

# ISETTA **GAZETTE**

**CHRISTMAS EDITION...2021**



# The Isetta Owners Club of Great Britain Ltd.

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Website [www.isetta.org.uk](http://www.isetta.org.uk)

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## **Editors Bit**

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It seems all my whining paid dividends, a few members have felt sorry for me and put fingers to keyboards, or in one member's case pen to paper (not easy to get it into print) but thanks anyway.

Don't think the rest of you have got away with it, if you want to read you have got to write.

Thank you to all those that have submitted articles, I have got more than enough for this edition and will be carrying some articles over for the Spring Edition, so for those of you who's articles are carried over, don't despair they will be used. For the rest of you, keep things coming.

It's that time again when subs are due, January 1<sup>st</sup> is the renewal date and January 31<sup>st</sup> is the cut off date, this is when if you haven't paid you won't be able to purchase spares.

Payment details are shown elsewhere in the gazette.

Merry Christmas and a Happy New Year to you all.



**Ian Parris**

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## **Chairman's Chat**

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At the annual general meeting I was confirmed as chairman for my second term of office. Indeed, all the officers of the Club were confirmed in office so thank you all and well done; your services are much appreciated. The annual general meeting was held by Zoom and special thanks must go to Iris Davies who joined us from Canada and Richard Jones.

You may already be aware that the spares<sup>1</sup> service software is about to undergo a major upgrade hence it not being available throughout December. This will give Lee a well-earned rest from picking, packing and posting spares but give Ian a major headache whilst he brings about the upgrade.

Will my second term as chairman motivate me to restore my car or at least make it roadworthy, after all, that's why I joined the Club originally and then why I volunteered to become chairman first time round? Will it work this time, only time will tell? Watch this space.

**Jeff Todd**

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<sup>1</sup>

# Isetta World

## The IoC's Forum on Facebook

Latest News - A milestone reached ...

Isetta World ran for 16 Years on Yahoo groups before migrating to Facebook on 16 September 2018, and on 9 August 2021 we were pleased to welcome our 2,000th member, Bjorn Antonson from Stockholm, Sweden.



Isetta World welcomes all members of the Isetta Owners Club, and all other Isetta, ISO, Romi, Velam, BMW600 and 700 enthusiasts Worldwide.

There's no charge to join [Facebook.com/groups/267159327250111](https://www.facebook.com/groups/267159327250111)  
And now, to quote Monty Python - for something completely different...

"Isetta John" Wetzel from Rutherford, New Jersey, is probably America's top Isetta restorer and I met him a few years ago at a Story Rally in Germany.

Here's an engine he restored for one of his customers. Correct in every detail and assembled with a craftsman's care.

He always has Isettas available for sale –choose one from his range of candidates and he will restore it for you to your specifications, or bring



your own car to him.

He also supplies Isettas to be used in Movies and TV

shows.

For example, this yellow car ...



John explains - "The photo shows Chris Farley in the car I rented to the Saturday Night Live TV show - It was called Tortoise Man. It was filmed on location at a closed down fast food place in Queens, New York. The story idea was that here was this little boy who eats so much that later he got so big that he became trapped in his car much like the tortoise trapped in its shell and he's stuck in the car forever".

"To make Chris look bigger they took the windows out of the car, put Chris into a BIG

foam rubber suit and put another person in the suit with him! This way when the car was shown there were two arms sticking out of the side windows like he's this really huge person filling up the entire car. I always was going to go back to get Chris to autograph the pictures, but shortly after this filming he left the show so I never got the chance" ... JW

If the car looks familiar, it is the same one that's in this photo with "Helga" standing in it and revealing ... the cars white upholstery.

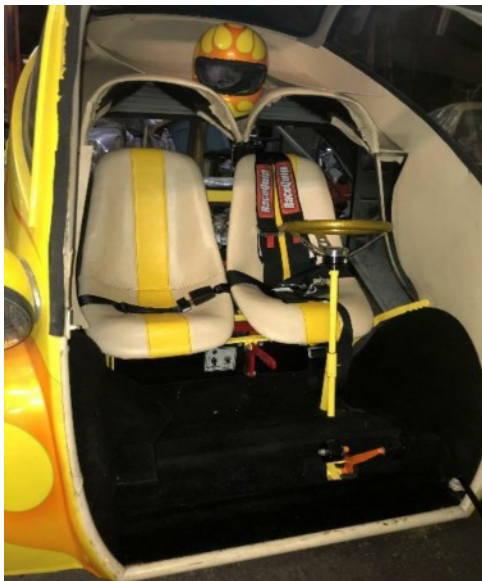
The same car was also used in a Comedy Central show with comic Jeff Ross in his rap music video parody featured thru the entire video. It was used one last time for a music video in NYC with German recording artist BODO Zeidler for his song [Before You Wave Goodbye](#). It might even be the most commercially used Isetta ever, except perhaps the Urkel Car from *Family*



