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GAZETTE



CHRISTMAS EDITION 2019

MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN

The Isetta Owners Club of Great Britain Ltd.

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Editors Bit

My constant begging for articles has finally paid off, and I must thank those that have sent articles in and apologise to some as they will not be included in the this gazette. In this edition I have reports from the Microcar Nationals as well as the NEC Classic Car Show. The others articles will be held over for the Spring gazette but they do make good reading. Don't think this is the end of my begging as I always need articles, keep them coming in.

This is the time I need to remind everyone that the 2020 membership subs are due on 1st January. Failure to pay on time may disable you from buying spares. Don't delay, pay right away as you will only forget. A further reminder is printed inside and another enclosed form as well, so there is no excuse not to pay up. This year the committee thought it would be a nice gesture to give a reprinted Owners Handbook to every member. If you take your gazette by email you will receive your handbook by post later.

That's all for now, so from your hard working committee, have a Merry Christmas and a Happy new Year.

Ian Parris



Chairman's Chat

The Club held its AGM at Beedles Golf Club near Leicester in October where all attending officers were re-elected. I would like to publicly thank all of them for the work they have done throughout the year, not forgetting their long-suffering partners who have had to fit in around the many hours the officers put in to the Club.

Yet again Lee has done a great job with new spares...sorting storage, ordering, unpacking, listing and sending to members. Not forgetting all the tech help he gives to those facing issues as they work to put another Isetta back on the road. Mike has again researched and procured reproduction parts for which I am grateful on behalf of the members.

The Classic Car stand at the NEC was again well organised by Dave and although I couldn't be there this year from what I have seen and heard it was another job well done... thanks Dave

Thanks also to Ian for producing the Gazette which is not an easy job finding new, up to date articles. Please try to help him by sending interesting stories and topics to him ... restoration, rallies, trips etc.

Finally, best wishes to all for the forthcoming season of goodwill and happy New Year when hopefully time will be found for service and repairs ready for the spring and those road runs etc.

Chris Skepper



NEC CLASSIC CAR SHOW 2019

Words and Photos by Dave Watson



This year marked the 35th anniversary of the show and certainly was the event not to be missed for any classic car owner, collector, enthusiast, car club member - or anyone with a passion for classic cars. Bringing together the world's largest gathering of 300 car and motorcycle clubs with over 3,000 iconic classic and vintage cars and motorbikes on display across eight halls at Birmingham's NEC.

It all starts just after Christmas each year for me. This is when the application forms are completed sent off to the organisers and then the wait.....

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

It all starts just after Christmas each year for me. This is when the application forms are completed sent off to the organisers and then the wait.....

This year was not too bad, I heard back from Alison the show co-ordinator in late May that we had once again been granted a stand space. We were to be in hall 2 backing on to the Heinkel / Trojan owners club. Just down the way were to be the NMCR, Peel and Frisky owners so we were in good Company. Now came the hard bit! If you remember I set myself a small challenge last year by trying to get a 300, 600 and 700 all on the stand for 2019. Completing a scale drawing of our space – 14m long x 3 1/2m deep I could easily fit them on. Despite my search, social media posts and general badgering of known members it was soon realised this was not to me for 2019. I haven't given up for future years so if you own a 6 or 700.

PLEASE get in touch with me as we would love to have your car on the stand. It doesn't have to be immaculate! – Most visitors to the show have never seen one so there is always loads of interest.

First to volunteer this year was Yvonne Jaques. Then after a visit to the NMCR rally in Somerset Brian Chadwick and Richard Clarke came forward leaving just one space left to fill. Step forward Mike and Helen Ayriss with their Green four-wheeler and the cars were finalised. I had two pairs of Left and Right-hand drive cars so a symmetrical layout was imagined to maximise our cars unique front opening door design.

Running parallel to the car search I was busy completing the mandatory insurance forms, purchasing any items needed ie floor tape, carpet etc and helping to publicise our stand both through our Facebook page IsettaWorld and in the Gazette.



It seemed no sooner had the National Microcar Rally finished and with a final mad scramble we once again found ourselves at the start of November and show week.

Then the flags went up and the stand was starting to look very presentable. Not bad considering I didn't really have much of a plan.

Set up day is now a well drilled operation; I took advantage of one of my company vans (and driver) and had the carpet and other bits brought to the NEC. I was first to arrive and set about laying the carpet and assembling the flag posts in preparation for the cars that were on route. Helen and Mike arrived with their car full of club display boards that are kept in the lock up. These were soon assembled, then the flags went up and the stand was starting to look very presentable. Not bad considering I didn't really have much of a plan how I wanted it this year! By mid-afternoon Yvonne, Brian and Richard had all arrived in their Isettias and with a bit of shunting about the stand was complete.

