

ISETTA **GAZETTE**

WINTER EDITION 2015



The Isetta Owners Club of Great Britain Ltd.

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I.O.C. SUBSCRIPTION RATES

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Rest Of World	£25.00	By PayPal to isettasubs3@gmail.com

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Editors Bit

Another year comes to an end and the club goes from strength to strength with new members joining us all the time.

Inevitably we lose some members each year for various reasons, but

We have had a net gain of more than 20 members this year to well over 300 now.

The online spares system is a major success with Lee looking after the new spares and Mike with the secondhand spares, we have over 700 lines in stock. Mike is constantly obtaining items, often having them remanufactured to keep our cars running, Lee picking and packing spares every week and sending them all over the world. It's amazing how much effort is going on behind the scenes voluntarily by all the committee members on behalf of the club members.

A reminder to you all, January 1st is just around the corner, subscriptions will be due from then. Please try to remember to pay up as I usually get the task of telephoning those of you who lose their memory after eating drinking and hopefully being merry over Christmas.

Merry Christmas all, have a good one.....

Ian Parris



Chairman's Chat

I received somewhat of a reprimand at the committee meeting before the AGM for neglecting to acknowledge the efforts of every member of the committee and their wives or partners in ensuring that the 60th Anniversary event went well. Please accept my apologies for that omission and hopefully I can correct that in the following.

The first thing to catch your eye at the event was the motorhome of Ian and Sue Parris which became the club shop for the weekend stocking regalia and other items sourced by Lee Turnham. Bob Crompton organised the quiz for the finale in the marquee with music provided by Terry Parkin. I know Terry's not on the committee but he is Isetta World moderator.

This was the first event that Jo and I had attended so we merely followed directions from others, and thank you for that guidance.

The AGM at Beedles went well with no changes to the officers. Special thanks must go to Roger Alan, the only non-committee member to attend and I hope I have spelled his name correctly, apologies if not. I presume therefore the committee are running the show satisfactorily on the member's behalf.

Merry Christmas and a Happy New Year to all our members.

Jeff Todd



These pictures were sent in by Julian Foster from New Zealand. The red one was seen in a BMW Dealership on South Van Ness Avenue San Francisco. The green one is in Southwards Car Museum, in Paraparaumu, just about an hour drive north of Wellington New Zealand.



Isetta Parts Dept.

The parts dept. goes from strength to strength. When I first took on the spares I faced a mammoth task, there were no records of stock that could be relied upon.

The task was to photograph and count each and every stock item. With an excess of over 500 lines and some having 1000+ of each item the task took forever, but the parts dept. began to take shape.

Ian Parris was uploading the photos and data whilst I was researching and pricing the items.

The parts dept. opened following around 600 hrs of unpaid work by myself, Ian Parris and Mike Ayriss.

The club made a conscious decision that we would not hold panels in stock due to possible oxidization, so we therefore direct members to the correct manufacturer. This is also carried out with other items. We will try to guide you in the correct direction to obtain spares.

The secondhand spares are working hand in hand with new spares. There are now some secondhand items that have been listed on the website.

The item range has now grown to well over 700 individual lines.

I pick and pack at least once a week. The postal company track each item. If overseas orders are received then additional payment will be a near certainty as extra insurance and weight issues are taken into account.

Thank you all for your orders.

Lee Turnham

During the annual NMCR at Burford in the late '90's, in the heavy rain, and exactly when my 1956 KR 200 would not start, and that I also needed help to load it, plus my crimson Heinkel-I, onto my trailer, I luckily met both Mike Millen of Berkeley concours past fame and our very own 'Schmitting Mark Smith.

Well, after their respective pro-active support to resolving my Micro-Car engineering difficulties and Human muscle shortage, we got "chatting".

Mike & I met again at the 1999 Goodwood revival, when he took me to the sales tent of the delightful and original automotive artist, but now the sadly late, Monsieur Didier Becet.

There I witnessed polystyrene, cut out to represent in a "3D shape" of whatever automobile you wished, subsequently hand painted, then mounted on a board. The oddly proportioned hand sized model had a perspective which was to enable the viewer, to look upwards, at the finished artwork, and each car would be "correct" to your expectation.

To achieve the individuality of each bespoke artwork, the Buyer provided photos of each of the cars, from every angle.

