

ISETTA

GAZETTE

WINTER EDITION 2023



The Isetta Owners Club of Great Britain Ltd.

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Website www.isetta.org.uk

Isetta World www.facebook.com/groups/267159327250111

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

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Editors Bit

Another successful year comes to an end, and with it time to relieve you of some hard earned cash, i.e. subs time again for 2024.

Subs are due on Jan 1st not April, June or September as some members think. Please get your subs paid as early as possible it makes my work easier as Membership Secretary.

You will find more pages than normal in this Gazette, but don't be complacent, I have nothing going forward to the Spring edition so be warned, articles are badly needed.

The committee have been working very hard as usual on your behalf to create a very successful club, all voluntarily, to this end, Lee will be taking a couple of weeks off over the Christmas period so the Online Spares will be closed. We will be taking orders again at the start of January.

On that note, may I wish you all a Merry Christmas and a Happy New Year from the committee.



Ian Parris

Chairman's Chat

The Annual General Meeting went ahead as planned at Beedles Lake Golf Club near Leicester, a central point for all the committee who are scattered far and wide to attend. All the officers and committee were reselected into their existing roles unopposed. Special thanks must go to Ian and Martha Lowther, members who attended. Also I managed to persuade my son Ryan to attend, after all he has expressed an interest in my car when anything happens to me. You will know from previous Chairman's Chats that we desperately need a younger element on the committee to ensure that the club will continue for the sake of our cars.

Finally Merry Christmas and All the Best for 2024 to you all, see you next year!

Jeff Todd

Melanie's Micros

Uncle Tom and cousin Nicola 1965(?),

634PJ As bought, February 1980.

It's fair to say that this story starts back in the 60s. My uncle had one then, and I was in



no doubt that when I was eventually old enough to drive, my first car would be an Isetta. So, by the time I set off for Surrey University in 1981, I was already the proud owner of self restored (with help from dad) 634PJ.

Melanie was studying engineering at Surrey, and as if by fate, our paths frequently crossed. By the end of the first year we were part of the same, life long group of friends. The day we moved into our second year accommodation, a tiny ancient country cottage, Melanie and I became what I think is called an item. The Isetta was part of the equation, I'm sure.

Neither of us completed our courses, but we certainly had a lot of fun and looking back I wouldn't change a thing.

634PJ outside the cottage,

John and Sarah's wedding



For the next few years, we lived in Winchester, while Melanie completed her teacher training. Before long there were two Isettas. Melanie's was 354MHT. We'd picked it up from Beaulieu Autojumble for £25 and it was very quickly restored and roadworthy. It seems that was an easy task back then. Maybe our lives were less complicated?

354MHT restored in no time



The Isettas were in use all year round, visiting family and friends and of course classic car events.

Melanie at NMCR



Although the two Isettas were cool, Melanie had obviously caught the bug. She wanted another car and spent some time evaluating the possibilities. So, all things considered, the dream car would be... a BMW. In an attempt to be sensible, 634PJ was sold to a garage called PJ Autos, and just for the number plate! Well we needed the £750 at the time.

Maybe an Inter, or a Frisky, no a 600!



There were even fewer 600s in the UK back then, but Ray and Helen Simpson had one that they had decided was beyond economical repair. They managed to track down a better one, so the wreck that was 29CXP was ours for £250. We were happy to take it on. Maybe it could

be restored in time for our honeymoon. If not, at least there would be room for children, should there be any! Did this possibly cross Melanie's mind before?

29CXP as collected and stripped



Melanie became a teacher and quickly realising I liked holidays, I too took a school job. We were married and it seemed like we had all the time in the world. The 600 wasn't anywhere near restored enough in time for the wedding, but at least we left the reception in a bubble of happiness.

Feb 16 1991



The next 30 years were gone in a flash. Life indeed got a lot more complicated. Children, work, houses, other cars etc. We first moved to Southampton, and then to the Isle of Wight where we have remained ever since. Nonetheless, we had countless adventures in our various slightly nonconformist vehicles, both with and without our two lovely daughters. There was the A60 Suntor, the Austin Cambridge and folding caravan, the VW Dormobile and the BMC JU250 Cotswold.

With the children grown up, our attention returned to the microcar scene. A lot had changed. Driving and fettling had given way to towing and polishing, but that wouldn't change us!

With the tragic news in 2019, that Melanie was seriously ill, our only option was to enjoy and make use of the time we had left. Lockdown was good to us. Being forced to stay

at home together was an absolute pleasure. Part of that time was spent working on the 600 and we also did some great local walks.

Painting the chassis, Main bearing replacement, first grandchild.



The car was so nearly ready when Melanie's health went rapidly downhill. We lost this very special person in October 2022. Everyone who knew her agreed she was unique, kind, clever, fun, brave and beautiful in every way. To quote a friend, "She was one cool lady".

