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No 373

ISETTA

GAZETTE



Merry Christmas 2018

The Isetta Owners Club of Great Britain Ltd.

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

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Editors Bit

One of our new members wanted me to publish the details of members so that he could contact anyone nearby to help him with his project. This may have been possible years ago but under the new General Data Protection Regulations (GD-PR) the best I could offer him was to ask in the gazette for members to contact him and publish his details. Unfortunately, I am not able to know the proximity of one address to another. The closest I can get is to identify people in different counties or countries but I still cannot publish their details without permission.

On to another matter, now is the time to pay your 2019 subscriptions, there is a renewal reminder inside the gazette. All subscriptions are due on 1st January. Failure to pay by the end of January disables you from purchasing spares so be advised. A number of people have fell foul of this and wonder why they can't complete an order, well, that's the answer, so get yourself sorted, we accept many forms of payment, all detailed in the front cover of the gazette. Please note, I have taken over the membership from Jeff Todd so don't go pestering him or you will be sorry (so I hear).

Ian Parris



Chairman's Chat

As Jeff Todd did his last chat in the Autumn Gazette I will start my first chat with expressing our thanks to Jeff for the work he has done over the years wish him well with his new personal venture in business with his wife Jo.

As your new Chairman I would like to give a little background as to who I am and my interest in Isetta. I was born and bred in St Helens , Lancashire (as it was then), went to college in London then after forays in to research and development, technical sales and support ending up with 30yrs in the police dealing in the main with rounds policing I am now retired. Having had an Isetta when I was 16yrs old I had for many years determined to revisit that experience by restoring one and being able to exhibit it locally and taking it to Goodwood Revival. Well much to my wife's dismay I bought a project in September 2012 , evicted her car from the garage, and started the restoration. In August 2018 I made the first show at the Lt Gransden Air Show, followed by Goodwood Revival in the September culminating in the Classic Car Show at the NEC Birmingham in November. Yes there were some challenges, which you may read about in due course, but one of the biggest was overcome when my wife actually admitted that she liked the final result... she still didn't get her garage back.

Well the intro over I hope to be supportive to the others on the Committee and also all of you as members of the Club.

Finally I would like to express my thanks to Dave Watson, Lee Turham, Mike Ayriss and Ian Parris for their work making the exhibition at the Classic Car Show such a good event.

Chris Skepper

Isetta World on Yahoo has served as the Internet Forum of The Isetta Owners Club of GB for over 12 years since February, 2006 with over 15,000 postings and over 1000 photos of members' cars, but as times change, so Isetta World has now reacted to reflect current User preferences.

Accordingly, The Isetta Owners Club has created a new forum on the popular **Facebook** platform, while retaining the familiar name of IsettaWorld .



www.facebook.com/groups/267159327250111/

The Isetta Owners Club therefore invites all members of the Isetta World Yahoo forum to visit and register on the new Isetta World forum on Face-book. <https://www.facebook.com/groups/267159327250111/>

All members of the Isetta Owners Club, and all owners and enthusiasts worldwide are welcome to the new "IsettaWorld" on Facebook and at the time of writing, we already have Isettarists from France, Spain, Portugal, Holland, Germany, the Americas, Israel and even an enthusiast from Russia in addition to the UK's many Isettanauts.

Isetta World on Yahoo will continue to hold archives of previous debates and discussions, and exist as a reference source of Files containing much useful information from many of the World's foremost Isetta restorers, and a useful reference source of over 1,000 Photos of member's cars and associated information. However, further postings and applications for new memberships to the Yahoo forum are now closed in the interests of excluding Spam, Worms, Virusses and other unwanted content.

The Isetta Owners Club website at <http://www.isetta.org.uk> will also continue as an invaluable resource, giving details on how to join The Isetta Owners Club of GB and giving access to the IoC's New and Used Spares stocks and much historical information.

Thank You to all who have contributed to the success of Isetta World on Yahoo and we hope to welcome you to Isetta World on Facebook soon. <https://www.facebook.com/groups/267159327250111/>

Please contact IsettaWorld@aol.com if any further information is needed.

Terry Parkin, Moderator

From Bits to Bubble by Chris Skepper

September 2013 saw the start of my retirement and a project I had promised myself for something like 15 years

The “complete car” picked up from Southampton for the journey to Little Paxton and rebirth. A rolling chassis and body shell looking quite sound. Well the body was reasonable and the chassis would roll but wait to see the brakes later because I doubt it would have stopped??



