The stand needed to be organised, there was carpeting and dividers to be sought. The carpet situation was finally solved and carpet tiles at a very competitive rate were obtained, 200 in total. Huge thanks to Ian Jenkins, for going to get them from Reading at short notice. The stand dividers were loaned from a good friend.

All set to go, Thursday 10am arrived, one problem I was in a hampered with my arm/hand in a sling. Isetta on the trailer and dad's car loaded to the roof we set off. Meeting with Ian Jenkins at the M40 Warwick Services. Onwards we all go. Arriving at the NEC in good time. Round the perimeter ring road and eventually into hall 12. Setting up was easy and everyone mucking in, carpet tiles down and secured in a flash, stand dividers erected and all vehicles in place. Dad and I were at home in Buckinghamshire about 4pm, (result).

Friday morning was an early start, leaving home at 0700hrs and making our way to the NEC, arriving with plenty of time. The car parking was excellent with a walk of about 100m. Into the hall and the cleaning of the vehicles started. Although I didn't do much as I was still playing the one armed bandit. 0930hrs came and in for breakfast, again an ordeal with only one working arm, but I didn't go hungry. The day was busy with great interest shown to all of the micro-car stands. The day was long and everyone's feet were sore, we managed to get away early and arrived home around 1930hrs. Saturday was again an early start of around 0700hrs, again making good time and arriving in plenty of time, into breakfast early as the show started a little earlier than Friday. The crowds were steady all day. Many of the old myths raised their head, time after time, but as much as you try to correct them, it was their story and they were sticking to it. Again we managed to get away early with others holding the fort until the close of play.

Sunday was a little earlier as we had to have the trailer with us. Leaving at 0630hrs and a steady trip up the M40 and M42. Into a trailer park and this time about ¼ mile walk. Again breakfast was first thing on the agenda. A good walk round the auto jumble was in order. There was only one item that I wished to purchase, a car cover for my brothers Lotus. The show came to an end with the sounding of vehicle horns. The stand was dismantled and we awaited the movement of vehicles. BUT this year was different, no hassle, the driveable vehicles went out at 1800hrs and then the trailers came in. Vehicles and display stands were loaded. We hit the M42 at 1700hrs and a steady trip home concluded at 1920hrs.

Monday, we unloaded the carpet and took the display stand back to its owner. Isetta back into the garage and time to reflect on the weekend.

This year's NEC was my last in an organising role; Dave Watson has applied for a stand for 2013. I will assist in any way that I can. I have been involved with the NEC for 10 years now and it's time for someone else to take on the task. I wish to thank everyone who helped this year, working on the stand, and helping with the organising.

LEE TURNHAM
EX- NEC organiser.

Lynne Marshall June 1935 -February 2013

Many of you will have already heard the sad news of Lynne Marshall's passing. Our hearts of course go out not only to Tony alone in France, but also to her daughter Kim in America. May they both be comforted by the memories of all the fun they had together over the years. Whilst many of us already knew this sad time was inevitable, we all hoped that Tony and Lynne may have had a little more time together, to share their dream.

Lynne first came into the world of microcars with an interest in Isettas, which saw her owning and driving an Isetta. This led to Lynne taking on the editorship of the Isetta Owners' Club Gazette. With her appetite and drive for collecting, and saving anything unusual, she met her soul mate in Tony Marshall.

They conducted their courtship in the Surrey Micro-car spares van (an old but beautiful A60 van), and were subsequently married by a Vicar, who owned an Austin Allegro, attended by a congregation of Allegro, BSA Bantam, and microcar owners, as by this time she had also become a key driving force in the Austin Allegro & BSA Bantam clubs.

After a short period in Ewell, Surrey, Lynne & Tony moved to a house in Wolverton, Milton Keynes, which along with numerous lockup garages, housed their growing collections.

Lynne has always been behind Tony, whatever he did. They were both avid collectors of 'things', especially the unusual, not only microcars, but typewriters, sewing machines, textile machinery, cameras, etc., etc. Her BMW 700 nestles in amongst the Hammond Collection of cars, proudly on loan to be shown off to the world.

