

ISETTA GAZETTE

SUMMER EDITION... 2016

500 cars per week
 100 per person per week
 Isetta
 No original steel construction cars left for the mobile freight train
 Dunsfold Tools Ltd
 Isetta of Great Britain Ltd
 100
 Isetta
 1957
 1852

FENCHING WALK



The Isetta Owners Club of Great Britain Ltd.

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CLUB MERCHANDISE

To be announced

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

I.O.C. SUBSCRIPTION RATES

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

Annual Subscription payments should be made by PayPal to isettasubs3@gmail.com alternatively via the Online Spares System by purchasing an Annual Membership Subscription (Renewal Only) item or by Cheque to the Membership Secretary Jeff Todd.

Registered Office: 46 High Street, Gargrave, Skipton. BD23 3RB Company Reg. No. 2527362

Editors Bit

The observant ones amongst you will have noticed a new website.

I have done this as the other one was a bit 'Old Hat' and I am trying to update things for the club. Not only that, but I am using a different website development programme to make it easier for me and quicker to change things when required, so watch the website for changes and information.

The website can be accessed from either isetta-owners-club-gb.com or isetta.org.uk both will take you to the same place. If you have any suggestions please let me know what you would want to see.

We, the committee members spend 100's of hours of our own time free of charge offering a service to club members, so why am I surprised when a members who has had at least 4 reminders and is almost 6 months late offering to pay his subs gets annoyed when he can't get on to the online spares system. The online spares gives 1 month's grace to members to pay their subs this way, but after that automatically disables them from gaining access. This is done to safeguard member's from those trying to buy spares whilst not being a member. I'm just recovering from banging my head against a brick wall.



Ian Parris

Chairman's Chat

Summer is here apparently so let's get those bubbles out of their garages and onto the roads. Let's make a determined effort to show our cars off at every opportunity; why not organise a local event or attend a local show. The cars still attract considerable attention and admiration wherever and whenever they are seen. Is it really a BMW, I didn't know they made those is often the opening phrase. But how things have changed from the austerity of the post war era and Suez crisis that brought about the existence of many a small economical family car.

I have to admit that due to a change in my job I still haven't had chance to sort out my car but I will, I promise and soon too.

Remember we have the spares to keep your car on the road thanks to the determined efforts of Lee for storing , picking and posting the spares, Ian for keeping the online shop up to date and Mike for researching and sourcing those ever more obscure parts that are unobtainable elsewhere.

Jeff Todd

FORTHCOMING EVENTS

1st to 3rd July 31st Bath Micro Car Rally

Based at Keynsham Rugby Football Club, Crown Fields, Bristol Road, Keynsham BS31 2BE

Programme:

Friday Midday Rally opens

Saturday Road run

Sunday Display of vehicles, Club Stands, Autojumble

Camping costs: Entire weekend £15; Rally entry £5;

Autojumble/Club stand £5

Event organiser: Wynford Jones Tel: 01823 490666

The 42nd NMCR

08/09/2016 — 11/09/2016

Lower Lacon Caravan Park, Soulton Road, Wem Shrewsbury Shropshire. SY4 5RP
www.llcp.co.uk

I have managed to secure 51 electric hook up pitches. Each pitch is for one camper with awning or one tent.

There is a total limit on pitches both with and without electric so with this in mind this year it is advisable to book in advance to be sure of getting a pitch. Should people not book and chance turning up if all the pitches are taken there is the possibility of booking into the campsite itself but this will be at their going rate not ours.

Pitches with Electric hook-up will be £15 per night.

Pitches without hook-up will be £11 a night.

There is a £10 deposit to be paid (non refundable as we still have to pay for the pitches even if you don't turn up.)

There will be a further fee for the Rally packs but costs for this have not been finalised yet.

Plans for the runs out are under way with Fridays run taking us to Cosford Air Museum and Saturdays road run also has an aviation theme but includes stops at places of local interest and beauty spots. There may be car park charges in some places.

The entertainment is booked for Saturday night so bring your dancing shoes.

People wishing to book should do so by post with a cheque for the deposit. Please state which nights you want to book for. The balance of the payment will be taken on arrival at the rally.

