

ISETTA



WINTER EDITION...2024

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

As this is the last gazette of 2024 and as I am also the membership secretary, I would like to remind you it's membership renewal time for 2025. I have included a renewal slip with this edition.

Membership renewal can be done via the '**Online Spares System**' by purchasing an '**Annual Membership Subscription**' or by **PayPal** to isettasubs3@gmail.com these are the preferred methods of payment as it makes my life easier.

I hope the gazette articles this year have made interesting reading and the technical articles helpful.

I would like to thank all the contributors as without them I would not be able to produce the gazette.

I look forward to receiving many more contributions from you.

Until then, may I wish you on behalf of the committee a Very Merry Christmas and a Happy New Year.



Ian Parris

Chairman's Chat

It's that time of year again. The Annual General Meeting was held at Beedles Lake Golf Club on 13 October. Special thanks must go to Richard Jones who attended the meeting all the way from near Leeds in his four wheeled Isetta. The Club continues to be in excellent condition thanks to the efforts and commitment of the officers and committee. As always we could do with some additional committee members to share the load, especially younger members to ensure the future of the Club and our cars.

Next year marks the 70th anniversary of Isetta production in the United Kingdom and will be celebrated by a presence of Isettas at the Mallory Park Bonanza weekend usually held on the first weekend in July. There will be an opportunity of both days to participate in a parade around the circuit on two occasions on both days of the weekend. Full details will follow soon.

Finally all the very best for Christmas and New Year to everyone, hope to see you next year.

Jeff Todd

250 miles in a day.

You know, planning a long trip in your Isetta is part of the fun of owning one. The car's really are capable of doing the journey. You just have to plan it.

Of course, the M1 with its so called "smart" feature is a no no now for microcars. Even if you conk out level with a lay by, you'll never get out of it again with our minimalistic acceleration. Vehicles seem to go a lot faster on it too. So the A1 is the preferred route. It has a hard shoulder.

To be honest, the A1 is one of my favourite roads. Many are the days I travelled down it to committee meetings in Purley, London, during the miner's strike, if I recall correctly. Black Maria's parked up waiting for flying pickets, whilst I puttered by. 1983. So, only 41 years ago! In those days there were a lot more roundabouts, and you also had the roadside coffee trailers. All long since gone since the A1 was straightened. At least it wasn't "smarted". I had spent the last week 'fettling' in order to be ready. Oil changed, fuel topped up. Windscreen wipers and arms changed. Not the usual thing to fettle, but the springs in my old arms were so tired that the arms floated off of the windscreen at any speed over ten. I bought some new ones, but, no matter how tight I did them up on the shafts, one wipe and they would work their way off of the shafts and drop off. Had to do a bit of research, but I found spline converters' really good. They fasten securely on to the shafts with an Allen key to tighten them on, and then spline arms fitted to do the job. New wiper blades from the club and the job is a good one. Blown sidelight bulb too, but that's also 'fettled' so we are ready for the off.

Setting off at 8am on Sunday, it was a cold and frosty morning. I'd topped up everything the day before, and, with my new windscreen wipers in place, I was ready for anything (well, almost everything) the weather could throw at me (I have still been known to have to hide my car under bridges when the weather is really heavy).

Puttering along at 30mph, I passed Harewood House, and Boston Spa, and then joining the A1 just outside of Bramham, I pointed her south.

It's a bright morning, cold and crisp. The road is not that busy and I'm trundling along at a nice 40mph. I'm passed by a lorry, he's doing about 50mph, and I flash my headlights to let him know he's clear, and he flashes his indicators, left then right, in thanks. My speed creeps up to 45mph, in its slipstream, before it pulls away from me and I drop back down to 40mph.

I remember reading a book called "In praise of slow" a long time ago, and our little cars express the ethos behind that book. The book basically asks "Why rush?" and explains that no one is going to thank you for it. You'll just get more work. And the Isetta is not a car you can rush anywhere in, as you will well know.

However, you see so much more at this speed than in a normal car. The dead badger by the side of the road; the swan in a field; golfers on the golf course down in the valley; the red kite circling in a thermal, smoke idly rising from a chimney on a roadside house.

