

ISETTA **Gazette**

CHRISTMAS EDITION...2016



The Isetta Owners Club of Great Britain Ltd.

OFFICERS & COMMITTEE

CHAIRMAN Jeff Todd	108 Clee Road, Grimsby. DN32 8NX email:jefftodd1952@gmail.com
TREASURER Bob Crompton	1 North View, Ryhope, Sunderland. SR2 0PE email:bargeebob@yahoo.co.uk
SECRETARY Joanne Todd	108 Clee Road, Grimsby. DN32 8NX email:joanneltodd2006@gmail.com
MEMBERSHIP SECRETARY Jeff Todd	108 Clee Road, Grimsby. DN32 8NX email:jefftodd@gmail.com
GAZETTE EDITOR Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
USED SPARES MANAGER Mike Ayriss	29 Oak Drive, Syston, Leicester. LE7 2PX email:michael.ayriss@talktalk.net
TECHNICAL ADVICE Lee Turnham Mike Ayriss	70 Prebendal Avenue, Aylesbury,Bucks. HP21 8LQ email:lee.turnham@talktalk.net 29 Oak Drive, Syston, Leicester. LE7 2PX email:michael.ayriss@talktalk.net
NEW SPARES MANAGER Lee Turnham	70 Prebendal Avenue, Aylesbury,Bucks. HP21 8LQ email:lee.turnham@talktalk.net
ARCHIVE/RE-REGISTRATION and REGISTRAR Dave Watson	19 Wellhead Road, Totternhoe, Nr Dunstable, Bedfordshire. LU6 1QS email:d_watson@btinternet.com
WEBMASTER Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com

TECHNICAL ADVICE BMW 600 & 700 Roger Barker	'Graygarth' The Holloway, Alvechurch, Birmingham. B48 7QA
---	---

Website www.isetta-owners-club-gb.com

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

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

United Kingdom (and members receiving an emailed gazette)	£18.00	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. For Standing Orders:- Sort Code 72-06-00 Account No. 600744809 to Isetta Owners Club of Great Britain Ltd. Ref. Your Name.
Europe	£21.00	
Rest Of World	£25.00	

Editors Bit

It's that time of year again that your annual subscription becomes due.

I have enclosed a form for you to make payment although we now have a number of ways to pay. You can purchase an '**Annual Subscription**' from the online spares system, pay via PayPal to issetasubs3@gmail.com by direct transfer to our bank (details are on the form) or by cheque to Jeff Todd our membership secretary. Do be aware, if payment of subs is not received by 31st January you will not be able to purchase spares.

I may have mentioned it before but I have re-created the website at isetta.org.uk hopefully making it easier for members to navigate. I am also trying to include more articles and technical details from previous gazettes so look out for these. If you have any suggestions concerning the gazette or website please let me know.

Sales of spares are going through the roof keeping us all very busy, we now hold over 800 lines of spares and increasing all the time.

Don't forget to send me your stories to include in the gazettes. Merry Christmas all, and a Happy New Year.

Ian Parris



Chairman's Chat

First of all may I give special thanks to those members who attended the AGM at Beedles Lake Golf Club near Leicester, specifically Roger Allen, Michael Rogers, Brian Westoby & Colin Ferguson. I do hope I have spelled your names correctly but please accept my apologies if not. Minutes from the AGM appear elsewhere in this Gazette, hopefully this will stimulate other members to join the committee and steer the club in new directions.

A couple of weeks after the AGM I attended the de-brief meeting following this summer's National Microcar Rally. Traditionally this event is organised by one of the member clubs. I went along as an observer on a fact finding mission never having attended the 'National' itself. Living on the coast makes organising a national event illogical as I'm out on a limb, a better venue being a more central location.

Regarding my car, I have become motivated to get my transport van back on the road but it failed its MOT miserably. Nevertheless I have asked for no gifts from Father Christmas this year as I still haven't opened two from last year yet. So this year it's donations to the Isetta spares fund then I will have several family members to answer to if the funds are not utilised in a reasonable time. So all the very best for Christmas and New Year.

Jeff Todd

Could this be Isetta evolution?

Jeff Todd

Whilst working on a mates Bentley spotted this in the garden of a house opposite apparently unloved and unwanted.