This was now one of my favourite times at the show, with our stand complete the work is done really. I use an hour or so to have a first look round the show and get a feel for what else is going on. I normally manage to pick up one or two auto jumble bargains along the



way as well. Close to where we were located in Hall 2 the Heinkel / Trojans, NMCR, Peels and Frisky stands were all busy setting up their displays along with plenty of good banter along the way. We then said our goodbyes for the evening and looked forward to the Friday - Show day one.



I choose to travel to the NEC each day by train. I'm lucky that I live only an hour or so away and if pre-booked it's actually cheaper and quicker by train. Travelling this year I defiantly noticed an increase in show visitors doing the same. Some parked just one or two stops away local to the NEC but guess saving time and money with the parking

"I knew someone who drove one into a garage and then could not get out!"



The show this year ran in the now familiar three day format Friday through to Sunday. Each day is different and brings with it a slightly different crowd. Friday is more of a Trade / Men's day, Saturday is by far the busiest with Dads/Sons/Mates coming along whereas Sunday seems to be more of a family day. We were treated to the usual "my mate had one of those", these are made out of Fibreglass mate" and all of our favourites "I knew someone who drove one into a garage and then could not get out!" Do we tier of hearing these – well after three days of it just maybe a little but what never stops are the smiles, the stories and the interest – and that's what it's all about.

I had plenty of help over the weekend with different club members and Committee volunteering their time to help out on the stand. Neal Bircher, Neil Unsworth, Ian Parris, Lee Turnham Kathryn and Adrian Skelson Reece along with car owners Bryan Chadwick, Helen and Mike Ayriss, Yvonne Jaques and Richard Clark – Very simply Thank you. Without your help our stand would not have been the success it was.

Each year the organisers of the show have a theme. This year it was the favourite card game of Top Trumps – I'm sure most of you are familiar with. There was a special pack of cards produced and despite my best efforts and lobbying I could not get an Isetta included. I did however create a giant card using the template that was sent out to all the clubs. I must say I thought my Isetta looked great on the card.

Amongst the many visitors to the stand this year I'm pleased to say many club members who made themselves known to us.



We had some 60's Flower power, a very nice Lithuanian Lady who fell in love with Yvonne's yellow Isetta – possibly something to do with her dress?

One really lovely moment was when we managed to trace an Isetta that was used back in the 1960's for a couple just after they were married. They say you never forget the registration of your first car and a quick search on the Isetta data base that I had running on my laptop revealed their car was still alive! Their daughter later showed us a black and white photo taken in the 60's and then I then showed them what it looks like today. Needless to say, it brought some amazing memories flooding back along with a tear or two. I'm hoping this story can be a longer feature in a future gazette. Data base updated and three very happy visitors left the stand.

“This year we had £1.70 glued down and almost too much fun was had at times watching unsuspecting visitors try to pick up the coins!”

We all had a good chance to have a look round the rest of the show. It now fills eight halls at the NEC and just gets bigger each year. There really isn't much from the world of classic cars that is not represented. Just about every club you can think of (and a few you never even knew existed) were there along with Television personalities from the car shows we all watch – Wheeler Dealers, Junk and Disorderly and so on. There are live shows demonstrating skills, a live restoration theatre where a car is restored over the weekend and so much more! I remember when we first attended as a club it was in two halls and you could walk round in about two hours. These days you are honestly pushed to get

round in a day. It's an expensive show to get in – but let's be honest what isn't these days? But it could be free? -if you fancy visiting why not do a stint on the club Stand and enjoy a free ticket on us? That's just what Club member Alan Mumford did and believe he very much enjoyed his day. Alan was the lucky recipient of two free passes I offered on our Face book page – first to reply got the tickets!

This year I also wanted to post regular updates onto our Facebook page IsettaWorld. I still consider this a new and fangled thing but can see the obvious benefits and for those who could not visit the show I hoped to give a flavour of what we were up to. It worked – I think? We received many likes and comments from as far away as Australia and as the days progressed my postings got better – Yvonne doing an impression of the HMV dog Nipper (you had to be there!), a pile of Belgium buns, hippies all added to fill the days.

One classic bit of free fun we always do is to superglue a £1 coin to the floor in the gangway that normally ends in a good laugh all round. This year we had £1.70 glued down and almost too much fun was had at times watching unsuspecting visitors try to pick up the coins!

It was also great to see the Peel stand win an award. Before we knew it Sunday afternoon was upon us and the obligatory blowing of all the car horns to mark the closing of the show. With almost 3000 cars in the halls this year it was quite loud! Records were again broken with visitor numbers up on the previous year to over 71000 just proves its success.

Breaking the stand down was swiftly done with many hands making light of the tasks then all packed away again for another year. Will we be there next year? I hope so with a 6 and 700?





As Isetta World on Facebook passes its first birthday, here is a brief run-down of its growth and progress....

