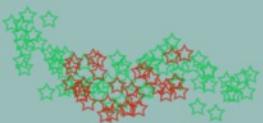


ISETTA GAZETTE

CHRISTMAS EDITION 2017



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:jefftodd1952@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 | c/o Ridgeway Furniture Ltd, Unit 21a Chartmoor Road, Leighton Buzzard, Bedfordshire. LU7 4WG 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 rogerbarker@yahoo.co.uk |
|---|---|

Website www.isetta.org.uk

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 09-01-56 Account No. 00744809 to Isetta Owners Club of Great Britain Ltd. Ref. Your Name. |
| Europe | £21.00 | |
| Rest Of World | £25.00 | |

Editors Bit

Next year is a special year for the club, 2018 will mark the 40th anniversary of the Isetta Owners club. We are organising a get together of as many cars as possible at the Rushden Cavalcade Steam and Classic car rally on 5th, 6th and 7th May 2018. By coincidence it is their 40th anniversary also. (See www.cavalcade.org.uk)

Rushden is situated very near the centre of England giving most people a fair chance of attending.

We will be allocated an area to accommodate all our cars in one area providing the application forms are sent together. You will find enclosed an application form which should be returned to me either by post or email (details inside gazette front cover) well before the closing date of 10th March.

We will try to do something special for those attending including a BBQ. If you can't bring a car come along anyway to meet other members and support the club.

Annual Membership renewal is due on 1st January, a renewal form is enclosed.

Ian Parris



Chairman's Chat

The festive season is upon us and I assume all our cars are tucked up for winter well away from salt treated roads which would promote the breeding of the tin worm which corrodes our prides and joys.

In order to motivate me further and give my wife and family some ideas for things to get me for Christmas, I've suggested that they get me a brake master cylinder and a set of wheel cylinders for my car. Then as soon as the weather picks up I can fit them, move my car from its rented lock up garage so it's more convenient to work on it.

Next will come the engine. It's never had any compression since I bought it just over 15 years ago.

So have a great Christmas and a wonderful new year and if I can get my car on the road so can you!

Jeff Todd

As a young teenager I once spotted a very rare Isetta, here in Victoria, BC. I have wanted one ever since.

About a year ago, two 1958 300's were listed for sale on our local buy/trade/sell web site. These came in a package with many spare parts. My dream of many years came true. This would be my first post-retirement project. The two vehicles had been taken apart years ago but never reassembled. One was last driven in 1969. The owner thought he would take it apart and make it like new but that never happened. The car was parked with a little over 12 thousand original miles on the clock.



Eight months ago I got into restoration mode and started the complete rebuild with the motor, followed by the transmission and chain drive. I had a lot to learn as not all Isettass are the same. My Isettass were UK built for the Canadian market. That's when I found out about the club (Isetta owners of Great Britain) and promptly joined. Lee Turnham was super putting my parts orders together and shipping them over to me, despite the weight of some

items. Surprisingly, only one small order went astray on the long trip to British Columbia. The club spares were very helpful and reasonably priced.

While preparing for the rebuild, I found out that the umbrella handle-type hand brake cable that I needed was manufactured for the Canadian market only. Mike Ayriss was very helpful here. I sent him a sample and he replicated it perfectly. This is now a new item in club spares.

After the motor, transmission and rear end were completed, I started work on the frame, stripping it to bare steel and spraying it with epoxy sealer followed by Sikkens single stage urethane black. I reassembled the frame with new bushings, bearings, seals, etc. There were a surprising number of parts to clean and paint. With the chassis complete and rolling I was able to start the motor and set it up to run like an Isetta should.



The next chore was to strip the body to bare metal and fix a few spots that had a little rust. This included the lower front fender lips and a battery box replacement. I used a product called All Metal instead of the traditional Bondo filler. All Metal is a lot more pricey and it is harder to work with, but it produces a better result in the long run. I put in a "few" hours to make the body nice and straight. Then I sprayed it with a coat of the epoxy sealer and



many coats of 2k high build urethane primer. Many hours of block sanding were needed to prepare the body for the colour.