*Matters* ( which was really 4 or 5 Isettas that were used during the show ). John adds – “ Loaned my car out free of charge as a favour to my friends at BMW N/A for this video. Never got the dinner promised as production ran overtime into the night. Ddn’t matter as I was glad to help out.



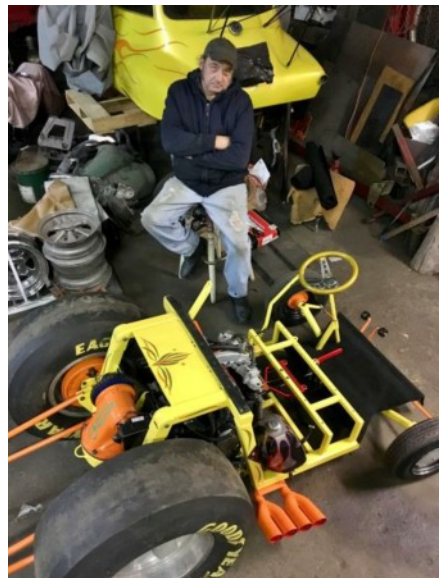
John modified the chassis to persuade it to handle better. With the shell removed, John had the frame powder-coated in bright Yellow with Orange link arms in place of the previous plain black.



release the beast upon the Drag Strip.

But wait - John’s adventures with yellow Isettas don’t end there ...

He discovered and bought one which had been converted to resemble a Dragster. However, John wasn’t content with a “pretend” dragster Isetta – he wanted one which would actually tear up (down) the strip.



He also made up and installed tabs and brackets to allow the fitment of the proper racing seats and belts which were necessary for the next stage of his plans – to actually

However, he didn't say who would be the first person brave enough to occupy the passenger seat ! Volunteers send s.a.e.?

But, let's be honest, a dragster really needs more than 300cc and 13bhp, if only to unstick and turn those huge rear slick tyres.

John's car is powered by a 4-cylinder, double overhead cam Kawasaki KZ 550cc (34 cu.ins.) motorcycle motor which develops 60 bhp at 9,000 rpm.



To fit the tube frame and tyres, the rear of the Isetta's body has been widened by 10 inches (all fabricated in metal). It has a 6-speed gearbox driving a narrowed Ford 8" rear axle into a custom golf cart chain drive rear. For ultimate Dragster authenticity it has long "Wheelie Bars" at the back to keep the front wheels on the asphalt, and a huge rear wing to complete the picture. Just for effect, it has four exhaust pipes exiting each side.

Recently John found that the car had been published as part of a Russian Eastern block bubblegum card set –.



and even erected as part of a roadside billboard campaign in that furry-hatted country.

Presumably, Vlad Putin approved.

With Thanks to Isetta John Wetzel.



## New Member and Owner of an Isetta 300

My husband John is a new member having bought his Isetta 300 in July 2021. I overheard him explaining to the insurance broker Dave that an Isetta 300 was the first car he owned when he was 16 and he has always wanted to own another. I think his explanation was after Dave had said, what have you bought that \*\*\*\* for!



I do remember John's first bubble car it was pale blue and he kept driving it up and down his driveway, (he married the girl from next-door-but-one, 48 years ago).

I never went in his Bubble car because by the time he asked me out he was 17 and he had a Honda 50 motor-bike, the Isetta had gone. John's next car was a split screen Morris 1000, after a day out he said it used more oil than petrol.

A few weeks after the arrival of the Isetta we attended a family BBQ and I asked his younger sister if John had told her about his new car. John just said 'it was the first car I ever owned', Gillian's face went into a huge smile and she set off laughing 'not a Bubble Car, I loved that little blue car!'. And then she admitted that when he was at work or out she would get his younger sister and they would sit inside it on the driveway and she would imagine driving them somewhere, Gillian would have been about 9 and Lynne 4. Apparently, they usually went to Rhyl or Blackpool, Gill said she drove that car hundreds of miles.