I also like when you pass a field of cows, and they stop chewing the cud to look at you go by, and dogs on walks that look over their shoulder at you, as if to say, "What on earth is that?" And people! People who cross the roads in front of you, so glued to their phones that they don't even register a bubble car sat beside them. Such are my musings as we purr southwards.

About an hour into my journey I am passing Ferrybridge, with its massive power station chimneys. The motorway part of the A1 has ended, and I am now on the A1 proper. Grass verges, dual carriage way, laybys, and coffee stops, if needed.

I've just been waved at and pointed at, and videoed by a family of four in a car. Someone else's day has been cheered up by me and my car.

Just after Doncaster there was a contraflow, down to one lane, max speed 40mph, which I was able to ignore with gay abandon whilst everyone else had to slow down.

My first stop was to be Flo's café, where I've stopped before. It's now renamed "Pearls" and was suspiciously in darkness when I pulled in. There was a note on the door. "Closed permanently". Oh no!

I carried on. The sat nav said there was 25 miles to go to the Newark turn off where I head across country.

Drove past the turn off to Lincoln and soon, a steep hill, which slowed me considerably. Still in 4th gear, but down to 36mph. I soon crested it and accelerated back down the other side.

I've just passed a dead chicken on the side of the road. No idea where that had come from! At last, the turn off onto the A46, 30 minutes from the destination. I took the opportunity to pull in at Six trees filling station, opposite the closed down motel. £18.00 to fill up! I was running on fumes!

At 10.55, I had arrived at the Golf club where the AGM was, and where I was the only Isetta, again. Just saying, guys.

The committee meeting before the AGM started at 11am, and I was warmly welcomed.

Business was mostly taken up with discussing plans for the 70th anniversary event in July 2025. I have to say, if all the plans come to fruition, it will be an exciting do.

After lunch, the AGM started at 2pm. Business was normal. The club is in great hands. And I can tell you that a new life member was passed unanimously. You may, or may not, have heard of Marilyn Felling. She formed the HMI (Heinkel Messerschmitt Isetta) club in the USA, and along with the late John Jensen (now, you have heard of him!) was at the forefront of saving the microcars imported into the US of A.

By 3pm, business was over, meeting closed, and I headed back off onto the road. Joined the A46, towards Newark again, and by 4pm I had joined the A1. As I passed Markham there suddenly came a strong smell of petrol, and then, the engine died.

I rolled to a halt and stopped on the grass bank, just opposite the Starbucks at Markham. Jumping out, there was a flood of petrol pouring out of the carburettor, so a quick dash back into the car to turn the petrol off. To my mind there is no doubt about it, my elderly carburettor float has stopped.....

....floating, that is.

To fix it would take mere minutes with a screw driver. I've even got a spare float in the car. But to fix it would mean standing in the live lane with lorries thundering past at 70mph, and I'm not about to do that! I called the AA.

They relayed me home, and at 9:30pm she's back in the garage, and I've some fixing to do tomorrow. Ah, well, she is 63 years old, after all.

Richard Jones
0447NO



Isetta 300. Fuel Filter Bowl SPACER repair by Chess Ferrier

This base metal casting is VERY weak under any force except compression. It is VERY often broken when attempting to unscrew the thumb ring when the thread has become stiff or rusty.

If you break yours, you have two choices:

A. Replace it with a new one. The new one will not be 30-50 years old, so, while still weak(ish) it will be slightly stronger than an original. It is also easily available from the IOCGF shop at a very reasonable price ("Carburettor Fuel / Petrol Filter Spacer". Product Code: 155/1)

B. Repair the broken part.

Here is how I repair them:

You will need;

- 1) The broken parts, usually just two halves.
- 2) A tiny thin 'reinforcing' washer just the right size to sit on the end and not obstruct the sliding bolt part that sits on the spring/frame.
- 3) Some fast-acting, high-strength adhesive/glue
- 4) Some fine powder. I think ANY sort of fine powder would do, however I use Baking Powder.

Step 1: Glue the two halves back together using just the glue to hold it in shape.

Step 2: Pile some fine powder onto the top of the spacer part, then lay the reinforcing washer on to the powder.

