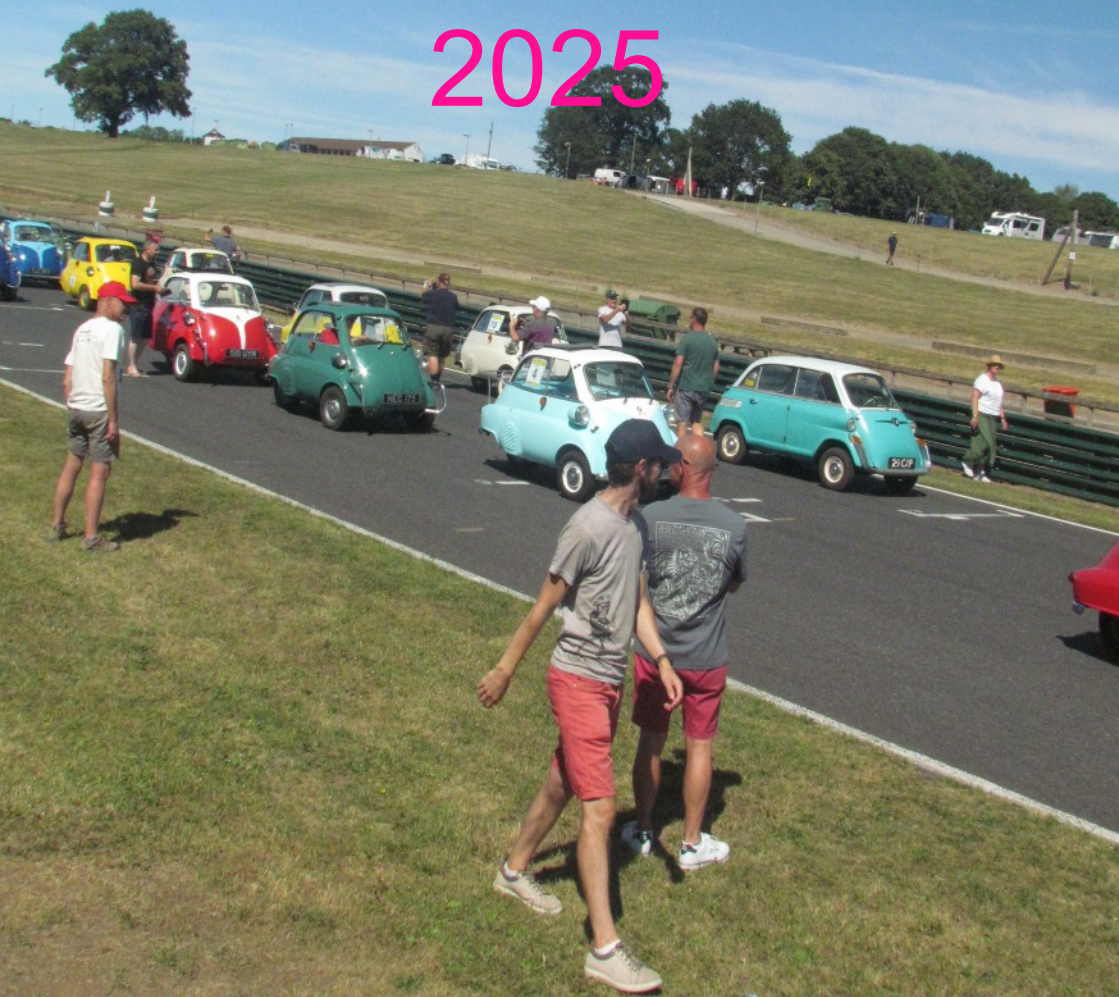


# ISETTA

GAZETTE

## Autumn Edition 2025



# The Isetta Owners Club of Great Britain Ltd.

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**TECHNICAL ADVICE 600's & 700's**

Vacant

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

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

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## **Editors Bit**

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Following the publication of the last gazette it was encouraging how many of you at the 70<sup>th</sup> Rally said how you enjoy reading the gazette and apologised for not contributing articles. I look forward to receiving those promised contributions.

Because of the rally write ups you have a bumper gazette this time. Don't get complacent though lets have more of your stories.

This year we have been blessed with some amazing weather enabling us to get our cars out more often. For my own part I go to a number of weekend steam rallies and retro festivals where I can show off my cars.

Don't forget the NEC Classic car show in November, (details inside) apparently, no one has used the discount code to purchase tickets yet.

**Ian Parris**

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## **Chairman's Chat**

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With the AGM coming up I have been reflecting in the fact that we the committee members are getting long in the tooth. Not that any of us are not happy with the work we are doing but there will come a time when we may have to retire. It would be good to have some younger club members on the committee ready to take over some of the roles.