Lynne was always in the background, when Tony was writing those two great Microcar books, her computer skills came to the fore. In all the years that he was Editor of Lynne and Tony Marshall at the Hammond Collection Open day in July 2012 Rumcar News, she was there, working away behind the scenes, ironing out the computer blips, helping him to find the facts that made his articles so interesting to read, and of course it was she who printed and collated the pages each quarter. Without Lynne there would have been no Rumcar News.

Despite a health problem, Lynne still pursued an ambition to live in France, and they moved into a water mill, deep in the heart of France, last year. The mill needed much restoration, both for living and housing their vast collections. Sadly while she managed the move, her health started to deteriorate again, and she passed away peacefully earlier this month, with Tony at her side.

I am sure you will all join us in sending our condolences to Tony, and Lynne's daughter Kim, and take a few moments to remember all the cheer, support, and enthusiasm, which Lynne spread to her wide circle of friends and societies.

Thank you Lynne for all you did, you will be sorely missed.

Malcolm Thomas and Jean Hammond Rumcar News 116



SANTA'S STORY

It was a Thursday evening just before Christmas when I took a phone call from a lady in our village.

"Ian, I know it's short notice but we have been let down, a chap had promised he would be Father Christmas on Saturday and come along with a pony and trap and give out sweets to the village children. I wondered if you would be able to step in and do the honours with your bubble car".

Well as we all know a bubble car looks very similar to a pony and trap, especially to small children..... What could I do? Muggins caught between a rock and a hard place.

Her indoors overheard the call, "of course you will do it, tell the lady OK". Then the fun started. Friday morning, off to town to get fake snow, empty boxes and wrapping paper to decorate "Bessie". Get back home and start wrapping up the empty boxes to look like presents for the kids. Late that evening comes a knock on the door, "here's your Santa suit, I hope it fits", it's the lady from the other end of the phone.

Saturday morning, out comes "Bessie" on goes the fake snow, tinsel and presents, not too bad a short notice we thought.



Better try on my Santa suit I thought, humm, not to bad but not enough room to stick a pillow up my jumper anyway my belly is big enough for this job.

Given a few more weeks notice I could have grown my own beard but less than 2 days notice even I can't manage that so on goes the fake beard.

You look good in that says my wife trying to stifle a laugh, thanks very much for boosting my ego!

Time to go, creeping down the road so as not to blow the snow off the roof, locals wondering what the heck is going on, too late now I am committed.

I arrive at the village hall, faces peering out of the windows, I am sure people are wondering where the reindeer have gone, perhaps scared away by the site of a bubble car.

Off I go round the village hall looking for kids to scare or failing that give them sweets from my sack, one little boy disappears under a table, apparently he is frightened of Santa, never mind, more sweets for me to eat.

Finally all the kids have their sweets and Santa can leave, everybody says what a good job I have done, I hope it wasn't too good as I could be stuck with this job for life.

Oh well, you have to do your bit I suppose.

Santa (aka Ian Parris)





Photo from the Motorcycle and Microcar Show at Northampton Guildhall, March 14, 1959.
By kind permission of the Northampton Chronicle & Echo



Photo taken at Stonehouse Farm during an Isetta run out in Leicestershire some years ago.



Hello Fellow Isettaholics,
Yesterday I visited Jeff and Joanne as they said they had a pot for me.

I didn't know what to think ...But I had a great surprise when Jeff produced this ...

I'm thinking " What have I done to deserve this" as it is the many contributors to Isetta World who have made the job such a pleasure.

So on behalf of them all I'd like to say "Thank you to The IOC Committee, for your trust over the past... jeez, it's almost 7 years... and thank you for the impressive shiny pot" .

Sincerely,

Terry,

Moderator, IsettaWorld

REMEMBERING PHIL HARDING

I lost my dear husband, Phil, on 18th January 2013 after battling bladder cancer for a number of years. We moved back to Hampshire in October 2012 to be near our family as Phil was so poorly and I now live in Fareham.

