

ISETTA GAZETTE

This plaque
marks the site where

**ISETTA
OF GREAT BRITAIN LTD**
had its factory in the former
Locomotive Engineering Works
from 1957 to 1964, and where
over 30,000 cars were
assembled in that time.



Presented by the Isetta Owners
Club of Great Britain on
the occasion of its 25th
Anniversary.

**FENCHURCH
WALK**

The Isetta Owners Club of Great Britain Ltd.

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I.O.C.O.G.B SUBSCRIPTION RATES

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Europe	£21.00	
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Editors Bit

The front cover shows the plaque erected on the Sainsbury's store in Brighton celebrating where the Isettas were built. Last year I visited the store manager Oly Cox who agreed to place the sign on the wall just outside the store's main entrance.

I have just been down again to see it in place and thank Oly personally for his enthusiasm in getting it erected.

The Fenchurch Walk sign is being shown on the photo just to pinpoint the location of the store if anyone is in the vicinity and would like to find it.

I must thank Jeff Wareing a previous membership secretary for producing the front covers for me, he does a better job than I could ever do.

Last gazette I reported 17 new members, this time another 23 new members and they are coming from all over the world. Thailand, Ireland, Malta, Texas, Portugal, Australia, Denmark, USA, Canada and Sweden, so not all the micro nutters are from this country, welcome to you all.

A reminder to all you old members and a plea to all you new members, I need something to put in the gazette, so get writing.



Ian Parris

Chairman's Chat

This will probably be the longest chairman's chat in living memory.

Guess what, the unthinkable has happened, on 11 March 2017 I actually laid a spanner on my Isetta after having owned it since 2005.

You will recall that it has laid in a lock up garage since then and the car was immovable as the brakes were seized on. So up with the jack, wheel off

and hey presto the brake drum required some considerable

hammering to dislodge it but off it came – only after I'd removed the hub nut (see photo) as I thought the drum and hub came off as a unit as in modern cars.



Wrong! The Isetta isn't modern by any means.

The driver's side was the easy one to gain access to, the passenger side was right up against the side of the garage with no room to work. OK I thought, if I jack the car up higher on the driver's side it might take enough weight off the passenger front wheel to allow me to move it sideways on the castors of the trolley jack. Now with a bit of lifting using the bumper of the car I managed to take enough weight off the passenger front wheel and push the car about a foot away



from the wall and strip the passenger side. Much the same story when that drum came off as on the driver's side.

Now look at the state of the brake drum pictured below. I've removed the rust with emery cloth but I'm not sure whether the braking surface will be smooth enough to create an efficient brake.

No doubt the MOT will demonstrate that.

Next task is the same for the rear wheel which I envisage will present its own access problems. At least then I will have a car that will move, then it's time to discover why the engine has never had any compression since I bought the car, remember my ex wife towed it home for me all those years ago.

Watch this space for future instalments of this saga, but the moral of this story is "if I can get to grips with getting my car on the road, so can you".

Before I finish, can anyone tell me why there were spacers approximately 5mm thick behind the driver's side wheel but none on the passenger side? Answers on a postcard etc.

Jeff Todd

'Bubbles' off to School Prom...

By Michael Latham – July 2016

After much planning the evening finally arrived for my daughter, Ferne, to travel to her school prom in 'Bubbles', my 1959 Isetta that I have owned for about a year. Yes, I know her name is cheesy but that's how she came to me.

All week the weather had been rather cool and changeable but fortunately this evening was lovely and sunny – as though the weather gods were looking down for a spot of bubbling!



We set off to Felpham Community College (West Sussex) in good time to 'collect' her boyfriend, Jordan, en-route. No, we were not to squeeze into the Isetta all together, his godfather was driving him in a Porsche 911.

We set off in convoy – us behind but luckily 30mph roads so we were able to keep up and eventually joined the drop off queue at the school. The queue was a long one and included Rollers, America muscle cars (old and new), an Ice Cream van, a Morris Minor Police Car and stretch limos to name but a few.