Time to lay out the jigsaw and see how things fit, I've done Airfix before as a child and Ikea later in life so it's only a matter of layout of the parts and find out which one bit is missing!! Well it didn't take long to find a list of bits missing or wrong not just one.

Steering wheel and dashboard lying on the sunroof which had the front bar but no centre bar and the rear strip had been shortened and



bent. Oh well that's just a little bit of work only to be expected More notes on the “complete car”.... Steering column is missing the horn contact, horn button, coiled wire to the collar and probably that means the collar as well! Ok as it happens the collar was there when I eventually managed to

free the rusted on nut holding the steering wheel on with a good deal of WD40, elbow grease, careful heating and brute force... controlled measures obviously.



Well now you can see why the term” rolling chassis” was apt... with the drums off we appear to be missing shoes and cylinders!! Plenty of rust dust etc though. Oh yes... and only one set of return springs. So definitely ok to roll but stopping was seriously questionable

Just shut up and get on with it was the order of the day... Strip down brakes, suspension turrets and springs. Thanks to John Jenson manual and some strong steel bar and threaded rods to make up the compression tool..... Watch out it doesn't slip or it could be off to the dentist!

Anyway progress was being made day by month and passing visit by Mike Ayriss, IOC technical help, on his way to a nearby nature reserve, who noticed the nuts and bolts were wrong on the drive. I didn't know they should have been half the thickness on the heads so they don't hit the casing when driving, thank goodness for Mike's other pastime of walking and bird watching..... Another order sent to the IOC Spares

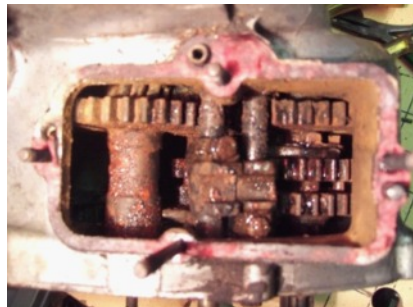
Quite a bit of elbow grease and nuts are loosened, rear suspension and swing link removed together with spurious bits of “meccano”, which on reassembling was replaced by a hand-made bracket copied off a damaged original.

OK that's the chassis stripped ready for cleaning, painting and refit so move on to the engine and gearbox... all complete in the boxes ??? Well this was the engine body housing, gearbox and dynastart.

The cylinder head was already separated, should have checked at point of sale or at least asked why the two bits.

Yes it was knackered (a technical term to be heard along with several other unprintable ones used during this project". However the gearbox looks sound. I opened it up to empty any remaining oil before checking the gear cogs and rods.

Well no oil just half a litre of water!!! Two cogs removable and all the others rusted together. More technical terms used in colourful descriptions. But...



keep on smiling it will get better... can't get much worse. OK in the car goes engine, cylinder head, gearbox and numerous nuts, bolts and odd bits. Off to someone who has worked on Isettas for years and has access to the correct tools, parts and facilities.

Meanwhile.....

Rebuild the chassis nicely cleaned and repainted together with functional brakes (well as far as can be without fluid in) several orders to IOC and eBay together with a few bits made by a friend in charge of an engineering workshop. Some purchases resulted in good bits others not so good or dead ends

but overall progress is made. Well that's what I kept telling myself.

Time goes by and many months later the engine etc is back ... but unfortunately the chassis isn't quite ready.

In the meantime some rubbing down and filler; More rubbing, more filler, over spray, check, fill, rub, check, fill, rub .. well you get the idea.

Then off for re-spray:

More time spent searching eBay, IOC Spares, Facebook and generally anywhere I could get parts. Some resulted in good bits others not or dead ends but overall progress was made. Well that's what I made myself believe.....

New cables all connected, new tyres, speedo cable and flexible hoses with brackets to fit to body shell. Handbrake doesn't seem to fit and hold at the chaincase so yet another call to the Club for advice... think I should put Lee Turnham, IOC technical help, on speed dial! Ok all sorted ... new bit purchased and fitted.



Let's go for it.....

Engine on, cables connected, exhaust pipe connected, new silencer on. Another bout of technical terms as the exhaust and silencer pipes don't line up and clamp doesn't fit as the chaincase moves up and down with the suspension so angles and distances change. More discussion with Mike A.

Well with a little adjustment of both silencer and exhaust pipe together with a touch of brute force it's done.