Phil had owned his bubble car since 1982. When we moved to Devon in 1999 he decided it was time to restore it and set about this over 18 months. He got it back on the road in 2004. It attended many rallies around Devon and with the car club we belonged to Torbay Old Wheelers. It seemed to get all the attention at the rallies and he loved chatting to people about the history of the bubble car. It was the love of his life and so we thought it only right that it should go to the funeral behind the hearse. We put flowers on the luggage rack with his name on and my son made a model one out



of wire, foam etc a bit like scrap heap challenge! We filled the model one with oasis and I covered it with yellow flowers. We put a picture of him in the windscreen and a picture of the

5 grandchildren in the side window. The grandchildren would often ride with him to the rallies. We also put a baby yellow toy bubble car in his coffin and he wore his Isetta car club jumper. His car was called 'Buddy' as he was a great fan of Buddy Holly and his first granddaughter was called Holly.



He would love to know that I have shared this with the club and I have included a couple of pictures of the car on the day.

The family will continue to enjoy the bubble car and I hope the grandsons will enjoy it when their time comes. They travelled to the funeral in the bubble car with great pride.

Good luck with the continuation of the club.

Kind Regards

Dee Harding



Isetta World News

by Terry Parkin

Isetta World continues to reach out to Isetta Owners and enthusiasts World-wide and provides a forum to ask questions, solve problems, and sometimes, tell their story, like that of intrepid Isetta adventurer Capt. Leonardo Correa Luna .



Leo's home is in Montevideo, Uruguay, although he is an airline pilot and currently "operates" an Airbus A320 for Shenzhen Airlines in China.

Leo describes his Isetta as "An incredible design ... Egg, Huevo, Huevito, Raton, this little car has the ability to always make you smile. When you own one you save a lot of money in therapy! Nothing better to relax than a ride in an Isetta - you always arrive home with a smile (:."

Here's Leo's account of a memorable expedition – his first outing with his Isetta ...

ISETTA RAID coast-to-coast through South America

" The day after I completed my first Isetta restoration I made a 2.500 Kms trip crossing the Andes from Uruguay to Chile ! What a test - and without a single problem !!! 15 Isettass total took part, 7 from Uruguay, 1 from Argentina, and 5 from Chile. The Uruguayans made the longest trip - 2.500km across Uruguay, Argentina and Chile from the Atlantic Ocean to the Pacific in Viña del Mar. The Argentinian Isetta join us in Buenos Aires 400km later, and the Chilean Isettass made the cross from Santiago to Mendoza and back, 600km total distance for them.

The trip started the 8th of January arriving to Santiago de Chile one week later. Two days later we arrived Viña del Mar, and two days later we send all the Isettass back to Montevideo in a truck, except the Argentinian Isetta that was send to Mendoza and then to Buenos Aires.

Only two of the Uruguayans Isettass and two of the Chilean Isettass didn't make it due to major engine problems, (those BMW engines !!!).



Here's the view from inside my Isetta, looking down on the mountain roads we had to climb crossing the Andes in Chile.



The final analysis was a great adventure across South America during 15 days, burning a lot of oil, sleeping just a few hours a day, fixing the Isettas some other hours and all finished with a lot of good friends thanks to the Isetta spirit !!”

Leo is not a stranger to Against-The-Clock competition ...

“ I have been racing the Isetta for years on different classic car rallies, specially the 3 day Rally del Rio de la Plata that is held every year in the first weekend of May in Colonia del Sacramento Uruguay. I love this Rally- lots of good cars, incredible friendship and great organization by the Montevideo Classic Car Club.



One photo is worth a thousand words and no better example than this one... Racing the slalom on the 2010 edition of the Rally del Rio de la Plata in Colonia del Sacramento, Uruguay, South America!