Whilst queuing we had plenty of admiring looks and complimentary remarks – our little Bubbles seemed to steal the show despite being easily the smallest car there.

We soon realised that a red carpet had been laid out at the kerb side with a doorman to open the passenger door to let the guests out.

Obviously that left us with a dilemma as we do not have a side door so with quick thinking I decided we were going to drive full frontal to the red carpet.

I cleared this with one of the traffic marshals (it was very organised) and entered the arena (cordoned off car park!) to take a lap of honour before driving straight at the red carpet.

This was duly carried out to much applause and cheering by the seemingly vast crowd where, upon stopping (luckily the brakes behaved themselves or we would have gone up the red carpet), Jordan, who remember had been in front of



us, dismissed the doorman and opened our door himself.

Ferne then vacated Bubbles and to continued applause and cheering, not to mention camera snapping, proudly walked the red carpet, hand in hand, to enjoy their evening.

All that remained for me to do was to put Bubbles in reverse, back away from the carpet, give everyone a wave and a toot from the horn and depart – with a little tear in my eye that only a proud father could fully appreciate...

THREE WHEELING IS NOT FREE WHEELING

Unlike in the UK and other parts of Europe, where, at least once upon a time, 3 wheelers such as the Bond, Reliant, Messerschmitt, Heinkel, Scootacar and of course our beloved Isettas were seen as 'normal' vehicles... (well, not QUITE normal but you know what I mean), here in the land of OZ, they have ALWAYS been viewed as odd, weird and illogical.

One of my favorite Aussie motoring writers, the late Peter Wherrett, in his book, 'Marque,' described the Messerschmitt as a solution to a problem no-one had actually ever thought of. Almost no 3 wheelers, or even their 4 wheel variants, were ever sold through official dealer networks here. The Isetta, for example, was not sold either through the BMW car or motorcycle dealerships, and although the Heinkel Tourist scooter was imported and sold 'officially', the Kabine never was.

Interestingly, the Messerschmitt KR200 and KR201 and, briefly, the rarer 'Tiger' were imported and sold 'officially', through a well-established (but now long gone) motorcycle dealership, from whom I bought my first 'Schmitt in 1960.

While motorcycles, with or without sidecars, and their offshoots, motor scooters, were accepted as a valid, appropriately registerable and insurable motor vehicle, microcars really never were. My Messerschmitt, for example, could be registered as EITHER a motorcycle (and sidecar) OR as a car, and driven on EITHER a motorcycle OR car licence... very confusing.

As it happens, I already had a motorcycle licence by the time I bought my Messerschmitt, but since it was REGISTERED as a car, I had to be tested, in it, in order to get a car licence. The technicality which enabled this confusion was that a motorcycle & sidecar was deemed to be 'any vehicle with fewer than four wheels and steered by means other than a steering wheel'. The 'Schmitt, as we know, had THREE wheels and was steered via handlebars, NOT a wheel per se.

As an impoverished Uni student, I was able to exploit a loophole in this bureaucratic nonsense, by insisting that I had the right to pay only the MOTORCYCLE toll on the Sydney Harbour Bridge. (In those days, this was only HALF the motorcar toll... sixpence vs one shilling).

I had a daily battle in this insistence, as the various toll-booth attendants, once they'd actually SIGHTED the diminutive Messerschmitt, way down below normal car level, did see the car-sized registration plates (number-plates), and try to insist that 'however tiny it is, it's a car!'

Eventually, I obtained an official letter from the tollmaster of the Harbour Bridge, (then a highly esteemed position), stating that my vehicle was 'a motorcycle and sidecar, for toll purposes'. If challenged, I imperiously waved this letter, upwards, and proudly drove through. While there were a few Isettas rolling around Sydney back then, they would not have been able to avail themselves of this loophole, as, even if they had only three wheels, they had a conventional steering wheel. I assume they must have been registered and driven as cars. By the way, the mechanism (loophole?) under which 3 wheelers in the UK could apparently be registered at the lower, motorcycle rate, provided they did not have reverse gear, never applied here.