I think Gill is looking forward to actually being the passenger in a bubble car that moves, maybe not to Blackpool but certainly around Wilmslow.

John has now started to restore his beloved new acquisition, it is all stripped down ready for a re-spray. He has cleaned and sanded the chassis which was in good condition and repainted it. The drive shaft is being sent for sandblasting. The engine has been removed to be serviced and any worn parts replaced. The back-wheel rim is badly damaged and not sealing so a new wheel is required.

He has placed two spare part orders already. The first order for cables were received in a cardboard tube. But the second larger order was very well packed about a foot wide and about three foot long, luckily for the delivery man who was intercepted in the front garden by our three German Shepherd dogs all barking and very much in guarding mode. He had the amazingly well wrapped parcel in front of him protecting his legs and manhood like a mediaeval shield.

Lee (Spares Manager) thank you. The delivery man said his life passed in front of him and I think he was really glad of your expert very strong packaging to hide behind. John was even happier to receive the parts with no teeth marks.

John attended the 46<sup>th</sup> National Microcar Rally at Shropshire in August and enjoyed meeting and talking to members, hopefully next year he can show his own restored Isetta 300.



**Lynne Drinkwater**  
Wife and tea supplier



# I Dropped a Clanger by Ray Glendinning

While loading my 4 wheel Isetta onto my trailer in early June I dropped a clanger in not securing it with the winch properly before fitting the side/wheel ratchet straps, the upshot was is that the car rolled back onto the now upright wooden loading ramp. This without me knowing pushed the rear bumper into the car on the offside wing area. This pushed the wing out enough to split the paint is several places and caused the wing to be out of line. I secured the car properly this time and carried on with the preparation for a 4 day away trip to the Hurworth Nr Darlington Micro Maniacs rally organised by the brilliant team of Eric Bruce, Tom Watkins and their ever present assistants.

It was not until the "local" lads with a total of four Isetta's had a trip across the challenging hills to Glossop for a stand around classic car show two months later that, and I think it was Richard Jones, who noticed it first said that the bumper was vibrating as I was going along. So, with my pride dented I thought that I would leave it until after the National before I would have a go at a repair, so I took the bumper off until later.

The underside return section of the rear wing was weakened by some rot where the offside bumper bracket fitted. I made a steel section about 30 centimetres long, bent it cut it and mig welded it to the lower inner wing area. With it all secure and sound plus with some rubbing down and prep work I finished the painting off with a rattle can which was made up for me with my own original paint by a local Co. I'm quite pleased as the finish has matched up perfectly.

This done I got rather giddy and moved onto stripping all the steering sections to replace all the silent bushes including the drag link, This has not got rid of all of the wandering but it is a million times better so that will do for me. Along with a set of new tyres all round it is now ready to play out and ready is for next season.

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The front cover shows the car displayed at the NEC Classic Car Show 2021. The light blue car belongs to Richard Clark, the 600 belongs to Ian Parris and the red one belongs to Brian Chadwick.

A show report by Dave Watson is included in the gazette.

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## Subscriptions are due on January 1<sup>st</sup> 2022.

Membership renewal can be done via the ‘**Online Spares System**’ by purchasing an ‘**Annual Membership Subscription**’ or by PayPal to [isettasubs3@gmail.com](mailto:isettasubs3@gmail.com) these are the preferred methods of payment, alternatively by cheque to ‘**The Membership Secretary**’, by bank transfer or standing order to:-

Santander Sort Code 09-01-56 Account No. 00744809

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Check on the website [isetta.org.uk](http://isetta.org.uk) for payment amounts dependent on where you live and if you take your gazette by email.

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### The Club is pleased to welcome:-

Gary Weston	Wiltshire	Ivan Gilbert	Leicestershire
Gerard Auckram	New Zealand	Randy Smith	USA
Joseph Joyner	Wiltshire	Anastasis Leonidou	London
David Cornwallis	Leominster	Francis Bennett	Gloucester

**New Members since the last Gazette**

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## My GIGI by Darren Sear

I purchased G467 FRE in May 2019. Having always been curious about these wonderful little cars. I also live in Eastbourne, just along the coast from where it would have been built in Brighton. The car is a 1959 three wheeler with a 300cc engine. I purchased the car in very good condition, it had been used for promotion events etc and I understand often taken to Goodwood Revival.