Usually during the 3 day event we have 2 slalom races, plus some regularity events, on the slalom I always push the Isetta as hard as I can trying to do a good time against the big cars, this year I was in 7th place after the first slalom. Wanting to improve my position I was really pushing to the limit on the second slalom and I hit one of the last turning signals at the same time that I was turning, the combination of these two things raised my right wheels and I almost become a real rolling egg (as a friend told

me) but the amazing Isetta stability brought the wheels down in a very natural way, I love this car!

After 3 days we finish in the 20th position between almost 90 cars, being the only microcar was not a bad result another well done for the Isetta! “

Leo has a very interesting website, <http://www.isettaclassics.com/> where he shows some of his restoration work and some of the parts he has made.

Isetta World is produced and maintained on behalf of The I O C

<http://autos.groups.yahoo.com/group/IsettaWorld>

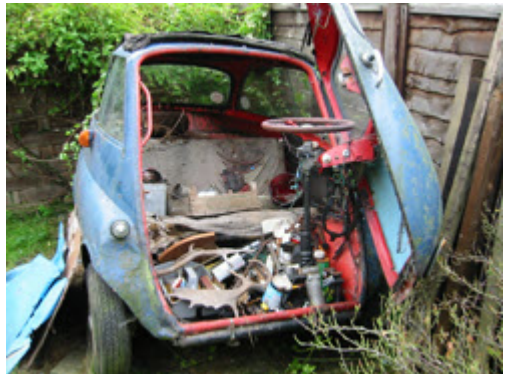
Membership is free to all IOC Members and members of other microcar clubs World-Wide.

The 31-Year Restoration – Part 4: Rock'n'Roll!

During the period 1980 to 2011 Michael Stipe, Bill Berry, Mike Mills, and Peter Buck, met up, starting making music, went on to become the greatest rock band of all time*, selling 65 million albums, and performing hundreds of sell out stadium gigs in the process, before retiring to enjoy their millions, leaving their huge cultural legacy to the world and future generations. In the exact same 31-year timeframe I bought an Isetta, did it up, and got it on the road. I'm not sure which of the two projects presented the greater challenge.

To recall the story to date: I bought the car, in quite rough condition, when I was fifteen, and a couple of years later managed to get it through an MOT. I drove it around for a short while before buying another old banger, in the form of a Bond Equipe, and "temporarily" taking the Isetta off the road. "It'll be there for a couple of weeks" I told my parents as I parked it up in their back garden. That estimate proved to be a little inaccurate, as it was more than 200 homes, jobs, cars, motorbikes, and girlfriends later by the time I removed it. (That's 200 in total, not 200 of each.) That would have been quite an eventful fortnight, but instead it was quite an eventful two decades.

The Isetta wasn't entirely neglected during that time as for the first three or four years I would charge the battery, splash some petrol into it, and start it up from time to time. I also re-painted it again: Having previously changed it from shabby hand-painted red to shabby hand-painted black and white, I this time went for shabby hand-painted dark blue. After a while it stopped starting though, and got relocated to a remote corner of the garden, where it became a storage facility for all sorts of other junk. Have a look at the photo; yes that really is a pair of antlers in there! I moved first 30 miles away, and then 100 miles away. The nearest that I was able to give the Isetta to attention was wistful looks on my occasional visits as I dreamed of a time when I would have time, space, cash, and facilities to properly restore it. At one time I turned down an offer of 50 quid for it ... no doubt much to my mum and dad's disappointment.



Eventually my parents hatched a plan to get the rusting hulk out of their garden: They would have to move from the house that they had lived in for more than 40 years!

Given the choice of cutting my losses and selling off the Isetta, or dragging it all the way from my parents' garden in Gloucester to my garden in London, I of course chose the latter. It was quite resistant at first, with all three tyres being flat, and all three wheels seized, it took some time to extract it from the weeds. In time though it emerged, blinking into the sunlight. (I'll be sending Ian some photos with these words. I don't know which ones he'll publish, but it's possible that you'll observe another Isetta in one or two of them. That's another story for another time!)



