

ISETTA

GAZETTE

Winter Edition 2025

Yes - Isetta's
do have a
Reverse Gear!!!

895 XWE

MERRY CHRISTMAS TO ALL MEMBERS

The Isetta Owners Club of Great Britain Ltd.

OFFICERS & COMMITTEE

CHAIRMAN Jeff Todd	108 Clee Road, Grimsby. DN32 8NX email:jefftodd1952@gmail.com
TREASURER Bob Crompton	1 North View, Ryhope, Sunderland. SR2 0PE email:bargeebob999@gmail.com
SECRETARY Joanne Todd	108 Clee Road, Grimsby. DN32 8NX email:joannetodd39@gmail.com
MEMBERSHIP SECRETARY Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
GAZETTE EDITOR Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
USED SPARES MANAGER Mike Ayriss	29 Oak Drive, Syston, Leicester. LE7 2PX email:michael.ayriss@talktalk.net
TECHNICAL ADVICE Lee Turnham Mike Ayriss	70 Prebendal Avenue, Aylesbury, Bucks. HP21 8LQ email:lee.turnham@talktalk.net 29 Oak Drive, Syston, Leicester. LE7 2PX email:michael.ayriss@talktalk.net
NEW SPARES MANAGER Lee Turnham	70 Prebendal Avenue, Aylesbury, Bucks. HP21 8LQ email:lee.turnham@talktalk.net
ARCHIVE/RE-REGISTRATION and REGISTRAR Dave Watson	c/o Ridgeway Furniture Ltd, Unit 21a Chartmoor Road, Leighton Buzzard, Bedfordshire. LU7 4WG email:d_watson@btinternet.com
WEBMASTER Ian Parris	1 Winston Close, Nether Heyford, Northampton. NN7 3JX email:isetta@ianparris.com
COMMITTEE MEMBERS Robert Wainwright Alison Wainwright Henk Mulder	Dexter Grange, Dexter Lane, Hurley, Warwickshire. email:arwrob@aol.com 23 Jury Street, Warwick. Email: henkmulder@btinternet.com

Website www.isetta.org.uk

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Editors Bit

I have been able to fill a bumper 24 pages in this gazette with reports from the National Microcar Rally, the NEC Classic Car Show and also welcome input from members, please keep articles coming in.

It's that time of the year again when subs are due. I have included a renewal slip in with the gazette as a reminder. Can I ask members when paying subs etc. please make it clear who the payment is from as some of the payments seem to come from a strange account which makes it difficult to identify the member.

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.

On behalf of the committee may I wish each of you a Merry Christmas and a Happy New Year and look forward to your continued membership.

Ian Parris

Chairman's Chat

I have to admit that it was my intention to step down as Chairman at the Annual General Meeting in October due to a developing health issue, and my wife would also step down as secretary due to increasing family commitments. Bob then explained what the impact might be on the running of the Club; I believe Bob's thoughts are elsewhere in this Gazette. Alison proposed that I carry on so here I am.

Sorry to keep banging on but the Club needs some more committee members especially the younger element. As I stated in a previous Chairman's Chat my son intends to take over my cars if/when anything happens to me. Surely there are some members whose children intend to carry on with their cars, so we need the Club to carry on. We meet twice a year near Leicester which is central to the current Committee members. My contact details are in the front cover, please contact me if you are interested in joining us.

Special thanks must go to Richard Jones who regularly attends the AGM from Yorkshire and Henk Mulder from Warwickshire who also attended.

Jeff Todd

In the last magazine I was welcomed into the Isetta club and seeing the call for more members input and articles thought I would give a small introduction to you all.

So why an Isetta, well I'm not sure I have a clear answer for this question! I have always liked the look of the Isetta, have had a Robin Reliant experience, and for whatever reason have never been drawn to the other bubble car models, it's maybe the quirky front door and steering wheel of the Isetta. I have a small collection of other vehicles and knew at some point I needed to scratch my Isetta itch so was keeping half an eye out for anything suitable when, as a follower of some classic car auctions, it was Early 2025 I became aware of a restored example that was heading through Mathewsons Auctions in March. I'm sure many of you may of seen the car advertised and likely follow the trends when one comes up for sale and gets sold. Anyway, after a small bidding battle I became the proud owner of YLC 247.

The history I knew of the car was it had had a recent restoration and the owner would buy or paint cars certain colours that took his or his wife's fancy and so this may be the reason my current steed sports its unconventional colours and apologies to the purists amongst you who may of turned a similar colours when seeing it. So, after getting it home and fixing a couple of fuel leaks it was out onto the road for my first trip which went well but also made me aware the front brakes were binding slightly the warmer they got so some adjustments were made to them and all was well again.

I have had a few more ventures out which have passed without drama and visited one local show but due to work commitments probably haven't used her as much as I would have liked in our lovely summer we have been having.



The recent restoration it had seems all OK but I have a few niggles to sort, clutch adjustment seems to have mind of its own, washer bottle needs new bracket and I have decided the burgundy seat vinyl did not suit the car at all so am currently having that re-trimmed in something more period correct which came from the excellent selection of spares the Isetta club offer on its website. I'm also debating a winter project of removing the glass and having the current yellow top half painted in a cream colour to again make it look more period correct.

Maybe some of you know the car more than me and I would welcome any information from people who may have known the car previous to its restoration or even know of its restoration and rebuild history.

Jaimie Wowlett

Some notes on A frame towing

Early in the year there have been questions asked re the legality of towing an Isetta with an "A" frame.