Sometime latter.... Well couple of months....
 Body back home looking pretty good. Now it is time for three strong men and a guide (me lying on the floor trying to ensure correct location of body to mounts) calling left a bit, up, no, now down, right, OOW my head. Well the guide wasn't perfect and the strong men wouldn't get a place in a Mr Universe contest but they did well and body met the chassis

August 2016

Well it might not be running and the windows aren't in (that was another story full of technical terms but got sorted with help from IOC technical team Mike and Lee) and by grinding down most of the rib under the bottom rubber. Oh and the sunroof not fitted but it was good enough for grandchildren Darcy and Harrison to enjoy

before they emigrated to Australia.

Nearly there just a few more weeks and it will be drive time YEAH right.....

NOW WE ARE THERE 24th FEBRUARY 2018 first road test....

All seems good, starts, stops, turns left and right ok and ALL gears select but still jump out occasionally. Oh yes that reminds me ... gear linkages That technically termed exhaust down pipe was right where the long linkage should go when I fitted it. So after some heartfelt contemplation and another threat to visit the river to give the car a test swim as the dynastart failed to turn and a few minor adjustments to the angles on the gear selector rod (I did get it connected)... obviously as the car is now running



A few "final" bits.... A valance to match the new upholstery which my wife sewed after I had patterned it from the refurbished seat (which wasn't the one that came with the " complete car" as that turned out to be an abomination and nothing like an Isetta seat), the sunroof made similarly by the pattern and upholstery team. Also during a visit down under to see Darcy, Harrison and family I visited a fellow Isetta owner whose style of rear shelf impressed me such that I changed mine from the white faux leather one I had made to red carpet as it is today.



May 28th 2018

First official show at Willington Bedfordshire National Trust Dovecote Classic Car show

Bit of a cough and splutter on the way home but not too concerned. However a few days later Betty as the car had now been christened gave up the ghost. Would not start no matter what route the electrics took. Advice from the IOC and John Jenson manual all drew a blank. Just one more check to be done after a short holiday to Bali to see the Aussie gang

Ok back now let's try a push start... yes that works it must be the dynastart. New one from Club spares

together with special tool to free the armature from the crankshaft. The tool won't grip on the threads... more technical terms and suggestions of a visit to the river but as a final attempt using the infamous Manchester screwdriver technique I hit it firmly but not viciously on the cone and off it dropped clean as a whistle. It turned out that a previous owner found it



necessary to increase the diameter of the threaded section that the extractor tool had to grip on such that the correct extractor wouldn't work
That was it .. new one on, check points etc and away we go??? Yes started first time to my amazement and now been on several, albeit short, trips out.
Father and Son with respective vehicles

FORTHCOMING EVENTS

National MicroCar Rally 2019

The National MicroCar Rally administrators are looking for an organiser for the 2019 rally. This could be a club, a group of enthusiasts or an individual who wants to take on the organisation of this annual event.

Full details of what is involved can be found on :-

<https://www.national-microcar-rally.co.uk/organising-a-rally.html>

The owners of Sycamore Farm; the venue for this year's most successful NMCR have indicated it is available in September 2019 should the organiser(s) need a site.

Full backing and support is provided and as well as the upfront costs. There are a number of 'volunteers' who are willing to help out with aspects of the rally in advance and over the rally period as well as the three Administrators who will provide all the support required.

Do you have what it takes to organise the 45th NMCR? If so contact the Administrators via the website or telephone Grant on 07905 886417 by 15 February 2019 at the latest, but sooner if possible.

ISETTA WORLD

Those little silver scooters – they're everywhere these days. And whereas in the good old days every local Casualty was filled with little kids with their heads stuck in pee-pots, today's Casualty is full of BIG kids who have crashed their Silver Scoots. But "What," I hear you ask, "has that got to do with Isettas?" Read on ...



By 1996, Swiss Wim Ouboter had graduated from Zurich Business School, then studied International Business at Boston College and had found, and left, a job as a Swiss Banker because it was too boring. Now at home with little to occupy himself he used to enjoy visiting the "Best Bratwurst Shop in Zurich". but it was too far away to walk there comfortably... and too close to justify getting the car out ... so thinking back to his childhood he got some in-line skate wheels and made himself a kickboard – a scooter with a Joy-stick instead of handlebars. Problem solved? Yes, but people laughed at him so he let the kid next door play with it. But Wim's wife saw how much fun the boy and his pals were having and suggested that Wim develop the idea for production. He was glad to have something to keep him occupied.