Isetta World was launched on 26 February 2006, originally on Yahoo.com, after the Club's original "Message Board" became unusable due to posting difficulties. The Yahoo board continued until October 2018 and during its 12-year lifetime built up over 500 members from all over the world, over 1500 Member's photos, and over 15,000 messages between members covering events and requests for information. However, when Yahoo began to place less emphasis on maintaining their groups, Isetta World was re-launched in September 2018 on the popular Facebook platform. (Yahoo has since advised that it is discontinuing their "Groups" facility.)

In its first year, Isetta World on Facebook has attracted over 570 Members with interests in Isettas, BMW600s and BMW700s, and their derivatives.

In the month ending 30 September 2019 there were 1,162 Postings, Comments and Reactions.

The Top posting in the first year had 356 views.

Over the course of its first year, the Top contributing countries were

1st UK, 2nd USA, followed by Germany, France, Brazil, Argentina, Canada, The Netherlands, Portugal and Spain, all in double figures.

Isetta World is a service provided free by the Isetta Owners Club of GB and you are most Welcome to visit for your daily Isetta "Fix" or whenever you feel like it. And if you'd like to comment on a topic, make a posting or upload some photos of your Isetta's life, then that would be all the better.

There is No Charge for joining Isetta World. Just go to the page and click on "Join Now".

Terry Parkin, Moderator, IsettaWorld - www.facebook.com/groups/267159327250111/

It's a Messerschmitt The Little Car (continued) by Trevor Sharpe.

Greetings to all fellow members and enthusiasts. Having just received my Autumn edition of the gazette, and taking on board the editors concerns about size, I have decided to share mine with you! - thoughts and adventures that is. At the time of writing it is chucking it down here in glorious Derbyshire; no golf today so here goes.....

I generally attend three or four relatively local shows a year starting with the very local Renishaw Hall show about six miles from home. It is an excellent show run by the Chesterfield Round Table with the proceeds going to local charities, although it has to a certain extent become a victim of its own success with hundreds of exhibitors and masses of spectators. Unfortunately access to the hall is via one narrow lane with one small exit route which causes considerable congestion but, in my opinion, it is still well worth a visit. I have been attending first as a helper and latterly as an exhibitor for the past seven years and the show has been blessed with fantastic weather, until this year when after two days of heavy rain prior to the show, and a wretched forecast for show day, sadly it was a non-starter.

The main show that I attend is the Ashover Show also in Derbyshire which is organised jointly by several rotary clubs due to its size. It is spread over several large fields and is incredibly well supported with trade stands, fairground rides and hundreds of exhibitors; this year was no exception and was a great day out.

Two things of note happened at the Ashover Show. Firstly, I could not help but notice a brand-new Rolls Royce being exhibited! It was the size of a Chieftain tank and probably cost as much as a row of terraced houses in this area and my first thought was why are you here?, fair to say not many people ventured towards it and my little bubble as always attracted masses of attention, I think he bought the wrong car.

The other event, or not as it transpired, was that during the course of the show I had started the bubble on several occasions to show off the "raw power" of its 300cc to the uninitiated who all watched in amazement some even shedding tears of joy (I think). However, when it became time to leave the little darling refused to start but fortunately, I had trailered it to the show and with the help of a couple of rugby types it was easily installed on the trailer. I thanked the rugby men for their assistance and said jokingly that I hoped they had not pulled a muscle? One of them retorted .. 'No worries pal it's smaller than my girlfriend!'

Last year a group of like-minded people from Chesterfield decided to organise a "Motor Fest" mainly consisting of Classic cars, Muscle cars and other vehicles of interest. They were situated around the town in various locations where people could walk, talk and admire. The show was little advertised, just a few handwritten signs but with around forty or so vehicles on show it was a success and well worth a visit. This year it morphed into one of the biggest and best shows that I have ever visited with hundreds of classic cars, bikes and other vehicles including dragsters vintage buses muscle cars, hot rods and American cars etc. It also included several bands and lots of food outlets. The town centre streets were open only to pedestrians and the town was rammed with thousands of visitors all free entry with profits from franchises etc all going to charity. I took the little car down and had a great day as did everyone attending, it has become my main venue for next year and if any bubbleites are interested I will endeavour to reserve spaces for them: trevorsharp34@gmail.com This year it was Sunday 19th August, I don't know next year's date yet. Now to the Messerschmitt bit.... while at the above-mentioned show with the little car surrounded by the usual crowd of admirers etc, and at which point I had only been asked once if it was a Messerschmitt (very unusual), I noticed a few feet away a man and his young daughter. the young girl noticed the bubble and said to her dad, 'Look at that lovely little red car!'. Me and bubble gave each other a knowing wink, after all it happens all the time but we still love it... the man drew in breath and in a loud confident voice said to his daughter, 'That Sarah, is a

Messerschmitt' The girl walked over for a closer inspection and after a few moments said to her dad, 'What does BMW mean?' and I thought, get out of that one buster... The man thought fast and replied to her .. 'BMW is the company that makes it, Messerschmitt is the name of the model'. I nearly fell over but managed to maintain decorum and I said to the little girl 'Do you like my little car? 'Yes' she said, 'It's lovely, My dad tells me all about cars, he's very clever', I smiled at her and thought to myself clever... he's a genius!