I did not actually buy my Isetta until 2003, having spent the 40 or so years of my working life owning and driving conventional vehicles, with either two or four wheels.

One of the first things I noticed was that my Brighton built Isetta, which I'd fallen in lust with, and bought at auction, had full NSW registration, and CAR number plates... very desirable number plates... BMW 57M. (It is, of course, a BMW... 1957 Model).

Since it was technically still registered, although barely roadworthy, I was determined to keep these plates, because of their direct appropriateness to the little beastie itself.

This meant it had to satisfy the stringent roadworthiness requirements for a car...and I panicked! Only 3 wheels... aftermarket, lap only seatbelts, wobbly steering, somewhat primeval brakes, no airbags, only side-mounted blinkers, weird gears etc. etc.

With some relief, I soon discovered that, in essence, a vehicle has to meet only those requirements that applied when it was first registered, PROVIDING it has been kept in registration. Things can be much tougher if one tries to register for normal road use a vehicle which has been OUT of registration for a considerable period.

While, with great help from a local father & son mechanic/auto electrician, and the Isetta Owners Club of GB, which I soon joined, I have been able to keep my little 'Rolling Egg' on the road ever since, albeit with some periods of frustrating immobility. It was by no means cheap to do so.

There were no concessions from our registering authority, unless I used the Isetta ONLY for official motor-club events, involving very limited road usage.

Given that I wanted to use and (mostly) enjoyed using my Isetta as a 'normal' vehicle... (yes, yes, I know!) I had no choice but to keep registering and insuring it as a CAR, just as I do my other vehicles.

It was deemed to be a '00CAR' (i.e. a 'light car') for registration purposes, meaning that the only concession it attracted was that it cost less to register than a 'heavy' vehicle. (WEIGHT is a significant registration factor in our system).

Notwithstanding the fact that I used the Isetta MUCH less, and for MUCH shorter distances than my other vehicles, (a motorhome and a 4 wheel drive), it still cost about \$A300 p.a. for registration and compulsory insurance.

In the meantime, in 2010, I had bought a beautiful 1960 Heinkel Kabine, which had not been registered for full road usage, but was on 'club plates' for restricted usage.

The first thing I noticed was that, despite its limitations, THIS form of registration was MUCH cheaper.

The second thing I noticed was that, whereas my Isetta was deemed to be a '00CAR', my Heinkel was deemed to be a 'TWC'.

Some detective work revealed that this stood for 'Three Wheeled Car', apparently a category which is recognized for 'club' or 'historic' registration purposes, but NOT for normal registration. And yes, it gets even sillier.

MY Heinkel is actually a FOUR wheeler, but is categorized as a 'Three Wheeled Car', whereas my Isetta IS a three wheeled car, but isn't so categorized. MAD! MAD!

Over the last couple of years, however, our bureaucracy, amazingly, seems to have done something sensible, hard to believe though this may be.

Our state Minister for Transport, apparently a car buff, facilitated a trial scheme under which 'historic' vehicles,(i.e. built and first registered at least 30 years ago),can be registered as such, using a set of parameters which many, perhaps MOST of us with them, find very reasonable and attractive.

In brief, these include the 'traditional' legal usage for club events, rallies etc, essential/safety-based use for maintenance,(e.g. checking brakes, lights etc.), AND unlimited travel, for a maximum 60 days per year, provided that a supplied, simple 'logbook' sheet is kept in the vehicle and filled in BEFORE each journey.

On this basis, I and no doubt many other owners of such vehicles have re-registered our vehicles under this scheme. The savings are considerable, and most find that the 60 days per year is quite adequate. My Isetta now costs \$50 per year for registration AND compulsory insurance, rather than the previous \$300.