Please send booking requests to Alison McCarthy, 1 Windmill Meadow, Wem, Shrewsbury, Shropshire SY4 5YH

CHEQUES SHOULD BE MADE PAYABLE TO THE HEINKEL TROJAN CLUB LTD FOR PITCH BOOKINGS.

Email me on alison.mccarthy2@tesco.net

Replacing Clutch By Mike Ayriss

At 28000 miles my Isetta clutch was beginning to spin up under heavy loads causing a little concern when attempting hill starts, so it was time to remove the engine and replace the clutch assembly, after all the last time I looked at it was 1985!

The engine comes out of the Isetta quite quickly with just 4 nuts on the bell housing and 3 on the exhaust pipe, not forgetting to remove the carburetor first and also few electrical connections.

What I found was good news with just a small amount of wear on the friction plate (No 186) and similar wear to the other two major parts Numbers 188 and 189, so, what had been causing the clutch slip? Oil! Yes, a mist of oil was covering all the clutch components, I could of course just cleaned down the parts with brake cleaner or similar, but I chose to do as previously planned and replace all the parts. Finding the oil source was a little difficult, I firstly dismissed the crankshaft seal on the engine as the fly wheel was really clean so that left only one other source of contamination and that was the tiny clutch pushrod seal (No 32) which I could

have easily missed because its so small and located at the far side of the gearbox in position nowhere near the clutch.

When all the new parts are installed, the clutch thrust bearing moves its position in

the gearbox end cover. I therefore replaced the thrust bearing seal No 27 and it was a good job I did because the quad ring type seal was quite brittle and worn.

Perhaps one of the more challenging jobs was lining up the clutch to the gearbox output shaft without the use of any special tools but in the end taking a little time I lined everything up perfectly by eye. On dismantling the engine from gearbox I was really pleased that the gearbox output splines

No 19 were found to be in perfect condition and ready for further

service so maybe the time and trouble I took back in 1985 to lube these splines had paid off?

All the clutch parts and seals are available through our online Open Cart shop why don't you take a look? www.isetta.org.uk/opencart



Working my way towards restoring an Isetta. By Christopher Walkington

I have a passion for cars and always have but all the guys will know it's difficult to balance time spent in the garage with family needs. We have a Morris minor that we got 18+ years ago which I swapped for a Yamaha motorcycle. That night the wife was looking at the log book and was excited to see that it was registered the same day she was born. As all enthusiasts know everywhere on a Morris finishes with a nice water trap and corrosion takes over so it failed its MOT and needed major work. I set about restoring it but after numerous complaints about spending all my time in the garage. I did what most guys do and stopped work on it and started using it for storage. I have found a way of being able to restore cars and that is to restore cars that the wife has a passion for. I remember trying to buy the wife a Austin mini red hot limited edition in 1988 we went to the dealer and paid a deposit but unfortunately none were available so we ended up with a second hand Jet Black some 6 months later, which we kept up to the arrival of children. Then being an avid eBay fan after 37 years I found a Red Hot mini in very poor condition.



Due to my amazement I purchased with approval. I set about cutting all the rust away for the restoration and found that the mini which needed nearly every external panel changing from the windowsill down. It was my birthday approaching so I purchased a new mig welder as a present from the wife. The engine required rebuilding with all new bearings, piston rings and cutch, all the running gear and brakes needed attention and then the interior including roof lining required replacing.



The mini was presented to the wife as a Christmas present.

I have now set about the Morris as both the car and the wife have a special birthday this year and I hope to have the car ready for then. But yet again it is a mammoth task. Meanwhile The Isetta is at the restorers near Boston who specializes in panel beating and only does tin work. I purchased it from a guy who was having it restored. It is a

basket case and I now have the back of the garage full of Isetta bits. The bubble has been at the restorers for nearly two years but he has now promised to have the shell back with me in 6 weeks. Knowing what I know now I should have brought it home and had the panels made by Radford Panel company and fitted them myself.

I have attached photos of the mini restoration and will keep you informed on the Morris. I will be looking for some advice on the Isetta and will be buying quite a lot of spares through the club. I do now manage to spend most of my time in the garage without complaints.