By 1999, Wim's kickboard had a folding joystick, could fit in a kid's back pack and his "Micro Scooters" were catching the imagination of Japan's youth culture. Soon the fad caught on around the world. Wim made various design alternatives including The "Razor" micro-scooter whose unique feature was that it had 3 wheels – two front, one rear, just like an Isetta. But the story doesn't stop there...

While Wim's factories were producing Micro-scooters by the thousand he got to thinking about larger mobility projects and by chance "discovered" the concept of the ISO Isetta from the 1950's. This coincided with the growing obsession with electric vehicles and set his fertile mind into action. So - Wim bought a German Isetta and converted it to electric power and with help from University ZHAW and the Designwerk studios developed it into a viable rolling test bed to base his new ideas upon.



In 2015 Wim had the first prototype made and presented it to the public at the 2016 Geneva Motor Show where it was enthusiastically acclaimed by a constant stream of people wanting one and eager to register for a place in the waiting list for the start of sales.

The next step was to find an experienced partner to help with development and preparation for production, and they teamed up with Tazzari, an Italian manufacturer with ten years of experience in electric vehicle manufacture who in 2009 had commenced production of the Tazzari Zero, their own electric car.



In 2018, the design was finalised and road tests had proved the “Microlino” to be perfectly suited to the city environment. Tazzari’s experience enabled the car to pass all the compulsory tests of the Swiss Department of Transport and in the Summer of this year the Microlino was exhibited at all the major European motor shows while back at the factory the assembly lines were being installed and production plans were being finalised.

The first production Microlinos are scheduled to be delivered in late 2018 / early 2019 onto the Swiss home market, with expansion into other countries during 2019.



And all because a bored Swiss Banker invented a scooter to go to the sausage shop.

www.Microlino-car.com

Terry Parkin, IsettaWorld



BUY AND SELL & WANTED

FOR SALE.

BMW Isetta 300cc. First registered 8th October 1992. Originally manufactured 1962 and has original registration number. Last change of keeper to me September 1994. The vehicle is right hand drive and single rear wheeled. Current genuine mileage 38884. The last MOT expired on July 20th 2015.

In 2013 the vehicle was fully restored except for the engine. The vehicle has new rubbers and seals, leaf spring and shock absorber, wheel bearings, new wiring harness and bushes, swing arm, drop arm, hoses, drive couplings and fixed window rubber, silencer box twin pipe. The chassis has been powder coated, all brake pipes have been replaced and the vehicle has been fitted with a complete new rear section. as well as being completely rewired.

The vehicle won the Isetta Owners Club restoration car of the year award in 2015.

The vehicle has had the seat completely recovered in genuine leather.

The vehicle comes complete with a Paxton trailer which is fitted with an electric winch and lockable A frame.

Because of ill health of myself and my wife the vehicle has not been used since 2015 and I will need assistance from prospective buyers in getting the vehicle out of the garage where it is always kept on the trailer.

Price of the vehicle with trailer £22,000.00

Mike Paxton Telephone 01423 879033 or 07899 798 849.

The vehicle is located in Harrogate, North Yorkshire.



The Club is pleased to welcome:-

Melvin Meadows
Vivian Davies
Kenneth Williams
Phillip Dadson
Carl Cookson
Terry Haynes
Robert Campbell
Marino Grassi

Barrow on Soar
Llanelli
Botswana
Canada
Cheshire
Preston
Lisburn
Italy

Colin Green
Chris Beal
Robert Pepper
Ray Eddington
K Ayres
Ben Shepherd
Neil Turner

Bridport
Cardiff
Redruth
New Zealand
Kettering
Alton
Gorleston-on-Sea

New Members since the last Gazette

NEC CLASSIC CAR SHOW 2018

Words & Photos by Dave Watson

Everywhere I looked I could see fantastic vehicles meticulously maintained and presented by clubs and their members. The variety of interesting and beautiful models presented always astounds me. There really was something for everyone at this years' Lancaster Insurance Classic Motor Show, with Discovery held at the National Exhibition Centre Birmingham between 9th – 11th November 2018. This was once again a landmark year for the show with 300 clubs attending to make it the World's largest gathering of classic vehicle clubs, *and once again the Isetta Owners Club were part of it.....*