By the way, given the relevance of my Isetta's BMW 57M number plates, I have officially 'stored' them, for up to 5 years at a time, for a modest fee, so that I can reclaim and refit them at some future time, if I so choose.

I should add that in order to use this trial scheme, one MUST be a financial member of an approved motor club, and the vehicle must be annually inspected by the club's designated

inspector. This requirement poses no problems and has actually served to increase club membership.

However, there is, or may be a spanner in the works. The afore-mentioned Minister for Transport recently lost his Portfolio, and, surprise, surprise, his 'trial scheme' is to come under review. IF the bean-counters see nothing other than a 'revenue in... revenue fore-gone' dichotomy, some of us fear that the scheme could be modified or, worse still, abandoned. There would be an outcry from the many motoring clubs, as the scheme has undoubtedly put back into the public arena many historic vehicles, not least of all our microcars, which had been hidden away, anonymously deteriorating.

Although far away, my overseas colleagues might like to 'watch this space'!

GRAHAM SIMS (From Australia)

Irish Isettas by Noel Shanaghy



These 2 Isettas are in the South-East of Ireland within 20 miles of each other which is unusual as there are so few of these cars in Ireland.

Being so near makes it easy for both owners to keep in touch and consult with each other when

problems arise.

Both cars are 1960 models the blue one a De Luxe was originally registered in the UK as 580 MKX and the gold/white one had UK registration as PGV 268. I'm sure there are a few other Isettas in Ireland and if any of their owners are interested perhaps they could inform the Editor to exchange email contacts so that we could maybe widen the collaboration and keep the club updated with Isetta news from Ireland.

Curing A Bad Case of The Shakes by David Marsh

The other morning my "trusty" Isetta gave me a nasty shock when driving into town. At 45mph the dreaded wheel wobble occurred. On returning home I jacked up the car and found that with the brakes hard on you could still move the wheels in and out a couple of millimetres at the 9 o'clock and 6 o'clock position. Hmmm - I deduced that it could not be the wheel bearing so therefore it must be the shell bushes and metalastic bearings that were at fault.

Out with my trusty exploded views of the front suspension – plate 3 and I identified that it was the shell bearings on the Upper and Lower suspension arms that were needed. – Reading the John Jensen bible (book) (pages 90-95) I noted that I also needed the O rings as well. Off then to the IOC web site and ordered the parts. Very quickly Lee Turnham got back to me from the spares department and told me I needed another shell bearing not shown on the plate 3 for the brake back plate. I ordered and paid for the parts and in 9 days they arrived. I then set about doing this job. This article now switches to a combination of what I actually did and also what I learnt that I should have done. Hopefully it will help other owners who need or want to overhaul these vital parts of the Isetta.

Phase One Preparation

When doing this job you may well need to use the services of an engineering shop to enable you to complete the job. So before you start find one that can help you as follows:

1. Press out and press in the shell bearings – parts 3 and 4 on the diagram.
2. Able to drill out the housings on the suspension casting 1 if you find that the shell bearings you get are loose in the holes (particularly the lower ones.)
3. Able to make you oversize shell bearings to replace the standard ones.

Now you may well be able to do this yourself using a drift for item 1 (suspension casting) and also if you have the skill for item 2 – item 3 is a different kettle of fish. What I did was to get an engineering shop to make a one piece bearing rather than two individuals – the one piece shell bearing had two additional features – first holes drilled in them so the oil can circulate and second a rifling spiral on the inside face to allow oil to move through the face of the suspension arms and the shell bearings. (see photo – Phase 4 step 13).

Phase Two Preparation

Decide what you are going to overhaul and make sure you get all the parts. I say this because I decided to overhaul the track rod ends and the metalastic bushes in the steering system at the same time – in essence to renew all the bits I could.