Here is an extract of some information that can be found on the internet. Most of it is aimed at larger cars than micro cars.

I have seen cars being towed by motorhomes that have the side lights, brake lights and indicators connected and working but don't know if the towed vehicles brakes work with the towing vehicles brakes.

Examples

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 a fully working light board, indicators etc mounted on the vehicle being towed.

Vehicle weights etc also come into the equation. Using an A frame may sooner or later get you stopped to see if you comply with everything.

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 vehicle being towed 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 towed 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 electrical-ly operate by the towing car's braking system.

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 [the trailer and the car together] weighing up to 750kg does not require brakes, however if brakes are fitted they must be functional **even on the vehicle being towed.**

It's not likely that a car on an A-frame will weigh less than 750kg, but all fitted brakes have to be in working order when being towing in this way.

5 Trailers, I.E. the A frame and car combined having a maximum laden weight not exceeding 750kg are not required to have brakes fitted.

However, if the trailer regardless of mass is fitted with a braking system, then all brakes in that system must operate correctly and efficiently. This means that the braking systems of all cars (under 750kg in weight or not) must still operate.

Ray Glendinning

Isetta World

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



(to the tune of Bob Dylan's "The Times They Are A-Changing" ...)

*"Come gather 'round people wherever you roam,
And admit that the waters around you have grown, And
accept it that soon you'll be drenched to the bone, If
your time to you is worth savin',
Then you'd better start swimming or you'll sink like a stone,
For the times they are a-changing"*

Me and 'er indoors have been going through a change – no, I don't mean either of us were growing warts and a moustache (those came later for both of us). I don't even mean she's was going through my trouser pockets looking for 50p's and trolley coins – she's been doing that for years so no change there (sic).

No, I mean that the aspects of my life which I didn't anticipate would ever change have been conspiring to abandon me, their places being usurped by evolving circumstances. Let me explain ...

I bought my Isetta in 1978 when it was 19 years old (it seemed like a very old car at the time) and the following year we joined the East Yorkshire Thoroughbred Car Club and palled-up with Allan Evans (who went on to produce Bamby Microcars – but that's another story) and a few other like-minded fans of tiny cars. Together in convoy we drove down to Burford for early National Microcar Rallies, our Isetta and their Bond and 'Schmitt and Scootacar packed with tents and camping necessities. In those days almost everyone at the NMCR weekendend in tents. We even ventured overseas, Isetta crammed with camping necessities. And then ...

After our son Michael was born in the early 1980s my Isetta by now slept in a custom-built wooden shed erected where our greenhouse used to be situated... and it occurred to me that if I could mount my shed on a small trailer we could carry our Isetta in/on it and when we arrived at a Rally venue we could take out the Isetta and use all our camping equipment for eating and sleeping. But with the likelihood of the shed lozenging and

collapsing I decided against that plan. We then moved home, to a bungalow where there was room alongside for a caravan... and surely our Isetta would fit in a caravan ... so I bought a caravan and modified it so the furniture would fold up and Isetta would fit inside

My Chevette wasn't up to towing the combined weight so it was traded for a Volvo which handled the task well. With this outfit over many years we drove to countless rallies in UK and even overseas and I used to say that I could not imagine the circumstances which would make me change. Then Mrs Contrary decided that since our lad had left home to go to Uni she'd like a campervan instead of the caravan. Doh !



This change of fate prompted me into finding a new solution. Not needing a big car to drag the caravan, and because a campervan was cheaper than a car-and-caravan on North Sea Ferries, and with only two of us at home it became apparent that a Volvo Estate Car was no longer a necessity, so I needed a solution to our sleeping and cooking accommodation while transporting our Isetta ...

*"The line it is drawn, the curse it is cast,
The slow one now will later be fast,
And the present one now will later be past,
The order is rapidly fading,
And the first one now will later be last,
For the times they are a-changing."*

So research of suitable vehicles determined that we needed a high roof van which allowed us to stand up inside, with a long wheelbase, 54 inches minimum between the rear wheel arches and eventually we found an ex-school minibus which was ideal as it was low-ish mileage, already fitted with windows, a towbar, a wind-out awning and fully insulated floor, ceiling and walls. This was an excellent basis for what I had in mind, and saved me from a heap of work.

So I stripped the seats and hand-rails out, and the floor which for some reason which I never understood had a change of level toward its rear. With the empty space before me the stainless sink/cooker was taken from

the caravan and installed along with a fridge and an Aquaroll cupboard, wardrobes and shelves were made from scratch and the seats hinged so they would fold down to make a bed, and fold up to allow access for our Isetta. I even made a folding Portapotti compartment. Job done.



*“Come Bubblers and Micronauts throughout the land,
And don't take on jobs that you haven't pre-planned,
The wife's whims and fancies are beyond your command,
She's starting to sound like Old Fagin,
So drive down the lanes in your soft campervan,
For the times they are a-changing”*

So, for the time being at least, we are sorted for Event accommodation.

Conversely, for our drives to Monaco and the French Riviera, and our frequent trips to the Dutch DWAC Rally in Holland, and our Spanish excursion via The Pyrenees Rally to the excellent Spanish International Microcar Events we dusted off our tent and the camping trailer I'd built and our ever-faithful Isetta conquered whatever it found beneath our wheels.



But it's nice to have options ...

Terry Parkin

Isetta World – Now over 4,000 members

www.facebook.com/groups/267159327250111/

Dangerous Donuts

Do you remember the Flanders and Swann song, The Gasman Cometh, Google it now and you will understand, read on.