My son has indicated that he wants to take over my cars, indeed he attended last year's AGM but work commitments take priority at this time. I realise that our cars are probably not what younger people regard as classics but it depends what you were brought up with so to speak. Maybe Subaru Impreza Turbo's, Lotus Cortinas and the like are more a younger person's classic but what about our family heirlooms? We need the club to carry on to ensure our cars can.

The details of the AGM can be found elsewhere in this Gazette.

Don't forget the classic car show at the NEC, do you want to show your car?

**Jeff Todd**

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# Isetta World

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



Ray Glendinning has kindly provided some additional notes on towing using “A- frames . He says ...

Recently there have been questions re the legality of towing with an “A” frame. Here is an extract of some information that can be found in the internet. Most of it is aimed at larger cars than micro cars. I have been guilty on a few occasions of using my “A” frame and got away with it but again I did not know if I was doing anything wrong. There are several differing views and it can be confusing. The following say much the same.

1. A frames can only be used to tow broken down vehicles to a defined garage, not for transporting vehicles from A to B. The towed vehicle must also be road legal; you will need fully working light board, beacons on the recovery vehicle.

Vehicle weights etc... also come into the equation. Using an A frame now will sooner or later get you stopped to see if you comply with everything, and they will go into it with fine toothed comb.

Whilst a tow dolly that you show has brakes, they're only on the dolly wheels

2. Towing with an A-frame is primarily for recovering a broken-down vehicle and is generally not legal for routine towing. When used for recovery, the towed vehicle is treated as a temporary trailer, meaning it needs to meet specific regulations, including braking systems and lighting.

**3. As long as the A-frame and car combined do not exceed 750 kg, you can legally tow as long as all the brakes work - there are multiple ways to achieve this - some A-frame systems can be electrically operate by the car's braking system when you press the brakes in the tow vehicle.**

**4 The law on towing with an A-frame.** Towing with an A-frame is covered by legislation that covers towing a trailer - it is, after all, a very simple process once the car is loaded onto the A-frame and hooked up. The rules state that a trailer up to 750kg does not require brakes, however if fitted they must be functional **even if it weighs under this figure**. It's not likely that an Isetta on an A-frame will weigh more than 750kg, but the brakes still always need to be in working order when towing in this way, if a towed vehicle is fitted with a braking system the braking system has to operate in conjunction with the towing vehicle regardless of the weight of the towed vehicle.

Addendum by Terry Parkin

My own experience with "A"-frames started in the 1970s when adjustable "A"-frames were at first available commercially, mainly to the motor trade, for one-man recovery of non-running cars. I made my own "A"-frame in the late 1970s from square-section steel tubing and towed my Isetta many miles to far-off weekend camping Events. I used a hidden caravan socket to tap into the Isettas wiring loom but didn't even attempt to connect the brakes. Even back then there was controversy concerning was it classed as a trailer and what speed limits (if any) should apply. At first I used to put an "ON TOW" notice in its rear window and disconnect the plug lead so it would be classed as "broken down" but I never worried about speed limits. I once reached 70mph towing the Isetta behind my dad's Austin Princess. As time went by I stopped using the "On Tow" notice and messing with the plug lead. The last time I used the "A"-frame was towing behind my Campervan and I kept my speed below 55mph, out of concern for the Isetta's rubber do-nuts.

Through all these years I have never been stopped by the Police while using my "A"-frame. I attribute this to the complex legal situation and the Police, like the rest of us, not knowing the many intricacies of the Law ; and if the vehicle being towed is behaving itself, not "snaking" or giving any cause for concern why would they want to get into a situation of perhaps the driver knowing more about the Law than they did ?

Note – in some Continental countries "A-frames" are simply not allowed.

Terry Parkin and Ray Glendinning

Isetta World – the Isetta Owners Club's home on Facebook

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

## 70<sup>th</sup> Isetta birthday party

We had managed to get an AirB&B just around the corner from Mallory Park, a matter of about 400 yards, so the furthest driven prize was no contest. It wasn't going to be me!

We travelled down on Wednesday as we wanted to see some sights in Leicester itself. First time for me and my wife, visiting the City, which we went in to on Thursday. What a quaint place it is too. Reminded us of Chester, with its very old buildings. We visited Richard III's tomb, the visitor centre, and the Guildhall, and managed to keep out of the heat of the day.

The following day we visited the Bosworth battlefield, where Richard III was killed. It was even hotter, the Friday, but the walk around the battle area was shaded enough to be able to do it without killing ourselves.

Friday afternoon I fired up the Isetta and drove around the corner to Mallory Park. Motorbikes were roaring around the circuit, so had to wait until they had finished before crossing the course and entering the paddock. Loads of cars there already, plus a 600. There was an HQ van set up, the BBQ was quietly waiting to do its stuff the next night, and loads of people to talk Isetta. It was great.