If you want to do this then you will need to order all the following parts if you are to do the job properly.

Part Number

Plate 3	Description	Total Number required for both sides
4	Top suspension Bush Shell bearings	4
5	Bottom suspension Bush Shell bearings	4
No number	Brake plate Bush – shell bearing	2
15,16,17,18	Cotter Pins complete	2
22	Tab washers	
8	Get the Correct Size – there are two sizes - Track Rod Metalastic bush also large (penny) washers	2 and 4 Washers
8	Steering arm to part 1 lug 1	
8	Steering arm Metalastic bushes	2
21	Top suspension arm O Rings	4
28	Bottom suspension O Rings	2
No Number	Rubber Bushes and large (penny) washers for Shock absorber eye 1 or 2 Bushes per side and 4 Washers	

Consider

If you need to decide to renew the wheel bearing they are part numbers 44 and 45.

Bushes in steering arm part 8 - 2 off.

If you are to do the King Pins as well parts 14,11,13 and perhaps the Shell bearings Bush's 2,3 will be required.

Phase Three

Tie the new shell bearings up in sets (all the 4 - then all the 5 – then the unnumbered ones) and ensure they are clearly labelled what they are.

Put all the new the shell bearings in engine oil and cover them and let them soak for 24 hours before you start.

Clear a large area in the workshop make sure you have cleaning materials and lots of rags. Also some eezit out oil of some description. Also a set of pinch bar levers – one with a hook and one straight will be useful they need to be about 15 inches long. A good set of metric sockets and set and ring spanners. (Tip - although the fittings are metric I found that some imperial sockets came in handy to drift out the shell bearings! You will also need a range of metal drifts some quite small 5mm diameter and other extreme up to 30mm.)

1 Loosen both wheels. Apply Hand Brake and wedge rear wheel(s) in place (JIC).

2 Jack up car so that both wheels are off the ground and secure using axle stands.

3 Remove wheels and also brake drums.

4 Remove wheel hubs and bearings.

5 Remove Brake linings and springs.

6 Clamp off flexible hose line – Just in case!!!!

7 Remove Brake back plate cover part 55.

8 Remove nut 74 and 82.

9 Lever brake back plate off the suspension arms.

10 Secure Brake back plate out of the way.

13 Remove bolt 126 and free part 1 from Steering.

14 Remove Cotter Pin nut 18 and washers

15 Use a hammer and drift to remove the Cotter Pin 15 – this may well be seized so lubricate first!!!!

16 Remove King Kin – to check it and clean it etc This was done in my case by using a pair of pliers to grip the end of the Pin and taping down gently on the pliers till the Pin dropped out. (More brutal methods may well be required!!)

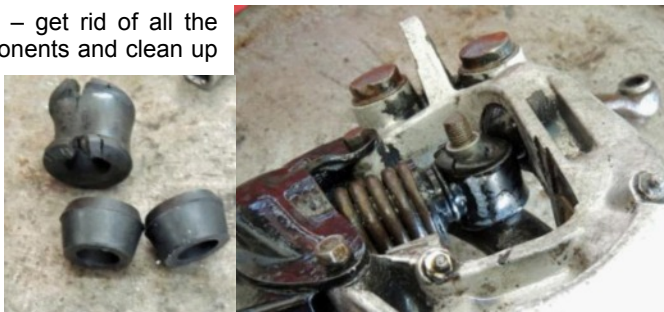
17 Using the Pinch bar levers you should now be able to remove the whole unit including the suspension tower and take it

to the work bench. Watch out for the spacers between the suspension casting and the frame stub axle the lower shin is shaped like a D – the upper ones are just plain shims.



1 Clean everything carefully – get rid of all the grease and oils on the components and clean up the garage floor.

2 **I didn't do this and it hard for myself on the re-assemble – so please take heed. Put a wedge under the eye of the shock absorber eye before taking off the retaining nut to examine the buses in the shock absorber eye.**



As you can see mine were shot! . Old and new ones.