Step 3: Spread glue around the outer AND inner edges of the reinforcing washer so that the glue soaks into the powder.

Job Done.

Bing Carburettor Fuel Filter Bowl Spacer



Pic 1. The broken part in need of repair

Pic 2. What you need to complete the repair.



Pic 3. Glue the halves back together using just the glue.



Pic 4. Pile some fine powder onto the top of the spacer, then lay the reinforcing washer on the powder.



Pic 6. Speed glue around the outer AND inner edges of the reinforcing washer so that it soaks into the powder.



Pic 7. The finished repair.



Removing a VERY stuck Dynastart ROTOR.

I have had to remove a few Rotors now. Usually, a quick blast with an impact gun, using the correct Rotor removal tool, ("Extractor Tool Dynastart Bolt", Special Tool No 3, Product Code: 001/33 in the club shop), they have come off easily.

A couple have been harder to remove, so required couple of hard sessions with the impact gun to get off. However, I have been working on a VERY naff, deeply rusted, scrap, old engine, to remove the Rotor. Why bother, well, I want to take a look, just in case it is recoverable. Getting the Rotor off this engine was a real challenge. Hitting it over and over with the impact gun had no effect. It did eventually come off; this is what I did:

I put the engine on its back and filled the Dynastart cavity, still with the Rotor in place, with old engine oil. Left it to stand and soak for the duration. Each day, I would hit it hard, (very hard), with bursts of the impact gun, letting it hammer away for 10 seconds or more. After nine, yes NINE attempts, it was still firmly stuck. I was getting bored with the routine, and did not like the fact, that to have the Rotor soaking in oil, I had to do my impact gun action facing DOWN, while I really wanted the Rotor to come UP.

Having the engine on its side would be better. So, as I also wanted to remove the VERY rusted-on FLYWHEEL, I turned the engine over, whipped off the Flywheel nut, no problem, with the impact gun and got to work on the Flywheel, using the correct Flywheel puller/tool. ("Flywheel Extractor Tool", Product Code: 1851/1 in the club shop). But, once again, the part was too well stuck to shift. I went at it over and over again with the impact gun until I started to worry, I may be damaging the thread used by the removal tool. I decided to abort the Flywheel challenge for now and flipped the engine around and back onto its bottom. Then I had another, (the 10 th), go at removing the Rotor. It almost fell off, the moment I touched with the impact gun. Brill, happy about that. I conclude that the vibrations from working on the other side, the Flywheel side may have helped. Now, back to attempting to get the Flywheel off...but I do enjoy a challenge.

Chess Ferrier

Safety Critical Warning

As usual I have been looking at cars and noting anything that may be a safety issue and today, I want to bring your attention to rear reflectors on cars fitted with the early Lucas L488 small chrome rimmed red glass rear lights.

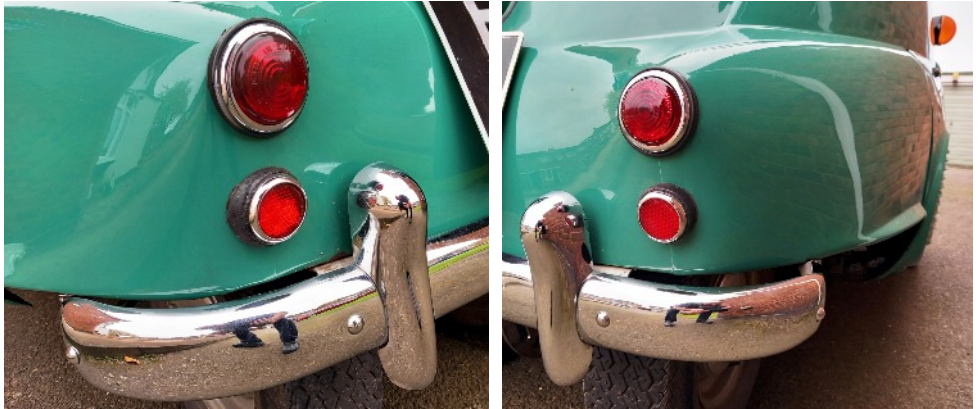
We are told under the “Road Vehicle Lighting Regulations 1989” it is a requirement to have red rear reflectors fitted.