Saturday I got down there for a supposed photo shoot at 7:30am. I don't know what happened; we were all lined up, but I guess I must have missed the photographer. There was a 1955 Isetta there, I think, personally, the star of the show was a garage find blue Isetta from Scotland with 5000 genuine miles on the clock, blue in colour, dented, but absolutely original. All in all, there were 19 cars there at this time.

About 11am we all drove (or in some cases towed or were pushed) to the other side of the paddock where we had a line up and the various owners photographed in front of their cars. Bob Crompton arrived from Bulgaria (not in an Isetta, I hasten to add); Michael & Helen Ayriss were there, Michael organising some technical talks and kindly mentioning my late father, the inventor of "Dave's gunge". There were several Isetta drives around the circuit during the day, led by a safety car. It was very hot, but the Lakeside Café was doing a roaring trade in drinks and snacks.

Saturday evening was the BBQ, beef burgers in a bun, or hot dog sausages, all beautifully cooked through. Lots of people chatting and talking over their pride and joys. Of particular interest were the people who had come without their cars as they weren't ready, but left with a renewed sense of purpose to lay spanner on car again.

Sunday morning was a little cooler weather wise. Two more cars arrived; Dave Watson with 'PO' (he was the 2<sup>nd</sup> 'PO' there) and a red 1955 bubble window on a trailer for a total of 21 cars in all. There were a couple more drives around the circuit before, finally, we bid adieu and wound our weary ways home (for me, about 400 yards around the corner!)

We got packed up on Monday morning, Isetta on the trailer, food and clothes in the car, and hit the road at 10am. A really enjoyable, hot, and interesting five days break.

You realise its only 5 years until the next one!

**Richard Jones**

## **Mallory Park 70 Years Isetta**

Helen and myself arrived, at Mallory Park, just before midday, on Friday 11<sup>th</sup> July 2025, followed by Ian Parris, our Editor, just 70 years 18 weeks and 2 days after the Isetta launch at the Hotel Bachmair, Rottach-Egern Germany. The Hotel is situated at the end of the Tegernsee Lake so it was fitting that our event was also Lakeside which perhaps kept the 30°C temperatures a little more bearable for us.

Friday was a Motorcycle Track Day, at Mallory, so we headed over to the 40-foot Exhibition Trailer brought to site by members Rob and Alison Wainwright, our hosts for the weekend, to view the Circuit from the Top Deck but, not for long, that afternoon sun soon sent me looking for shade.

One of my first jobs was to post on the Trailer Walls our BMW exploded views, which also included the 3-Wheeler Rear Axle and the 3-Wheeler Chassis Drawings, plus other useful Brochures, for Members to look at because, as you know, one Picture says a thousand words.

Members began to arrive, during the afternoon, including Ian Danaford, who had driven his BMW 600 all the way from The Isle of Wight, some 180 miles to Mallory.

The evening was not getting any cooler so we opted for the Lakeside Diner, some 150 yards away, for our evening meal, and a much easier option than cooking in our Trailer Van as it was still 30°C! Longtime Club Member Richard Jones joined us for a catchup and a couple of Shandies which I have to say never touched the sides!

Saturday and most Members camping had arrived on site, and got their cars ready for the first track run of the day at 10am but, not before Mike Fox had technical issues, with Fuel pouring from his Carburettor Float, failure was the cause, but it wasn't a problem as I had a spare under my Seat, ready for such an occasion. Was it an Ethanol issue eating the Brass and Solder?

Two more Cars went "Tech" David Clare Sliding Window 3-Wheeler non starting was solved with replacement Spark Plug and so was Rob Wainwright 1955 Bubble Window 250, the heat was causing all sorts of problems!

With our "Race Numbers" fitted our first Track Run was a little earlier than the expected 10am, mainly because Track Marshals needed to be in place, at Four different places, plus the Pace Car Driver needed to do a Track Inspection, before we could get onto the Track, so when they said it's time to go, we went.

I think everyone enjoyed driving on the Race Circuit even at Isetta speeds, waving and tooting our Hooters to the Trackside Spectators but, especially after we left the long Gerrards Bend and went into the Esses and through the Bus Stop, with so many children attending the Junior Electric Motorcycle Motocross Event that, incidentally, was broadcast to fourteen different Countries, waving back and, let us not forget the Track Marshals who all smiled a waved every time we passed them. I spotted Dave Leach trackside, whose car is so close to being completed, and Gracie and Mark Bleakley who got some super videos of the Cars, speeding by, look for them on Facebooks Isettaworld. We got out Two more Track Drives on Saturday, including a line up on the Grid so that our semi-professional Photographer, Anne Grieves, could capture the occasion adding to the smiles per mile! Upon our return it was time for my first "Tech Talk" about which Books and Special Tools you need. The essential Tools were fairly easy these being Blower Wheel Extractor 002/33 and Dynastart Extractor 001/33, both together come in a less than £12.50 for the 2 but, if you don't use them, it could cost you hundreds of pounds! The Isetta Owners Handbook 003GB/8 cost just £3 and has most of your questions answered, all in one small Book, but one thing this Book does not say is how to check your Fuel Level, without a petrol gauge, well my answer is a Dip Stick, marked off in Litres, which was borrowed several times over the next few hours!