One day a lady emerged from the house and I asked if it was for sale. Ap-

parently it was abandoned by her son's girlfriend when they split up and she agreed to pass on my number. A couple of weeks later I received a call and we agreed a deal. But what is it I asked? Secma Funtech 50 otherwise known as a Qpod came the reply. Does it run? Only if you use Easistart to get it going.

I was going to recover it using the truck at the garage where I work but it was out so my son agreed to help me tow it. Bad choice. The car weighs 198kg is 2.2 metres long and 1.2 metres wide so manoeuvring through the single gate of the garden was relatively easy, after all they got it in there. Next problem no towing eye so we used an exhaust U bolt through a convenient hole in the square section chassis rail to attach a solid towing bar. I reminded my boy that I'd only got 3 wheels and dubious brakes. Nevertheless he drove like a lunatic finding every pothole but keeping to about 35mph.

Next day I looked around it and found a split pipe from the inlet manifold to the vacuum operated fuel tap. Fixed that and cleaned out the float chamber on the carburettor and put it new fuel and a new spark plug. Hey presto it started.

I added it to my classic insurance policy with Hagerty and arranged an MOT. I got two offers to buy it en route to the MOT. The tester's opinion appeared to be if



you're daft enough to drive it....I'd better pass it.

Road tax is £18 odd per year but DVLA let me pay it at £1.48 a month after an initial payment, seems odd when cheap car tax is payable in one go. So monthly it is.

So what is the car. French built by a company who produce somewhat different vehicles. Tubular steel chassis, plastic body, doors hinge at the front to get in and the windows folds down and the roof rolls back for summer. Morini 50cc two stroke electric start engine with separate oil tank driving the single rear wheel, twistgrip throttle, no gears, just twist and go. Two seater, left hand drive, handlebar steering and cable brakes all round. Joy.



It's easy to park, sideways in the lock up, to save space!

Hi Ian & all.

Now I live in Mid-West Wales there is a strong Classic Car Movement with at least three car clubs in the three county's locally, That's South Ceredigion (that's where I live) Carmarthenshire & North Pembrokeshire.

I have been campaigning a classic car locally for the last seven years mainly my 1954 Standard Vanguard but this year my latest edition to the collection a 1953 Triumph Renown. AND Yes I am trying slowly to get one of my ISETTA's back on the road ??

Yet in all that time I have never met another ISETTA, I occasionally I see a Messerschmidt but not often.

I am now involved with the Cardigan Classic Car Club and am inviting any Members within the three county's if they would like to join us at over a dozen events locally next year or attend our Regular Pub Meet the last Wednesday of the month in the "New Inn" between Cardigan & Aberaeron.

For more information they can search cardiganclassiccarclub on line for a list of forth coming events and club membership if they wish.

Graham Potter

BUY AND SELL & WANTED

Queenstown Coach & Trim



Classic car trim specialist offering retrimming service encompassing all aspects of classic and modern re-upholstery.

- Complete retrim
- Hood repairs
- Headlinings
- Seat repairs
- Carpets etc.

All work is carried out to the highest quality and at very competitive rates

PLEASE CALL:

0207 622 4734 or
0207 720 8600

EMAIL jdjosephs@hotmail.com

92 QUEENSTOWN ROAD
LONDON SW8 3RY



10%
DISCOUNT
TO CLUB
MEMBERS



YOUR GAZETTE
NEEDS
YOU



LET'S HAVE
YOUR
STORIES

The Club is pleased to welcome:-

Takashi Matsumoto

Japan

Trevor Wheatley

Leeds

Pavel Spirine

Leamington Spa

Karl Bowler

Lowestoft

Geoff McConville

Belfast

Roy Miller

Canada

Jeremy Chalk

York

Martin Zelley

Bishops Stortford

Graham Dodd

New Zealand

Mike Kirk

Rotherham

Alf Eirik Rottem

Norway

Chris Robertson

New Zealand

David Peters

London

Geoff Spalding

Oregon USA

Simon Redmore

Exmouth

New Members since the last Gazette

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

The Isetta Owners' Club of Great Britain Ltd. will not accept liability for any loss or damage resulting from articles, features, adverts or any other material published in The Isetta Gazette.

Copyright The Isetta Owners' Club GB Ltd.