Before the clubs Mallory Weekend the clutch on HEG 175 was causing a little problem so I adjusted it, after all just 2000 miles ago it was all replaced except the spring so perhaps it needed it, did it solve the grabbing problem well no it didn't! I then paid more attention and noticed after pushing down the clutch pedal and lifting the accelerator pedal to change gear the car lurched, is the problem a sticking clutch?

So on the Monday morning out came the engine to find oil in the clutch, not a lot, but enough to stop it gripping smoothly.

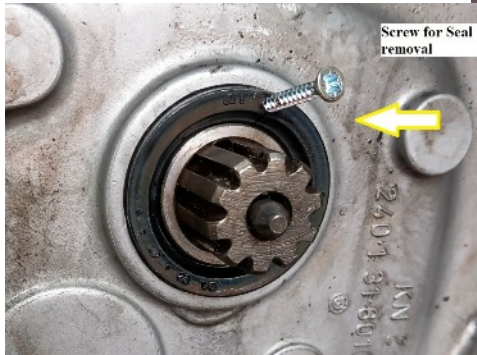
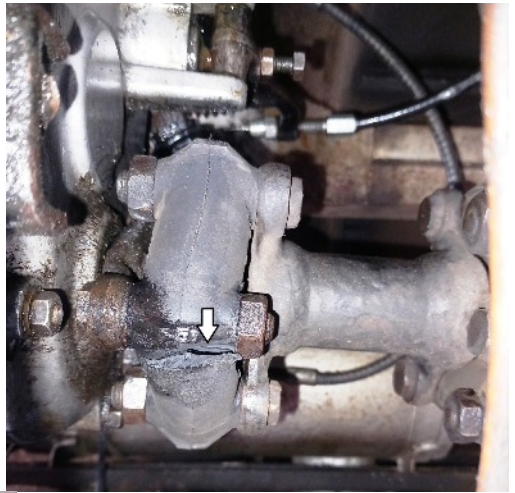
Six M6 short bolts using Tool (Part 006/8) the clutch was dismantled ready to clean with aerosol brake cleaner and then to paint the clutch splines with Liquid Moly LM47 Spline Lube and finally reassembled back onto the Bell Housing? No, it wasn't that simple!

The oil contamination was coming from the Gearbox input shaft oil seal (Part 13/2) which thinking back didn't get replaced when the car was fully restored in 1985, so that seal was fitted by BMW in 1958, not a bad life span really at 67 years old and still holding back most of the oil. Getting the seal out proved a little more difficult so out came the battery drill and in went a 2mm hole for a wood screw and that made pulling the seal out very easy.

I went under the car once again this time to check the rubber Drive Donuts (Part 073/4) which I always do at the beginning of every driving season so I was really shocked to find the one nearest the axle housing split right through, so out came the gearbox!

Failure of a Drive Donut could wipe out the Clutch and the Gearchange lever and if you are really unlucky the Gearbox end casing! Now the gearbox was out it was easy to replace the 1958 gearbox output shaft oil seal (Part 14/2) using a scriber with a bent end it just hooked straight out.

I chose to replace the Drive Donut Bolts (Part 76/2) as some of the ultra thin bolt-heads were a little damaged and the club sell sells this bolt with a Binx self-locking nut so a set of six went were ordered in for



the job.

To replace the Drive Donuts Bolts on the Chain Case input the Drive Spider (Part 063/4) needs to come off and the bolt (Part 75/2) which holds the spider in place needed all my strength to remove but it did come off with some those special words I learnt as an apprentice. Oil seal (Part 14/2) popped out easily and a new seal fitted ready now for reassembly.

Fitting the gearbox in first and setting it in exactly the right position onto the three Drive

Donut Bolts I then only had to line up the Clutch Centre, four engine Bell Housing Studs, and three Exhaust Flange bolts all balanced on a Trolley Jack wobbling around a bit which does sound harder than it really was. Bell Housing nuts go on first not forgetting the Earth Strap that hides behind the engine and everything went back into place ok but I nearly forgot to fit the engine shroud to Ex pipe / Heat exchanger rubber connector.



Electrical connections done and carburetor refitted and a test drive of 5 miles to prove it all went well and a job well done? During the test drive I went over in my mind

everything I had done ticking off this and that and then it came to the Tab Washer (Part 064/4) on the Axle Input Spider had I peened over?

Twas on a Monday I got back under again to check, so had I peened the tab Washer over?

Mike Ayriess

Spares and Shipping

Many may be aware that shipping costs have gone through the roof, the club has not increased its prices for the last 2 years. We may have to address this in the coming months, we will not increase unless we really have to.

Europe.

Shipping to Europe has become difficult as Customs have become increasingly difficult to deal with. Each and every item has to be logged and a commodity code applied. Please bear with me as I navigate this often difficult path. For those who are charged customs tariffs with their own country, I WILL NOT falsify the value of the items so that you are under the payment threshold. Time in one of the Kings hotels is not that inviting.

USA.

Again shipping costs have gone up as well as the tariffs implemented by Mr Trump. Shipping quotes have become an issue as the shipping company can only apply the tariff when the item is ready to go, this in turn has a handling charge that has also been applied by Mr Trump. So please bear with me if a game of ping-pong starts between us over shipping costs. We are a small club and we will not be paying the tariffs, these will be included in your final shipping quote.