FORTHCOMING EVENTS

August 30th 2020 Ormskirk Motor Fest in Ormskirk West Lancashire. For information go to <https://ormskirkmotorfest.com/about/>
To register go to <https://ormskirkmotorfest.com/registrations/register/>

The Club is pleased to welcome:-

Rami Yazdi Kalomiti	Israel	Steve Cole	Churchstoke
Philip Agg	Cheltenham	Maxime Poelaert	France
Wilbert Clarke	Ballymena	Ronnie Legge	Lancashire
Gerald Morten	Wokingham	Stephen Griffin	Isles of Scilly
Timothy Counsell	Bristol	Raymond Kelly	Dublin
Jim Kobel	New York	David Fletcher	Bromsgrove
Akhtar Mahmood	Dewsbury	Barry Leng	Harlow

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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Red and yellow and pink and green.....

Orange and purple and blue, I can sing a rainbow etc. It was only when I saw the four Isettas lined up on the stand at the NEC in Birmingham that Cilla Black's rendition of this children's song came to mind. It was, of course, yellow and green and blue cars but I am sure Isettas are just about the most colourful micro cars of all. I'm sure all the colours are around, especially when I see pictures of Isetta car shows in places like Argentina with 40 or 50 cars of every hue. Then there are the two tones which are just as stunning.



Many hands made light work setting up the stand with photographs, technical sheets et al hung and laid around the stand. The union flag bunting as well as the red, white and blue was hoisted up as soon as Dave Watson had spied a step ladder carelessly left unattended in the distance and purloined it to finish the job. Mike and Helen Ayriess's green 4 wheeler was lined up, and then beside it the very pretty powder blue 1959 three wheeler bearing the registration 300 BMW and belonging to the Clark family. Brian Chadwick's 1962 smart cream and green three wheeler made a great impression and the display was finished off with my 1959 Solarnum yellow three wheeler at the end of the row. It really was great display. Now, I had been very worried about the oil dripping onto the carpet from the engine, and

even brought up my own drip tray, sensibly black so the oil drips wouldn't show up. "I've never used drip trays on this stand ever" insisted Dave and despite my protestations, he was resolute that mine would not be the first.

Of course there were lots of questions that we'd all been asked before, but Dave had pre-empted the "has it got reverse gear" question by plastering signs saying "yes Isettas do have a reverse gear" on each car. It didn't stop everyone asking but it helped. A couple of guys did come up to me, pointed at the engine bay from which I had removed the cover, pointed to the engine and announced in a rather sarcastic way "I've got more power in my lawnmower than that". "Yes" I retorted, "but you can't put three people in your lawnmower and drive them to Lands End can you?" He did look rather sheepish having clocked that it was my car, and mosied off in a rather embarassed way. Perhaps next time he'll keep his mouth shut and be thought to be a fool rather than open it and prove he is just that.

Well, on Friday our fans were soon drifting past the display and before long those manning the stand were sitting back and watching the punters pass when we kept noticing a few of them bending down trying to pick up some coins that had been walked over so much that they were bright as new. We had a look and found it was a £1, 50p, and a 10p piece and they were embedded into the walkway surface. It wasn't long before we all appreciated the embarrassed faces of those who failed to pick up the money, casting their



eyes over to us to see if we had seen them making fools of themselves. This pantomime went on for 3 days, and it was only when the show was almost over that Dave appeared with a hammer and chisel and chopped the money out of the screed and we realised that the cat was out of the bag - it was one of his pranks.

As well as a massive car show, there are several companies that hire space to sell top-end cars – Mercedes and the like. One such stand was directly in front of ours. They did very well and sold most of them. However, on the last show day, there were less salesmen about and Dave, having spied a beautiful dark metallic blue Mazda MX5 right in front of us, thought it would be a laugh to amend the sale price a bit. It was advertised at £6995 and looked a bit of a bargain. Not as big a bargain as £995 which is what it became late in the afternoon when Dave thought it



ought to be given a “priced to sell” or “end of show promotional discount price” of £995. Luckily the salesman’s attention wasn’t aroused and Dave managed to reduce the price without being seen. An awful lot more punters were attracted to the car, but even at that price it didn’t sell. Eventually the salesman returned to the car, saw the error, and with a very puzzled expression on his face changed the price back to £6995. The next day I guess it was on the transporter out of the NEC and back on his forecourt.

By the way, I checked the carpet before I drove out of the exhibition hall on the Sunday night, and to my relief 292 MHN hadn’t left a single drip behind.