PRINTED BY THISTLE PRINT LTD TEL: 0113 2040600 EMAIL: sales@thistleprint.co.uk

HOW COULD I SAY NO by Dave Watson

This year I was very lucky enough to be invited by BMW UK to display my Isetta at the Goodwood Revival. Unfortunately the revival weekend clashed with the NMCR but this was one event I could not say no to!

The Goodwood Revival is one of the best motorsport events anywhere in the world. It attracts crowds of 150,000 immensely enthusiastic people, most of whom come dressed in period costume – Goodwood's aim with Revival is to recreate the circuit's glory years, between 1948, when it hosted Britain's first post-war motor race at a permanent venue, a 1966, when Freddie March deemed that cars and racing had become too fast for his track. I have attended the event before but never despite many attempts managed to have a display vehicle. I was even allowed to have an input to a display board that would be positioned next to the car and saw the stand concept but sworn not to tell a soul!! It was also planned to have on the stand a 507 worth around £2m and the latest i8 and i3 models.

After some backwards and forwards via email the day came and the Isetta was collected on the Wednesday before in a huge double decker car transporter - which blocked the road where I live. The car was loaded on and off it went. There were no other cars on the transporter so I'm guessing it was a lonely trip to Goodwood, what must it have cost BMW. The stand was set up during the Thursday and I had confirmation from BMW all was OK and the Isetta and stand were looking fab. We had friends visiting the show on the Friday who texted over some pictures of the car to my relief. Whilst at work on the Friday I had the live internet feed from Goodwood playing and could see how busy the show was. Some visitors to the show were also posting pictures and videos on Social media and the Isetta was not left out. On the Saturday the Isetta made it on to the big event screens with the BMW staff demonstrating the front opening door and so on. Sunday dawned (show day) and we were up early and on site my 9am. We were lucky enough to have pit lane hospital-

ity all day as we were guests of BMW. Upon arrival we headed straight to the Earls Court Motor show area where inside BMW had their stand. The Isetta looked great and everyone was having their photo taken next to it by BMW, all in period dress of course. We spent an hour or so on the stand then moved on. I could see that BMW were taking very good care of the car. There is so much to see at the event it's a job to know where to start if you have never been before. As we had access to the



paddocks we had a good look around, getting close up to the cars.

Before you knew it was lunch time and after a nice lunch we watched the racing action from the pits. What a fantastic way to spend a Sunday afternoon. I have never been so close to the action as we witnessed the pit stops and celebrity driver changes etc. Kid in a sweet shop springs to mind. Afternoon tea was served and it was almost time to think about going home. Where had the day gone? We had another quick look around then said our goodbyes and thankyou's before leaving for home.

The Isetta was delivered back on the same huge transporter on the Monday. This time it had the i3 for Company. The car arrived back immaculate with no damage, it and we were very well looked after by BMW, I could only say Thank you for such a unique memorable day. If you get the opportunity to go to the Revival do it.

"The Little Car"..... Prologue... By Trevor Sharpe

Many years ago I purchased a non running Lea- Francis "14 sports" car to restore, but being quite young and financially unstable it followed me around for 20 years into a great marriage and two children with it eventually being sold to pay for some of life's luxuries such as food and heat!

Fast forward another 20 years having sadly lost my wife to illness, the kids had flown but still within B.D., that's begging distance, and now in another great relationship, my thoughts returned to owning a classic car.

What to buy?, After a conversation with a relatively new friend it transpired that he has owned for over 20 years an unrestored Messerschmitt which was not for sale and incredibly difficult to spell, but it got me thinking ...Bubble Car... so armed with the incredible power of the internet I started my search. I googled Masschamit - Missamatt-Messymitts but only came up with a cafe in Prague that apparently sells broth!

Undeterred I tried "bubble car" and as if by magic there she was, a beautiful blood red Isetta 300. I showed my partner, Lynn, the pictures and she thought it looked great and asked me the price? When I told her she mentioned that we could do with a new kitchen?. To make an already long story shorter we are now the proud owners of an



original British Isetta workshop manual.

I did have a starting problem the day after delivery which I could not fathom and when my daughter said with slight sarcasm "is there petrol in it?" and I retorted that no one would deliver a car without fuel in it, well I was wrong, problem solved.

As you are all aware there is not much room to work on these as I have the scars to prove ... Shakespeare wrote " Though she be but little she is fierce" after trying to work on one!.