A quick Cup of Tea later and it was Track Time again, before my last Tech Talk of the day, aided by Bob Crompton, who like myself and Helen have owned an Isetta for around Forty years. Mick and Sara Bell added their experience of Maintenance to the talk with both having driven the Micro Marathon, from Leige to Brescia and back, some 2,000 miles over a 10-day event and, in 2009, came Second in Class, so they knew a few things about maintenance and preparation.

On Saturday evening members were brought together, for a BBQ hosted by the Wainwright family, with daughter Charlotte turning Burg-

ers and Sausages like a Professional Chef, cooked to perfection, as everyone watched the Sun go down over the Lake.

Sunday and a few more Members arrived, including Dave Watson, whose excellent Isetta History Booklet was given to all of those who attended the weekend.

First Track Event, of the day, with up to Twenty Cars on Track, giving me the opportunity to observe the lean on the 3-Wheelers, going round the long Gerrards bend, but for us it also showed up a Fuel starvation misfire, on our 4-Wheeler, which happens when the Fuel is forced to the outside of the Tank, cutting Fuel to the Centre Positioned Tap, you may experience this on large Traffic Islands, so keep the Fuel level well above Reserve to stop it, especially on 3-Wheeled Cars.

I had a few new faces, for my first Tech Talk, including Jonathon Hetreed, who drove his Isetta all the way from Bristol, some 130 miles to Mallory.

Our last Official Track Time was around lunchtime, on Sunday, and this worked out just right for Owners, who had long journeys home, but not before Isetta-shaped Biscuits, for everyone, baked to perfection by our daughter Jennifer who, in her time has covered thousands of Isetta miles both here and abroad. Dayne Bartlett with his not quite finished Bubble Window set off for Wales, followed by Grant and Clare Kearney, Ian and Elaine Mckain



along with Alan Farquarson all taking their Isettass' back to Scotland.

My last Tech Talk of the day wasn't quite so well attended but, I had an interesting conversation with Tony Shepherd about a recently fitted Accelerator Pump to his Carburettor who, like I expected, told me of the improvement to Carburation, espe-

cially at pulling away from a standstill but, David Sinnerton thought it only offered a slight improvement, over the standard 1308 Needle Jet arrangement, personally the Pump is a revelation!



Ian Parris

I asked an independent Member, that is someone who didn't bring a car to choose a "Best in Show" and a Runner up" from the twenty two attending cars and that surprised Ian Parris, with his Two-tone Yellow Car, that had just 8 miles, since restoration on the clock, and even more surprised was Brian Chadwick who brought along Two Cars, for the weekend, but it was his Red Car that stole the day for him.

Helen did not actually drive on any of the Track Events, and rather wished she had, so Rob Wainwright made it happen especially for her and also Kevin Preston whose car was still onsite. I immediately removed the Tyre Warmers as Stuart Hicken came into view for one special lap of Mallory Park. The lap was interesting as, normally, I do all the driving

these days, but Helen has covered thousands of

miles in, HEG 175, driving it up and down the UK, and over in Holland and Germany, more times than I can remember, but, I was able to observe what it was like as a passenger and, in my case what the car felt and sounded like and, of course, riding in the Rolls Royce of Bubbles Cars, can be summed up, in one word, "perfect".

I know I have missed out on Owners, who attended either for the day, or weekend, but we hope the experience has added to your Isetta ownership and I am sure, like me, you would want to thank all involved which include the Committee, the Wainwright family, especially Rob and Alison, and last of all Stuart Hicken, the owner of Mallory Park, who made sure we did everything we wanted to do.



Brian Chadwick

## Mike and Helen Ayriss

## An ordinary Isetta and extraordinary hurdles.

My ex-husband Chris bought our BMW Isetta from a medical student in 1975 because it was cheap. For £55 we became owners of the 300cc three wheeler plus a spare engine and set of windows. It had been a workhorse covering over 30,000 miles since it was first registered in October 1960. The Isetta was our second car and it was registered in my name for me to keep my no claims record (normal in the 1970s). Chris painted it red.

For the next year it kept Chris clean and dry covering the 3 miles from home to work virtually every day. An icy patch on Hole Lane Birmingham caused the single rear wheel to skid 180° leaving Chris absolutely terrified. I drove my mother to the local supermarket in it. The Isetta was the centre of attention. The groceries fitted nicely in a supermarket box on the ledge behind the seats. Back at home we were very glad to get out safe and sound.

On its way for an MOT to a garage several miles away along the Tyburn Rd dual carriageway, the engine got louder and louder, and then there was a big bang and the piston came through the top of the engine.