The body was originally just the one shade of blue. But I decided to go the two tone route with white on the top and blue on the bottom. Once again I used Sikkens single stage, but after the two tone was applied I gave the body three good coats of Autoglas Euro Clear.

With everything ready it was time to put it all back together—the fun part. Since I work alone, I made a lift jig so I could easily put the body back on the frame. Reinstalling the glass was a challenge, especially the front and rear windows. I had all the chrome work re-plated locally, using the original components.

The new wiring harness came from Autosparks UK and fit well. However, I had to modify it to feed the front and rear turn signals and centre mount brake light. I used the stock Lucas headlights, fitted with LED bulbs from bettercarlighting.uk. The LED lamps are quite bright compared to the stock bulbs. I was able to find NOS tail lights and brake light on ebay.uk

Next was the interior. To fix the sagging seat springs, I purchased a new lower coil seat frame and rear seat springs from Germany. David Raab in Orange, California was my choice for panels and upholstery. David's panels are better than the stock ones and fit like glove. David was able to obtain the basket weave seat material that the car sported when it first rolled off the manufacturing line. My experience with David was a good one. He aims to please his customers.



I have restored many cars over the years and this Isetta tried my patience many times. I am very happy with way the car has turned out and is a blast to drive. It seems to garner a lot of attention and questions at car meets.

Since the original purchase of my first two Isettats, I was able to find another 1958 UK built 300. It has been off the road since 1977 and the owner had it since 1961. As a retiree I look forward to breathing new life into these in the near future. Perhaps one will be e-powered...?

Thanks again to Lee and Mike, I could not have done it without your help.

Roy Miller

Victoria, British Columbia, Canada

Petrol Tap Isetta 300 RHD by Doug Bell

I first put my bubble on the road in 2012 after 37yrs of restoration, but not before I had to deal with a leaky petrol tap (actually more like the River of Babylon!). Because the car had stood for so many years awaiting refurbishment the inside cork seal had shrunk allowing air in and petrol out. I contacted John Jensen who advised me of the



difficulty of relining the tap with cork successfully. So I set out to prove him wrong (or right). Armed with all manner of wine corks I started the experiment, after all I had nothing to lose since without a sealed tap I was going nowhere fast or slow! The first failure was quickly followed by a second and I was beginning to think John was right. Firstly you need to ensure there are no burrs around the tap holes, otherwise when it is pushed into the body it cuts a channel akin to the Mersey ship canal which then allows the contents of

the petrol tank to empty out over the floor. So my third attempt was successful. I made the outside dia. Of the cork about $\frac{1}{2}$ mm bigger and the internal dia of the hole about $\frac{1}{2}$ mm smaller, I also made the body of the cork about 2mm longer, this made cork tap body for a very snug fit when I squeezed it all together in the vice. "Cracking Job Gromit!" - It worked and continued to do so for the last 5 yrs, but this year it failed again. Bad news, I could see the reason why when I withdrew the tap, the

cork had stuck to the tap so when I operated the tap it tore a groove in the cork liner and once more allowed petrol to leak through. So, back to the corks, I chose a Champagne cork and carved it with a sharp knife down the length of the cork to remove most of the excess then used rough emery paper to get it to size. Then drill the centre and finish with a circular file down to size. Of course, like me a certain amount of trial and effort are required and you are unlikely to succeed the first time, the alternative is to purchase a new tap from the club which only costs £93, but there is a great deal of satisfaction to be derived from a successful job and all for the price of a bottle of wine which you also get to drink. If you have a better or more reliable way to complete this job or a suggestion for a better material please E-mail me:- dougbell25@yahoo.co.uk Now back to the wine!



"A note to say ... We got home in the early hours of Tuesday from our Holiday in Holland (The Netherlands)"

We had taken our Isetta inside our campervan, so wherever we settled we could tour the area in the Isetta.