Isetta 300, Oh, and a new kitchen.

The bubble was delivered on an open truck uncovered over a 180 mile journey , the driver said that for all of the journey people were waving, tooting and taking photos - well he wasn't bad looking! and when it arrived I must say it was love at first sight (with the car not the driver).

The car came with 3 box files full of paperwork going as far back as the early seventies, I am still wading through it all and there are numerous interesting articles, invoices and old copies of club mags, and also an

Ormskirk Motorfest, 28th August 2016.

Having by chance becoming the new owner of BMW Isetta XHR 183, Star of Beep Beep! I discovered my new toy came with responsibilities. This included an immediate introduction to, and invitation from, Alan Town of the North West Bubble Squadron to join the group at this year's Ormskirk Motorfest. Those of you who know Alan will know that a bubble car having a mere change of owner is not going to allow it to leave the group!

Never having been to the event previously I was very impressed at both its scale and the level of pre event organisation from the hosts Aintree Circuit Club. We were fortunate on the day with the weather which had been somewhat mixed in the week leading up to the event. Plan on the day was for those in the neighbourhood to meet up on the morning at Alan's house and drive to Ormskirk in a mixed convoy comprising Alan's Tiger, two Messerschmitt's belonging to David Tattersall and Dennis Shaw. Our Isetta carrying my dog and me. With my daughter Margaret and her boyfriend Jack following in her 1974 Volkswagen Beetle.

However, where old cars are concerned the best laid plans don't always work out. With the agreed rendezvous time for the group having passed, we were sans' Schmitt's. So the Isetta and Beetle trundled off behind Alan's Tiger in search of the missing Messerschmitt's.

Alan of course knew where to find the Schmitt's. One of which was proving recalcitrant in starting. With it bullied into life the motley group headed off to Ormskirk, at least unified by all being German and air cooled. Sadly the reluctant Schmitt of David Tattersall's was not happy at being woken up and kept wanting to stop for rests on the way. (A fuel blockage I believe.) Thankfully we did all make it but not as a group, Alan having to circle back for the fallen man. (Never leave a micronaut behind!)

After an exciting run once clear of Southport, We reached Ormskirk. (This was a great relief to me, as my own car has not been particularly reliable.) We found where we were meant to be, and finally, all having got shuffled into order, the Bubble Squadron made for a brave line up of 11 cars. These comprising 3 Isetta's, 1 Trojan / Heinkel, 6 Messerschmitt's, 1 leaning Carver and 1 Messerschmitt Tiger. All these cars were accompanied by the following micronauts: Tim O'Niell, David Tattersall, Andy Chandler, Nigel Coatman, Dennis Shaw, Keith Worthington, Jeff Cummings, Arthur Fish, Roy Butterworth, David Garner, Dave Morgan, Bob Prescott, Paul Wren and of course Alan Town.



Once set up and having shambled across to book in we had time for a look around. There were a great many interesting cars and bikes on show. Both in the pedestrian areas around us, and in the adjacent park. If like myself you have not been to this show before it is well worth the effort. The highlight of the show being the organized parade laps around the centre of the town on closed roads. With the Bubble Squadron being now traditionally granted the privilege of leading the action. For a first timer the massed engine start up's and setting up at the start line was most entertaining. Unfortunately David Tattersall's Messerschmitt had got the sulks again and would not start, forcing him to miss the parade. (He did, you will be relieved to hear make it home.)

The parade laps were great fun with the Bubble cars drawing cheers and acclaim from the substantial crowds lining the route. All of our cars were much admired both in the parade and when parked for display.

All in all it was a most enjoyable and successful day and I look forward to next year. I just hope that by then I will have got my own little car working properly and to have gained some confidence in its reliability. My relief at reaching Ormskirk was nothing compared to my relief at getting home again!

Andy Chandler

Teaching an Old 'Frog' New Tricks continued.....

A restoration story by Rhona Bell

With the rally season in full swing and a trip to France with the Bonds Abroad group, it is true to say that work on Kermit has been a bit slow. We had sent the big-end away for refurbishment and upon collection it was explained that new rollers did not solve the problem of the play and, indeed, had made it worse. The solution was to make an oversize crank pin together with the standard rollers. Sorted!