Contact:

The club policy is that, if additional shipping costs are required you will be notified either from the club spares department or directly from me. If after 7 days no correspondence is received, your order will be cancelled and you will be refunded. In the New Year I will be upholding this principle.

So IF you believe that additional shipping is required due to either weight or size the please check your emails and spam regularly.

Lee Turnham
New Spares Manager.

I am not a member of the Club, but my friend Bas Allen of Corse, Gloucestershire, is a member and has an eclectic collection of six classics (picture attached.)

They are:

1926 Morris Cowley Bullnose

1934 Daimler Light 15

1959 Isetta

1962 Austin/Nash Metropolitan

1975 Willam Van (Postman Pat)

1986 Jaguar XJS, 3.5 litre. (Not in photograph)



While I am privileged to drive any of them whenever I want to, my absolute favourite by miles is the Isetta. Most of the others have their various driving challenges (eg Morris – pedals out of order and badly spaced; Daimler – pre-selector gearbox, a skill not easily acquired; Metropolitan – a slightly tricky column gearchange) ... but the Isetta is a delight to drive. There is no denying that the Isetta's gearshift is "upside down" and the box needs some sympathetic and accurate TLC handling (tired synchro), but it is a thoroughly satisfying drive, with steering that is totally positive, no play whatsoever. I am happy to drive it any distance, and whenever I take passengers, they get out with massive smiles on their faces – as do I; the Isetta is my Happy Place!



Bas bought his Isetta in 2020, unseen (Covid, bless it) – and as with so many classics, the bodywork had been restored to perfection but mechanically it was a different story.

Bas's friend and mechanic Dave rebuilt the top end of the engine, sorted the brakes and adjusted the clutch- after replacing the cable with a lot of difficulty and frustration - and expletives.

Now, she runs beautifully, ("She"? What am I saying? While I know that many won't agree, I firmly believe that cars, boats, steam engines and anything mechanical are all gender-neutral!)

Fuel consumption isn't great, however; average 35mpg. Has anybody got any comparisons to this, please?

At car shows, we get huge pleasure from giving kids of all ages a chance to sit in and have their photos taken (including many "kids" who are, in fact, grandparents). We hardly ever encounter another Isetta at a show – but ... of any members who do take yours to shows, do you allow/encourage people to sit in? The fun often starts when we ask children to find the door. Inevitably, many look down both sides – then eventually they spot the handle and are amazed to find that the whole front opens up. Those who haven't spotted the handle are even more amazed!



Maintenance in this day and age is a bit awkward, of course, with the severely limited access to engine, gearbox etc. (I guess that back in the day, there were special rigs/jigs/pits that made it easier?) I do enjoy the challenge of reversing it up a single-wheel ramp; just one chance to get it right, with disaster never far away! I always use a "banksman", so to speak – and we are extremely careful, Do other owners do the same, or are we resourceful, brave or stupid?

(No, not stupid; as I said, we do take care; if I were to damage this lovely little car, I would probably weep for days!)

At the front, to make jacking easier and safer, Dave added the black cross-member that you can see in one of the photos.

As a teenager back in the 1960s, I used to get the occasional ride in a friend's Isetta ... but that doesn't begin to compare to the thrill and satisfaction of driving one now.

A brilliant little car - revolutionary concept, clever design, well-built and, to prove it, surviving beautifully to this day. (And to make sure I don't miss it too much during the quieter times, I have bought a tiny replica which has pride of place in our display cabinet!)



Malcolm Eynon (age 78, but refusing to grow up – essential.)

1962 ISETTA 300.

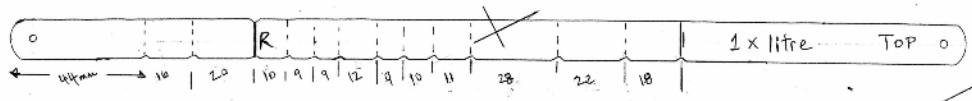
Restored. Original engine/gearbox & colour. Only 38,000 mls. with original reg. no. All it's history inc. copies from DVLA of old log books. It has a current mot, workshop man. All old mots, handbook, runs well and is in vgc. Only £16,995. or good offer. Contact Keith on 07941508749.



Isetta Fuel Guage

Like the early VW Beetle, Heinkel and Messerschmitt, for example, our Cars did not come with a Fuel Gauge or, indeed, a Trip on the Speedometer, so knowing when to fill up with Petrol is often left to chance but, there is a simple way to know when Fuel is required.

In the 1980's, whilst visiting the Story Rally, in Germany, I noticed for sale a Mileage Counter, it's based on Five Dials so, when I fill up, I just set the Current Mileage and 100 miles later I should have used Two Gallon of Petrol, or Nine Litres, based on Twelve miles per Litre and, doing the maths, 12 miles times 4.54 litres is 54mpg, however, I now find when trailing the Isetta, inside my Trailer/Caravan, a tiny amount of Petrol sloshes out the Petrol Cap, which smells unpleasant, if I have too much Petrol in the Tank so, I now had to come up with a solution to this problem.



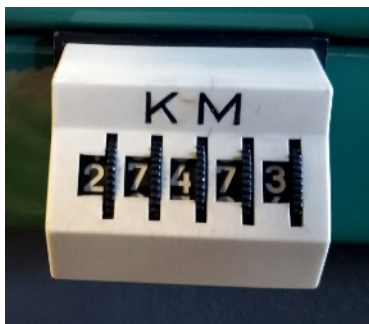
I spotted Club Member Terry Parkin, with a Wooden Dip Stick, checking his Brighton-built car Fuel Level and decided I would make one from Metal. My first thoughts are a nice bit of Stainless Steel, as it wouldn't go rusty, and I could get it Laser cut, reproducing as many as I wanted, the result was a total failure as wet Petrol on shiny Metal became invisible. Next was White-coated Alloy Strip, that I had to hand, which also didn't work, so looking further round the Garage was a worn out 12 inch Hacksaw Blade, in a semi-gloss Blue Colour. Dip Test completed confirmed I was in business.