Yvonne Jaques

**2020 Membership subscriptions are due
on 1st January.**

**Please see the enclosed renewal form
and pay by one of the methods described.
If payment is not received by January 31st
you may be unable to purchase spares.**

BRIGHTON MEMORIES!

I always said I should have sold my first Isetta to a butcher and made a fortune – the registration was OFL 123 – but in fact, it went to a Texas Oilman for £65! Of which, more later.

As a college student in Brighton in the mid-sixties, I was fed up with getting wet on my Lambretta and interested to find that I could drive a three-wheeler on my bike licence. And then I saw an advert on the college noticeboard for an Isetta.

I went to have a look ASAP and discovered it was being sold by the wife of one of the lecturers. She took me out for a little run and confidently pointed out that you could put the baby on the back shelf – not especially useful info, as I didn't even have a girlfriend at that point! Anyway, it seemed like fun and I could just about manage £65, so I said yes and arranged to collect it the following day.

It then occurred to me that I couldn't actually drive, so I persuaded a friend who could to collect it for me and spent the next few days grinding the gears and stalling it regularly until I eventually got the hang of it and bubbled off happily into the sunset.

Over the next couple of years, we spent a lot of time together, driving round Brighton and occasionally up to London to visit my Mum. Some people used to wave as I went along but others didn't, I found, especially when I was chugging up a hill and they wanted to go a lot faster than my 300cc's were able to! In that situation, the sunshine roof was very handy for responding to any particularly rude gesticulations.

At one point, I had a holiday job in an office where I'd worked before going to college, and my manager was very impressed with the Isetta: "I bet it's a real passion-wagon", he said jealously!

After much satisfactory bubbling, I decided a bit more space would be useful and that it would be a good idea to get my full licence, so the Isetta had to go. I put an advert in the Exchange and Mart (remember that?) and asked my Mum if I could use her phone number – more buyers in London than Brighton, I reasoned.

Returning home after visiting a mate, my Mum informed me she'd taken a message from someone who was interested and she thought he was American. This sounded somewhat improbable, especially when she told me the phone number he'd left was the "Texas Oilmen's Club", or something like that....

Thinking this sounded like some obscure sort of practical joke, I rang the number and found the bloke really was American and it really was something like that. He arranged to come round the following day, though I wasn't at all convinced he'd turn up.

But he certainly did, and he couldn't have been more of a stereotype if he'd tried. He was big, in all directions, and wore a Stetson. We squashed in the Isetta and I took him round the block. He seemed satisfied and didn't try to haggle – always a plus when you're broke – so we agreed on the £65 I'd paid in the first place.

I asked if he wanted me to deliver it or if he wanted time to arrange insurance, but he said he wasn't bothered about insurance and would take it straight away! I didn't feel in a position to argue and he got out a massive wallet, peeled off the notes from an enormous wad – my eyes were on stalks – and handed them over.

I had to stop him driving off on the spot by insisting he take the log book, which he flung on to the seat. Hastily retreating inside, I watched out of the window as he drove off, grinding the gears more than I ever did and stalling twice before he was out of sight.

So, that was the end of OFL 123, except as a fond memory. Though for years afterwards, I'd point out any Isetta I saw to disinterested wife, children and friends and always went to chat to people who were showing theirs off at local motor shows. That was it until about twenty years ago, when I persuaded my son to come with me to the National Bubble Car Museum in Lincolnshire (I'm in Nottingham now) where we both admired the Isettas and laughed at the other contraptions on show – well worth a visit, by the way.

I'm retired now and everyone who knows me also knows I like a bit of a project. Nothing too adventurous I always say, as my family roll their eyes and sigh. So I couldn't believe my luck when a neighbour mentioned his Dad had recently died and that he had been obsessed with Isettas! It appeared that he had one in reasonable order, about three others in various stages of disintegration and a house full of miscellaneous bits.

I immediately registered an interest and eventually went with him to have a look, as his Mum was anxious to move them on. There was a choice of bodies, engines, gearboxes, you name it. He wanted what seemed like a fair price, for which I could take my pick from everything available.

It was tempting, it really was, but in the end I had to say no. It would have been like doing a ginormous three-dimensional jigsaw puzzle, when you weren't sure you had all the bits and I didn't think I could manage it – sad, but realistic. I put an advert for an Isetta project in the mag, but only got offered cars that were complete and running, which wasn't what I wanted.

So I forgot all about it and life took over, as it does.

And then, completely out of the blue, I had a phone call from an Owners' Club member who'd only just read my advert from months ago, to say he might have the very thing and was I still interested? Needless to say I was, and it seemed one of those too-good-to-be-true coincidences that, although he was a long way away, we were going to go on holiday quite close by in the near future.