We had one week around Amsterdam where the traffic is horrendous, thick and fast, and Rights of Way are complicated by cycle lanes and electric trams. Electric bikes and cars creep up on you silently and cyclists seems to think that their Right of Way gives them an invisible cloak of invulnerability. The traffic lights go green, amber, red, but then go direct from red to green, consequently hurried get-aways broke an engine mounting on the Isetta, but my rubber espadrille was still in place under the Isetta since a similar breakage a few years ago in Barcelona, so we carried on regardless. The campsite at Gaasperplatz was ram-jam packed with pitches very close to each other, but the redeeming feature was that 300 yards from the campsite entrance was a Metro station which whisked us to the centre of Amsterdam in 15-20 minutes, making it so easy to visit the sights, the tourist traps and the many street markets where everything from a ship's binacle to a half-made wooden clog could be found.

The second week we moved up to Edam, and camped on the same site that we visited years ago when our son Michael was with us - yes, 3 people plus camping gear in our bubblecar back then. The dull and showery weather of Amsterdam was left behind and we had a sunny week with lots of Isettaring and windmill spotting. The Dutch people are so friendly and welcoming and everywhere we stopped there were folks taking photos of our Isetta. One time we parked alongside one of the many canals opposite a pavement cafe and went for an hours walk around the town (Monnickendam). When we returned to our Isetta a Dutchman came over from the cafe and told us he had seen and counted 50 people looking at our Isetta and taking photos.



Then we moved on to Zeewolde (pron. ZayVolder), where the DWAC was holding this year's Rally. DWAC = Dwerig Auto Club and dwerig = dwarf.

We had a great time with old friends from previous year's rallies and made many new friends. Ancient records show that Seawald was an island in the Zuider Zee in the 900s but was lost to the heavy tides and erosion. When the Zuider Zee was dammed and became the IJsemeer the island reappeared and was consolidated and made suitable for habitation. Zeewolde is a new town, only 40-50 years old and is a conservation area and holiday destination for boating, cycling and other seaside pursuits.

The Friday of the event was a consolidation day as people arrived from as far away as Poland, and Friday afternoon featured canoeing lessons followed by canoeing games. No-

one came away dry ! Friday evening the customary barbecue (included in the rally fee) was held in and around the campsite's meeting hall.

Saturday featured a road run / treasure hunt of "approx 100km" with stops along the way for coffee and traditional cakes. Most people took the opportunity to explore the small town of Elburg with its beautifully preserved main street. The half-way point was a clearing in a forest where all the cars took part in gymkhana events before enjoying frites with mayo, frikadellen and ice-cream (all included in the rally entry fee) then continuing back along the by-ways to our Zeewolde base.



Back at the campsite we had maybe an hours rest before setting off again, this time in convoy for a 17km run to an Asian restaurant where we all fell like locusts on the eat-as-much-as-you-want buffet (again, included in the rally entry fee) before driving the 7km home in the dark with low-wattage and 6-volt headlamps looking like glo-worms along the forest roads.

On Sunday those with distances to cover to get home said their good-byes and the rest who were staying embarked on a 19km roadrun to a restored steam-powered pumping station which used to maintain the water levels in the Polders (much of Holland is reclaimed ground and below sea-level) and is now a museum and cafe. The coffee and traditional dutch apple-pie were plentiful (and again, covered in the event's entry fee).

After a leisurely 19km drive back to the campsite we rested and said our goodbyes to those leaving before us, and on Monday we had an easy drive on Holland's efficient motorway system to The Hoek where we caught the ferry back to England.

Holiday highlights can be seen at ...

https://www.facebook.com/terry.parkin.100/media_set?set=a.10212303272231973.1073741858.1083923195&type=3&uploaded=23

Photos of many of the unusual microcars at the rally can be seen at

https://www.facebook.com/terry.parkin.100/media_set?set=a.10212292467561863.1073741857.1083923195&type=3

Terry
Moderator,
IsettaWorld



THE TRAVELLING ISETTA SHOW by Graham Sims

Trevor Sharpe's article, 'The Little Car', featuring his red 1957 Isetta, struck a chord in regard to my little yellow Isetta of the same year vintage.