I emptied the Petrol Tank, by turning the Petrol Tap to Reserve, allowing Fuel to flow out of the Carburettor Fuel Pipe Union, until it stopped, refitted the Union and then added One Litre of Shell E5 99 Ron Octane rating Petrol and then dropped in the Hacksaw Blade, aka Dip Stick, holding it firmly against the back of the filler neck, and marked it off. I repeated these Two more times, making it Three Litres, and marked it "Reserve" as per Page 9 of the Isetta Owners Handbook. I carried on adding One Litre at a time carefully marking off each Litre until I had the full Thirteen Litres in the tank. My problem next was how to permanently mark the Hacksaw Blade, so I chose to grind a small indent, on the Blades side, for each Litre, but doing a double indent for Reserve. The best place to keep this Dip Stick, when not in use, is under the Rubber Mat, Passenger side, but don't put it over the ribs, in the floor, as when you walk on it, the brittle Blade will break. Don't ask how I know!

I produced a Drawing should you want a copy, I can e-mail it to you, which should save you all the messy/smelly handling of Petrol, so, you can email me on michael.ayriss@talktalk.net

Mike Ayriss

October 2025



Subscriptions are due on January 1st 2026.

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, Alternatively bank transfer or standing order to:-

Santander Bank,
Sort Code 09-01-56
Account No. 00744809
Account Name:- **Isetta Owners Subscriptions Account.**

Or by cheque to ‘**The Membership Secretary**’,
Please make cheques payable to IOCGB Ltd and return the enclosed form to:-

Membership Secretary,
IOCGB Ltd,
1 Winston Close
Nether Heyford
Northampton
NN7 3JX
England.

Check on the website isetta.org.uk or inside the front cover of a gazette for payment amounts dependent on where you live and if you take your gazette by email.

If membership fees are not received by January 31st, you will be unable to purchase spares after that date.



NEC CLASSIC MOTOR SHOW 2025

Words and Pictures by Dave Watson

A Weekend of Celebrations at the Lancaster Insurance Classic Motor Show

It was a weekend of celebrations at this year's Lancaster Insurance Classic Motor Show as over 72,738 enthusiasts gathered to share their passion for all things motoring – with 71,520 visitors in 2024 attendance was up that is great news for the show.

- Over 310 club stands spanning seven halls of Birmingham's NEC.*
- Extensive talent line-up entertained the crowds including Mike Brewer, Richard Hammond, Tiff Needell, Matt Watson, and many more.*
- Tributes were also paid to motoring presenter Quentin Willson.*

Show Director Lee Masters said: "What an amazing weekend! The atmosphere in the halls, the calibre of the displays, and the passion for classics was exceptional. It was also fantastic to see so many of the younger generation in the show. As always, thanks go to all our sponsors, traders, clubs, and visitors for all their support."

This year in case you had not realised is the seventieth anniversary of the Isetta. Following on from the super successful summer celebrations at Mallory park - organised by Rob and Alison Wainwright, the plan was to carry on the celebration up at the NEC. We were awarded our normal-ish size stand back in May and I worked out that we could fit on four cars.

This year I wanted to do something to show the full seventy-year history of the Isetta and managed to secure a very early 1955 Bubble window as well as a 56 Bubble window, a lovely Brighton Slider and for the first time a 2025 Microlino "Isetta" that can demonstrate how things have *almost* come full circle - seventy years on.

Most of you know I have been involved with the stand one way or another for the last thirty or so years. Organising is the easy bit! I had all the cars promised by August so to be

honest unlike other years I could relax a bit. The normal emails and texts were sent out to the helpers and car owners during the weeks prior to the show, - You may have seen my Facebook posts and the adverts in the club magazine during the summer?

I even managed to use the special NEC low tack double sided tape to avoid a telling off again.

The show organisers are very keen for all the participating owners` clubs to promote the show as much as possible – and I hope I did my bit as it were.

The long hot Summer turned to rain; the clocks went forward (or back I can never remember) and before you knew it was build up day!. All ran to plan this year – I decided to travel by train each day apart from the Sunday as am fed up with driving. Love cars – Hate driving, work that one out!!!!. Any how the



stand carpet and other bits arrived on one of my Company vans and was speedily laid by me. Easy this year as the stand was four meters deep and that is the exact roll size so no joins. I even managed to use the special NEC low tack double sided tape to avoid a telling off again. Next to arrive on queue was Mike Ayriss with the rest of the stand that we set about setting up without too much stress.

Next were the cars – Staggered in time of course that everyone worked to perfectly. First was Dayne Bartlett with his South African import 56` Bubble window, complete with matching trailer. Dayne is a car trimmer by trade and has made a wonderful job of his interior show casing perfectly his skills and adding a much admired unique personal touch. Then came Rob Wainwright with his daughter driving his freshly restored 55` Bubble window. The First outing of this superb

I ended up being the stand in salesman explaining the pros of the new Micro.

car was at Mallory Park earlier in the summer. Next was the bright yellow Microlino that I had managed to “borrow” for the weekend from the main UK importers: Krazey Horse based over in Bury St. Edmunds. They trailed the car to the event but drove it into the hall. Last but by no means least to arrive were Mick and Sara Bell in their dark blue Brighton Slider. Many of you will be familiar with this Isetta as it has completed many international events and is regularly driven long distances. A real mix of cars this year, all new to the stand and all had a story to tell.