When the engine was stripped down we thought the piston was oversize so piston rings needed to be sourced. The ones the Club sent through were not right so Mike Ayriss (Isetta Club) said he would contact the German Club to try and locate a set. We picked these up from Mike at the National Microcar Rally and we immediately tried them. Three of the four rings fitted the piston and had an acceptable gap. The fourth, however, had a huge gap and wouldn't fit the piston. Mike was of the opinion that it was a Hepolite piston and, therefore, would need a different size ring. He is trying to obtain one from Germany again. Many thanks, Mike.



As Ken is really missing his blasting equipment, he decided to experiment with different types of de-rusting media. He read on the Internet about using citric acid and thought he would give it a go. Having purchased the citric acid, he filled a bucket of water and added the acid, put in some rusty bits (he's got plenty of them) and just left it for a week or so. He then rinsed them off and the result was amazingly good! So he has been using it on and off since then. It does save an awful lot of mess, scraping and scouring! DO NOT, however, use it on aluminium - not good!

Having found this method of cleaning, he decided to submerge the sump which came out quite clean but, as you can see from the picture, it also showed up all the pin holes. Again, Mike Ayriss was able to source us one from the Club's second- hand spares.

Ken particularly wanted the engine cases vapour blasted as it gives the aluminium such a nice semi-shiny finish and is easy to wipe clean. It slightly went against the grain to pay but we bit the bullet and, as you can see, they look great. The next step will be the big re-build.

Colour- wise, I have swayed back to blue (as original) but two-tone and I think Ken is still on the green spectrum! We'll see



IsettaWorld



Isetta World is the Isetta Owners Club free-to-join on-line forum and in 2016 celebrated its 10th year. But that's not all - in 2016 IsettaWorld membership reached and exceeded 500 members.

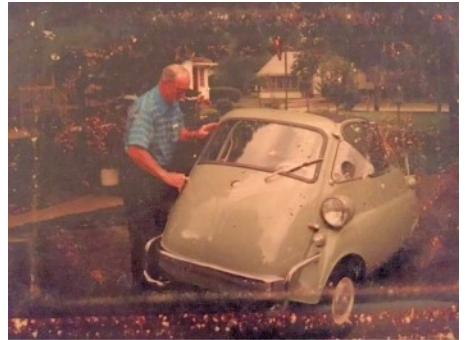
IsettaWorld welcomes Isetta Owners and enthusiasts from all over the World (literally) and Members include most of the World's foremost Isetta restorers and authors of books on Isettas and associated topics.

And each of IsettaWorld's Members has a story...

One such Member is Michael Barney from Fort Wayne, Indiana USA. As a young lad, he went to car shows with his father and grandfather, who showed their 1969 Pontiac GTO and 1957 4-wheeled bubble-window Isetta, respectively. Grandfather had restored the car in 1991, the year Michael was born,



Isetta during restoration 1991



Granddad with Isetta after restoration

Michael joined IsettaWorld in late 2002 when he had just inherited the Isetta from his Grandfather who had driven it regularly until only a few weeks before his passing in November 2002. Michael was keen to learn more about the Isetta and requested help and information, which was readily and happily given as he was clearly a very determined young man.

The car then sat for about three years until Michael, now aged 14, convinced his Dad to get it running again and take it to car shows.

By the time he graduated in 2010 at 19 years old, Michael's Isetta had been carefully recommissioned and was a regular sight on the roads to and from Fort Wayne's Homestead High School. In 2011 he enrolled at IPFW (which is a branch of Indiana University and Purdue University) studying Business Management and also went to work at Sweet Cars, Fort Wayne – a leading and well-respected dealership in high-end Sports, Classic and Luxury vehicles. No doubt his pristine Isetta restoration was a big factor in winning the job. He started in the workshop, detailing customer's cars and cars for sale. ("detailing = intricately attending to the slightest flaws to bring the cars up to immaculate standard.) From the workshop he graduated to Vehicle Sales and Customer Liaison and on gaining his degree in Business management in Spring 2016 was subsequently appointed Sales Manager.

However, the lure of being around and driving exotic cars daily did not dull his enthusiasm for his Isetta and he uses it regularly for commuting and for shows and classic car meets.