Didier's additional "twist", was to regularly affix any transport, along a twisting road, always with fields and a collie dog watching the nearby rampaging sheep.

I was most impressed with what French artistry could achieve.

So, I commissioned to have my then owned four micros, to be exposed to such Gallic skills.

I trust you agree, that this photo is a credit to Didier's magnificent endeavours?

The frame, is now safely mounted high upon my Son Paul's "man-cave" wall. Can you spot which car has me and the once famous Roger B as its driver?



Alan Town

How Much Is That Isetta In The Window?

Paying attention really paid off the other night. I was taking a taxicab home in Shanghai, China after a late dinner, and was watching the city as it rolled by. All of a sudden I saw a flash of a little yellow car in a window, not too far from where I live. I barely had time to see it, but knew what it was right away: an Isetta. For those that don't know it, an Isetta can't be confused for any other car. It's a tiny 2 seater egg-shaped car with a single door in the front. Produced from 1955 until 1962, the BMW version was one of several versions either copied



or built under licence from ISO, an Italian manufacturer of scooters and 3-wheeled trucks. The Isetta is like no other car I know. It's tiny. Really tiny. Only 2.29 m (7.5 ft) long and 1.37 m (4.5 ft) wide, it's not hard to see how it earned the nickname 'bubble car'. A single-cylinder engine under the seat drove the rear wheels. The Isetta may have been light, but with only 13 horsepower, it took well over 30 seconds to get to 60 km/h, and the top speed was somewhere around 75 km/h (47 mph). The Isetta's claim to fame was its fuel economy: it was the first mass-production car to reach a fuel economy rating of 3 L/100 km (78

mpg US).

I went back the following morning and discovered the Isetta sitting quietly in a showroom window. The dealership specialises in various brands of luxury vehicles, and the Isetta looked out of place with the large SUVs in the showroom. To my eyes it looked like a sad little puppy dog that wanted to go for a walk.

I was able to take a very close look, and even open the door to check out the interior. The car was nearly perfect, with a spotless interior and flawless paint. The odometer only showed 974 kilometres, and I could easily believe that it hadn't yet rolled over the counter. After thoroughly checking the car out, I went and asked about the price. The person in the store didn't speak English, so he put me on the phone with a woman that did. She told me the car was in fact for sale, and that it was 40,000... At this point I got excited, as I assumed she was going to finish with 'RMB', which is the



Chinese currency. 40,000 RMB is around \$7000 USD / \$8000 CAD / 6000 euros. My excitement came crashing down when she said it was 40,000... euros! As much as I like the car, the price was a LITTLE steep, and I wasn't sure my bank card would agree, so I had to leave without making the deal. I took one last look at the car before going, and couldn't help once again picturing it as a sad doggy in the window, longing to go outside and play... This poor little guy needs rescuing! There's nothing sadder than a lonely pooch in a pet shop window, so I think I'll have to go back and see how he's doing soon.

Paul Simmons

THE BUBBLE CAR SQUADRON FLIES AGAIN

On a warm but overcast August Bank Holiday Sunday an enthusiastic group of Micro-Naughts formed up in Aughton Street in the Saxon Market Town of Ormskirk for the 2015 ORMSKIRK MOTORFEST.

On parade this year, were the 6 Messerschmitt KR 200's of Laurence Capewell, Dennis Shaw, David Tattersall, Tim O Neill, Arthur Fish and Simon Fisher along with the Messerschmitt TG 500 of Alan Town. The Isetta flight was represented by Mike Wood, Jeff Cummins and Keith Worthington, with wife Joy as co-pilot. Followed in close formation by the Heinkel wing of Paul Wren and Roy Butterworth, last but not least was Nigel Coatman in his fabulous tilting Carver.

Now entering its 5th Year the ORMSKIRK MOTOR FEST is organised by the Aintree Circuit Club in conjunction with West Lancashire Borough Council. The Aintree Circuit Club was formed in 1953 having the distinction of Sterling Moss winning the British Grand Prix there in 1954.

Organisation on the day was down to Mike Ashcroft and his huge team of volunteers without whom this superb event would not take place.

In its first year the festival attracted a crowd of around 7000, this year it exceeded 30000 enthusiastic people, all

of whom came to see and admire the 350 vehicles on display in the Town Centre and Coronation Park. The Micro-Naughts were no exception, with a constant stream of curious visitors all keen to ask questions or to reminisce about people that they had known who had once owned a Messerschmitt.