In an effort to try and come to terms with life without Melanie, and keep busy, somehow, I felt the need to finish her dream car and take it on a special journey in her memory. This adventure turned out to be to the 2023 NMCR in Yorkshire. An account of the 800 mile round trip will follow as part two of this story.

Ian Danaford

The Club is pleased to welcome:-

Myles Schofield	Huddersfield	Steven Singh	Manchester
Ilan Lin	Israel	Ashley Hulme	Cheshire
Christopher Walkington	North Lincs	Vic Terry	Nailsea
Richard Taylor	Canada	Mario Fionda	London
Nick Halls	Canada	Steven Valez	USA

New Members since the last Gazette

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

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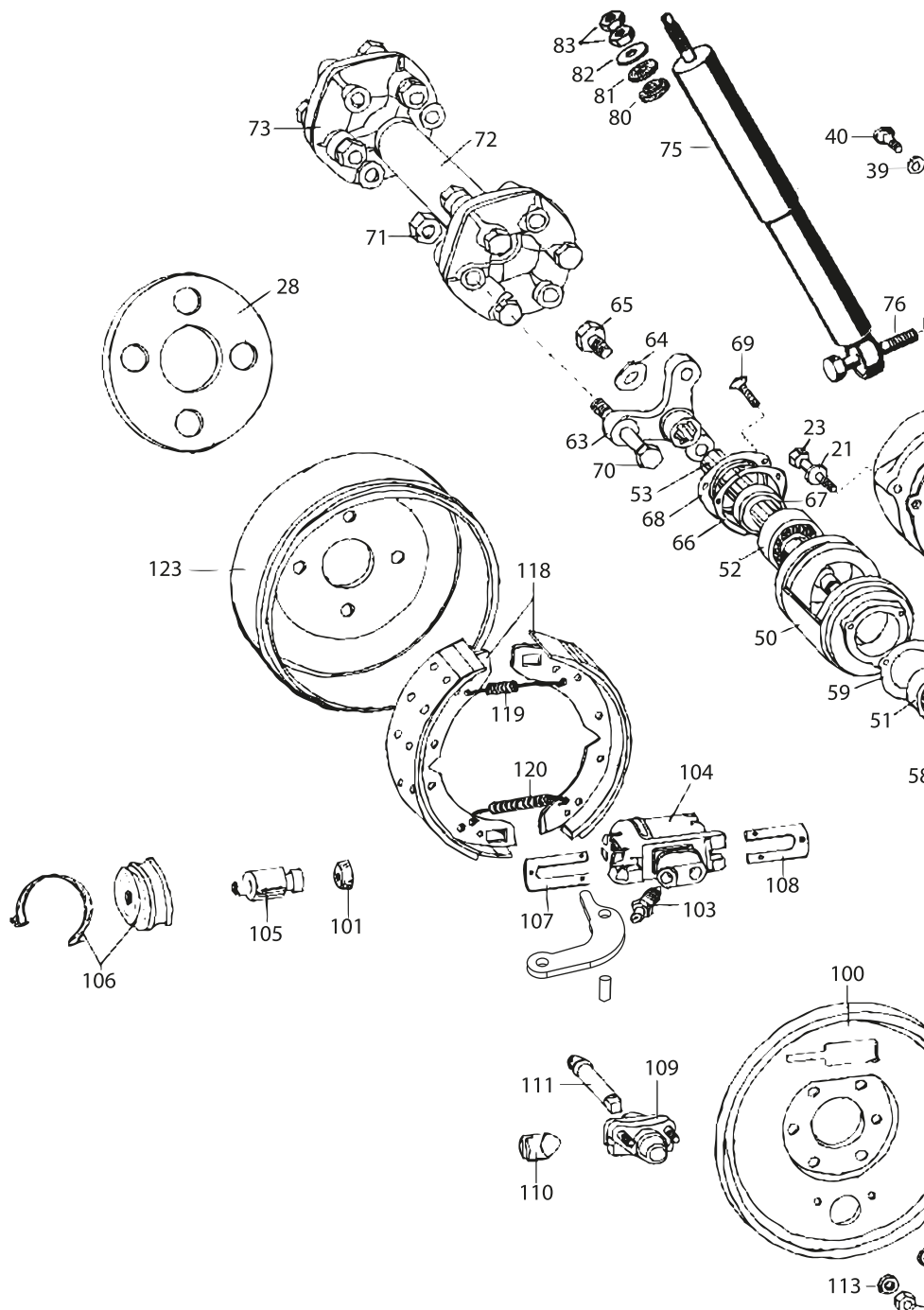
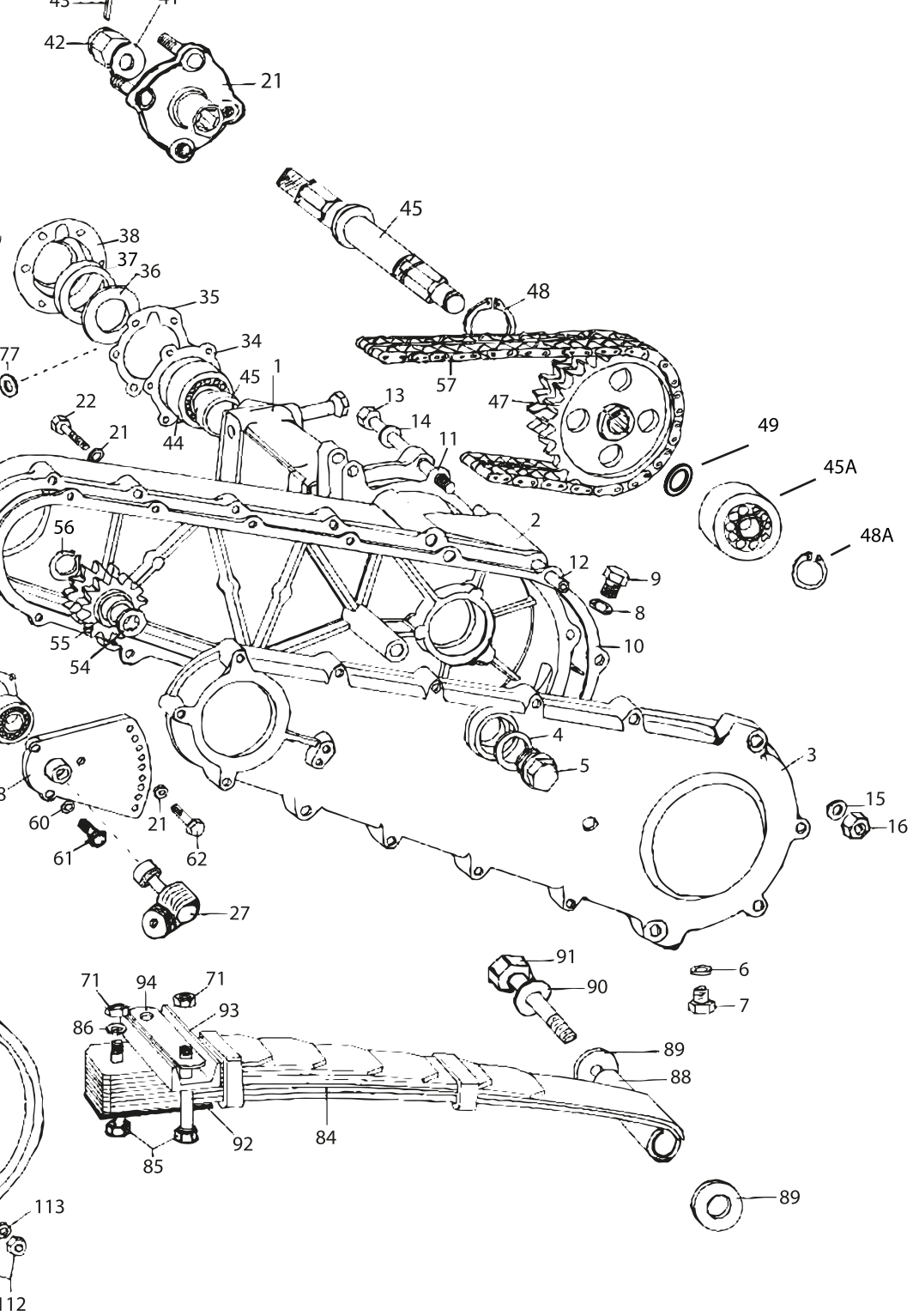