Whilst I love to drive it, (when it and I are in the right mood), it is no longer the vehicle for long trips, (or trips in Sydney's horrendous and ever-worsening peak hour traffic). Indeed, the comfort, driving ease and safety of truly modern vehicles occasionally makes me wonder how we ever put up with under-powered, non air-conditioned, over-heating, non power-steered, and generally unreliable vehicles which, *faute de mieux*, once served as our everyday means of transport. (I guess the answer is...that's all we had!)

Like Trevor, therefore, I decided that if I wanted to display, exhibit or putter around in my little yellow Rolling Egg, I either had to restrict myself to very local appearances, or transport it on a trailer when the distance or circumstances made this preferable.

And, speaking of DISTANCE, you Brits sometimes need to be reminded that, in the land of Oz, distance is DISTANCE! I once drove 1500 kms, NOT in my Isetta) in a weekend to look at a block of land...which I didn't buy.

Therefore, my little yellow egg, (or its red Heinkel Kabine cousin), often finds itself on the back of my tilting trailer, heading off behind my Mitsubishi Outlander if we're going to a car show or 'family day', or behind our motorhome if we're heading off somewhere and I feel like having one of my 'bubbles' with me, just for fun.

Because of the small (no pun intended) number of microcars in Oz...nearly all were privately imported...most of the car shows we attend are for a variety of vehicle types...vintage and veteran cars, trucks, bikes, scooters, stationary engines etc.

Almost without exception, our Isettas, Heinkels, Messerschmitts, NSU Prinzes, Goggos etc attract unique and significant attention, sometimes embarrassingly so. Virtually EVERY-ONE, old or young, male or female, car aficionado or not, seems captivated by them.

Not long ago, feeling adventurous, and with my Isetta seemingly in a good mood, I decided to take it for a Sunday drive...yes, a DRIVE, up to a roadside coffee-house called 'Pie in the Sky', about 20 kms from my home, and a very popular haunt for bikers, (and the occasionally 'bikie'...in OZ there's a subtle difference in criminality. I've been a 'biker' for 60 years. I have neither the 'tats' nor the gang mentality of the 'bikies'.)

After a long climb at less than breakneck speed, the 'Rolling Egg' and I arrived, noisily, (how else?) at 'Pie in the Sky', only to discover there was a 'chapter' of a local 'Ulysses' motorbike club ('Grow Old Disgracefully') in virtually full occupancy of the parking lot and café, and with huge, gleaming, customized Harley Davidsons, and almost equally huge, tattooed Ulyssians everywhere.

Into this exclusive and less than overtly welcoming throng pattered my little, buttercup yellow Isetta...and I found myself wishing we'd both stayed at home. 'The Egg' looked and no doubt felt puny alongside the huge Harleys, as did I alongside the equally huge, leather and chain bedecked bikers. We were well and truly hemmed in and outnumbered.

Suddenly, a massively built, black-leathered giant walked up to us, guffawing madly, and exclaimed 'What the !@#\$ is THAT?'

I tried to say something profound, but before I could say ANYTHING, he abruptly gawped at the genuine (small) BMW badge on the Isetta's door, and exploded, 'Hang on, it's a !@#\$ BEEMER!'

To our great relief, he put his great, hairy arms around the little Isetta, cuddled it in a bear-hug, and said, 'Ah, all's forgiven. Come to Daddy, darlin'. I LUV ya!' And we were 'IN'.

Soon we were surrounded by an adoring horde of hairy giants, and were offered honorary membership as the club mascot. Who said micros lack sex appeal?

Similarly, when we tow the Isetta (or Heinkel) behind our motorhome, we encounter a similar phenomenon. When we stop somewhere for a cuppa or 'comfort break', it's almost inevitable that other motorists will pull up to have a look at us.