The unique feature of this event is the closing of the Public Ring Road around the town for 2.5 Hours for the vehicle parade to take place, with the Bubble Car Squadron taking pride of place at the front of the first group of vehicles to do their 3 laps of the town centre. With the crowd cheering, flags waving, horns blowing and lights flashing, this is probably the best fun you can have for free in a Microcar on an August Bank Holiday Sunday. You will not see anything like this anywhere else in the UK, so why not come along next year and join us in the fun.

Alan Town

BUY AND SELL & WANTED



BRITISH ISETTA HANDBOOK

In good clean condition complete including wiring diagram and lubrication chart in the rear of the handbook.

Offers please contact Jeff Gibson e-mail ann.gibson8@btinternet.com

YOUR GAZETTE
NEEDS
YOU



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YOUR
STORIES

BMW 600 1958 USASpecification WYL 41

Our regularly driven these past 22 years with a 700cc Engine fitted, is now available for sale, for Family reasons, ex Southport UK.

Also available, are original 600cc engine, Engineering Spares, loads of memorabilia, Signs, Posters, Videos, Micro-Car Books, including this car featured, Models of all sizes.

For more information, please contact Alan Town, 07415 360372

alantown1944@gmail.com

The Club is pleased to welcome:-

Franz-Josef Neuwöhner Germany
Philip Barlow Doncaster
Bruno Malzard Denmark
Matthew Stears Herne Bay
Simon Bliss Witley

Morten Jørgensen Denmark
Lee Gibson Doncaster
Adrian Shipley Sheffield
Gordon Charleton Rothbury
New Members since the last Gazette

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

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Movie Crew Film Bubbles

Imagine the scene: seven people are quietly moving around a group of cars on a petrol station forecourt. The place is deserted because it's five in the morning. Nobody is going to work, the road is quiet and the petrol station won't open for another three hours because it is five on a Sunday morning.

There's an air of smooth efficiency. Equipment is being unloaded and set up, notes and plans are being reviewed. Drinks from the forecourt vending machine are being passed around. Two guys are assembling a pile of metal tubes into a single three metre length. They fix it to a sturdy stand and add weights to one end, causing the long tube to pivot up like a car park entry beam.

That's the clue. A big heavy movie camera will soon be fixed to the free end of the jib, balanced perfectly by almost 20kg of weights. But that's later. Just now it is already installed on a crutch tripod in one of the vehicles.

These guys are making a film. Only a short one, but a film nonetheless. Three of them will be driving cars. They will be following the director/cinematographer in a camera car and followed at a safe distance by fifth car bringing up the rear as a mobile roadblock to stop other cars from getting in the shot.

At five on a Sunday morning that's not likely.

Two of the cars are bubble cars. The car they are following is a Rolls Royce. And that's another clue. All this bleary eyed activity is to film a music video. They are recreating the old Beep Beep bubble car pop song that was a hit decades ago. Apart from having a little fun (though the definition of fun so early on a Sunday morning while most sane people are still fast asleep may be a little blurry), their purpose is to raise funds to donate to charity. Actually, at the time of filming, all production costs had already been covered and within three weeks a sizeable donation would be handed over to the Salvation Army. With the convoy limited to a max of 20mph and several cutaways also to be filmed, there was no time for pickup (movie speak for retakes), so planning had been meticulous. Every shot was pre planned, every move choreographed. And that's nothing more than expected. The previous year this same crew had filmed a two hour feature film that won the coveted International Silver Award at IFCOM and is currently being released in UK cinemas.

Their early morning endeavours hit the big screen in early September, when BeepBeep premiered at the Pervolia International Film Festival in Cyprus, and this fun film that features bubble cars can now be viewed on-line. If you want your own copy, BeepBeep can also be downloaded for a small charge through a VOD option, and the ultimate is a DVD or Blu-ray disk - either for yourself or an ideal Christmas gift for a bubble enthusiast. Every penny raised is being donated to charity and the disk run is a limited edition. For more info about the film or to order a DVD or Blu-ray, go to www.sillyfilm.co.uk where there are also direct links to view the film online or download your own copy.