I duly persuaded my long-suffering wife that a small(ish) diversion wouldn't take much time, as a result of which I've just taken delivery of a dismantled but partly built up Isetta that must have come off the Brighton production line just behind the famous OFL – it's the same year and same colour!

I've been feverishly clearing my prized collection of stuff that "might come in handy" out of the garage and have managed to make enough space for the new Isetta. Just. I'm not going to rush at the restoration: it'll take as long as it takes. But I'm (fairly) sure I'll be able to get the show back on the road, with the help of the Owners' Club experts and of course, you who are reading this and know a lot more than I do!

If anyone lives near Nottingham and wants to come and have a look how far I've got, do feel free to email me at mikescott99@virginmedia.com

Mike Scott

Oh, what a show! By Yvonne Jaques

There was a certain amount of anticipation about going down to Somerset for the first time for any car rally let alone National Micro Car Rally, but the Essex mob are always up for a bit of excitement – just sad people I suppose. It was the Bells and I this time so it was only the Essex 3 rather than the infamous Essex 5. I wouldn't usually describe the journey to the rally, after all, what is there that can be said about the M25, M4 and M5 I ask myself. However, on the M25, the Bell's and I were chugging along in the centre lane when I noticed going up a long slope that it seemed that there were cars filtering from the fast into the middle lane, which I thought was strange as I hadn't seen and signs for the traffic merging, unless I had dropped off for 20 minutes. As we steamed up the hill, I was astonished to see 3 cars that had been in a shunt, all parked neat and tidily facing forward in the live fast lane, petrol all over the road behind the first one, and all three drivers sitting in their cars and on the phone! Now I know we oldies all complain about younger people on their phones ALL the time they are awake, but this seemed crazy. I have no doubt they were calling the emergency services or their mums, but I would have shot out of the car (which I am sure they could have done) and taken refuge in the central barriers a bit further up the road instead of sitting there waiting for the moment when Armageddon would come, when loads of stupid speeding drivers would plough into the back of the pack driving with as little attention as the 3 crashed ones. We were very lucky to have missed this shocker by a very few minutes and were very pleased at not being stuck on the motorway for hours while the emergency services ploughed their way through miles of the 3 lane largest car park in Middlesex to sort out the mess.

So, arriving at North Newton we spotted the famous yellow NMCR signs pointing up between two houses. Nought strange there, but the site of an Isetta on a trailer disconnected from a large motorhome smack in the entrance made all our hearts sink. However, a shout went up to hook up the offending trailer again because help was on its way to get the rig up this massive slope which was not paved but had been laid with loose road stone. Help really was on its way in the form of an elderly short wheel base Landrover out of which jumped a young guy - whom we all came to know as Malcolm McKay the rally organiser and head honcho. He was anxious that the front wheel drive motorhomes didn't rip up the driveway for those who would come later. The surprises didn't stop there though, he was clutching a very young child under one arm and a long towrope over the other, and proceeded to hook up the whole rig and towed them to the top. The "surely not" expression on our faces soon turned to "it might be crazy but he's done it and who gives a stuff about Health and Safety – needs must when the devil drives - as they say. I learnt from Malcolm afterwards that little Fiona was strapped into the Landrover but insisted that even at 11 months old, she must be part of the action. Great things to come for her in the future I'm sure – she'll want to be in on the scene.

My turn came and I had no trouble getting up the slope in one go under my own steam, until I turned the corner at the top to find yet another hill to climb, but buoyed up by success on the first one, the second was a piece of cake. Tea was soon on, chairs were out to enjoy the late and lazy afternoon sun, and within the hour some of us were scouring the field to see who had what to sell, who had rocked up, and what car they

had brought. Most of the usual suspects were already there, including a significant number of Bond Bugs, Bond Mini cars, a few Schmitts, Isettas, and some other waifs and strays.

Others may pen run a few words about the road runs, but the most memorable to me was to the Haynes Museum where a huge collection of cars were on show including the MOC owned Schmitt YMW 779 looking extremely respectable. All the cars are restored to within an inch of their life and outrageously shiny. I don't know their criteria for choosing exhibits but I don't think a Bond would have been out of place at all. I did enjoy the early film loops projected onto the walls which were extremely revealing about those early motoring times, particularly the of featuring the early days of Mercedes Benz and the escape of a young Mrs Benz, driving herself and her children away from home in one of the early Mercedes.