My names Lee Gibson I am a member of the Isetta club, I am 35 and am an amateur motoring historian. I am very interested in bubble cars but don't own any, however I am an enthusiast of them, and also vintage sports cars. I am planning on buying an Isetta when funds permit. I have a Collection of motoring ephemera and automobilia.



I cosmetically restored a 1960 Francis Barnett falcon 87. She was in a terrible state when I bought her (see before and after photographs). I am very interested in all isetta models. I particularly enthuse over the car Mike and Edd did on wheeler dealers.

Happy motoring Lee Gibson in Doncaster.

Drive carefully, see what happened to John (Terry).

Recently, while exploring some pretty back lanes, I accidentally overturned my Isetta on a tricky bend. A very attractive lady who lived in an adjacent villa heard the noise and called out: "Are you okay, what's your name?" "It's John, and I'm okay thanks", I replied as I pulled myself out of the upturned Isetta.

"John, she said, (with her ample and obviously shapely bosom undulating unrestrained beneath her loose white silky robe) "I'm Elizabeth. Forget your troubles. Come to my villa, rest a while and I'll help you with your car later." "That's mighty nice of you," I answered, "but I don't think my wife would like it." "Oh, come on now " Elizabeth insisted.

She was so very pretty, very very sexy and very persuasive ... I was weak.

"Well okay," I finally agreed but I thought to myself, "my wife won't like it."

After a couple of restorative Scotch and waters, I thanked Elizabeth .

"I feel a lot better now, but I know my wife is going to be really upset. So I'd best go now."

"Don't be silly!" Elizabeth said with a smile, letting her robe fall open slightly to reveal her exquisite body. "She won't know anything. By the way, where is she?"

"Still in the Isetta, I guess"

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YOUR GAZETTE
NEEDS
YOU



LET'S HAVE
YOUR
STORIES

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

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A WORLD RECORD !!!

A TIGER reaches 152.33 mph in Southport, home of the World Land Speed record!!

Most of you might think that the vast sandy beaches here in North West UK, are simply ideal for the creation of visiting sea-side trippers` family sized sand castles. Well, despite the ambiguous heading above, a "Sunbeam Tiger", piloted by Sir Henry Segrave, achieve this feat, just over 90 years ago, along our flat coastal strip. This Tiger success, was just another episode of the great man`s intense record-breaking rivalry against the glamorous Sir Michael Campbell.

In March, 2016, a week long Celebratory Festival, titled Southport festival of Speed, was conducted throughout Southport, which included a full re-enactment at low tide, of the original Segrave Speed Event. This culminated with exhibitions, concours of cars, all pre-1970`s and a parade drive along Southport`s Lord Street, her famous Victorian Boulevard, lined with 4,000 adoring spectators



Our North West Micro-Car Group, mustered Four Bubbles, including concours prize winning Dennis & Dawn Shaw`s KR200, two Isettas of Jeff Cummins plus Andy & Margaret Chandler as well your correspondent`s "normal" Tiger.

152@90, a charity supporting film of the complete planning, execution & results of the 7 day celebrations, has been created and released on DVD and Blu-ray by the indefatigable Ian Bennett, who also produced last year, the You Tube film success of "BEEP BEEP" with a yellow Isetta, co-sponsored by the Bubble Car Museum.

The Southport local`s expectation is now to make the "Festival of Speed" a regular annual party, although under a different title following objections from Goodwood.

Thanks are essential to the Aintree Motor Circuit Club for their massive organising & marshalling contribution.

ACC additionally do host the now hugely successful Ormskirk Motor Fest, which again will be held 28th August, 2016. Do join us please if you can, and meet 30k spectators lining the streets, cheering our Micro-cars as we drive around the West Lancashire market town`s road circuit.

Thank you Southport for the super time during the festival, certainly enjoyed by all locals and Motoring Contestants. Roll on the next one!

Apologies, if your headline reading eye was misled into believing that I had beaten our Ken Piper`s past fast driving feats!

Alan Town alantown1944@gmail.com



ISETTA SPARES DEPARTMENT

It's been a while since I have put pen to paper, or should I say digit to keyboard. The online spares has just gone off the scale to which I could say, it's easy!! ha ha.