Final touches were then put to the stand – Flags, Happy Birthday paraphernalia and the pictures and it was once again complete and ready for the weekend show.

The Show runs over a now familiar three -day format – Friday to Sunday. What was very surprising this year is how busy the Friday was – at times the gangways were solid with Visitors. As always there is the interest, the stories and above all else the smiles. All the cars on our stand received loads of attention but a real surprise was the reaction to the Microlino. I did wonder if I was doing to correct thing in having a brand-new vehicle on the stand – after all, it is a classic car show. I asked the organisers if it was Ok and they said yes - so off I went. It was great to see old and new next to each other and I ended up being the stand in salesman explaining the pros of the new Micro.



During the weekend I was joined on the stand by a loyal group of helpers and the car owners to ensure we had “people” cover all the time. This year for some reason I do not think I got to fully have a look round. It is a big show and although relatively expensive to get in I think it’s well worth it as there is so much to see and do. Do not forget Isetta Owners club members also get a discount on the normal admission price to make it a bit easier – look out for the discount code for next year’s show if you want to come along.....

With this in mind - It was great to see some club members come along and say hello both old and new. We were in a good spot in Hall 4 backing on to the Messerschmitt and Heinkel/Trojans, with the Bonds and Bond Bugs just over the way. All microcar clubs attending were in the one place this year that again is a nice touch from the organisers

Elsewhere in the show the Sporting Bears Motor Club raised £44,000 from its popular Dream Rides. The ‘Bears’ gave ten-mile passenger rides to visitors in exchange for a charitable donation. The charities benefiting from this year’s show include Birmingham



Children's Hospital Charity, Libby Mae's Little Angels, Caudwell Children, and Jasmine's Legacy of Dream.

The hot Portuguese Tarts bought on the stand by Sara did go down extremely well!



Celebrating 20 years at the NEC, the Meguiar's Club Showcase saw fourteen breathtaking cars come under the expert judges' scrutiny as every inch was inspected with white gloves. Awarding the highest mark ever given in the competition's history, it was

Stephen Hill's 1970 Ford Cortina 1600 that received the prestigious title and the crystal trophy.

Other highlights included the new Military Vehicle Trust Commemorative Showcase and Pipercross Modified Car Display. The DadCars Family Zone and Podcast Café returned alongside the Meet the Experts Theatre, hosted by Mike Brewer and YouTubers Mike Fernie, Garage of Luke and I drive a classic, with lively panel discussions and interviews with the likes of car design legend Ian Callum, Richard Hammond, Tiff Needell and Frank Stephenson. There really is something for everyone as the say. We also glued the now traditional £2 coin down in the gangway by the stand for some more free fun as the unsuspecting visitors tried to remove and conceal their guilt when they realised.

I had the added fun of Driving the Microlino across the NEC complex

Sunday afternoon was soon upon us, and our thoughts were starting to turn towards the breakdown I must say that the bag of hot Portuguese custard tarts bought for everyone on the stand by Sara did go down extremely well! 5PM arrived and the car horns blew

signalling the end of the 2025 show. ☹️ . Breakdown although not as much fun as setting up ran smoothly. I think everyone was now knackerd and just wanting to get out and be on their way home – me included.

One key to this is make sure your parked in the correct breakdown car park and listen and follow the organisers and NEC staff advice. The stand came down in about thirty minutes. Dayne, Rob and Mick all drove their cars 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 normal cars. I had the added fun of Driving the Microlino across the NEC complex dropping it off at the Hilton Hotel where it was stored ready for its next show (The motorcycle show) in a couple of weeks I think this year we were all away by around 7.30pm so all in all that's not too bad.

The November weather was not as kind to us as previous years deciding to rain. I spent a frustrating five minutes in one of the main East car parks trying to get into my Modern Mercedes pressing the key fob and creating various adjectives in the rain as it would not let me in – Then realising it was not my car!!!! Mine was two rows back. Well, all these modern cars just look the same don't they – you have to laugh, perhaps I'm getting too old for this modern tech?

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. Dayne and Julie Bartlet, Rob and Alison Wainwright, Mick and Sara Bell, The Guys at Krazey Horse all brought their cars, Neil Unsworth, Neal Bircher, Mike and Helen Ayris, Katheryn and Adrian Skelson-Reece, Ian Parris– ***Simply Thank you!*** I cannot do this without all your help, and without you there is no stand.

The next Lancaster Insurance Classic Motor Show will be held at Birmingham's NEC from **Friday 6th to Sunday 8th November 2026**. 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 or bring along your Isetta (it does not need to be a shiny one!) [please do let me know](#)

Please email me: d_watson@btinternet.com

How to make a Timing aid tool from a broken Fan Blower Wheel.

To set the ignition timing on the Isetta 300, you need to set the point's gap and adjust when they open.

The technical steps are already well covered in the Owners Handbook and the various technical publications, so I will not cover that here.

To make these adjustments, you need to work through the (very) small opening in the Fan Blower Wheel. I find that hard to do easily.

See picture #1

So, to make my life a lot easier, I found an old, Fan Blower Wheel that had some damage.