Show day arrived, with all the marques out plus some day visitors, and I understand that more than 160 microcars were on show. That must be nearly a record for the NMCR, and it was a magnificent display of micro engineering through the last 60 years or so. Many thanks to the Berkeley Owners Club who brought at least 22 both 3 and 4 wheel cars. Many thanks too for the provision of wonderful cakes provided by them for our Thursday tea to celebrate the 60th year of their club. I counted thirteen Bonds, at least 18 Schmitts, a good number of Bondbugs, and an immaculate red Honda 600 hatchback brought over by our friends from Holland. They had ditched their traditional Heinkel Trojan so familiar to us all. There was good number of Isettats, one of which was collected by David Leach in Hereford on his way to the rally and then to his surprise won the Prix de GROT. Two Autobianchi's, at least 2 Fiat 500's, Trabant's and some others I might have missed all made it to the show. It was a truly international affair with Ian Milne from New Zealand serving as ballast in my Schmitt on the runs, a Belgian couple with a prizewinning Isetta actually manufactured in Belgium, Nick Poll from France, Gordon and Allyson Burch from the Vendee France with their stunning yellow Schmitt they bought in Cardiff and which has been a 42 year restoration. I think I even saw Welsh people (no offence intended Geraint Phillips and family).

The Bond show prizes were doled out to Colin Marchant who won 1st prize for his Mark D Tourer TRU 797 and well deserved too. It has to be said that it had it's own garage overnight on the site, but it looked an exceptional example of a working Bond. Second prize was awarded to John Johnson for his Mark D Family UHO 710, and third prize was awarded David McNeice for his very tidy Mark D Family 5164 HK. The longest distance driven to the rally (the Brescia – Liege – Briesca prize) was also won by John for a distance of 335 miles – presumably doubled up to get home, more than many Bonders do in a year! Nick Mander was awarded the Spirit of the National award for coordinating the 2018 NMCR at Sycamore Farm, so the Bond Owners Club members have made a considerable contribution to two successive rallies now and should be very proud of themselves. Great thanks must go to Malcolm's wife Helena who organised all the teas, coffees, chair and tables as well as dozens of hot cooked meals and puds on Thursday and Saturday evening. It didn't stop there though, there were clubs celebrating significant anniversaries at that weekend, and Helena had made about 6 celebration cakes for all to enjoy. Great thanks to the McKay family, it'll be a long remembered event.

Bubbles always come to the surface!

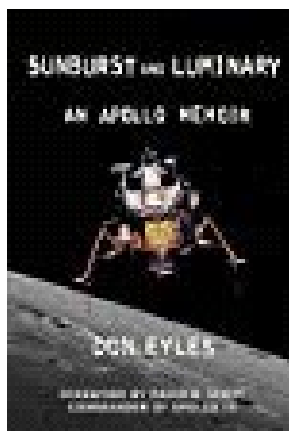
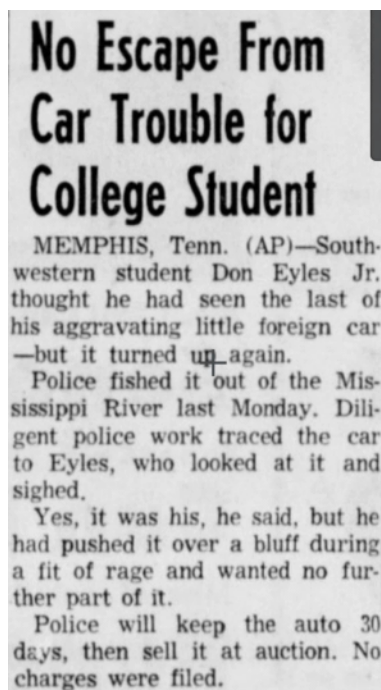
Don Eyles who wrote the software program for the Apollo 11 Lunar Module's onboard computer once owned an Isetta. He tells the story of the Isetta in his book "Sunburst and Luminary – An Apollo Memoir".

In the book he recalls visiting his parents in Malaysia:

"I was met by my father's anger about the car (an Isetta not a DeSoto) that I had ceremoniously consigned to the Mississippi River when no one would give me fifteen dollars for it. The car rolled backwards into the river and the single headlight that still burned coloured the water yellow as it went down. But the Big Muddy is unpredictable. The car washed up downstream, was traced to me, and became the subject of an article in the Memphis Commercial Appeal, which someone had helpfully forwarded to my parents in the Far East. The newspaper would dredge the incident up again ten years later when it ran a story about my activities in (or near) another sphere"

See below the newspaper report of the incident.

Link to book: <https://www.goodreads.com/en/book/show/39294745-sunburst-and-luminary--an-apollo-memoir>



One can only wonder and speculate if the car was bought at the police auction? If it was perhaps it still exists somewhere in the US and if so, is the owner aware of it's interesting aquatic history and link to the historical lunar landing!

Noel Shanaghy.