That's where the joking stops. Last year the spares generated 120 orders, this year we are already knocking on the door of 125 orders. Not bad in 5½ months. At this rate we are on target to double our sales by the end of the year.

Most of our members appreciate the effort we put in on their behalf but occasionally some individuals seek to go the extra mile by having a cheap shot at the club and more to the point ME. If they, and they probably know who they are, want to discuss an issue, please feel free to speak to me and not snipe at me via e-mail.

Along with all the committee members we supply the members with a service completely free of charge, in fact it quite often costs each of us money for phone calls petrol etc. out of our own pockets. The spares service is not an occupation, it is something we do for the love of our cars and the benefit of others. Sometimes it feels like it should be an occupation when we see the amount of time we spend doing it. Some of us hold down full time jobs and we have to do this in our free time.

Orders being sent overseas inevitably incur additional postage costs. In the past I have sent the items on a 'good will' basis that the member will pay the additional postage costs into the club PayPal account without delay. Unfortunately I have had to chase a number of members who after receiving their spares drag their feet when it comes to paying for the additional postage. Because of this I will not be sending out orders to members until the additional postage has been paid. It's a shame that the majority will suffer because of a minority as we endeavour to dispatch orders ASAP but inevitably this will cause delays to some people.

The club cannot afford to have outstanding monies owed to them as we need to plough money back into developing the spares service with new products which costs lots of money in the early stages.

Finding the parts has become an integral job that Mike Ayriss has done with great gusto. Well done and thanks.

The shipping company the club use to send out spares are open from 7am to 10pm which fits in with my work shift patterns. There have been a couple of incidents, where the items have gone adrift, but on the whole a fantastic service. Over the last couple of years at least 300 parcels have been sent out to the members.

If there is any feedback, that will enhance the spares service (not sarcastic) please e-mail us. We welcome constructive advice.

Lee Turnham

New Spares Manager

The Rear Brake by Mike Ayriss

I have fitted two sets of rear brake shoes in the last 22000 miles of our ownership and completely missed the fact that there is a right and wrong way to install them!

If your handbrake is a little weak on hills maybe you to have installed them incorrectly.

Take a look carefully at the photograph showing the shoes correctly fitted you will see on the bottom shoe right side adjacent the Adjustor is a "square" cut out in the shoe. Look at the top shoe on the left side you will see that same square is being used by the hand brake lever; it's next to the Girling hydraulic wheel cylinder. Now look even more closely at the shoe lining material at the brake cylinder end and you will see the lining material is set back, if look at the bottom shoe next to that square again by the adjuster and you will see the lining material is also set back, why you may ask? Well first things first this is how the Girling book show's them installed in there technical pictures and my theory is, when operating the brake with your foot using the hydraulic system these shoes will not "grab" because of the set lining back even though this the leading shoe, however when you operate the hand brake with the car rolling backwards you want the brake to grab easily and hold the car so the lining material is set next to what has now become a leading edge.

Most brake parts including Wheel Cylinders, Shoes, Hoses and Adjusters are available in the clubs online Shop at www.isetta.org.uk/opencart/



Are your bushes parallel?



A distorted Silentbloc bush in our trackrod made me wonder if the bushes were in "parallel."

To check, we bolted two lengths of studding through the bushes and sighted along them showing a tiny misalignment.

After soaking the adjusting end in WD, the eye was turned so the studs aligned and both endbushes slipped onto the steering arm bolts easily, without force.

We remembered to fasten the locknut!

Dot and Phil Mckiernan

My Isetta tale so far by Paul Robinson

It all started in 1973, one day I was talking to a very good friend (he was a bit of a wheeler dealer) and I mentioned I could do with a slightly smaller car just to run round in, at which point he said I have just the thing, it is in next doors garage. We stood in front of the garage and he lifted the up and over door and there stood WVC 510 a 1958 BMW Isetta.

I took one look and said "I must have it how much?" to which he replied "You can have it for what I paid for it." I then asked "How much was that?" He replied "£4". so that was how I acquired WVC 510. We towed it back to my house and put it in the garage it had a few bits missing and the engine misfired but I will get round to it in a bit!