Plate 4A. British 3 Wheeler. Rear Suspension, Axle and Chain Drive

Drawn By Isetta Owners Club GB Members Ray Dilks and updated by Phillip Jam



SPARE PART LOOKUP LIST

Take the part number from the exploded view on the previous page and find the product number corresponding to that part to search in the online spares. If the number isn't listed the part isn't available as an individual item.

Plate No	Part No	Plate No	Part No	Plate No	Part No
2	002/4	46	E2056	85	85/4
3	003/4	47	47/1	88	88/4
4	010/3	51	6202	89	89/4
5	005/4	52	6204	91	91/4
6	06/4	53	53/4	92	93/3
7	7/3	54	54/4	93	93/2
8	31/1	55	55/2	94	094/4
9	009/3	56	56/4	100	100g
10	10/4	57	057/4	101	1109
11	11/4	58	58/3	103	64/1
12	12/4	59	59/4	104	104/4
27	BG2406/00R	63	063/4	106	1109
28	28/4/3W	64	064/4	107	112/2
34	34/4	65	65/1	108	112/2
35	35/4	66	66/4	109	1108
36	36/4	67	14/2	112	1209
37	30	69	69/4	113	1210
38	38/4	70	76/2	118	1180/5
42	42/4	71	76/2	119	120/3
43	043/4	72	72/3	120	120
44	22205C3	73	073/4	123	1213
44	3205C3	75	0751/4	124	1204/4
45A	6204	80	080/4	125	1072

Some 4/5 weeks ago having chatted to the Goodwood Revival set designer, didn't know him and out of the blue, at a Classic car meet in Balls Cross, West Sussex on a wet Wednesday night sharing the same umbrella. I was invited to show my Isetta at the Revival.

Great excitement, we've never been anywhere as seriously exciting as this before.

So as a special treat The Bubble goes to a real garage for an extra service, just in case!!

We set out on the Wednesday in advance of the show and promptly came to a halt about 4 miles down the road with an overheated over tightened rear brake 😊

The garage came out and sorted the problem. All seemed well so progressed down the road for another 4 miles and the front near side brake seized!! Called the breakdown cover as it's now getting late.



A delightful Hungarian chap came to take me the rest of the way. He was very excited to be carrying a classic car on his flatbed and even more so as it was going to Goodwood. His excitement grew even greater when on arriving at Goodwood we were obliged to go round the track to get to our show spot. The chance to take his breakdown truck round the circuit was nearly too much.

So, we're now at the track all brakes have cooled down and I'm able to drive into our allotted spot.

Come Friday, my Partner and I arrived in many, many people the opportunity to sit in the car and talk Bubble.

We couldn't believe how many people had had a Bubble experience in their lives, and came away with many funny stories.

Wherever we show the Bubble we always let people sit in him and the response is always really positive.

The Revival is an absolutely tremendous experience.

So at close of play we brought our little Bubble home in a borrowed stock trailer and he's going to have his brakes sorted out.

Advance warning I'm going to attach some photos. The file may be too big and they may come through in multiple emails!!

I've had my Isetta for 10 years now and he follows on from the first one that I bought in 1972 for £10.

Ian Thomson



View from the Counting House – Bob Crompton

This report is a summary of the IOC GB Ltd Accounts presented to the AGM on the 15th October 2023 and relates to the Financial Year 1st January 2022 to 31st December 2022

The Club's accounts for 2022 have been audited by the Auditor Geoff Davey and submitted to Companies House well before the required submission date of 30th September 2023.

The Club is financially well founded with good cash reserves at the end of 2022 of £44566.44 and made a profit in 2022 of some £ 17,233 before Corporation Tax.

Corporation Tax is currently set at 19% of profits, resulting in a tax liability of £ 3274 which was paid before the deadline of 1st October 2023

Review of the Accounts

Overall Profit & Loss – Income from Subs and Spares together was decreased substantially at £ 71832 however our cost of sales was also significantly lower due to lower levels of purchases. Overall profit for the 2022 year was £ 17233 compared with £ 3,389 the previous year, primarily due to the timing of Spares Purchases.

Spares Profit and Loss - Overall new spares sales were again down somewhat at £63,487 for 2022 compared with £73,746 in 2021. This was almost certainly due to fewer Owners restoring cars, again post- COVID. However, Spares profits were significantly up in the year largely due to lower spares purchases and a stock write down. The write down was mainly of older spares where they are not selling. Spares profits increased from £ (3901) in 2021 to £ 11,228 in 2022.

Subs Profit and Loss – Income from members was somewhat reduced due primarily to reduced Membership, while expenses were somewhat down due to the timing of Gazette publications, resulting in a profit of £ 2,340 In 2022 compared to £ 2,841 in 2021.

Balance sheet – Stock value at the end of the year increased from £77,070 in 2021 to £ 85,542 in 2022. In addition, we have been able to take a stock write down to cover any future unsaleable stock.

Cash at bank increased substantially from £ 31,613 at the end of 2021 to £ 39,753 at the end of 2022.

In summary, the Club is in a very healthy financial position. Post COVID sales have again reduced somewhat due, no doubt, to owners reducing work on their cars as restrictions are lifted.

Isetta World

The IoC's Forum on Facebook
[Facebook.com/groups/267159327250111](https://www.facebook.com/groups/267159327250111)



Recently, on Isetta World we were treated to a video inside Fabian Schwark's Isetta with speeds of up to 60mph registering on his speedo. And here's the evidence ...



see the actual drive at ...