Isetta World

The IOC's home on Facebook

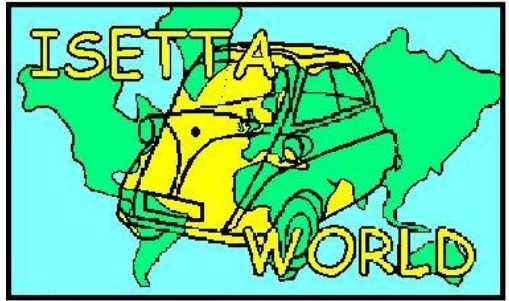
In November 1900 the American Searchmont Company acquired the rights to manufacture the Wagonette, a light car developed by the Keystone Motor Company following a buy-out by Theodore C. Search (1841–1920), head of the Stetson Hat Company (head of a hat company!). It had been marketed initially as the Keystone Wagonette (perhaps later connected to The Keystone Cops?), and now as the Searchmont Wagonette. It was a Runabout for two passengers and had chain drive from a water-cooled single-cylinder engine in a compartment under the seat. It was made until 1902 when they began production of a new range of expensive high-performance cars, designed by Lee Sherman CHADWICK.

However, the company owners had speculated unsuccessfully with capital stock, and so in 1904 the company was liquidated and the John Wanamaker Department Stores of Philadelphia bought the remaining stock of 100 two-cylinder cars for only \$750 a piece, selling them easily at \$1,200.

Chadwick was very disappointed when production ceased and in 1907 founded his own company, Chadwick Engineering, at Pottstown, Pennsylvania and they started producing their own high-performance vehicles which had notable competition successes but they appear to have ceased producing vehicles in 1915 when the company went bankrupt and was sold to a weapons manufacturer.

But the story doesn't end there ...

Between 1960 and 1961, in the old Chadwick buildings in Pottstown, Pennsylvania, the "Chadwick Engineering Works", now owned by William "Bill" Pollack, a friend of Lee Sherman Chadwick, began to buy Isetta 300 chassis and power-trains to use them as a base for the Chadwick 300 Roadster shopping buggies



Keystone Wagonette



**Chadwick 300 Roadster
Isetta Engine visible**

..... but they soon morphed into what became better known as "The Chadwick 300 Golf Cart".

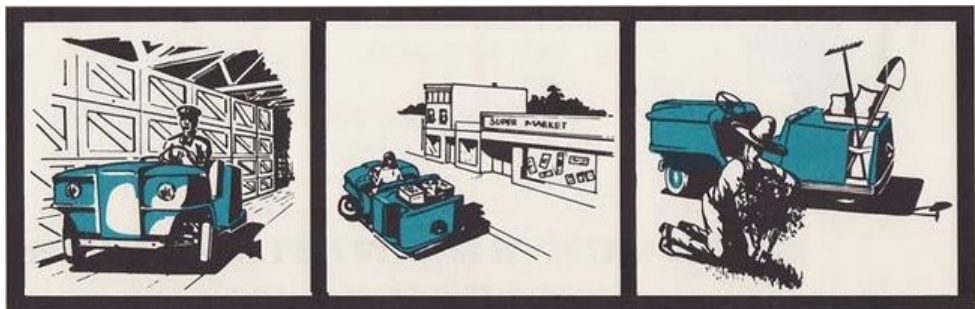
The Chadwick 300 Golf Cart was a two-seater open cart, equipped with a fibreglass body, but underneath was pure Isetta with the 300cc single-cylinder BMW air-cooled electric-start motor. The tubular frame with its 10-inch wheels and independent suspension was ideal for carrying golfers and their equipment around hilly and uneven golf courses.



Chadwick 300 Golf Cart

Someone commented at the time "Isettass may not have been very fast compared to other cars on the road, but I bet Chadwick 300 golf carts were some of the fastest carts on the course". The Brochure claimed "...no batteries to buy, recharge, or replace as in electric carts "(so no change there in 60 years);" one tank of gas – 3.4 US Gallons - will carry you 190 miles or 12 games of golf." (16 miles per game?)

The brochure also showed "Other Possible Uses" such as in "Large warehouses", "Shopping to most localities", and "by Ground Keepers of large estates".



Chadwick Engineering also produced some other vehicles of 700cc, probably based on BMW700 chassis and running gear (see the BMW hub-caps), but the only details known to survive are these photos, clearly intended for promotional purposes ...



Chadwick 700 Resorter



Chadwick 700 Utility Car



Chadwick 700 Utility Car

But there's a twist in the tale ...It has been suggested that the Chadwick 300 Roadster prototype was actually inspired by a previous special Isetta...

For Kurt Donath, CEO of the Bavarian Motor Works, happiness was hunting, and to please their chairman, in 1955 BMW built him a "Jagdwaggen," or hunting car. Essentially a golf cart for the wilderness, this car was based upon a stock Isetta chassis and running gear, with custom bodywork designed as a mount for two gentlemanly sportsmen, and it offered space in which to haul home the spoils of a successful hunt.

The original Jagdwagen was lost long ago, but one was later recreated to the exact (well, almost exact) specifications of the original by the Bruce Weiner Microcar Museum and the current owner of the replica Jagdwaggen purchased it when the collection was disbanded.

Terry Parkin,
Moderator,
IsettaWorld

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