It all starts for me just after Christmas each year when the application forms are completed and sent off for consideration. It's never guaranteed these days that a club will be allocated a stand due to the huge popularity of this now well-established show. We were again lucky – after a chase to the organisers in May we were once again awarded a stand. This year we were positioned in hall five sandwiched between the Frisky Register and the National Micro Car Rally with the Heinkel Trojans completing the line-up of micro-cars. It's great to see that the organisers are listening, and place us all together in the same hall. We were also near one of the doors on the outside edge of the hall so had the advantage of a rear wall. The summer heat cooled (and what a summer we had this year!) and it was time to start the planning. I always have a basic plan in my head once it's known we have a stand. By far the hardest part is to get the cars. I never like to overcrowd the stand as it leaves plenty of room for visitors to mingle without the risk of damaging the cars. Easily room for four or five cars this year – so the “call” went out. I'm a recent convert to using Facebook, having resisted for many years I have now registered with our own “ISETTAWORLD” page - administered and maintained by Terry Parkin on behalf of the Isetta Owners Club.....and what a fantastic job he does. I always where possible try to use different cars from year to year and give everyone a chance to show their pride and joy should they wish to. Sounds easy. Chris Skepper (our new Club Chairman) was the first to come forward, I then contacted Rhona and



Ken Bell as I knew they had just finished a superb restoration on their "Bay View" bubble window. Lee Turnham volunteered once more and brought his white three-wheeler.

To be honest I found myself once again struggling a little for cars so decided to take PO (my own blue Isetta) as it had not been for a few years and also gave me the perfect excuse to show off my newly made clockwork key I had been working on. We now had the cars. Between the Club and some of the committee members over the years we have built up a good selection of items that can be used as part of the stand – pictures, posts, flags etc and each year I try to add an item or two to keep the stand moving forwards. This year (with permission from Club finance man Bob) we were able to purchase a pair of double-sided feather flag display thingy's – you see them all over the place these days and ours were to feature the web address and club logo. These were ordered and arrived in good time for the



show. The show follows a now familiar format of three show days – Friday to Sunday with the set up being on the Thursday (my favourite day). The 8th November arrived (we knew that as it was raining) and the pre-arranged plan was put in to action. It's a well-rehearsed drill as I've done it so many times now. Mike Ayriss arrived first with the Club display boards closely followed by me with a car load of items inc. the stand carpet. I found our space easily once through the NEC security staff and set about building the stand. Carpet down – this year with proper low tack "NEC approved" floor tape. For those (inc me) that remember last year we spent nearly an hour chiselling and scrapping off the old cheap hi tac tape I brought! We were lucky this year in as much as we all managed to park just outside the hall with our trailers for the duration of the set up. Lee, Chris and Ken all arrived in good time and after a little fine-tuning the stand was finished complete with the four cars in final positions. I stood back and admired the work. It looked great as always – just a shame there was no 600 or 700 cars as part of the display. I'm determined next year to have one of each on the stand should we be lucky enough to have a stand in 2019. Then a quick look around the rest of the show in its final stages of set up (which now spreads into eight of the halls at the NEC). I so enjoy this time as it gives me a good idea of how the show will be over the weekend as well as picking up one or two bargains in the now huge Auto Jumble section before it opens to the public.

Friday 9th November and I was up early. I take the advantage of travelling to the NEC by train from home whenever I can. It's so easy as the railway station is within the NEC complex and you don't even need to go outside!! Just a quick walk over the walkway and you are in. I always arrive early each show day and make sure the stand and the cars are OK prior to opening to the public. In the twenty odd years I have been involved with the

show there has never been a problem. NEC cooked fry-up is the next order of the morning. We were again lucky as one of the restaurants was just fifty yards away. Lee arrived and off we went. Each day the show was open 9.00am to 6.30pm apart from Sunday – when it closes an hour earlier for the breakdown.

Over the three show days we were treated to the usual interest, hearing the stories past and present regarding reverse gear, “I had one of those”, “I know where there is one of these in a garden mate”..... - you know the kind of stuff, but we love to hear those stories to keep the interest alive. After all, we are all just custodians of the cars needing fresh interest in younger generations to keep them running. Mike had had some A5 “flyers” printed promoting the club and we handed these out (together with some button badges for the kids) to anyone who showed interest.