<https://www.facebook.com/reel/6402504693172865>

It reminded me of an earlier posting when another Isetterist wrote - "I was looking at the specs in John Jensen's book and it say's 53mph as top speed for an Isetta. For years I have kept to about 45mph with the odd burst up to 50mph. Now I have put new valves in etc is it possible to go to these speeds (once run in) or do I still run the increased risk of dropping a valve if I do? Thanks , Steve"

To answer Steve's question thoroughly, let's consider the following specifications sourced from the original Isetta

Maintenance Manual, published by Isetta of Great Britain Ltd , Brighton, and issued to Isetta Dealers ...

Isetta Gearbox Top Gear Ratio is shown as 2.70 :1

Isetta Chain Final Drive Ratio is shown as 2.31 :1

Overall gear ratio in 4th gear is shown as 6.25 ; 1

Therefore, at 5,000 engine rpm , the rear hub is rotating at 800 rpm.

In my workshop, I have measured a Falken Sincera 145 -80 - R 10 tyre (which is what most people use nowadays) to have a rolling circumference of approx 60 inches for 1 revolution of the rear wheel.

So at 5,000 engine rpm , the vehicle is propelled at 800 revs x 60 inches = 48,000 inches per minute , or 1333 yards , or 0.76 miles per minute . This equates to a speed of about 45 mph .

So at 50 mph the engine would be turning at 5,555 rpm.
And at 60 mph the engine is doing 6,666 rpm .

To express it another way , at 1000 rpm in top gear the Isetta will be travelling at 9mph. (Remember this – it is more accurate than your speedo)

(Indicated speeds and actual road speeds will vary slightly according to the behaviour characteristics of the tyre's construction and its centrifugal growth at higher revs . Smaller tyres will generally mean more engine revs at a given road speed .)

Design-wise , we know that our Isettas have basically a development of a pre WW2 engine which used mainly 1950's specification materials . We also know that most (UK ?) vehicles of the mid-50's had a rev ceiling of usually 4,500 rpm to 5,000 rpm , and we know that most vehicles of the 60's had a rev ceiling of about 5,500 rpm .

The top gear red-line on an Isetta's speedo , marked on both my VDO and Smiths instruments starts at 50 mph , which equates to approx 5,500 rpm , which compares very favourably with contemporary vehicles.

The Maintenance Manual shows max 13 bhp at 5,200 rpm , which equates to a road speed of about 47 mph. Therefore, at this speed the car is least compromised by the effects of head-winds and uphill gradients.

For the record , I have seen 60 mph on my Isetta's speedo without incident , but when my engine failed about a year later with a detached valve head it was while maintaining a speed of about 50mph. The result was piston smashed, cylinder head trashed, conrod bent and cylinder damaged beyond saving. That was before I knew that the original valves fitted to Isettats were of composite construction i.e. two separate pieces friction-welded together (apparently for material differences giving enhanced heat capabilities). It is worth mention here that the valves supplied by the



Isetta Owners Club of GB are of a modified single-piece type designed to alleviate the original's "dropped valve" syndrome.

Note also that the IoC spares service can supply new Valve springs, and collets which BMW recommend should be changed at 15,000 mile intervals. Plus guides, and seats and retainers.



So, Fabian's car at 55mph would be revving at 6,033 rpm and at 6,580rpm at 60 mph. But .. all speedos have a percentage error built-in by the manufacturers and a 5% error would represent 5,200 and 6250 rpm respectively. Fabian's motor is significantly modified with, among other improvements, a custom steel "H"-beam rod, Mahl dome piston, slightly stiffer valve springs plus needle bearings in the rocker shafts, so It ought to be able to withstand higher revs. (Fabian and his father Werner operate as "Isettas R Us" and are experienced and widely trusted Isetta specialists in USA.) Contact them at www.isettarus.com or email isettas@bellsouth.net .

However, Lyle Trudell who also had performed much tuning work on his high performance Isetta compared his speedo reading with his sat-nav on a journey from Clearwater, FL to Largo and found a speedo error of 14% (while running a smaller rear sprocket supplied by Isetta John Wetzel). If Fabian's Isetta had a 14% error then at 55mph his motor would be revolving at 5,190 rpm and at 60mph 5,660 rpm. And an indicated 60mph would be an actual 52 mph, well within the motor's upper operating range.

It may be worth noting than both Fabian's and Lyle's Isettass have German-made, USA spec VDO speedos reading in miles, and the Smiths speedos fitted to UK cars may have differing error percentages. Whatever speedos you choose as your leisure wear is entirely your own affair.

So , based on the above facts and figures and your own (lack of ?) mechanical sympathy we can each determine what we consider to be an acceptable performance envelope and rev limit for your own Isetta.