The sensible ones, (mostly women), want to have a look at/inside our beaut motorhome. The other sort, (mostly men), say, 'Bugger the motorhome. What's that weird little thing on the trailer?' My (sensible) wife deals with the former group...and I chat to the others.

Recently, while we were at our holiday home on the NSW south coast, (whither I'd trailer-ed the Isetta), I decided to drive it into the village, where I play tennis.



Driving through the main street, I encountered what we Aussies call a 'booze bus'...a police-manned, mobile alcohol/breath-testing setup, in which vehicles are waved over at random for their drivers to be breath-tested.

I was quite happy to be pulled over, as I don't drink & drive, but, almost to my shame, the grinning police officer waved me on, as if the Isetta and I weren't worth bothering about.

Three hours later, on the way home from tennis, I was somewhat intrigued to see the same two young police officers waiting by the side of the road, and THIS time, they made me pull over, to the accompaniment of much laughing and horn-tooting from just about every passing motorist.

To my relief, (in a sense), the two young cops said, 'It's alright, mate, we have no intention of testing you...but we just had to hang around to see for ourselves what the hell you're driving!' So I happily enlightened them. BOTH were MUCH younger than me or the Rolling Egg. Having a micro can make you feel your age.

GRAHAM SIMS

NEC Classic Car show 2017 Report Dave Watson

Take 92,903 square metres of exhibition floor space spread over six halls, 260 separate car clubs exhibiting over 2500 vehicles, 650 traders and other exhibitors, Wheeler Dealers Mike Brewer and Ant Anstead, Car SOS' Fuzz Townshend and Tim Shaw, Salvage Hunters: Classic Cars' Drew Pritchard and Paul Cowland, Goblin Works Garage hosts Jimmy De Ville, Helen Stanley and Ant Partridge, US reality star Jesse McClure, Steve Coogan, Quentin Wilson, Car Designer Frank Stephenson, Judge Rob Rinder, F1 Pundit Tony Jardine with over 70,000 visitors spread over three days and what do you get?

Answer is: The Lancaster Classic car show held each year at the NEC Birmingham! The show really does go from strength to strength getting better and bigger each year. It's a three day affair held second weekend in November each year and you really are hard pushed to see everything in one

day. Since the show was first founded in 1984 and the Isetta owners club has attended each year since 1997 missing only once— How the time fly's! Due to the now huge success and over subscription of the show we were unlucky in 2016 not to be awarded a stand. This year I wanted to make



sure we got one, the application went in early and after much badgering and chasing – success, we were allocated a space in Hall 5 next to the National Microcar Rally, Frisky and Heinkel Trojan stands. We were (for once) all in one area so made for a great display of Microcars.

As I have organised the stand so many times now I know the drill by heart. Without doubt the hardest part is getting the cars, and in particular different or rare cars to attend each year to keep the interest. This year I managed to get four great cars on the stand, two regular helpers in the form of Helen and Mike Ayriss Green 4 wheeler and Lee Turnham's White three wheeler and completing the line-up were Steve Rummer's absolutely superbly re-

stored Isetta Van and Julian Haywards Yellow and white Bubble Window Cabrio. (Clearly the ladies favourite) Two super rare cars and the visitors loved them!!



Set up day is normally the Thursday. I arrived early armed with new grey carpet and tool kit. The normal chaos to get into the halls was standard but once In I found our spot and set about laying the stand carpet in readiness for the cars and other stand equipment the club own to arrive. Carpet went down in about an hour then I had a chance to have a quick look

around whilst waiting for the others to arrive. I find set up day is the best and in some ways my favourite day to have a look around as its quiet and more relaxed! I have found many a bargain on the Thursday.

Mike was next to arrive closely followed by Lee Turnham in his fully loaded car with all the exhibition boards. We set about setting these up to my scale plan; we found we actually had more space than allocated, that was great as it gave us a chance to spread the cars out more. Steve was next to arrive followed towards the end of the day by Julian. We placed the cars and the stand was complete. Even on set up day there is so much interest almost from the minute one turns up but I guess it's all part of it. Photos of our cars were appearing on social media (Instagram/Facebook etc) throughout the day. The other Microcar stands were also busy setting up and it was great to be with familiar faces and every one helping each other out as needed.