The rear L488 lights are not the brightest lights used on the Brighton Isetta but you can enhance the brightness by using a quartz halogen lamp of the same 21/5 wattage output which gives out more lumens for the same wattage or carefully choose a LED lamp that offers more lumen output than standard but a trick I use to get better output is to use aluminium foil to reflect more of the available light, its quick and easy to make by cutting a circle the size of the base with a hole the size of the cap , “simples” as those adverts say

What should I do now?

Check your car and if you do not have Red Reflex Reflectors fitted order up two Lucas RER5 from the club shop. If you buy from other suppliers remember to check if it comes with correct angled rubber base but any reflector will work and make you seen a little better

Mike Ayriess



FOR SALE

1960 Isetta 300

Extensive restoration carried out in 2015/16 (Photos to show)
Comes in a lovely dark maroon There is an A frame with attachments for towing A luggage rack with baskets is fitted
Original buff logbook , original handbook and Isetta maintenance manual as well as a detailed Isetta Owners Club instruction book on how to care for the cars.

The car retains its original registration number. Loads of history and bills.

£17,250 ONO

Contact:-

Terry Westbrook

Tel : 07791287503

Email:

Twest4380@aol.com



1962 ISETTA 300.

Restored. Original engine/gearbox & colour. Only 38,000 mls. with original reg. no. All it's history inc. copies from DVLA of old log books. It has a current mot , workshop man. All old mots , handbook, runs well and is in vgc. Only £19,995. or good offer.
Contact Keith on 07941508749.



For Sale

1959 Isetta 300 LHD. Fully restored with all parts from the Isetta Club.

Please call for information during the day.

07967722240

Looking for £15000

Bob Doubleday



WANTED

WANTED: The very first club magazines, numbered 1 to 23, from 1978 to 1979. I think these were called "Isetta News", at the time and were on A4 paper.

If you can help please contact: Chess Ferrier . 315 Bursledon Road, Southampton, Hampshire SO19 8NE. Mbl: 07870 128838 or Facebook msg.

Note: I have 143 Duplicates, (mainly #100 - #300), that I am happy to give away free.

The Club is pleased to welcome:-

Mark Palmer
Paul Ward
Melvyn Thomas
Dee Searle
Ryan Cohen
Phillip Townshend
Peter McVay

Bedford
Woking
Glasgow
Horsham
Lancashire
Canada
Dumfries

Brian Kenworthy
Philip Blackwell
Napoleon Smith
Dayne Bartlett
Philip Reinholdt
Mick Logan

USA
Sandbach
USA
South Wales
France
Cambridgeshire

New Members since the last Gazette

FORTHCOMING EVENTS

Isetta 70th Anniversary Celebrations

To be held on July 11th 12th & 13th 2025 at Mallory Park in conjunction with their big motorcycle racing event of the year.

Full event details can be seen elsewhere in the gazette.



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

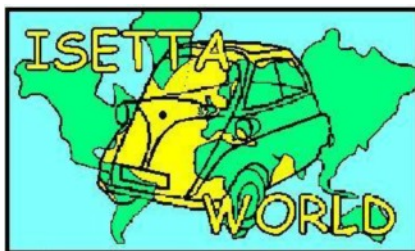
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Isetta World

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... and so it came to pass that the UK's TWO major Microcar events have been and gone for another year.

The first was the excellent 16th Cheshire Microcar Rally, held on Thursday 22 August to Monday 26 August at the splendid Sycamore Caravan Park and organised by the Microcar-owning Owners thereof, Andrea and Clive Steggel. And what a super schedule they had planned for us ...

Thursday was for many an arrive-set-up-and-settle-in day, a chance to catch up with the gossip and renew old friendships.

On Friday at the crack of 10.30 a.m.(ish) we set off , led by a micro-Fire-Engine at a manageable pace in our assorted Microcars on a 25 mile



journey to The Potteries Museum in Hanley, Stoke-on-Trent, Staffordshire, where parking spaces had been reserved for us. However this is not just a Pottery Museum; yes it is in the district known as The Potteries which in days gone by was the centre of England's ceramic industry but has on display exhibitions of Staffordshire gold artefacts, an art gallery and ...

a REAL Spitfire aircraft (some of these exceptional aeroplanes had been built locally at the Castle Bromwich Aircraft factory).