Now engaged to Natalie, who clearly enjoys being alongside Michael in his Isetta, it is a sure thing that the three of them can look forward to a long and wonderful future together and Michael has assured me that his Isetta will play a major part in their wedding in October 2017.

We wish the three of them a long and happy life together.

Terry Parkin, Moderator,
IsettaWorld
<https://groups.yahoo.com/neo/groups/IsettaWorld/info>

Isetta World is a free-to-join service of The Isetta Owners Club of Great Britain.



Michael Barney and Natalie Caruso - Engagement day

Standing Orders for Club Subscriptions

At the AGM, I was asked if it was possible to allow Members Subscriptions to be paid by Standing Order as well as by cheque or PayPal. For complex reasons, we are unable to provide facilities for Direct Debits but Standing Orders are possible.

Therefore the Club's details for those Members who wish to renew by Standing Order are as follows:-

Payee name: - Isetta Owners Club of Great Britain Ltd

Bank: - Santander

Account number :- 600744809

Sort Code: - 72-06-00

The standard subscription rate for 2017 is:-

£18 per UK member (and any foreign member taking an emailed copy of the Gazette)

£21 per member for Europe

£25 per member for Rest of World

New members should also send a £10 one-off registration fee for access to the Online Spares Service.

Overseas members may not be able to access this facility but if one or two try and are successful, we will advise your success in the Gazette.

Please add your name as a reference on your payment, so that we can enable your membership and allow your access to the Club's Spares Service.

Bob Crompton

View from the Counting House

The Club's accounts for 2015 have been audited by the Auditor Geoff Davey and submitted to Companies House by the required submission date of 30th September 2016.

The Club is financially well founded with good cash reserves at the end of 2015 of £28,449 and made a profit in 2015 of some £6311

The excellent level of Spares sales together with a reasonable income from Subscriptions has led to a complete reversal of the Club's financial difficulties of five years ago or so.

Review of the Accounts

Overall Profit & Loss – Income from Subs and Spares was significantly increased at £18,950 however our cost of sales was also higher due to higher levels of purchases. Overall profit for the 2015 year was £6311 compared with £4018 the previous year

Spares - Sales were nearly doubled from the previous year at £12,214 compared with £6306 in 2014. This was due in large part to an increase in the variety parts to sell due to Mike Ayriss' great research and sourcing efforts. This together with Lee's and Ian's splendid efforts in terms of packing and shipping spares together with keeping the spares range up to date on the Web site are to be commended. Spares profits increased correspondingly from £680 in 2014 to £4564 in 2015.

Subs Profit – Income from members was slightly increased in the year. Expenses were substantially more due to the timing of the Newsletter resulting in a decreased profit of £1747
Balance sheet – Stock value at the end of the year was increased from 2014 at £11,609 due to purchases. In addition we have been able to take a stock provision to cover any future unswayable stock.

Cash at bank increased from £23590 in 2014 to £28449 in 2015. Overall the value of the Club was increased by the profits to £35991.

In summary the Club is in a healthy position. We have not seen profits dip, as I forecast in 2014, due to the investment in new parts, but rather these new spares have led to increased sales and profits sooner than expected. These profits are being re-invested in more new parts.

Bob Crompton
Club Treasurer and Company Secretary

CARS RECENTLY SEEN ON EBAY



**Classified Add for
£21000**



**Project Car for
£4500**

ISETTA OWNERS CLUB OF GREAT BRITAIN LTD

DRAFT Minutes of the Annual General Meeting held at Beedles Golf Club on 16 October 2016

- 1 Present Jeff Todd Chairman & Membership Secretary
Bob Crompton Treasurer & Company Secretary
Ian Parris Gazette, Webmaster, Membership Database & Spares Admin
Lee Turnham New Spares
Mike Ayriss Secondhand Spares & Spares Research
Joanne Todd Secretary.

Apologies Roger Barker Dave Watson
Members Roger Allen, Michael Rogers, Brian Westoby & Colin Ferguson

- 2 The chairman welcomed everyone to the meeting especially the attending members.
Mike proposed that the minutes were a true record and Ian seconded the motion and all agreed. There were no matters arising.

3 **Officers Reports**

Chairman & Membership Secretary – Jeff reported that it had been a quieter year for the club after the 60th Anniversary event of the previous year. He had processed 14 batches of 10 cheque's each predominantly at the start of the year when most members renewed. He endeavoured to keep Ian and Dave informed within 1 day so that membership status for purchasing spares was kept updated.