We were also paid a visit from the Stig who (now unemployed) was taking a great interest in my Isetta complete with its revolving key. Although Stig never said anything I could tell he was not too sure what to make of it all!! Henry Cole and Sam Lovegrove (from the TV programme Shed and Buried amongst others) were there filming on the Sunday, speaking to Sam I tried to get them on the stand but the best that could be done was a walk past whilst filming – you never know we may be on a new episode due to air March/April next year. I was pleased to welcome some old invited Committee members to the stand this year – Julie and Bob Hensley, Kathryn and Adrian Skelson-Reece and Steve and Mike Hurn. It was great to catch up with them and hope they enjoyed their time at the show as well.

Over the three days over seventy-one thousand people visited the show – slightly up on last year.

We all had plenty of time to have a good look round, catch up with the gossip and news and enjoy the weekend. All too soon it was 5.30pm on the Sunday and the traditional blowing of car horns from all of the exhibiting cars signalled the end for another year. The almost predictable PA announcement in the middle of the din instructing exhibitors NOT to start their engines (that we all ignore) I still find hilarious. The stand comes apart a lot faster than it’s built, then packed up into the

cars and back into the various garages and lofts for another year. My thanks to all those members and hopefully new members who visited us and of course those who helped – You know who you are, some like me do it every year, Thank you. It seemed such a good idea at the time!! I’m looking forward to 2019 already.



My Recent AGM Experience by Richard Jones

I've recently had the hankering to do a nice long journey in my Isetta. I've done them in the past, down to Purley (by Isetta) to Malcolm Thomas, Germany, twice (by Isetta) to visit Story, the Outer Hebrides (by Isetta) to visit Skye, Harris and Lewis. Where could I go? I know, Leicester, to the AGM. Check of the satnav. 120 miles. That's doable. So, I went. The car was prepared the few days before, filled with oil and petrol, tyres checked, swing arms filled with oil. I set off at 8:00am, on a bright sunny Sunday.

The cart went really well. within half an hour of setting off I was passing Harewood House, and by 9:00am I'm driving past the massive power station at Ferrybridge. The car is going well, the roads are clear, other drivers are being courteous, what's going on?



By 9:45 my bladder was exerting its influence and I pulled in at Flo's Cafe on the A1 for tea and a pee. A half hour stop and I'm back on the road. I filled up just before I joined the A46, and then came off of the A1 to head towards Leicester. By 11:30 I was pulling in to Beedles Golf Club.

I found that a committee meeting of the IOC was already in full flow when I arrived, but I was made welcome, and the coffee machine was pointed out to me. It was nice to see the old stagers (with emphasis on 'OLD' these days) of Bob Crompton, Mike Ayriss, Dave Watson, and even Lee

Turnham has been on the committee for yonks.

The committee meeting came to an end at lunch time, and up came delicious food, sausage, egg and chips in my case. Then at 2pm, 3 other ordinary members came in for the AGM. That made four of us in total, plus the committee, and two cars had made the effort to attend as well.



The AGM was relatively quick, we got another chairman, and two of the attending ordinary members weren't quick enough to step back when volunteers were called for, and are now the new Regalia Secretaries. The thing about officers standing down, like the chairman did, is that it is an unremitting grind, and it wears you down eventually. I take my hat off to those long serving members of the committee (aforementioned already) for



...serving us for such a long time. The club turns out to be extremely healthy, with far more products now than ever before, and a good turn over in the financial year. I'm sure there will be a fuller report elsewhere. So, by 3:30, with a glance around the other car, and a "ta-ra" to old friends I was back on the road. By 5:10 I was passing the A1 turn off to Clumber Park, where I used to frequent the all day cafe in the layby just off the roundabout. Sadly now the roundabout, the cafe, and the layby are all gone now in the conversion to motorway that the A1 is suffering.

At about that time it began to feel a little chilly, so I clicked the heater on. It was soon toasty toasty, and I continued to purr along, ticking off the miles. Headlights came on as the sun dipped below the horizon at about 5:50, but it still wasn't proper dark when I came off the A1 at Boston Spa. I was home by 6:30pm.

So, yes, it was a long drive. 240 miles round trip. The car performed magnificently, and the roads didn't feel dangerous, or me dwarfed by big lorries, in the slightest. It was a great day out.

Why don't you give it a go, sometime? Your car will love you for it all the more.

Richard

2019 Membership subscriptions are due on 1st January. Please see the enclosed renewal form and pay by one of the methods described.

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