It took me a while to understand why the car had a 1989 registration. The G represents when the car was first registered with DVLA. I asked the club to confirm the chassis number etc and validate the 1959 manufacture date, however DVLA would not provide me with an age related (non prefix) license plate. I really wanted to have an age related plate, but not having another £2000 to purchase a 1959 registration so I purchased a Northern Ireland plate, GIG 1300 - I thought the car looked like a 'GIGI' and it has a 300cc engine. Therefore let me intro-

duce you to GIGI 300. Silly i know, but the whole car is fun, so should be the plate. I have taken it to a couple of local shows. I love BMWs and whilst this is not what i would call a traditional show and tell, it always gets attention. I have actually towed the car in my '89 E24 which definitely raises some eyebrows!

Driving back from the last show, I lost the gear linkage and couldn't really drive it. I had to stop and tow it back



to it's home, then on the way we accidentally banged the front end on the tow bar, so now it's just feeling sorry for itself until I can raise the funds to get it back on the road.

See you next year GIGI!

**Darren Sear**

I'm writing this in response to the editorial request for material for the Isetta Gazette and the stark reality shown in the Autumn issue of what happens when no-one contributes.

I doubt I'm alone when I say that I enjoy reading club magazines but I like my enjoyment to last more than 5 minutes! In one of the two articles published in the last issue there was an interesting article by Bob Newton about his Isetta. However, for me, the last sentence in particular jumped out the page at me, when he mentioned previously owning a BMW 700 Coupe. I wrote an article for the Gazette, when I took on the role of BMW 600 & 700 technical advisor (details inside the front cover) and in it I mentioned my interest in building a record of all known and even lost cars of both models and I requested that past and present owners get in touch with me.

My request met with limited success. Bob's mention of previously owning a BMW 700 Coupe was too good a chance for me to miss and I managed to get in contact with him and he was good enough to share what information he could remember from the early 1980's. Unfortunately he couldn't recall a registration number or engine/chassis numbers. All that he could remember was the name of the person that re-sprayed it for him, the colour it had been sprayed and rough dates of ownership.

After the re-spray, due to other commitments, the car was never fully re-assembled and was subsequently sold. The information supplied was however, enough to give me a start, because I knew that a friend of mine who currently owns a Coupe had bought his car from the person who did the spray painting – a possible lead.

The colour that the car had been sprayed however was wrong but it could however, in the intervening years, have been sprayed again. I phoned my friend and we discussed it but the dates didn't fit with his knowledge of the history of his car. That meant that the only other lead I had was the colour it had been sprayed and a quick look through my records revealed only one other car.....my own Coupe!

I got in touch with the person that I'd bought it from 5 years ago and he confirmed that he'd bought it from Bob almost 30 years earlier and despite his good intentions, the car had never been reassembled so he'd decided to sell to me. It also turned out that he and Bob had been very good friends for many years but had sadly lost touch. I've now been able to put them back in touch. So, through a chance mention of a model of car in the Isetta Gazette and my decision to follow up on it, I've discovered a bit more of the history of my own BMW 700 Coupe and I've been able to put two microcar friends back in touch with each other.

Surely, if proof were needed, that's sufficient reason to not only read the Gazette but to contribute to it!

**Alastair Lauchland**

## Chelsea in Bloom by Corin Mellor

My 10-year-old son saw the car advertised on eBay and insisted that I should buy it and we could restore it together ( nice idea)

The only problem was that the car was in a barn in Navara USA ! I organised the importation and the car arrived just as the pandemic did. Unused for thirty years, the car was complete but looking rather sorry for itself, we stripped it down, removed the body off the chassis and had it shot blasted to bare metal. It was totally rust free and needed no welding. It was re-painted in its original 'Birch green' to a very high standard and many of the parts were replaced with the help of Lee from the club spares dept. The mechanicals have not been touched yet so we are looking for someone to do this for us.

We have had a shop in Sloane Square since 1969 and we have been taking part in the Chelsea Flower show "Chelsea in Bloom" for many years. This is a competition for shops to compete with floral displays outside their premises and



draws thousands of visitors. This year's theme was 'Extraordinary Journeys', so we decided to incorporate the Isetta and link it to the famous 1954 Mille Miglia where the car performed so well. I built the display and a colleague did the flowers.

The display won a gold medal, all down to the little car!

Corin Mellor

Hi Ian,

I saw your message asking members to write in so this is an update for you.