For further information visit the official web site at:

<http://www.sillyfilm.co.uk>

A full library of images to illustrate this feature including production stills and frames from the film can be downloaded from: www.sillyfilm.co.uk/media

Note that this is a media only link that is not available within the public site

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Alan Town

"View from the Counting House"

Isetta Owners Club of Great Britain Ltd - 2015 AGM

Treasurer's report

At the top level, the Clubs accounts for 2014 have been audited and submitted to Companies House by the required submission date. We are solvent and made a profit in 2014 of some £4018

The major activity for your Treasurer this year has been the changing and regularisation of the Club's banking facilities. This has involved:-

- Trying to get Santander to change the bank accounts in accordance with our wishes.
- Frustration when this failed totally – due to it being an old Girobank account.
- Trying to find an enthusiastic alternative bank with cost-effective arrangements for a small club – failed!
- Re-engaging with Santander and finding a local business banking representative who was willing to take on our case and work with us.
- Final success with on-line banking, single signature, Debit card and PayPal funds transfer all set up. In total this took 16 months!

Thanks to Ian Parris for helping with the PayPal aspects in particular. At one time we had over £20,000 in PayPal but could not transfer or use it due to money laundering regulations.

Review of the Accounts

Overall Profit & Loss – Income from Subs and Spares was lower by nearly £1000 however our cost of sales was also lower. Overall profit for the 2014 year was £4018 compared with £4375 the previous year

Spares Profit and Loss - Overall spares sales were down somewhat from the previous year at £6306 compared with £7057 in 2013. This was due in part to lack of parts to sell. We have now engaged in re-stocking of existing parts and development of new parts.

Subs Profit and Loss – Income from members was slightly less in the year. Expenses were substantially less due to the timing of the Newsletter resulting in an increased profit of £3337.

Balance sheet – Stock value at the end of the year was very similar to 2013 while cash at bank increased from £19519 to £23590. Overall the value of the Club was increased by the profits to £29680.

In summary the Club is in a healthy position. We may see profits dip as the investment in new parts continues, but this is all to the good as increased sales and profits should then result. These profits can then be re-invested in more new parts.

The banking problems are hopefully behind us and the PayPal arrangements are working well.

Bob Crompton

Club Treasurer and Company Secretary

This picture should strike you with fear! This is an Isetta steering arm well on its way to a catastrophic failure.



Someone has removed the Silentbloc bush by sawing through the outer sleeve in order to collapse it for removal.

Unfortunately, the blade has cut into the aluminium casting causing a “stress raiser”. This is a rough edge, un-radiused shoulder, sharp notch, any fault which will concentrate stress and very likely lead to cracking especially in a highly critical component such as this. This cracking will radiate from the fault and you can imagine the consequences in a steering arm!

As with, for example, a nick in an aeroplane propeller, the “concentrator” has to be eliminated.

In this case, careful filing, with a small fine round file is needed to smooth out the cut to a gentle groove where stress can be safely dispersed as in the original.

Patience is needed but, believe me, this smoothing is absolutely critical for this essential component.

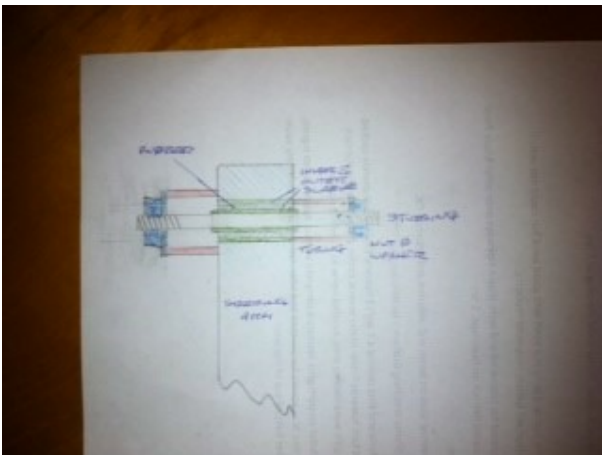
After returning to service, keep a close eye on the arm to be sure no crack develops.

The correct way to remove a bush is by pressing it out with a correct size press tool.

The home grown method involves two pieces of tube, a length of studding, two nuts and two washers.

The small tube must fit exactly the outer sleeve diameter and the larger tube must allow the bush to be fit inside it whilst being extracted.

Arranged as shown, the small tube will push the bush out when the nuts are slowly and steadily tightened whilst keeping the tube dead straight.