Treasurer - Bob circulated the audited accounts which had been submitted to Companies House on time. He highlighted aspects of the accounts reporting that the club remained solvent and had made a profit of £6,311 in 2015. Spares turnover had continued to increase and he thanked Lee, Mike & Ian for their efforts. The club was valued at £35,991. Bob would create a summary sheet for Ian to be included in the winter Gazette. Ian proposed that the accounts be accepted, Mike seconded it and all agreed.

Gazette, Website, Member database & Spares Shop - Ian desperately needed items to include in the Gazette and Roger Allen passed one across and Colin Ferguson would put something in. It was asked if a 600 & 700 article might be included. Ian had created a new website which was running OK and he would add more technical items. He reminded everyone that Hagerty's pay commission to the club for members who mentioned the club when taking out or renewing their insurance. Ian had 310 members on his database which included 37 new members. Ian had upgraded Open Cart the software that runs the spares shop

New Spares – Lee reported that sales of new spares continued to increase from 103 orders last year to 216 so far this year. Turnover so far this year was £25,400. Lee thanked Mike and Ian for their "behind the scenes" activities sourcing new stock and keeping the shop up to date respectively.

Spares Research & Secondhand parts – Mike explained the amount of time and effort that manufacturing new parts involves including measuring an origi-

nal part, drawing it, finding a maker, inspecting prototypes, labelling and packing for the shop etc. etc. For example the fairly simple “pig’s ear” clip which retains the indicator took around 8 hours to create including several visits to his laser cutting contractor and his own time bending the clip and fixing the swage nut in place. 50 were now in stock! Mike had processed 9 orders this year for secondhand parts with a turnover of £332 and he still had a garage and a half of stock.

DVLA and library – In Dave’s absence Jeff reported that he had received some cheques from Dave for banking so DVLA activities were ongoing. Bob explained that anyone wishing to register an Isetta would need verification from Dave to DVLA of the car. Jeff believed that there had not been much call for items from the library.

BMW 600 & 700 – Roger submitted a report with his apology email that he continued to support fellow 600 & 700 owners despite his personal circumstances.

4 **Election of Officers**

Jeff said that he was willing to stand for re-election if no one else wanted the job and suggested that it would save time, unless anyone else wanted any particular job, if all the present incumbents nominated below were re-elected as a whole.

Nominations were

Chairman & Membership Secretary - Jeff Todd

Treasurer & Company Secretary - Bob Crompton

Honorary Secretary - Joanne Todd

New Spares – Lee Turnham

Secondhand Spares & Spares Research – Mike Ayriss

Gazette, membership database, webmaster & spares shop admin – Ian Parris

DVLA, Registrar & librarian – Dave Watson

BMW 600 & 700 – Roger Barker.

There were no nominations from the floor. Roger Allen proposed that all were elected, Colin Ferguson seconded and all agreed.

5 Events – Ideas included gatherings at the Bubble Car Museum, unveiling of the plaque on Sainsbury’s in Brighton to commemorate where the Isetta factory once stood, Lee mentioned the Kop Hill climb being the oldest motor sport event in the country or something with the BMW club.

6 Any other business – In answer to a question from the members present, it was believed that there are 220 or so Isettas registered with DVLA although Mike believed the number in existence was maybe double that with cars tucked away awaiting rediscovery and restoration.

The chairman thanked everyone for attending and closed the meeting at 3:45pm.



It's amazing where you find microcars. This Peel is outside Ripley's 'Believe it or Not' in New York. Photo by Ian Parris



Terry Parkin saw this on the news!!!

**" Houston, you cloth-eared idiots !
I said crash ROSETTA into
the damn comet !"**

The NMCR prize winners this year were:-

1st Adrian Skelson Reece with a Red three wheel car 524 NHA

2nd John Green with a Red Four wheel car UYU 876

3rd Helen Ayriss with a Green four wheel car HEG 175

Mike West Award went to Derek Cole for his three wheeled car restoration 510 UYM

Spirit Award Andrew Meynckens with a Red four wheel car from Belgium who had a big rattle in his engine!!

Sorry I couldn't get these into the last gazette. (Editor)