It took ages to get it home because when the RAC came, with a trailer, it didn't have a strip in the middle for the third wheel. They had to go away and come back hours later with another one! At home Chris replaced the engine with the spare, but, because it was without an MOT it was left on our drive. Every week someone would knock on the door and ask whether it was for sale. When asked how much they were prepared to pay for it, the sum rose steadily.

Somehow we never sold it. Moving house we needed an extra removal van for the car. The Isetta fitted snugly in a corner at the back of a garage. One effort to restore it never got anywhere.

Sadly we divorced. We had no idea of the car's value so decided to own half each.

Chris asked his trusted friend Derek to restore the car in 2018. After a lot of work and replacing some parts it passed its MOT in 2018.

The next task was to get it re-registered with the DVLA. This was my job, and so far I have failed.....

I sent off the V5 form to the DVLA with my new address, and cheque, not realising what was ahead.

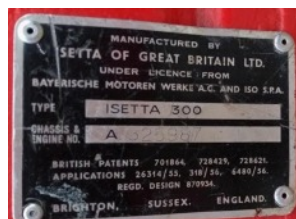
No SORN had been needed when we stopped getting it registered.

Now I had to re-register it using form V55/5, accompanied by another form telling you what was needed.

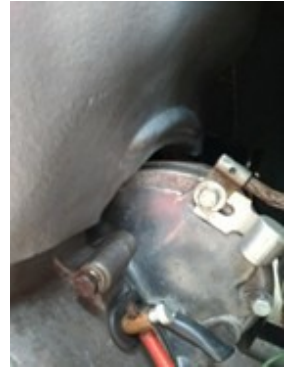


For the chassis number we looked at the plate attached to the vehicle.

This was A325987.



For the replacement engine number, this was 330242.  
 So far, so good.  
 I sent the form off to the DVLA.



The eagle-eyed among you will have noticed the chassis number was not the same as the one on form V5. Oblivious to the change and the trouble this would cause I waited for the new registration form from the DVLA.

Driver and Vehicle Licensing Agency  
 Swansea  
 SA99 1ZZ

Date: 14 March 2019

Dear Mrs Scriven,

Vehicle Registration Number: 773 BGC

The changes made to your vehicle in relation to your previous registration: it is not possible for you to retain the vehicle's original registration number. You will need to register your vehicle under the reconstructed class/schedule.

The reconstructed class/schedule is intended to support the assessment of unregistered classic vehicles. Reconstructed vehicles may comprise of genuine period components all over 25 years old, and of the same specification.

The appropriate vehicle class/schedule must confirm that following a physical inspection, the components have been authenticated and that the reconstructed vehicle is a true reflection of the component on your vehicle. This must be completed on header paper. If you wish to contact a specialist club which we refer to in the V5 (see List of Vehicle Owners Clubs) then please visit [www.gov.uk/vehicle-registration/old-vehicles](http://www.gov.uk/vehicle-registration/old-vehicles)

Major vehicle components include chassis, suspension (front and back), axles (front, transmission, steering assembly) and engine. Motorcycles would comprise of frame, forks, wheels, engine and gearbox.

On receipt of a satisfactory inspection report the vehicle will be assigned an appropriate registration number. This will be based on the age of the youngest major component identified in the body. It will not be based on the age of the frame or engine.

In order to register the vehicle it must be allocated with a new vehicle identification number (VIN).

By law (under the Road Vehicle Construction and Use Regulations 1986) the VIN must be marked on the bodywork and on a plate attached to the vehicle.

The VIN should be stamped:

- on the right hand side of the vehicle in a clearly visible and accessible position
- in a way so it cannot deteriorate or be destroyed
- on a plate which is attached to the vehicle.

The DVLA has allocated the VIN DVLSWA3971907305

Please arrange for a franchised dealer or local garage to stamp this number on the chassis or frame of the vehicle and complete the declaration on page two of this letter.

When you have completed the requirements, please send your application along with this letter and the following documentation:

- completed V55/5 application
- registration fee (£25.00)
- current MOT certificate
- two forms of identification
- inspection report from appropriate vehicle owner club dating each major part

Oh no. Now I had to jump through more hurdles.

The easy part was getting the car verified as a genuine original car. I contacted the Isetta Club because we had been members.

Dave Watson was brilliant. He checked it over and certified it was genuine, stating that it had all original parts. Under his guidance we found the chassis number, and it was the same as the number on the plate attached to the car.



Dave considered the change in chassis number was probably a clerical error when it was transferred to the V5. The car is not a reconstruction; it is genuine.

Because he thought it did not need to have a new chassis number he further authenticated it by stamping the DVLA's letter.

It was not to be. The DVLA refused to accept the chassis number was the original.



We gave up. Chris moved house, and again the Isetta went with him in an extra van and loitered in a corner of the garage.