I purchased my Isetta 300 as a basket case approximately 3 years ago not knowing anything about Isettias, I had been diagnosed with a blood condition and this was to take my mind off my plight. Initially I was full of enthusiasm, bought many parts from the club and other sources. The body work has thrown up a few issues that I was not prepared for, the roof is particularly bad for someone of my skill level and the front hoop is out of shape, which obviously can be done, just have not got around to finding the material and a suitable person to bend it into shape.

So Ian as 1 of the 400 members I offer you this explanation as to why I have not sent an upbeat story with attached pictures, is there anyone out there with a decent roof or a front hoop, perhaps someone near Carmarthen, South Wales who could offer me a chance of taking some measurements so I can move forward, I am really stuck at the moment. I promise that if I ever make some decent progress I will keep you informed.

I have to be honest there was a wanted advert in the Autumn gazette, someone looking for a project, I rang the number left a message but no one has come back to me yet.

If anyone gets in contact could you please pass my number on.

Could you please print this, this may be an opportunity to acquire the parts I need or the opportunity for someone to finish it off.

All the best,

Nick Craft.

## Electric Isetta by Tom Hughes

I'm a little nervous about a possible backlash: "how could you rip the heart of the car out" and the like. But we were using the car less and less as it became increasingly impractical for London driving: congestion charge, car parking, constant gear changes and short journeys which means the battery never recharged. My wife and I have always thought that it would make the perfect electric city car for the two of us it's easy to navigate the relative tight streets and slow-moving London traffic, it would benefit from almost free car parking in Westminster and would be exempt from the congestion charge. As a "nip around" car we wouldn't suffer range anxiety plus we have some off-street parking so could charge it using a three-pin plug from our garage. Finally, we'd get reliability and peace of mind: no more worrying if the car would start.

My father originally bought and restored the car over 25 years ago for my mum. My mum loved it but struggled with double declutching. After a few years they gave it to me as it made for the perfect city car for relatively short journeys



(I lived and continue to live in London). This was before any congestion charge, low emissions zone etc. so it was treated as a normal car.

I used it for many years; my wife and I drove off in it from the church at our wedding.

We continued to use the car after we got married but we started a family and it became increasingly impractical with two young children. But we couldn't bear the thought of selling the car so I stored it, with

occasional use in the summer. But we were using it less and less. In the meantime, London's road pricing schemes and general push for electric cars made us wonder if we could electrify the Isetta.

A few years ago, I came across Electric Classic Cars

(<https://www.electricclassiccars.co.uk>)

who electrify classic cars. I asked them if they could convert the Isetta and after a little deliberation they decided to give it a go. They started at the end of 2020.



The project was a bit of a challenge as the three-wheel design is a little unstable and the Tesla motor is quite heavy. In four-wheel drive cars you don't have to worry about balancing the weight but this was an issue for the Isetta. Working out how to drive the rear wheel was also a bit of a challenge.

Distributing the batteries presented a second problem: they're quite heavy and the Isetta doesn't have that much space. But I think Electric Classic Cars split the battery pack and fitted the cells under the bench seat, along with the engine management system.

The gearbox is fused in second gear as the Tesla motor has plenty of torque and can manage a hill start. This makes driving extremely easy: you literally press the accelerator pedal and away it goes. There's a small switch puts the car into reverse. The clutch is still present but it is redundant.

The car should get around 60 miles on one charge: it has a 17kwh battery. It charges via a standard Type 2 electric car socket which can be plugged in to a 13A three pin plug. We can easily charge the car overnight from a household plug.



The whole project took around ten months: we've just received the car back and are wrestling with Westminster Council and Transport for London so they recognise it as an electric car and let us benefit from the various exemptions. But I'm hoping they will all come through in the next few weeks so my wife and I can zip around town in something that is convenient, cheap to run and "on message" with the drive to reduce carbon emissions. We try to be "green" as a family: we buy our electricity from Good Energy

(<https://www.goodenergy.co.uk>) who claim to have a 100% renewable electricity fuel mix, see <https://www.goodenergy.co.uk/our-energy/our-fuel-mix>. So, I think we can lay claim to having a zero emissions Isetta powered by 100% renewable energy; maybe a first?

The car will also feature on TV in a new series of Vintage Voltage which I due out in the first half of 2022 – see <https://www.vintagevoltage.tv> for details. It will have its own 45-minute episode which will outline the story and go through the electrification process. But maybe the Isetta Owners Club can get an early "heads up" from the newsletter.