Suitable size socket spanners are excellent substitutes for the tubing.

In the case of plain bushes, the new one can be used to drive the old one out but that method is not suitable where the inner sleeve protrudes as this will cause undue stress to the rubber bonding.

Dorothy McKiernan.

NEC Classic Car Show 2015 Report

By Dave Watson

No sooner had the summer rain stopped and the nights started to draw in it was that time of the year again to start thinking about the show stand at the NEC – can it really be a year already? This year marked the sixtieth anniversary of the Isetta and I wanted to try at least to mark the event with a good selection of cars. The “search” started early and the usual contacting, asking was well underway by September.



The IOC was so lucky to be awarded a stand this year. The organisers were literally inundated with applications from so many owners clubs building on the success previous years shows. I had to lobby the organisers but we were successful. I was told that this year one in five applications had to be turned down due to not enough room, in fact the National Micro car rally were one of the casualty's this year so you can't be too complacent. It was nice however to see Ray and Jenny with their car as part of the Heinkel / Trojan stand. The show really does go from strength to strength each year.

The hall layouts came through from the organisers and I could see that the hard work had paid off as we had a decent sized area 7m square in hall two. We were backing onto the Fiat 500 club and close to the Heinkel Trojans. Once I had this information I set about planning and setting out the stand.

Despite exhaustive attempts I could *not* get a 700 on the stand, I even tried the BMW historic Club of GB (now good friends, watch this space as next year 2016 marks BMW 100th Birthday and we are all invited to take part in their celebrations if we wish to) but no one had one in the right place at the right time. I contacted the RAC in Pall Mall London to see if we could “borrow” their Isetta van? After much toing and froing with the presidents PA she said yes but next year!!! (So at least I have one for next year). Alan Town kindly accepted my invitation to bring his superb 600 along as did Malcolm Thomas who brought his 1955 bubble window Isetta. This is a really super car – Unrestored and the earliest example known in the UK.

This left two spaces for three and four wheeled sliding window examples. Lee Turnham and Helen Ayriiss kindly stepped in to fill the gaps completing the line-up.

Normally we have a long thin stand on the outside of one of the halls. This has two advantages as our cars are small and fit in easily but more importantly we get a “free” rear wall to display our club logo and posters etc. This year however we did not have this luxury. Lee Turnham came to the rescue by borrowing some 6` high display boards. We have used a few of these in the past but not to the extent that we needed this year. I acquired the stand carpet from Ebay as normal (very cheap second hand), many group emails to all concerned and once again all were in place for the set up day. A slight change in the NEC set up rules this year meant that everyone had to wear a Hi-Viz jacket whilst on site in the halls on set up day – something to do with health and safety, needless to say everyone cooperated looked very smart in their Jackets on the day.

Stand set up day arrived. I took the easy option this year and travelling each day by train. A pre-booked ticket was cheaper than the petrol! I arrived early and found our spot. First to arrive was Helen and Mike with their green four wheeler. Then came one of my Company vans with the carpet and tools on board. Lee and Malcolm were next arriving almost at the same time. The traffic around the halls this year was slow but everyone kept calm and in good humour (Inc me) and we all got in. The Carpet was unrolled and stuck to the floor. Once this was completed we set up the display boards and positioned the cars. I had a plan set out on paper but you never really know what it's going to look like once set out with the other stands in place around you. Alan Town (driven from Southport – well done!!) then arrived and after sitting in the queue outside was pretty much able to drive in to the hall and position his car on the stand completing the layout.



For me Thursday is one of the most enjoyable days believe it or not. Everyone arriving and saying their hellos and it's a chance to see what the show has to offer. I normally try to have a good wander about in the afternoon once our stand is set up. This year was no exception and could see that once again the whole show was bigger than last year. There was a huge range of just about everything. Auto jumble bargains can also be had as you are the first to see the gems before the public come in. This year was no exception and I made two nice purchases. The NEC show is by miles the largest premier indoor

show in the UK and is catching some of the European shows up. I visit Essen fairly regularly and can say the only thing that show has now that we don't (yet) are dedicated halls to German marques such as Mercedes or Porsche. How about a Ford hall for the UK show?