Many owners who work on their own cars and have accumulated a pile of spare parts, will probably already have a damaged Fan Blower Wheel at the bottom of the 'rubbish, but can't bear to through away' box.

See picture #2

Pic #1



Normal view of access = limited



Note: For this tool to be of any use, you will need to have the ATD, (a spare ADT), still attached to the back.

Cut a large section of the Fan Blower Wheel away. If you copy my example, when fitted to a car, it will expose the area of the Dynastart Stator that has the ignition points and points-plate in it.

See picture #3

Now, as you set the points and adjust the timing you have super easy vision and access to the screws.



Pic #2



Pic #3



See picture #4

I have used my new tool, MANY times now and it works for me. Those who were brought up on doing this through the Blower will likely find this method a bit of a faff.

The down side is:

You need to have a naff old Fan Blower Wheel and a spare ATD, to make the tool.



Pic #4

To use it, you do need to remove the Blower housing cover and the running Fan Blower Wheel,

so you do need to have the special, (Product Code: 002/22), removal tool, to hand. An impact drill speeds this up.

Chess Ferrier

Tudor Wheels – Wheel restoration

Having been born into the classic and vintage car world with my fanatical father teaching me ‘the ropes’ from a very young age, it was a life-changing challenge when I was approached by a classic car enthusiast 34 years ago to help him sort his wheels.

34 years later and I am still passionate about restoring not only veteran, vintage and classic cars but also everything connected with wheels!

When a classic car wheel enquiry comes through then I will explain my process which involves a large amount of safety checking long before the lovely cosmetic work is performed.

If the wheels are bolt-on steel, then I will check the stud holes to ensure that the tapered holes are ok and not spread due to previous overtightening. The wheels are visually checked and then fitted to a dynamic balancer and spun to check they are ‘true’. Should the rim be a little battered due to heavy handed tyre work in the past then I will dress them back to get them as round and true as possible.

Any smaller steel wheels such as 10” must have a wheel spacer fitted to the modern wheel balancer to ensure perfect contact when spinning and adjusting.

For some specialist fitments such as reversed mounted wheels or reverse rims, we use custom adaptors to replicate the car fitment.

All wheels are then chemically stripped, fine bead blasted, etch then powder coat primed prior to powder coating in any of our stock colours. The powder coat is baked at approximately 160 degrees. All metallic finishes are lacquered. It is not possible to re-chrome any wheel so we offer a Chrome Effect finish. This process is an economical way of reviving the original wheels.

Any wire wheels are naturally checked for spoke issues and true running as described previously. If any spokes are loose, broken, missing or bent then they will need to be cut out and replaced in a safe way to ensure the wheel is kept true throughout the process. Should many spokes be required then the wheel will need to be jigged and either re-faced (all outer longer spokes replaced) or fully respoked. The cosmetic part of our process is only the tip of the iceberg, and this is why it is very important to get your wheels assessed, especially since the ridiculous ruling to make classic cars exempt from MOT inspections.

As a final part of what we offer, it is of utmost importance to make sure that your tyres are in date (within 9 years). We will always check and date tyres to make sure that they are in date despite how good they look or how much tread they have. I have seen hundreds of failures of which some are catastrophic on seemingly fine looking tyres. Also bear in mind the old inner tubes and rim bands on wire wheels age and deteriorate far quicker.

I am always happy to advise on wheel and tyre safety.

On collection of the wheels from our workshop, we offer an information sheet with suggestions for tyre pressures, fitting the wheels correctly and general care and maintenance.

Mike Fox

50th National Microcar Rally September 2025

Helen and myself have been to Forty-Eight National Microcar Rallies, often using the Roman built Fosseway from our home, in Syston, to the Cotswold Wildlife Park the location of the first Ten or more Rallies.

Our first Rally in 1978 was by Nobel 200, all 191cc and 9.1 bhp, with a cruising speed of something like 40mph. How we found out about the Rally has been lost, in the depths of time, but we arrived at the Park to be welcomed by Tony Marshall and Malcolm Thomas, the Rally Organisers.

The 50th Rally was a similar journey, still using the Fosseway, which offered us many memories, usually of breakdown locations, here and there, and noting how things had changed, nothing more so than coming into Moreton-in-Marsh to be confronted with the big sign of "Spook Erections" which always caused us to smile and ask "what did they do"?

The Rally has extended, over the years, from a Single Day Event, to this year to a full Five days, with Camping this year, at Far Peak Campsite, in Northleach, with driving out trips on a daily basis.



Wednesday 17th September was not the best of weather but the welcome was as warm as our First Rally. The Rally Pack, this year, included an A4 booklet chronicling the First Twenty Years, of the Rally, and we even spotted pictures of our First Nobel 807 EJF, in 1980, and our other Nobel 496 JFC, in 1984, but not any of our Isetta, however, it did get a mention in the Isetta Results, as coming Second Place at the 13th Rally, in 1987, which is exactly the same place as it came, in this years' Results, and I have to say, Helen was very surprised and pleased!

Thursday and a whole bunch of Cars left for Bourton-on-the-Water Motor Museum, in a haze of Blue Smoke, to the home of Brum, a character from a 2002 children's TV programme, in which HEG 175

appeared but, with the wonders of YouTube you can now watch it by just asking the internet for Brum and the Runaway Ball, enjoy. Next was the Broadway Tower, yep, up some very big hills, but the Isetta managed it really well and, like the Bourton Museum, the Rally had visited it before so we knew we could make it up to 312 metres above Sea Level.