This year Chris was selling his Mercedes convertible, and a dealer came to his house to buy it. The dealer offered to buy the Isetta as well for £1,000. As the legal owner I was asked if I agreed with this offer. I didn't. As a consequence I have to sell it.

My opposite neighbour, Simon, is very knowledgeable about special cars and has helped and advised me. He and Dave Watson have talked about my problems on the phone. Simon spoke to the DVLA to see if the original number plate could be retained, but no, that is impossible. We must follow their instructions.

We are doing as told. Oliver, of Ian Nuttall, the Nottingham bodywork specialists, happens to live around the corner in our Lincolnshire village, so he walked round with his kit to punch the new numbers. Amazing. Now the car has an extra DVLA plus 13 letters/ numbers punched in on the chassis next to the original chassis number, and a new plate with the new chassis number affixed to the car.

The nearest garage for a class 3 MOT inspection is Scott's garage in Barkston, north of Grantham.

In another coincidence we have known them for years.

To get the car ready for the MOT the clutch wire needs to be adjusted. Then I need to organise for it to be transported there and back with its MOT. Another hurdle to overcome. Wait for the DVLA to give me a new age related number, put a number plate on the car, and then, I will have finished!

How on earth did the chassis number on the documents differ from that on the car? We have owned it for 50 years so it must have occurred before we bought it. I have never checked the chassis number on any car so perhaps I ought to do so in future!

I will be sad to sell the car, but it needs a new home with someone to cherish it. The plan is to place it in an online specialist auction, or, any offers? In excess of £1,000 I hope!

Patricia M. Scriven, Glebe Cottage, NG32 1BT.

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# Isetta's 70th Anniversary Rally

by Grant Kearney

When the 70th Isetta Anniversary rally was first advertised in June 2024, I thought that this was a rally that I wanted to attend. The last one I was at was the 50th at the Bubblecar Museum way back in 2005.

The event was advertised as a 3-day gathering at Mallory Park Racing Circuit (*ed: about 8 miles west of Leicester*) in conjunction with a motorbike event with the opportunities to take your Isetta on a few laps of the famous circuit. The date was put in the rally diary and discussions took place with fellow Scottish Isetta owners about attending en mass.

Following our April rally, Alan, Ian and I discussed travelling down together and thoughts turned to getting my Isetta out of the back of the garage. I wanted it to go to the rally in its current condition having been carefully stored since 1975. Some immediate work was required to the tyres but I wanted to retain the original Dunlops so new valves were required and a tube in the back. The front bumper had done its job very well over the years and required some gentle reshaping so the door didn't catch on it and one of the digits on the number plate required reattaching following a previous parking incident.



A quick clean down inside and it was good enough to go. I had no plans to be driving it around the circuit as the original doughnuts need replacing and it still

has the 2-part valves so I don't want to damage the original engine which has only done 5,500 miles.



As the rally approached the UK weather once again significantly improved and as a result, we decided to travel down on the Thursday evening as the forecasted

temperature for the Friday was 30 degrees. We were at Mallory Park at 11pm with Alan and Ian & Elaine having arrived earlier in the day. The gates were locked so we parked up outside for the night.

We were awoken at 6am to the sound of vans and then motorbikes passing by.



Thankfully our chosen location for the night was the only area of shade at Mallory Park and perhaps we should have stayed there for the weekend ..... After breakfast we headed into the course and waited until there was a pause in racing so we could cross the track. The temperature was soaring and the site in the centre of the track had no shade. Once filled up with water we pitched up next to Alan and Ian for the weekend ahead. Once the Isetta was unloaded

and the awning was out we sheltered from the blistering heat. First impressions of the rally were very impressive. Our host, Rob Wainwright and his family were most welcoming and really couldn't do any more for us. A generator was provided to keep our batteries topped up and fridges cool during the day. The noise of the generator was hardly noticed over the sound of bikes racing at high speed around the course. Friday was open track day, and many bikers were taking advantage of the weather and clearly having fun.

As the day progressed more Isettias arrived and the camping area quickly filled up. We walked up to the course and watched some of the racing from one of the many viewing points. By early evening we had the first line up of cars against the fence of the



pit lane once racing had finished for the day. 17 Isettias including a 600 was a good start to the rally. Cars that really caught our eye were the two very early bubble windows. A 55 one beautifully restored by our rally host, Rob, which he had owned since he was in his early teens. This was the star of the show. A 1955

model finished in pastel green with its early aluminium quarter bumpers.

The other was a rare US spec bubble window convertible that was nearing the end of a full restoration. The owner was a trimmer, and he had gone full on with the interior trimming and the hood which was faultless. During conversation I discovered that it was an ex. South Africa spec bubble window (one of the many microcars brought into the UK by Phoenix Motorcycles 3 years ago) but with rear windows costing £1,400 in Germany it was changed to a convertible.

The temperature peaked at 31 degrees which really tested the fridge and freezer. Ice cubes were very much in demand with every drink. Overnight temperatures fell to 21 degrees, brilliant summer weather here in Scotland.