Then back to Rally base where, in the huge heated Marquee which Andrea and Clive had thoughtfully provided, we enjoyed Fish and Chips, ferried in waves from the local chippy by Rally helpers. The extensive drinks menu and wine list were whatever you had brought with you !

Saturday's road run of about 40 miles each way led our convoy of Microcars via a café popular with local bikers to Hooton Park Hangars, an endeavour run by local enthusiasts where aircraft were being restored alongside an ancient tram and a variety of classic vehicles. The route back to base took us via The Weavers Whistle pub where the Patrons had produced a Carvery just for us.



Saturday evening's entertainment in the Marquee was provided by a solo artiste who played music which we all knew and therefore kept the dance floor thronged all night, plus Bingo and the ever-popular Pink Pig Racing provided by Isetta-owning Brian Chadwick.



Sunday's road run was via Hopley's Farm Café where breakfasts were popular among the Microcar occupants and from there to the picturesque town of Nantwich where car parks are free on Sundays and we were able to have a leisurely stroll to

walk off the aforementioned breakfasts. The return journey took us via Snugbury's Ice Cream Farm where the unwise amongst us undid the good their walking had done.

amongst us undid the good their walking had done. Sunday evening saw the Marquee thronged for the Hog Roast (no, the slower entrants from the previous evening's Pink Pig Races were not sacrificed) followed by Bingo and lots of chat and general merriment.

On the Bank Holiday Monday the microcars were lined up for display as per tradition, after which some rallyists set off for home, but for those staying over the Tuesday had an extra treat when a few of us drove our micros to Northwich to view some of the first Microlinos to reach England. These logical successors to our Isettas impressed us by their build quality and practicality and so were a fitting conclusion to The Cheshire Microcar Rally 2024 and led us almost seamlessly to (pause for Fanfare) ...



...The 49th (Inter)National Microcar Rally 2024, centred at The Unicorn Inn and Campsite, Hampton Loade, Near Bridgnorth. This is almost a village in itself having many holiday homes and touring pitches centred around The Unicorn Inn, with a full-scale Steam railway forming its top boundary and the picturesque River Severn flowing alongside its lower banks. And where there's water ...

...there's Ducks. Hungry, almost predatory ducks, demanding to be fed and congregating in the early morn with their alarm quacks.



For us, wanting a pre-rally diversion, we chose to ride the Steam train to Kidderminster from the pleasingly in-period station, only a short walk from the Rally site and luckily found a comfortable First Class carriage.



The journey surprised us in being rather longer than we had expected but the Kidderminster Station was not in a particularly pleasing area so after a short walk we returned and caught the same train for our return to camp.

Back at the rally, an early arrival was an entirely original AC Petite, driven almost 200 miles from the Isle Of Wight to the Rally by its intrepid owner , Ian Danaford .



Bewdley Brewery (where we imbibed nobbut a moderate tipples, honestly) followed by a walk around the well-preserved town. On our return we found we had been joined by 3 Messerschmitts, driven from Germany in convoy, making it a truly Inter-National event .



Saturday's Rally Run-Out was "The Tony Marshall Run", so named after one of the Originators of our event back in the late 1970s . It took us to The Black Country Living Museum, a re-creation of a small town typical of the region, where a selection of our Microcars were allowed to park among the period buildings which are the theme of the location, showing the life-styles and occupations of the townspeople of the period.

After returning, the whole rally ensemble took over the Unicorn Inn's restaurant for the whole of the evening for a rather tasty meal of your choosing and an evening of chat and banter and tales of derring-do and derring-didn't . The evening concluded with a raffle and... PINK PIG RACING, reprised from the previous weekend's Cheshire Rally.

Sunday morning featured many sore heads (but fortuitously no off-site driving) followed by the traditional displays of Marques, judging , prize giving and "goodbye-for-nows" .