Terry Parkin

Isetta World – the Isetta Owners Club's home on Facebook
www.facebook.com/groups/267159327250111/

Isetta Interior Panels

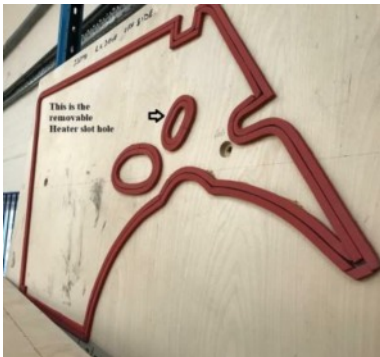
I am not sure how many of you visit our online shop (<https://isettaspares.org.uk/>) to see what our latest parts are but here is the story of one set of parts that we will all need at some point.

In the late 1980s our New Parts Managers Ray and Jenny Dilks researched with success manufacturing the Interior Panels and placed an order for one ton of grey board with Western Board in Wales, why One Ton, well we wanted the embossed fibre board in Grey to suit the original Brighton Isetta specifications and Western Board would only accept one ton as a minimum for painting. Isetta owners throughout the world benefitted for maybe ten years and if I remember a second order was placed so that's roughly 250 cars with new panels.

Fast forward until 2016 when I took over the purchasing of new spares when interior panels restocking was out of the question due to the outlay of around £1,100.00 for tooling alone. Why not go back to Western Board you ask, well unfortunately they went out of business and the Receivers never thought to ask if we wanted our tooling back, which we part owned of course!

Money in club spares was tight and more importantly parts were of course a priority so I spent five years building up a portfolio of over 1,100 lines in our online Open Cart Shop enabling your car to be restored but with Interior Panels always taking a back seat, until late 2019, when I got the ball rolling by approaching another company to make the Tools and press our Panels.

Firstly, was to collect together enough sample Panels for Tooling to be made and that involved my first 350-mile trip down to Wales visiting a Fibre Board pressing company in early 2021.



Tooling made and with samples produced in a standard Black finish board we tested them in RHD cars then LHD cars with great success however the Door panel failed to fit correctly so a new tool had to be made just slightly smaller and yes then

tested them in cars, once again involving my second 350-mile trip to Wales, to discuss the issue.

Now its March 2023 and the order was placed for 50 sets of panels in a standard Black finish which





would not suit our cars of course.

We have a specialist paint manufacturer in Leicester who knew exactly what sort of paint we needed and just to make sure they painted sample boards for us in RAL 7046 Tele 2 grey Acrylic Epoxy paint.

South of Leicester we fortunately have a specialised Paint finish company who

agreed to price for painting each individual Panel, all 360 of them, at what I thought quite a lot of money but when I saw how much work is involved it proved well worth it.

One very wet morning I loaded all 360 panels onto my Trailer and delivered them to a Club Members factory, in Leighton Buzzard, another 150-mile round trip for me but it offers safe dry storage and there I met up with Lee Turnham our Spares Manager who counted out Ten sets for the Shop as his 12ft x 8ft garden shed aka



“the Clubs Parts Department” is already full to bursting with 38,000 individual parts!

Most 4-wheeler cars and some model of 3-wheeler had a type of Vinyl Map Pocket on the front door panel so I took a few panels over to Dean at our preferred Auto trim company in Birmingham, which is not far this time only a 140 mile round trip, so he could make and sew the Pockets onto the Door Panels for us so now finally we could offer all options of Isetta 300 Interior Panels.

So that’s it then job done 50 assorted RHD / LHD sets in grey but how do we post these to all parts of the UK let alone the world when you order them?





The Panels, as you know, are basically a type of Cardboard so special packaging had to be created and Lee Turnham, our Spares Manager, got onto the case literally by having Fifty purpose made Cardboard Cartons manufactured, in just the right size, making dispatching as easy as it could be for him but, the saga was not over yet, because most parcel carriers decided the volumetric weight of the 8 Kg box was 33

Kg not the 8 Kg of the actual parcel and then tried to charge us/you lots of money to process the Parcel so more midnight oil was burnt finding a Carrier who would honour the weight of the 8 Kgs package, but we found one Company that would do that for us, phew!!

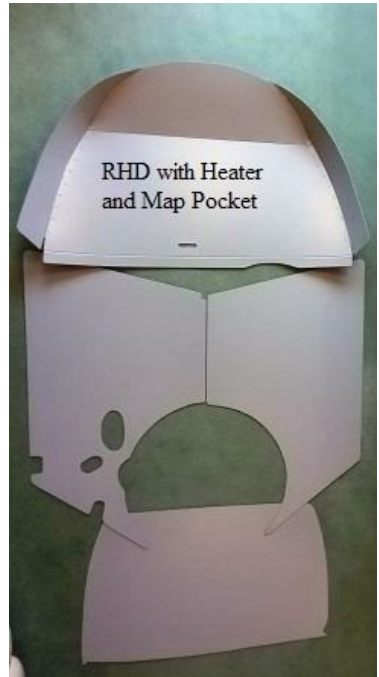
The Panel Sets are ready for you to buy so just go to the Clubs Online Open Cart Shop and place your Order whilst we still have them for sale. Look for Part No 650/6.