The years went by and by, but the kids enjoyed playing in it and a friend who's girlfriend lived just round the corner from me borrowed it, he put the engagement ring in it put a big bow round it and we pushed it round to her house so he could propose to her in an unusual way. I thought that was lovely.

After about 10 years the better half was talking to a friend who I worked with and he said he would rather like to buy WVC 510 so she sold it to him for £50. (I did not know this until I got home).

After about 18 months he approached me saying he was thinking of moving house and he had not got round to doing anything with the Isetta so would I like to buy it back. At the time with the children and the house money was a bit short. Also Isetta's had increased in price so I did not think I could afford to buy it back. However my friend said to me "No you can have it for £50 pounds the same price I paid you." At the time money back then was tight so the mother in law and father in law gave me the £50 for Christmas so I had WVC 510 back. (Not that the better half was too pleased!)



So with renewed vigor I started, I gave the engine to a friend to look at and took the body off the chassis. I took the chassis to a local workshop and had it shot blasted and treated. The friend who was looking at the engine let me down so I had to get it back. Unfortunately now it was in bits along with the rest of the car.

It was about this time we decided to move house. so WVC 510 got scattered about, bits of the car went to Lincolnshire, Warwickshire and Lancashire it was about



7 years before I could get all the bits back together again after moving house again. The main problem was the body but this was solved by putting a roof rack on my Ford Cortina and putting the body on the roof. I must admit I got a few funny looks on the journey home.

Unfortunately I had lost a few more bits with all of the moving about. At this time it was 1995, I put WVC 510 into the garage. For the next 18 years with the house needing re-wiring central heating, new windows, kitchen, bathroom etc. all of which I managed to do myself but it still cost a lot leaving any money or time over for the Isetta to have any work done to it. I did feel a little sorry for it.

In 2013 I became semi-retired I felt it was time to give the Isetta some love and attention. I start to get all the parts that I thought I needed. I managed to get a lot of the parts from our club (wonderful help and service) parts from USA Isettas "R" Us and Germany Oldtimerteile. Also I managed to get the Isetta paint I went online and got the paint chart. Then went to Brookfield Classics where I spoke to a nice man called Steve Johnson and he managed to get the actual paint for my car.

I put the chassis on stands and started to rebuild it but soon got stuck on where all the brake pipes fit I found the solution. I went to the Classic Car Show at the NEC where the club had a stand. I met Ian Jenkins who was a great help! He let me climb all over his car to see where bits fitted and gave me some great advice. Also he supplied me with a wiper motor which was one of the bits I had not had with the car. I was then able to go to my local car spares shop and they made up new brake pipes for me.

I then fitted new rubbers and flexi pipes re-assembled all the suspension. I then fitted the back drive section and springs, replaced the leather oil seal in the back axel, fitted new cables and rods and also new tyres etc. I started to prep the body for paint and started to rebuild the engine.



It is now 2016 and we can see some progress, fingers crossed it doesn't take another 43 years to complete!

This car has been a big part of my life and is like a third child now to me.

Paul Robinson (Nuneaton)

TEACHING AN OLD 'FROG' NEW TRICKS

A Restoration Story by Rhona Bell.

It was way back in 1992 that we first made the acquaintance of the 'frog'. Well, not so much met but more of a passing glance. We had just reached Cornwall for our annual holiday when our daughter, Katy, chirped from the back of the car 'Oh, look at that lovely little car parked by the roadside'. We immediately looked and realised it was a bubble car. We were just passing the turning to Widemouth Bay. The glance was so quick we didn't have time to take in anything else about it. The conversation in the car immediately turned to bubble cars and how you used to be able to drive them at 16 (not now, of course). As Katy was just about to go to Sixth-Form College she thought it would be a great idea for her to drive one to College.



Following the holiday, Ken decided he would look for a restoration project bubble car for Katy and we bought BABY in 1993. It took two years to put BABY back on the road by which time Katy had passed her driving test and didn't want to know BABY anymore! She found it excruciatingly embarrassing if Ken so much as picked her up from her part-time job in it.