The show opened on the Friday at ten AM. Again I arrived early to find that overnight the organisers had carpeted the gangways in the hall. So all the time worrying about the wonky cut carpet lines by me around our stand were forgotten as the laser straight red gangway carpet contrasted nicely with the grey of the stand. The only thing it did mean is that we could not have our free entertainment this year by super glueing the traditional £1 coin to the NEC floor and wait for people to try and pick it up- never mind.

Regular stand helpers Ian Parris, Neal Bircher, Bob Crompton arrived over the weekend as well as Lee, Helen and Mike etc.

The show ran for the now familiar format of three days up to Sunday eve. By far Saturday was the busiest day - at some points three deep around the stand. It was nice to see some club members who took the time to come over and say hello. A record 69750 visitors this year to the show. The usual celebs came around to have a look. It was nice talking to Fuzz Townsend (car SOS fame) as I know he is a genuine Isetta and



classic car enthusiast, and as always we enjoy the tales of “driving into the garage mate and not being able to get out” – you know the tales!!!. Ian had brought along some bits to give out, some spare gazettes IOC badges etc. We found we had to pace ourselves with these over the three days as they would have all gone by Friday eve. Unfortunately I did not have the data base running this year as my Laptop decided that it did not want to start up. I did however write down any details from visitors to see if their old Isetta was still alive. This service is proving to be very popular; you never know I have found a couple of cars still alive. I was so pleased to have Malcolm's 55` on the stand. This is a super rare car and in pretty much original condition. Most people had never seen it before as it makes very few public appearances. It was interesting to see the many differences in Malcolm's car to the more familiar Brighton built sliding window models most of us own. I did not realise there were so many hand built items on the early cars.

Alan's 600 is now up for sale.

I wanted it on the stand to

a) Help him sell it and.....

b) Make sure we have it this year as not sure where it may be next. Good luck Alan with the sale, I know you will only let it go to a good home.

We were close to the Silverstone auction area and throughout the weekend the auction was running at various times. Many £££ records were being broken as with normal action fever kicking in.

No Isetta`s this year but how about £60k for an original Escort RS turbo sir? They say that prices are levelling off a little in the classic car market but there was little evidence of this at the show.

Before we knew it Sunday was upon us and once again the tradition of all the car horns blowing at once to mark the end of the show. Then the worst bit – breakdown. An hour of every man for himself as owners wanted to get away as soon as possible. Despite a very angry PA announcer most owners started their engines up and filled the hall with smoke!! Same every year. This year we had a bit of a delay getting the trailers into the hall as the organisers wanted the halls as empty as possible before letting any in. We were all packed up by seven thirty and then said our goodbyes and in my case thank-you's.

I have already applied for a stand at the 2016 show. I do hope we are allocated a space, its getting harder each year. Why not get involved and bring your car along. It does not have to be a show stopper nor a super rare model. Unrestored or wrecks get massive attention. Please get in touch and continue the success of the club stand.

Finally I have to say a **huge** thank you to: Lee Turnham, Mike and Helen Ayriss, Alan Town, and Malcolm Thomas for supplying their time, help enthusiasm and above all their cars and all for free!

Neal Bircher, Ian Parris, Neale Turnham and Bob Crompton for also helping out on the stand over the weekend.

I only organise the stand, that's the easy bit, without the help of others it cannot be the success it is for the club each year.

Thanks Guys.



It's almost that time again, 1st January is looming fast and that means your 2016 subscription will be due.

If you have already created an account in the 'Online Spares System' you can easily renew your membership by selecting 'Annual Membership Subscription' and paying as if you were purchasing an item.

If you prefer, you can pay by cheque to Jeff Todd our membership secretary (all details can be found on the inside front cover of this Gazette).

Some of you may want to play Santa and pay your loved one's subscription as a Christmas gift, I'm sure we could accommodate you somehow, get in touch and see if we can sort something out.

Go now and leave a note for yourself to pay your subs, because if you are like me by the time you have finished reading this gazette you will have forgotten to do so. Then your membership will lapse and you won't be getting your next edition of the gazette.

Some of you will still forget to pay and when I call to remind you, you will say 'you never reminded me' and I will say 'oh yes I did' and you will reply 'oh no you didn't', we go through this pantomime every year.....

MEET YOUR COMMITTEE



Jeff (chairman)



Bob (treasurer)



Jo (secretary)



Mike (SH spares)



Ian (gazette & web)



Lee (new spares)



Roger (600/700)



Dave (registrar)