The Show runs from Friday to Sunday and I've noticed each day brings a slightly different crowd. Friday is more of a "Trade Day", Saturday (the busiest) is "enthusiast day" (mostly male) and Sunday is "Family day". The Friday has been an open day for the last five or so years and is getting busier and busier as the years go by.

I was also helped on the stand over the weekend by regulars Ian Parris, Neal Bircher and Neil Unsworth. Some longer standing club members may remember it was Neil and I that started this whole thing off back in 1996 with our first indoor “posh” show at Alexandra Palace London.

As normal we were asked all the standard questions, told of many tales of Isetta cars past and most importantly we still had the interest. Two things pleased me this year, one was the number of kids who knew what the cars were (after all these are the future Isetta custodians) and two, the number of BMW 600's we were told of being worked on.



We never won a prize, but just being part of the show is a prize enough for me.

Steve was interviewed by US reality star

Jesse McClure and the stand was photographed by the Classic car press. During the weekend we all had a chance to have a further look round the show. I always seem to manage to come away with something, and this year was no exception – I bought a Veteran 1914 James Motorcycle!! (But that is a story for another day)

Before we knew it 5.30pm Sunday was upon us and after the traditional Horn blowing (to mark the end of the show), Ignoring the PA announcements not to start engines or move cars it was time to say our goodbyes and pack up for another year. Everyone mucked in and within an hour or so the stand was down and loaded into our everyday transport cars. One mistake I made this year was to buy some (very) cheap (free) double sided tape to stick the carpet down Fine till you want to take it up – We spent too much time with scrapers and chisels getting the mega sticky mess off the NEC hall floors. Lesson for next year - Buy some approved tape! you think I would know this by now?

My Thanks go to all those that have helped, but in particular to Steve Rummer, Julian Hayward, Helen and Mike Ayriss and Lee Turnham for their help and supplying the cars that made the stand. Thank you. I could not have done this without you.

Please book the dates in 2018 - 9-11 November, our application will be in and with the clubs 40th Birthday next year I'm hoping we can once again be part of the show. If you would like to help, bring a car – does not have to be super shiny or just get involved please let me know.

National Micro Car Rally 2017

Having just come back from the Dutch Rally in Holland with splendid weather I became a little concerned when the TV weather girls kept saying rain over the weekend of the NMCR in Grasmere, I swopped TV channels several times and checked with most channels and they all said heavy rain, good job we had re-proofed our tent a year or so ago!

Thursday was a good trip up the A1 north in dull weather towing our Isetta we tooted Geoff Debrowe, in his Berkeley, as we passed him by, we passed him again on the A66 still going strong with no problems since setting off from Norfolk earlier in the day.

Rain started to come down some 20 miles from Grasmere and that was how it was until Saturday morning stopping just before that days run out which involved hills and more hills, we know because we had climbed many hills on the Friday run but in the wet, challenging days for our Isetta but, it offered great views over Cumbria when we finally reached the top. Not all cars made it up so easily and we did pass a Bond Type B Minicar with its passenger walking to the top of one particularly steep 1 in 4 hill but, like us all, he arrived at the lunch and coffee stops stiling going strong.



Sunday was to be the "Rally" day of course parking all the cars on the nice and flat sports field, however, the field was becoming quite water-logged and the organisers reluctantly decided to curtail the day at 1pm without any cars going onto that part of the field.

Prize giving was held inside the Sports ground club house and the Isetta awards went to the following owners with many

thanks to Ian Milne from New Zealand, for judging the Concours for our cars.

1st place to a 4-wheel Van Reg No 31 EBB owned by Steve Rummer

2nd place to a 3-wheel Car Reg No 597 AEL owned by Brian Chadwick

3rd place to a 4-wheel Car Reg No HEG 175 owned by Helen Ayriss

Spirit Award to a 4-wheel Car Reg No GSV 820 owned by Ray Glendinning





I did ask one of the organisers when it would stop raining and he said probably next Thursday!!