I hope this gives you a bit of an insight into our wonderful car. I'm looking forward to driving it for another 25 years; the next project is a top-to-toe rework of the bodywork, chassis and pretty much everything else.

**Tom Hughes**





## NEC CLASSIC CAR SHOW 2021

Words and Photos by Dave Watson

2021 marked the 36<sup>th</sup> anniversary of the show and certainly was the event not to be missed for any classic car owner, collector, enthusiast, or classic car club member - or anyone with just a passion for classic cars. Bringing together the world's largest gathering of nearly 300 car and motorcycle clubs with over 3,000 iconic classic and vintage cars and motorbikes on display across eight halls at Birmingham's NEC.

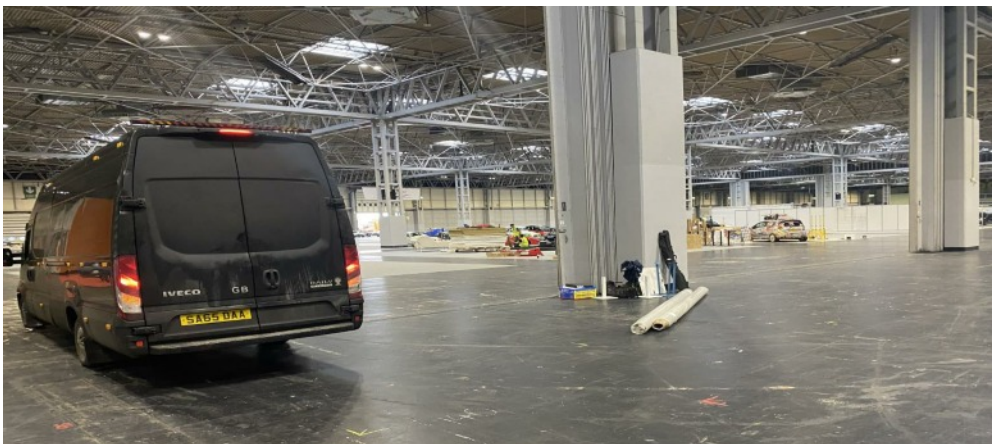
As well as admiring amazing vehicles, visitors had the opportunity to shop from the UK's largest indoor auto-jumble and source parts and tools for their maintenance and restoration needs from specialist traders. Classic cars were brought from an outstanding range of dealers and Silverstone Auctions, plus talks from motoring celebrities on the Live Stage, restoration demonstrations in the theatre and much more it was too good to be missed.

### Who

would have thought when we packed the stand up in 2019 what was about to hit the world. The last two years have certainly been life changing for many and only now is the "New normal" becoming a reality. There was hope that a show of sorts would be held in 2020 but after the second wave caused the threat of another lockdown the organisers reluctantly decided to cancel at the last minute. Undeterred the 2021 show went ahead with support from over 270 car clubs and many traders. We did not know what to expect this year but it was a super effort from all involved.

The show ran over its now familiar four day format with the set up day on the Thursday. Strict proof of Covid jabs or a current PCR test was the order of the day for entry and together with wider isles to cause less congestion and the now normal hand sanitiser everywhere we were all set. With around 3,000 cars on show across eight halls, 270 car clubs showcased various marques and models ranging from the AC Owners Club to the XR4 Register.

Over 63000 people visited the show over the three days and although a little down on previous years it still seemed busy with a marked increase



in footfall on the Friday-that is normally the quietest and most expensive day to get in.

I decided early on to keep the stand simple this year. We were allocated a decent space of 6m x 8m in Hall 2 backing onto the Heinkel Trojans and close to the Frisky and Bond stands. We were also close to the Silverstone Auctions area so would be almost guaranteed a decent flow of visitors. I managed to get three cars for the stand including Ian Parris' newly restored Blue and white 600. The idea was to try and have space to move around without being over crowded. It worked!. There was plenty of room to sit and relax but move around the cars without falling over each other. I left off our bunting that in previous years has formed what some folks consider a barrier between the stand and potential visitors. This allowed folks to now wander on and off the stand as they wished.

I've been involved with the organisation of the stand for over twenty five years now! Set up ran very smoothly on the Thursday. I arrived first at around 9.30 am, found our position in between halls 2 and 3 and set about putting the carpet down making sure to use only the "approved" soft tack NEC floor tape – I remember a few years back painstakingly chiseling off the glue left of the hall floor after the wrong tape was used.....