Finally, before I finish, (if you have got this far) I would like you to remember that this is a Club and the Team, which we call the Committee who give all their time, free of charge, for the benefit of you the Member and, don't forget in the daytime most of the Committee/Parts Team have normal Nine to Five jobs so, if you can help us please ask yourself "how can I do that" and become part of the Clubs' Team, in a small way, so are a few pictures and a few lines of your Isetta journey too much to ask?

Mike Ayriess

New Spares Research Manager

2023



Dear Santa,

I hope you remember me as it has been a long time since I last wrote to you (I think it was 1962) . You see, I was a bit miffed that year because the hula-hoop which you left me was triangular ... but I now realise that you were probably very busy and didn't spot the fault. So I'll give you one last chance. Here's my Christmas wish-list for this year –

1. A fifth gear for my Isetta gearbox.
2. An Isetta oil sump pan which catches its own drips.
3. Some Isetta windshield wipers which don't lift off the glass above 15 mph.
4. Adhesive cored drive-couplings which self-repair whenever they split.
- 4a. Ditto engine mounts.
5. Bio-tyres which grow their own tread so they never wear out.
6. Self-lubricating king pins which get a squirt of grease every time the steering moves.
7. A sun-roof which brings out the sun whenever I open it.
8. A battery on which you can reverse the polarity when it is flat and get full power in the other direction (like an hour-glass egg-timer).
9. Self-cleaning Isetta hub caps.
10. Some nice warm socks.

I realise some of these wishes may be a bit difficult to fulfil, so if you are short of time you can forget about the socks.

PS Please tell Rudolph I'm sorry about the Tabasco on the carrots.

Bubbles Driver

MERRY CHRISTMAS
MERRY CHRISTMAS

From the
**Isetta
Owners
Club**
www.isetta.org.uk
and
Isetta World

[Facebook.com/groups/267159327250111](https://www.facebook.com/groups/267159327250111)





NEC CLASSIC CAR SHOW 2023

Words and Pictures by Dave Watson

BIGGEST AND BEST! EXPERTS AND ENTHUSIASTS CELEBRATE AT NEC CLASSIC SEASON FINALE

Lee Masters *show Director* said: "From the minute the doors opened, there was a fantastic atmosphere in the halls. After some tough years for the events industry, there was a much more positive vibe. Talking to exhibitors, they were thrilled to see more people, more spending and more confidence as the economy stabilises.

"It was also great to see so many of our experts and speakers collaborating on our new Meet the Experts Theatre – both on stage and off. The sense of community was heart-warming and it's so nice to see the show and the classic car movement driving forward."

Straight after the clocks go back it means two things – the dark cold nights of winter are well and truly here and it's nearly time once again for the NEC classic car show! This summer was not the best weather wise - I think you will agree, and it would be great to catch up with everyone again before Christmas in the dry and warm.

This year we were allocated a fairly large space in Hall 5. Enough room to fit five cars – all I had to do was find them! The normal word of mouth and social media posts this year came to nothing, but a group email send out to all club members (do you remember receiving it?) proved to do the trick. From this I managed to secure a 600, two Bubble windows and two Brighton built sliders so now had a full stand of cars – and what was nice is that all bar one had never attended previously.

As most of you may know I've been involved in the organisation of the stand now for thirty or so years and it's a fairly straight forward exercise to organise once the cars had been found. Carpet was sourced, group emails sent out to the owners and volunteer helpers, and we were all set for what I hope would be another great year keeping the interest alive with our great little cars.

Thursday set up day arrived, and I was up with the frost and in hall five by 8.45am. Our space was located, and I set about laying the carpet. This year it had to go down in three pieces as our stand was an odd size. We were part of a larger divided rectangle sharing that space with the Messerschmitt, Heinkel/Trojan and close by were the NMCR and Bond Bug stands so all the Micro cars were in one place.

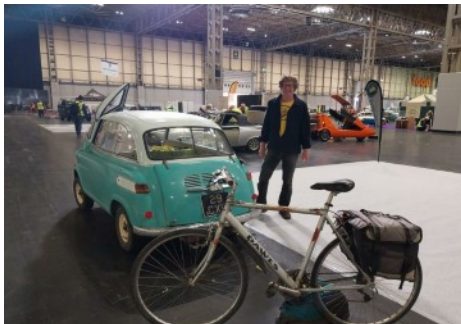
Next to arrive was Mike Ayriss with the blue show boards that we quickly set up just leaving the cars to arrive.