Finally we must of course thank the Scottish Micro Car Club "Team" for organising this year's event it was not a only a challenge for the campers and cars but the individual Scottish Club members who gave there time freely so we could all get together and enjoy the company of other micro car enthusiasts.



Mike Ayriss

WHEELS WITHIN WHEELS

One evening, the elected chairman of a colony of echidnas (spiny anteaters) met, by arrangement, with a representative of a local group of rabbits. 'It intrigues us,' said the echidna, ' why so many of us get hit and killed by those diabolical, noisy machines with shining eyes, that come hurtling over a hill at night and squash us flat. YOUR lot, on the other hand, seem much better at dodging them, or somehow getting out of their way. Could you tell us your secret?'

'Sure', said the rabbit. ' Get your mob to meet me here after dark tonight and I'll show you our technique.'

The two groups duly assembled, and the echidnas listened attentively to the rabbit's explanation.

'Now, what you must do', he said, 'is to line yourself up on the road, precisely in the middle, right BETWEEN those two bright, shining eyes. The noisy thing will pass over you, but you will be perfectly safe. Just watch me.'

The rabbit lined himself right between the next set of shining lights that rushed towards him, and, to the amazement of the echidnas, emerged quite unscathed after the monstrous thing had passed over him.

'OK', he said, 'who wants to have a go?'

One young echidna boldly stepped forward and, following the rabbit's instructions, stood in the road, right between the next set of shining eyes that bore down upon him.

There was a horrible, squishy sound as the eyes passed by, and the flattened body of the echidna was observed, lifeless, in the middle of the road.

'Crikey,' said the rabbit, 'You don't see many of those Isetta's on the road nowadays, do you?'

Graham Sims

2018 Membership subscriptions are due on 1st January. Please see the enclosed renewal form and pay by one of the methods described.

The Club is pleased to welcome:-

| | |
|----------------|------------------|
| Alan White | Bromham |
| Ben Coles | Bromsgrove |
| Carl Jensen | Texas |
| Karl Schubert | Bridgend |
| Steven Bentley | Birstall |
| John Knott | Wimborne |
| John Mason | Abingdon |
| Steve Hind | Henley-on-Thames |

| | |
|------------------|----------------|
| David Parker | Broadway |
| Melanie Danaford | Ventnor |
| Paul Manos | Simi Valley CA |
| David Keep | Darlington |
| Philip Durow | Derby |
| Adrian Lanigan | Australia |
| Göran Nilsson | Sweden |
| Rick Nixon | Northwich |

New Members since the last Gazette

FORTHCOMING EVENTS



**PS.SPEICHER
SAVE THE DATE**

01. – 03. Juni 2018
1. Kleinwagentreffen
IN EINBECK

Infos und Anmeldung
Bald Unter www.PS-Speicher.De

TERMINE 2017

21. MAI 2017
Internationaler
Museumstag

21. - 25. JULI 2017
1. Einbecker
Oldtimertage

AB 29. JULI 2017
Sonderausstellung
„50 Jahre VW T2“

Die Erlebnisausstellung
in Einbeck



Kontakt PS.Speicher
Tiedexer Tor 3, 37574 Einbeck

Telefon 05561 92320-0
Telefax 05561 92320-283
E-Mail: entdeckung@ps-speicher.de



While at the Dutch Rally I was given a flyer for the forthcoming German “Story” Rally.

Unfortunately it will not be held at Story, but at a town about 40 miles away where an impressive museum has been built which houses many of the exhibits previously housed at Story Kleinwagenmuseum.

Also unfortunately the former Story rally field at Otto Kunneke’s farm will not be available.

However, the new premises look very professionally presented and they are currently investigating camping options /hotels for the visitors.



The dates have been finalised as 1 – 3 June 2018.

The Organisers are requesting suggestions for rally features. Contact them by email at entdeckung@ps-speicher.de.

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