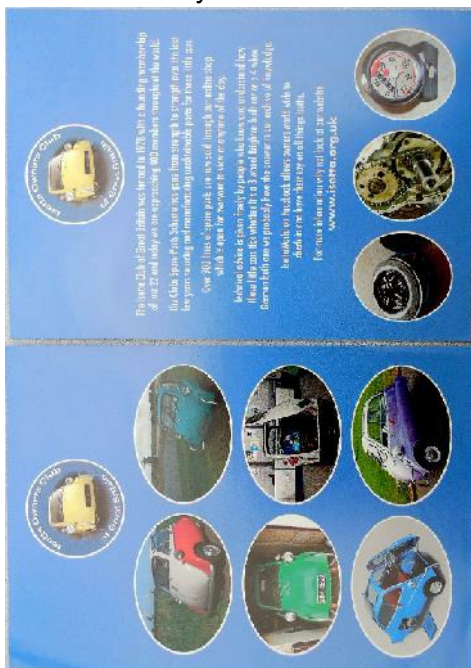
Terry Parkin
Isetta World – the Isetta Owners Club's home on Facebook
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Isetta World wishes you an Isetta-full Christmas !



Cheshire Rally and NMCR Freebies





NEC CLASSIC MOTOR SHOW 2024

Words and Pictures by Dave Watson

Lancaster Insurance Classic Motor Show Celebrates 40 Glorious Years with Epic Season Finale

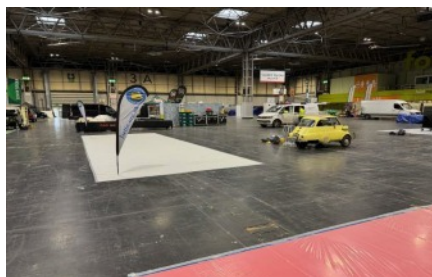
Show Director Lee Masters said: "It's always great to see the classic car community come together but this year was extra special. A personal highlight for me was honouring our Hall of Fame inductees, a very proud moment. Huge thanks to all our sponsors, traders, clubs, and visitors for celebrating our 40th anniversary with us."

With over 3,000 cars on show across seven halls, this year's show had a world record 338 motoring clubs showcasing various marques and models ranging from the 1381 Motor Club to the XR4 Register, many celebrating anniversaries of their own.

This year marked the fortieth anniversary of the show. I have been to most of them either as a visitor or organising the club stand and have watched it grow from its humble beginnings in just two halls to the present-day monster - stretched over seven. It was great to learn that Microcars including an Isetta were part of the first show, in fact - Mark Smith brought along his fabulous Messerschmitt this year as part of the MOC stand – both were at the first show back in 1985.

The hardest part of organising the show stand is getting the cars. This year I decided to send an email to all the club members (you may recall receiving it around August time?) to ask for cars and help. I received a fair response and managed to organise five cars including my own barn find. We were given a decent sized stand this year in hall 3 – not a bad location both close to the Autojumble and

away from the noisy activities – Dream rides, Auctions etc.



I think I've been involved organising the stand now for around 30 years one way or another, where does the time go.....

So, with that in mind the organisation is fairly.

straightforward once the cars are sorted as long as you follow what the organisers set out. A few group emails between the owners and stand helpers and the Thursday set up day was once again upon us.

I arrived first trailering up my own 1960 Barn find Isetta. I was deliberately early and drove straight in to hall 3 easily finding our space in the centre. Car unloaded and next to arrive was the Carpet and some of the stand signage I look after, very conveniently brought up in one of my Company vans! Easy this year as our stand was four meters deep and the carpet came on a four-meter roll! No joints made it fast to put down. Mike then arrived with the display boards he looks after and Helens' Green Isetta "HEG". The show boards are a real bugger to assemble but after a bit of cursing and a welcome cup of coffee the stand was built. We backed onto the Heinkel/Trojans and Messerschmitt stands so all in good company - its great the organisers now put us all together.

Next to arrive was John with his super unrestored bubble window Isetta. We had this on the stand last year BUT it's so difficult to get fresh cars, especially bubble windows! Joseph was next with his lovely dark blue and white slider and last in was Jen Driver Topped off with some super original wooden skies and only collecting her superb red example from the restorers the day before. The cars were



placed in the line up with John's bubble window raised up on his custom-made stand (a copy of what's detailed in the owner's manual) and we were all set to go again for another year.