First car in was Ian Danaford with his 600 that he had driven all the way up from the Isle of Wight. Ian came prepared with his bicycle in the back that he then rode off on to his hotel once his car was in place – Well done Ian. Next was the first of

“Bringing up the rear was Malcolm Thomas with his fabulous all original 55 bubble window survivor”.

the Brighton built Sliders – Euan and Fergus Grant from Hereford. Then John and Daniel Davis arrived with their bubble window Isetta complete with a custom-made workshop stand – made from the original dwgs in the workshop manual. I was not expecting this, but made a super addition elevating the car about 2 feet off the floor and took up the prime corner position on the stand. Next was Darcy Patterson with her superb two-tone Brighton Slider and bringing up the rear was Malcolm Thomas with his fabulous all original 55' bubble window survivor. A great mix of



cars and something for all tastes.

As traditional on Thursday set up day, I had a good look around the show as it was setting up and always manage to grab a “bargain”! This year was no exception picking up a nice bright orange portable record player to play “Beep Beep” all weekend to the passer’s bye.

Friday Saturday and Sunday are the main show days, and each day is slightly different. Friday tends to be the quietest of the three days and best to have a look round, Saturday is “Men’s” day where as Sunday seems to be more of a Family day out. This year was no exception to that. Over the three days 71,290 enthusiasts attended that was a 3% increase

on 2022. No less than 319 car clubs took part this year creating the World’s biggest gathering of car clubs.

We were treated to the normal happy tales and memories of yesteryear as well as the questions and the “experts” coming around – All knowing they never had a reverse gear you know..... I’m sure you have all heard the stories too many times!

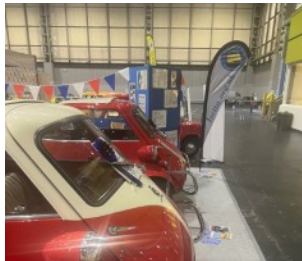
It was great to see a few club members come and say hello. The theme of this year’s show was perfect partners and a suitably attired Philip Durrow (who you may remember from last year having his fabulous Orange and white Isetta on the stand) this year was also in hall 5 with his Vespa on another stand. We all thought you looked very smart Phil - and it was great to see you. We of course made some of our own fun – being on the outside of the hall and close to one of the café areas it was ideal to have the now compulsory £1 coin glued to the floor.

Being in Hall 5 we were sandwiched between the Sporting bears Dream rides to one side who raised £37,145 from ten-mile passenger rides in a variety of cars from old Beetles to modern supercars and the “Wheeler Dealer” Mike Brewer money machine “Meet the Experts” theatre on the other - that saw a busy schedule of panel discussions on industry topics ranging from careers advice to how to buy a classic, synthetic fuels to sheds and she’t boxes. Experts were sharing their knowledge included some famous faces such as ‘Auto Alex’ Kersten, and Classic Obsession’s Gary Mavers, Joined Mr Brewer on stage. The sense of community was heart-warming and it’s so nice to see the show and the classic car movement driving forward.



There were also plenty of new faces taking to the stage: Wayne Scott and Paul Cowland, Popular YouTubers such as Adam Canfield

(AdamC3046), Ben Marshall (DadCars), Ian Seabrook (Hubnut) and Shahzad Sheikh (Brown Car Guy) also made their debut.



Before we knew it 5pm on Sunday had arrived and the show closed to the Public for another year. The compulsory two minutes of horn blowing commenced also with everyone starting their engines! The popular Rapper 50 cents also decided to host and play

“The compulsory two minutes of horn blowing commenced”

a concert elsewhere within the NEC complex Sunday evening - that did not help our eagerness to get home and the breakdown. Despite the traffic and people chaos we all got done and were away for around 7pm. I was pleased the weather stayed dry for those taking their cars Home.

I must pass on my huge thanks to those folks who gave up their time and at their

cost to attend the show and help out. Darcy and Mark Patterson, John and Danial Davis, Malcolm Thomas, Euan Grant, Ian Danaford who all brought their cars, Neil Unsworth, Neal Bircher, Mike and Helen Ayris, Katheryn and Adrian Skelson-Reece, Lee Turnham, Bob Crompton – ***Thankyou!*** I can't do this without all of your help and I hope in turn you all had a great time whilst at the show.

The next Lancaster Insurance Classic Motor Show will be held at Birmingham's NEC from **Friday 8 to Sunday 10 November 2024**. I hope the Isetta club will once again have a stand and be part of this great show. If you want to get involved and help with the stand please do let me know it would be great to have some help on the pre organising side for next year.



Subscriptions are due on January 1st 2024.

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