3 Remove grease caps at the ends of the upper and lower suspension arms 25 – a small chisel will do this. Lower arm (not shown on Plate 3).

4 Bend back the tabs on the security washers 22. The equivalent on the lower arm (not shown on Plate 3).

5 Remove nut 24 and the equivalent on the lower arm (not shown on Plate 3).

6 Remove upper and lower suspension arms 20 and 26.

7 Examine and remove O rings from upper and lower suspension arms 20 (2 O rings) and 26 (1 O ring). If you are changing the rubber bushes in the shock

absorber – check the wedge is in place and secure the new bushes I suggest use a cover penny washer either side JIC. When fitting them - step 18.

8 Remove King Pin oil reservoir cover 9 and the washer 10.

9 Remove grease nipple 12 and check its operating correctly.

10 Clean everything again – tidy up.

11 Drift or have pressed out the shell bearings 4 and 5 – note there are two on each shaft.

12 Drift out the shell bearing in the brake back plate cover.

13 Clean the holes in part 1 for the top and bottom suspension arms – the King Pin.

14 **Step 13 and 14 are precautionary before you fit the new shell bearing permanently.**

Test fit the new shell bearings – these should be a very tight fit use a large drift to see how they go in – you may have to do this using the press at the engineering work shop. If they are a sloppy or easy push in by hand fit – you will need to go the engineering shop and get them to drill the hole so its round and make you some special bearings – make sure you take the suspension arm with you.



This is the top normal bushes and then new bush I had made to deal with the “sloppy fit” of the new normal shell bearings in the lower suspension arm hole – Note its one piece and the rifled finish – hole drilled to allow the 140 oil through to the bearing.

Top Shell bearings normal 2 piece left, **Over-sized** new bottom hole the one piece shell bearing note -its thicker, also the oil hole and rifling, right



15 Insert the suspension arms and again look for a tight fit with no lateral movement – if it does you may have to have new shell bearings made which have extra thickness and the arm refaced to match!

16 Do the same checks as step 13 and 14 with the shell bearing in the centre of the Brake back plate cover clean it well and either put in the new shell bearing yourself or take to the engineering shop.

17 Once you are happy that they will all fit correctly then clean all components carefully – check oilways and grease tubes. Apply clean high quality grease and oils and fit the new bearing shells – ensure they are flush to the face of the part 1.

18 Make sure there are no rough edges on the faces of the suspension parts. (I sandblasted mine). Grease the Oil rings thoroughly. Place O rings in position on upper and lower suspension arms 21 (2) and 28

(1). NOTE USE the correct grease for the O rings you can get special grease to prolong these rubber fittings. Ours was red.



To be continued
next edition

Guess what I had on the trailer the other day **by Malcolm Thomas**

No it wasn't Sheila's 1955 Isetta 4 FMU but another 55 Isetta just secured by new member Richard Bulkley. Richard was looking for an interesting Isetta to do another of his exquisite restorations when a 1955 4 wheel Isetta became available. They don't come much better than that!! As often happens timing was not perfect as he could not move it or garage it for a couple of weeks but he knew a man who could, me!! I was only too happy to help Richard and have the opportunity to have a very close look at his new car which is only a couple of months later than 4 FMU. Although the car has had some restoration during the last 62 years, most of the original 55 special features are still there or can be replaced/restored. Richard has some major house reconstruction work in progress but once that is finished he will be straight onto the Isetta and has already started to track down and purchase '55 parts. Has anyone got any 55 dash lamps? (all surround type with 4mm lenses)



Malcolm & Sheila Thomas
07860 363 003

FORTHCOMING EVENTS

2017 National MicroCar Rally

We're very pleased to announce that the 2017 NMCR will be organised by Marilyn Bryce and Alan Prince of the Scottish Microcar Club from 6th - 11th September 2017. The rally will be based at Grasmere Sports show ground, in the tranquil Lake District, an area that has much to offer.