Each show day is different, Friday is more professional with journalists and the like coming round for a chat, Saturday is by far the busiest and Sunday more of a "Family Day out" type of affair. I opted to be a family friendly stand this year (a new scheme set up by the organisers) with many a happy young face

photographed sitting in an Isetta by an adoring parent. After all its the next generation we are trying to encourage here to look after our beloved Isetta's when we can't.....

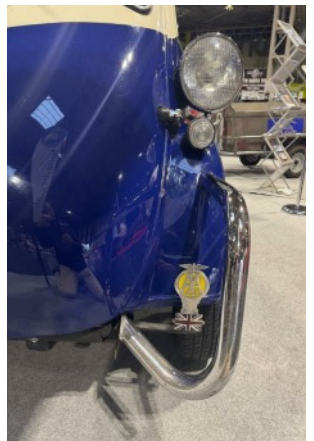
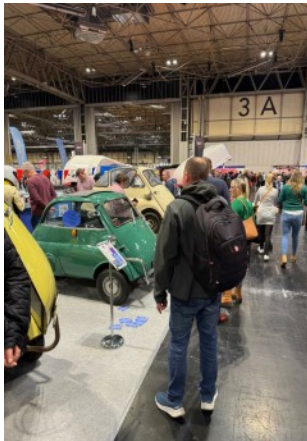
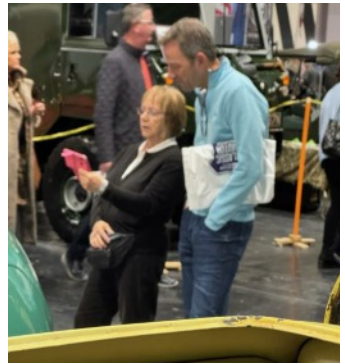
"And that's what it's all about – keeping the interest going for the next generations".

This year we were also treated to be part of some social media and YouTube bloggers' films. I was interviewed by a young lady called Steph as part of her IDRIVEAClassic weekly you tube film. Steph is quite a well-known face in the classic car world, and I was only too pleased to help out – She did admit to having a soft spot for micro cars! I also made it onto the cover of Classic car weekly with a write up inside. We were noticed – and that's what it's all about – as I say, keeping the interest going for the next generations. I was also very pleased the RAC chairman came onto the stand and chatted in detail with me regarding their burnt out Isetta van. (We knew each other from my KR200 concours win in 2020 and subsequent Pall Mall Rotunda appearance 2022). Some of you may remember the sorry tail of their Isetta from a few years back when it was loaned out and the battery shorting out under the seat – I think we all know what



happens after that, Disaster! I knew where the car was being stored as offered mine and the club services to help get the thing rebuilt at the time. Anyhow, very long story short the project is still very much alive, and the RAC want to get it back on the road next year if possible – more on that story as it unfolds as they say.

Over the three days it was great to meet some of you, hear the tales and answer lots of questions. The November show is almost like a scratch for me that needs to be itched once a year - but by Sunday I think it's fair to say it.



was scratched and all had enough for another year! Overall Visitor numbers were slightly up on last year at 71520 showing that the show is still as popular as ever.

Other micros at the show apart from Messerschmitt's and Heinkel/Trojans included a very nice "just restored" 700 coupe and Isetta on the BMW owners club stand in hall 1, the NMCR with a nice selection, Berkeley, Bonds / Bond bugs and a 600 over in the Motorcycle section - so really a very good selection overall. At 5pm on Sunday the



show closes. Standard practice for any-one who's been before (and knows) is all the car horns are blown for a couple of minutes to mark the show ending before we are all told off for either moving our cars or starting the engines up.

"Next year 2025 marks the seventieth anniversary of the Isetta. I want to do something a bit more special on the stand".

Breakdown is the worst part of the weekend, but it has to be done. Everyone just wants to get out and be on their way – me included. Key to this is make sure your parked in the correct breakdown car park and listen and follow the organisers and NEC staff advice. They also want to be home as soon as possible so there is no point rubbing them up the wrong way. The stand came down in about thirty minutes. Jen drove her Isetta out to the car park (well done) and the rest of us did not have to wait long until we were allowed in with the trailers. I think this year we were all away by around 7.30pm that's not too bad.