Saturday started off warm but with no racing today the site was much quieter. More Isettas were arriving which pushed the numbers up into the mid-20s. Another very early bubble window which had been mildly customised to keep it on the road in the 70s caught my eye. Crying out for a sympathetic restoration though.

Mike Ayriss gave two very interesting technical talks in the artic show trailer which



Rob had brought specifically for our use. Mike pointed out the finer point of Isetta maintenance and lubrication assisted by many exploded diagrams on the walls of the trailer unit. All those who attended the rally were given a very nice rally pack containing a baseball hat with the 70th Anniversary rally logo, a souvenir booklet celebrating 70 years of the Isetta and a set

of numbered rally stickers for the side of your Isetta. These were to be displayed on your car for the laps of the circuit that afternoon.

Alan and I had a good chat with Ian Marshall from Dunfermline who was in the area and made the effort to attend. He was able to show us his Isetta restoration album and the progress he had made. Soon another Isetta on the road in Scotland.



I joined Alan for a trip around the course which was good fun. A pace car unfortunately ensured that there was no racing, but it was a brilliant opportunity never to be repeated. Alan topped 50mph on the straights which was good going. The course had a tight chicane which really pushed the limits of the 3 wheeled Isettas. A small amount of autojumble was offered and I managed to buy an original plain aluminium hub cap to replace the missing one on my car. Claire was much relieved that this is all I bought !

Rob had arranged a barbeque for the evening which was very well received. He and his family did an incredible job of feeding so many IOC members with very high-quality produce. Sitting on the opposite side of the motorhome gave us the much needed shade to enjoy our food. Once the sun set and it finally started to cool down I got the Isetta loaded on to the trailer as we were planned to depart promptly on Sunday morning. The very generous offer of a cooked breakfast from Rob and his wife meant that it was after 10am before we finally departed.

Thanks to Alan, Ian and Elaine for their good company and particularly to Rob Wainwright and his family for hosting a brilliant rally.

# 70<sup>th</sup> Anniversary Rally





## Cherry Berry – Steering

**Cherry Berry** is my wife's new-to-her bubble car.

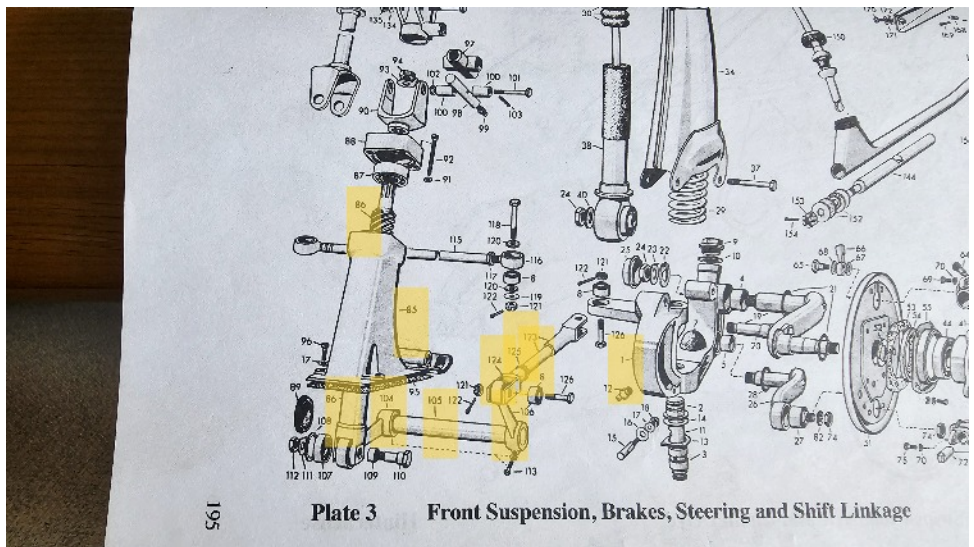
We, Elaine and Richard Baines, are new to the club and new to owning and driving an Isetta. Elaine had wanted a bubble car, that is to say a BMW Isetta, for the best part of 50 years. She had fallen in love with one back in the 70s, even before she had passed her car driving test.

The last toy car my maternal grandfather bought me arrived as a package a couple of days after his death, in February 1962. It was a yellow 'Spot-on' Isetta! Needless to say, these lovely little cars have always appealed to me too.

By mid June this year (2025) we had considered 5 cars on the market in the UK. We missed one, dismissed one, didn't think two that weren't roadworthy were a good idea, so bought Cherry Berry.

On the test drive, I thought the car turned much more to the right than the left. The vendor hadn't noticed and just thought the lock was poor, as so often described.

Once up on axle stands, at home, I could 'measure' 2/3 turns left and 4/3 turns to the right. I'm going to refer to parts by their 'Plate' (exploded diagram) number and part number as shown in the Isetta Workshop manual and the Jensen restoration book.