The journey back to London didn't go completely smoothly, there being a number of snaky trailer moments (I wasn't driving) and a

major puncture on the M4. We got there though and the rustbucket Isetta was offloaded into my front garden, much to the bemusement of my neighbours of the time, who offered the usual mix of "What the **** is that?" and "I haven't seen one of those in 40 years" comments. And so the Isetta was back with me, I had a new determination to get it restored, and a new millennium had begun. There was much hope in the air. And there was indeed hope for the Isetta, hope that would sadly soon turn to disaster and despair! But that's for next time. Happy bubbling, and I'll "speak" to you again in the next issue.

*Er, that's R.E.M., by the way, just in case any deluded Rolling Stones, Led Zeppelin, or U2 fans weren't sure.

Neal Bircher.

2013 SUBSCRIPTIONS

Quite a number of you have failed to pay your subscriptions this year, possibly because I forgot to include a membership form in the last Gazette.

A membership form is not essential for existing members especially if there is no change to your vehicle details although a membership form can be printed from the website if required.

Payments can be made by cheque or PayPal at isetta.subs@virginmedia.com
If you scan the QR Code on the right it will take you straight to the payment site.



If you are unsure whether you have paid contact me on isetta@ianparris.com and I will check for you.

Remember, if you haven't paid, this will be your last Gazette.

I am also looking to update the membership details with email addresses, some of the one I have appear to be incorrect. Would you all email me with your full name and membership number if you can remember it and I will endeavour to get the records straight.

I can easily send out reminders and news if I have email addresses.

BUY, SELL AND WANTED



I have a limited quantity of 100mm square melamine coasters featuring an Isetta car available for sale. Price £1.50 each including postage. I can be contacted on 01988 500593 or by email: davidcarle@btinternet.com.

WANTED

I am based in Cyprus and looking for a 3 wheeler (not very expensive) which I would like to rebuild properly since we have the weather here to use it often.

Can you please help? I first saw the car in 1997 when I lived in London and loved it. Now I have time and space to have one. I love cars but like them better when I use them. For me there is no reason to have one and never use it. pantelis@kythreotis.com.cy

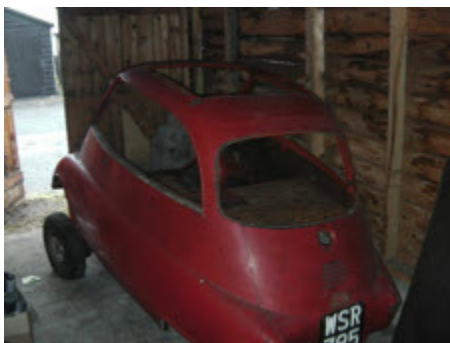
WANTED

I have been requested to include more technical articles in the gazette.

I can only do this if articles are submitted to me.

I would be happy to include hints, tips and short articles, just a few lines will do, also lots of magazines have a letters page but nobody sends me any letters.

Come on you guys, lets have a bit more input, don't leave it all up to me.



Isetta recently sold on ebay for £3110



Isetta recently sold on ebay for £3950

The value of restoration projects is still on the way up.

FORTHCOMING EVENTS



Ardingly Vintage & Classic Vehicle Show

13th & 14th July 2013

There is enough space for approx 30/40 cars and they would like as many types of micro-cars as possible.

The venue is South of England Showground, Ardingly, West Sussex, RH17 6TL

The event has ample, free camping from Friday to Sunday.

Contact Colin Marcham at

microcars@ardinglyvcvshow.org.uk

or Tel. 01342 323127

FBHVC Drive it Day 21st April

Bristol Microcar Club 28th Rally 5th - 7th July at Keynsham Rugby Club BS31 2BE

39th National MicroCar Rally

29th August – 1 September

The 2013 NMCR will be organised by Nick Haddon on behalf of the Heinkel Trojan Club Ltd at Three Counties Showground, Malvern, Worcestershire, WR13 6NW

**Further details and regular updates
check out the website**

www.national-microcar-rally.co.uk

Milton Keynes Museum Transport Day September 8th MK3 7SP

Contact Mandy 01908 271312 or niman@talktalk.net

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

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1957 ISETTA FOUR WHEELER