Road runs to local places of interest are being planned for the Thursday, Friday and Saturday. Marilyn and Alan are making full use of their local knowledge to ensure that we get the best sights and attractions in the Lakes. This year the site is available on the Wednesday afternoon through until the Monday lunchtime.

Contact: Marilyn at mbryce132@gmail.com or Tel 07979622580

Venue: Grasmere Sports Show Ground

Venue Address: The Showfield, Stock Lane, Grasmere, Cumbria, LA22 9SL.

<http://grasmeresports.com/>

Please check www.national-microcar-rally.co.uk for further details

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



July 7th - 9th 32nd Bath Microcar Rally, at Keynsham Rugby Club, Bristol Road Keynsham. For more information call 07541 197243 or www.bristolmicrocarclub.com



43rd National MicroCar Rally

6 – 11 September 2017



The 2017 NMCR will be hosted by the Scottish MicroCar Club at Grasmere Sports Show Ground, Stock Lane, Grasmere, Cumbria, LA22 9SL. <http://grasmeresports.com/> Grasmere is a mere 24 miles north east of Jct24 on the M6.

Costs:

Motorhomes/Caravans	£11.00 per unit per night
Tents	£9.00 per unit per night
Autojumble/Club Stand	£10.00
Entry fee & Rally Pack	£6.00 per unit
Sunday visitor with Microcar	£6.00 inc rally pack, per car, inc passengers
Friday evening meal	£8.50 per head cold buffet, veg, meat & hot potatoes
Saturday evening meal	£8.00 per head Pies, peas & chips

Please note that we will have exclusive use of the whole site from Wednesday evening until Monday morning. The site facilities include Ladies & Gents toilets and showers, kitchen with cooker and fridge, and dining area. We are offering evening meals on the Friday and Saturday evening on site, BYOB. To help with catering numbers, please let Marilyn know if you would like an evening meal on either or both days. Also on another area of the site is a small bar which will be open from 7.30pm onwards each evening. Sorry but no electric hooks up are available.

Further details available from the organiser, Marilyn Bryce, 07979622580 or e-mail: mbryce132@gmail.com

For updates and road run destinations check out the website:

www.national-microcar-rally.co.uk

**10th - 13th August SMCC Rally. 5 Roads Caravan Park, Alyth,
Blairgowrie, Perth PH11 8NB**
For more details contact Garry on 01224 683403

**25th -28th August 9th Cheshire Microcar Rally at Sycamore Farm
Caravan Site, Soss Moss, Nether Alderney.**
Call Andrea on 01625 860893

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The Club is pleased to welcome:-

Graham Sims	Australia	Benoit Morin	Quebec
Mike Robbins	Jaywick	Gary Bradbury	Knaresborough
John Graill	Bognor Regis	Lee Gibson	Doncaster
James Hamlin	Gwynned	Phillip Alldridge	Whitchurch
Philip Fletcher	Baughurst	Paul Keatley	Worthing
Andrew Longworth	Lymm	Tony Spillane	Sheffield
Alan Robson	Whickham	Philip Wills	Snetterton
Peter Keating	West Sussex	Fleur Donaldson	Sunbury
Lee Mitchener	Melksham	Robert Wade	Bristol
Ivan Vinther-Madsen	Denmark	Per Ekdahl	Sweden
Julian Hayward	Hullavington	Geoffrey Betts	Caldecott
Adam Wahl	United States	New Members since the last Gazette	

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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.

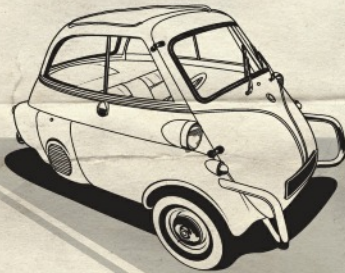
- The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.



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