### **"They never had a reverse mate"**

Next to arrive was Mike Ayriss with the blue club display boards that are kept in one of the two lock up garages the club rent in Leicester. I didn't really know what we wanted to do layout wise but we set about building two display towers and a back wall. It all worked out fine – keeping the idea of space to move around on the stand. The pictures were all stuck up along with some Union Jack Bunting to complete the look.

Next to arrive were the cars – Ian Parris with his Blue and White 600, Richard Clark with his Light blue 300 and bringing up the rear Brian Chadwick with his red 300. Despite Brian's` Isetta fuel pipe coming adrift in the NEC car park and emptying out all of his fuel! Brian had three micro cars at the show this year – along with the Isetta his Bond and Heinkel. Well done to Brian for

supporting so many clubs. The stand was all ready to go in what seemed like record time - being all set up by 2.30pm. I had my normal nose round the halls to get a flavour of what else was going on and of course to check out those early Auto jumble bargains.

Over the three show days we were treated to the normal stories, much interest, the disbelief Isetta were BMW's, and "they never had a reverse mate" comments that all go to make up the weekend. It was great to meet some current and past Isetta club members who had come

### **"I used to sit on the parcel shelf as my mum drove me and my mates to school"**

along to have a look – Thankyou. We were also visited by a representative from BMW-Group UK (Oxford) and I hope to be forming a renewed alliance with them. I don't want to give too much away at this point, that's for another day, but look out in 2022 for a special event I will be setting up.





Many visitors had some great stories to tell from back when Isetta were used as everyday transport. "I used to sit on the parcel shelf as my mum drove me and my mates to school" the distances they used to go and of course the courting couples - I don't think we have ever heard a bad story – even when they used to blow up, The Isetta is always fondly remembered by so many visitors to the stand.

Over the weekend I was helped by Neal Bircher, Neil Unsworth, Richard Clark, Bob Crompton, Ian Parris, Kathryn and Adrian Skelson-Reece, Brian Chadwick, Helen and Mike Ayris. Thank you all – without your help we can't make the show stand the success it is each year.

It was also great to catch up with the other Micro car clubs – Bonds, Friskeys and Heinkel/Trojans. Well done to Mike Sheppard who set up in the main Autojumble in Hall four with his familiar (to me anyway) stall selling all



things Mirco-car related. Chatting to a few of the regular traders I think overall trade was down slightly from previous years but as one trader summed it up " well its One Hundred percent up on last year so that's a good thing".

Sharing the NEC venue this year was the MCN Comic Con that certainly added an entertaining culture. We were treated to seeing

hordes of young people dressed as comic book and movie characters wandering the halls of Birmingham's NEC that added to the fun.



Other show highlights included Silverstone Auctions who had sales throughout the show, securing a whopping £8.3million worth of car sales and £550,000 of motorcycles in its first dedicated sale, both hammering away 81% of the respective catalogues. The Sporting Bears Motor Club raised £28,913 from its popular Dream Rides. The 'Bears' gave ten-mile passenger rides to visitors in exchange for a charitable donation. The discovery+ Live Stage, where host Mike Brewer was joined by his Wheeler Dealers co-stars Marc 'Elvis' Priestley and Ant Anstead. Other stars appearing included Jimmy Doherty and Jimmy De Ville from Jimmy Doherty's Dream Builds, Paul Cowland from Salvage Hunters Classic Cars, Helen Stanley from Motor Pickers, and Ant Partridge from Goblin Works Garage.

A new feature for 2021 was 'Our Friends Electric' which put the spotlight on electric classic vehicles. Sceptical enthusiasts were thrilled to see a 1911 Baker Electric actually drive around the arena. This was followed by Richard Morgan of Electric Classic Cars' converted VW Beetle from the TV show Vintage Voltage.

Andrew Evanson, Senior Operations Manager of headline sponsor Lancaster Insurance, said: "It was amazing to see the classic car community reunite over the past three days. The show is always a calendar highlight but was something special this year. Thank you to all involved and we can't wait to do it again next year."



The next Lancaster Insurance Classic Motor Show, with Discovery, will be held at Birmingham's NEC from November 11-13, 2022. The Isetta Owners Club will be part of that, why not come along and support us?