The Jensen book describes taking the Steering shaft (3-86) out of the female collar (3-86) and inspecting the bottom face of the shaft and top face of the collar for matching centre-punch marks. It says these marks are used to line up the two parts, on reassembly, to retain correct alignment between the steering wheel and road wheels. But that assumes everything is aligned when you start. Ours was not!

To follow Jensen's instructions, you would need to remove the pedal assemblies and the steering gear housing (3-85), with the shaft and collar mated so that you could withdraw the collar far enough to see the two faces as they part. Jensen's description of the procedure doesn't mention that.

As I don't have matching marks, it made no difference. I just withdrew the shaft from the collar. I could see the mark on the shaft base, but the collar had multiple dimples, evenly

spaced around its circumference (see photograph). I assume each of these lines-up with the 'start' of a thread.

I used trial and error to reintroduce the shaft at various start points on the collar, but none seemed to cure my problem of too much right turn and not enough left turn.

I started working from first principles to understand how the steering mechanism works. Turning the steering wheel turns the column (3-127) and, in turn, this turns the shaft.

Turning the wheel clockwise (seen from above) turns the column and therefore the shaft clockwise and the road wheels to the right and vice versa.

As the shaft turns clockwise it draws the counter-threaded collar up the shaft and vice versa. As the collar rises it pulls a lever (3-104), attached at its base, upwards. As the collar descends it lowers that lever.

The other end of the lever, from the base of the collar, is attached to a rod (3-105) that passes across the front of the car to the nearside wheel assembly. The nearside end of the shaft has a lever (3-106) mounted on it.

Raising the collar, by turning the steering wheel for a right turn, i.e. clockwise from above, lifts the offside lever (3-104), rotates rod (3-105) clockwise, when seen from the nearside end, and that rotates the nearside lever (3-106) clockwise, when seen from the nearside end. The top of the nearside lever (3-106) therefore moves towards the rear of the car. It is connected to the nearside suspension and hub assembly (3-1) by another rod assembly (3-123, 3-124 and 3-125). This pushes the arm of the suspension/hub assembly (3-1) backwards, i.e. clockwise around the centre line of the kingpin (3-11), when seen from above, and therefore turns the road wheels to the right. All of this reverses from the collar going down through to the road wheels turning to the left.

The righthand (3-104) and lefthand (3-106) levers are splined onto the rod (3-105) that goes across the front of the car.

To cure my problem, I withdrew the nearside lever (3-106) from the nearside end of the rod (3-105). I turned the steering wheel through one third of a turn and put the lever back on the rod end.

I now have one turn left and one turn right at the steering wheel, i.e. two turns lock to lock.

In the straight ahead position, the centre steering wheel spoke is vertical, but at the bottom of the wheel, rather than the top, as described by Jensen. I guess that the suggested upper position means that, in the event of a head-on crash, the spoke won't spear you, if the spoke detaches from the rim! The best way to put the spoke at the top is to take the steering wheel off the column, rotate it and put it back on with a spoke vertically and at the top of the steering wheel. I will have to look out my three-arm puller, if I still have it!

Looking down on the rim of the collar (3-86), showing multiple dimples



**Richard Baines**



Please find attached photos of my parents Isetta, a Brighton built LHD 1960 model.

My mum had wanted a Messerschmitt, as her uncle used to have one and would drive to dog shows with his Newfoundland in the back seat, but the Isetta came up in the classifieds. The following week a Messerschmitt came up for sale for the same price.

It would frequently be used up and down the seafront ram packed with all the kids from the street, however

it sat outside under a tarpaulin while an extension was built which took the paint off. It had a respray in Triumph Cherry Red before being relegated to an elderly neighbour's garage as my brother set about building a 7.6-litre Cobra replica in the garage, and many other projects besides including a log cabin. So fingers crossed, it may be on the cards to get the old girl running!



**N. Vaughan (On behalf of Richard and Lynne)**

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# **FORTHCOMING EVENTS**

## **The AGM of The Isetta Owners Club of Great Britain**

Will be held on 12<sup>th</sup> October at  
2pm at Beedles Lake Golf Club,  
170 Broome Lane, Goscote,  
Leicester. LE7 3WQ  
All members are welcome to attend.

### **The Club is pleased to welcome:-**

David Clare  
Jaap Monster  
Andy Ferguson  
Mark Vincent  
Barry Jones  
Boaz Green  
Mick Connaughton  
Scott Claverie  
Ian Cox

Bolton  
Netherlands  
Kent  
Kent  
Fleetwood  
USA  
Darlington  
USA  
Whitby

Evangelos karalis  
Gueorgui Stoilov  
Graham McDonnell  
Edward Bramley  
Ian Dann

Greece  
Bugaria  
Garboldisham  
Malmesbury  
Worthing

**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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# 50th National MicroCar

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