Back at the campsite the Old Smokery Pizza Bar had opened and we filled the room with Owners telling their escapades during the day.

Friday was a another 10.30am start, for the Treasure Hunt, (no Treasure just Answers to Clues) via previous Rally visited locations, including the Chedworth Roman Villa, filling the Car Park like the Villa Staff had never seen before and, it wasn't very long before some of



these, very considerate Staff, were sitting in our Isetta, asking all sorts of questions, about our Car, which of course had a connection to Romans in that the Isetta or Little Iso was designed in Italy.

Time to move on, so out with Direction Sheets, once again, we were off, this time, to the Old Prison, at Northleach, then Classic Motor Hub, at Abington, for a look at some very expensive Classic Cars, and finally calling into the Hawkstone Brewery, which is partly owned by Jeremy Clark-



son, of Top Gear fame, so only a Half Pint, as we were driving of course. The evening was similar to the previous one, with addition of a Korean BBQ and a Microcar quiz, for most of us to fail miserably, of course!

Saturday and the Tony Marshall Memorial Run, to Sudeley Castle, site of the 9th Rally in 1983, it was only 16 miles, from the Camping Site, just enough to enjoy the experience of the journey, and in plenty of time for Lunch. As always, with the Isetta, the trip involved lots of waving, as people stopped

and waved to dozens of Microcars, passing their homes, and it was quite apparent that some had been waiting, for us, with Cameras at the ready. In the evening The Old Smokery was absolutely full to the brim, with live music to entertain us, throughout the evening, so we sat with the Dutch Heinkel owners, in the large covered Patio area.

Sunday Rally Day at The Cotswold Wildlife Park, was some 13 miles, from the Campsite, so at 9.30am we, and many others, left for "Burford," now that would have been perfect timing, if I hadn't forgotten the Isetta Club Concours Trophies so, back we went, waving to the family of Six, as we passed them for the Second time, anyway, Trophies duly packed into the Isetta, off we went again, in the direction of "Burford", following the instructions to the letter, so we didn't get lost on this route of "avoiding main roads". The family were still on their Sunday morning walk and still waved as we passed for the third time.

The Wildlife Park gateway came into view, at last, and we queued to gain entrance, that was Free Entry for Microcar Owners with Passengers having to pay a Concession Fee, just like the Rally was set up, Fifty Years previously.



We were now under the control of the Rally Volunteer Marshals, showing us the way to the Isetta Parking Area, along with a mixture just Ten Isetta's either Bubble Window, Sliding Window, Three and Four-wheelers, and Left and Right-hand Drive Cars.

Time went by very quickly, as we talked to Car Owners, we know from today, and a surprising amount from the early Rallies. I spotted several Isetta Club Members, who had brought along different Cars which included Messerschmitt's, Bond Mini Cars, Bond Bugs, Nobels, Heinkel's etc. but one Owner, in particular, caught my eye, and that was the Isetta Clubs' Founder Martin Mckeever, in his KR200 Cabrio.

Burford has always had Awards, to reflect the hard work Owners have gone into restoring and for bringing along their Car, and this year was no different, so I asked a Club Member, who joined the Club, before he had a Driving Licence, to pick his chosen Cars for the Concours, reflecting Originality, Condition, Driven on the runs over the weekend etc.

Prize giving, at Burford, has lots of Trophies to give and, this weekend was no different, but, perhaps the Special Awards went to the Owners who came to the Rally, 50 years ago, and over Ten Owners had a Special Certificate to mark the occasion presented, rightly so, by Malcolm Thomas.

Isetta Trophy Third Prize went to Ian Davis, with his Two Tone Blue RHD Three-wheeler, Second Prize to Helen Ayriss, with the Green RHD Four-wheeler, with First Prize going to David Sinnerton, with a Pale Blue and Cream Two Tone RHD Three -wheeler,

So that was it, we had Ten Isettas', out of the One Hundred and Sixty Six cars, and our

Cars came from England, Scotland, and Wales, to be there for this special event, so we would like to thank those people who attended and, I wonder what happened to the other Isettas', we know they are out there, but will we ever see those line ups of Forty plus Isetta again?

Thanks, of course, go to the National Microcar Committee, and all of the Volunteers, who made this Rally happen, so that those who came could go home with lasting memories of "Bubble Cars at Burford" and so, with that in mind, we followed the Fosseway North back to Syston.



**Mike and Helen Ayriss
October 2025**

FORTHCOMING EVENTS

**National
MicroCar
Rally
Barnard
Castle**

3 - 6 SEPTEMBER 2026

Thorpe Farm Centre,
Greta Bridge, Barnard
Castle, DL12 9TY

World record
number of
Bugs
expected

SAVE THE DATE

BOOK NOW
Advance reservations for pitches
can now be made by contacting
Allison Biggin 07 749 003 757
Email: thebugclub@mail.com

Organised by The Bug Club

The Bug Club are hosting The National Micro-car Rally 2026 it will be held up north at Thorpe Farm Centre near Barnard Castle DL12 9TY. To book a pitch please Contact Allison Biggin at 07749003757 or Email thebugclub@mail.com

The Club is pleased to welcome:-

Lee Birnie
Rosie Verity
John Harding
Henk Mulder
Peter Dietsch
Sean Thomas
Steven Peoples
Carl Richardson

Colchester
Sheffield
Warrington
Warwick
Epsom
New Zealand
Carrickfergus
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Alastair Trebella
Mark Ferrero
Mark King
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Andrew Steeves
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Polska
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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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