We, however, found that we had been bitten by the bubble-car bug and went on to restore four or so other micros but never forgot the 'Frog', the car that had started the ball rolling.

Ken, by this time, had a very well equipped workshop which he shared with a friend. We

had also made many friends in bubble car circles and it came to our ears that a friend had acquired a bubble car from Widemouth Bay and was selling it on. Could it be the 'Frog'?

It was indeed the Frog. What we didn't really know before was that it was a four-wheel bubble window Isetta. It had belonged to a fellow in London who had moved down to Cornwall and bought the Bay View Hotel in Widemouth. He painted the car with an image of a frog and called it the Widemouth Frog and the Courtesy Car for his hotel.. It was about this time that the joke about a wide mouth frog was also being circulated so I suppose he felt it was appropriate to paint it like a frog and use it to advertise the hotel! He used to park it on the beach and on the road side as an advert for his business. You can imagine what the salt and weather had done to it over the years! We decided it was a 'must have' and, after negotiations, bought it in partnership with Ken's partner in the workshop .This was way back in 2003. Needless to say it was hence-



forth christened Kermit! Kermit languished in our workshop for some four or five years. We did manage to do some body work on it but other projects took priority. Our partner decided he wanted to move away so we brokered a deal with him so we could keep Kermit.

We have lived in Tiptree now for some 3 years and Ken has decided it is time to resurrect Kermit. To be continued

60th Birthday Surprise!

Back in February we were contacted by Mike Ayriss who was enquiring if anyone living in Essex could help Dawn Fry surprise her partner on his 60th birthday with a ride in an Isetta. Apparently, Terry, her partner has been fascinated with the Isetta for many years. Although he has two classics of his own, he has not been able to acquire an Isetta.

Following a few e-mails and phone calls we managed to arrange a date to suit us all. We suggested they came to our house as we thought Terry (who is a mechanic by trade) might be interested in seeing the bubble window Isetta that we are restoring at the moment. We also asked Derek and Hazel Cole over with their Isetta.

The day duly arrived and, after introductions, chat and tea, Dawn and Terry both had a look around the cars. We then suggested we all went for a ride to Abberton Reservoir which is a Nature Reserve and bird watchers paradise but also has a very nice tea room! Dawn went with Ken in BABY and Terry went with Derek in his Isetta. Hazel and I had to follow on in an ordinary car. It was a lovely afternoon and the ride to the Reservoir was very pleasant. Still chatting away, we all went in the tea room and Dawn and Terry treated us all to tea and cakes as a thank you. On the way back, Dawn and Terry changed over cars to ring the changes!



We all enjoyed the day out and Dawn sent a thank you card saying that Terry had told his granddaughter his day out had been 'magic'. She also said Terry was now going to join the Isetta Club and actively look for a restoration project as he was well and truly hooked!

Ken & Rhona Bell

The Club is pleased to welcome:-

Chris Rich	London	Patterson Darcy	Dunstable
Keith Porter	Ilkley	Robin Paine	Waddington
Roberto Pancirolli	Italy	David Howarth	Eastleigh
Terry Cox	Halstead	Manfred Benignus	Germany
Granville Bower	Bradford	Andy Pratt	Aberdeen
Paul Bowers	Romford	Terry Cole	Peterborough
Bruce Snowdon	Windsor	Roy Shovelar	Thetford
Jeffrey Denham	Isle of Wight	New Members since the last Gazette	



Shown above is the sign on the wall of the Sainsburys Store in Brighton which is built on the site of the railway locomotive engineering works where the British built Isettas were assembled.

Over 30,000 cars were assembled between 1957 and 1964 on this site.

The sign says 'production began 23rd April 1957' and '16 wagons each containing 3 cars left on the nightly freight train' from the works. 300 cars were assembled each week at a rate of 1.5 cars per person per week.

On the front cover I am handing over a plaque commemorating the Isetta Works to Ollie Cox assistant manager of the store. Ollie will be placing our plaque adjacent to the sign.

The plaque is pictured on the right, it was made for the Isetta's 25th anniversary but at that time there was nowhere permanent to place it. Now it has a permanent home.



Ian Parris