The November weather was kind to us and my drive home was not bad. Once home my Isetta was unloaded, and everything was put away for another year.

Next year 2025 marks the seventieth anniversary of the Isetta. I want to do something a bit more special on the stand to help celebrate this occasion. Do you have a car or want to get involved? Please let me know, only too happy to have some fresh cars and faces to help on the stand to mark this special year.

As always, I must pass on my sincere thanks to those folks who gave up their time and at their cost to attend the show and help out. Jen Driver, Joseph Joyner, John Davis, who all brought their cars, Neil Unsworth, Neal Bircher, Mike and Helen Ayris, Katheryn and Adrian Skelson-Reece, – **Simply Thank you!** 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 7th to Sunday 9th November 2025**. 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 more help on the pre organising side for next year.

Please email me : d_watson@btinternet.com

70 Year Birthday Party for the Isetta

In 2025, the BMW Isetta will be 70 years old and the IOC intends to celebrate this very special Birthday with a very special event !!!!!

So put the weekend of the 11/12/13th July in your spangly new 2025 diary or in your old decrepit mobile phone.

Our friends at Mallory Park Race circuit have offered us every facility for a Birthday Celebration as part of their Bonanza weekend and we will all have at least a couple of chances on either the Saturday or Sunday to take our cars around the circuit. Mallory Park has full camping, camper and caravanning facilities and these will be available to all Isetta visitors.

Any IOC Member with a running car is welcome to partake in at least 2 laps of the famous Mallory Park circuit and those with running or unfinished cars can make use of all of the facilities there for FREE !!!.

The IOC will make all arrangements with the Mallory Park Management to cover the cost of all of the above.

In addition, as a Club, we are intending to have a Club Quiz, a Club BBQ, and bring along some free one-off memorabilia and mementos of the event (Baseball Caps, Mugs, Key rings all with insignia are the current favourites) as well as running our usual Best Car in show and longest distance competitions. We will also have a Driving Test where you can demo your precision driving skills, within the circuit as well as all the other stuff being put on by Mallory Park.

We would love to attract at least 100 Isettass and it will be an opportunity to run and display your vehicle throughout the weekend. Even if you cannot finish your car by then, bring it along and it will help the Club to understand how many cars are running and how many are being restored.

2025 is just around the corner now and at a Zoom call earlier this week the Committee agreed that the event will definitely take place and the budget was allocated.

Thanks to Rob Wainwright we will have access to a 40 ft hospitality trailer with tea/coffee and probably Biscuits !!

The event is to be for Isetta, BMW 600, BMW 700 Owners only. We would of course love to see any Overseas friends, as well as any Velams or Romi Isettass that may appear.

We will be pre-registering attendees around May who will then be issued with free tickets by Mallory Park

Wouldn't it be great to see some cars that few Members have seen before or indeed cars that have never seen the light of day at a Rally before. If they are mobile enough to take part in the track runs, so much the better !!

We look forward to seeing you all there in 2025 !!!

You will find below a draft programme which I am sure will change, but it gives you an idea of our plans:-

Isetta70 - Draft Programme – 11/12/13th July 2025

Friday pm

16.00 Arrive and settle In

18.00 Buffet/Beer/Social in Trailer

19.00 Isetta Themed Quiz

20.00 Social

Saturday

11.00 Technical Forum - Trailer

12.00 Track Run

13.00 Road Run

17.00 Track Run

18.00 Barbecue/Slide Show/Social/Music/Drinks

Sunday

10.00 Members Spares – Sales and Wants

11.00 Track Run

12.00 Driving Skills Test

12.00 Best Car Judging starts

13.00 Technical Forum - Trailer

14.00 Track Run

15.00 Prize giving and Close

MERRY CHRISTMAS

*with Very Best Wishes to all
Members and enthusiasts World-Wide
from*

The Isetta Owners Club of GB

www.Isetta.org.uk

and

Isetta World

www.Facebook.com/groups/267159327250111

