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No 354

# ISETTA

Gazette



**SPRING EDITION .... 2014**

**MAGAZINE OF THE ISETTA OWNERS CLUB OF GREAT BRITAIN**

# The Isetta Owners Club of Great Britain Ltd.

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## **Editors Bit**

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I hope you are all well after the spell of bad weather we have been through and are looking forward to good weather for getting your cars out on the road. Let us have a few words and photos of your adventures. For those of you still restoring your cars let us know how you are getting on with photos and tips for restoration.

The club is going from strength to strength especially in the spares department. We currently stock over 500 items and Lee is constantly looking for additional items to stock. If you are looking for spares we don't stock let Lee know and he may be able to obtain them. For some items, rather than buy them in ourselves we may include them in the online spares with the details of where they can be obtained.

We do also have some secondhand spares available through Mike Ayriss. This year we will try to include them in the online spares system.

I have had new members window stickers made and you should find one with this gazette, additional stickers will be available to purchase at £1.50 through the online spares. For those of you receiving emailed copies of the gazette the stickers will be sent separately.



Ian Parris

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## **Chairmans Chat**

Spring is here and the rallying season is about to get underway. A big thank you to those members who have received this Gazette which means you have renewed your subscription for another year. Before you ask, those who haven't renewed will not be receiving any more Gazettes. Many thanks must go to Ian who has spent many hours sending out reminders by email and phone to ensure that his mailing list is up to date and that only bona fide members are authorised to order spares. New spares continue to go from strength to strength, turnover is well up on recent years thanks to Lee's efforts as Spares Manager and Mike researching and sourcing more parts. As reported last time Jo and I really enjoyed our visit to the NEC which must be our showcase event and thanks again to Dave Watson for coordinating our presence. We will go again, all that nostalgia.....

No further news on my car and its seized brakes, it's cold in the lock up garage where she is stored.

Jeff Todd

## RE-REGISTRATION UPDATE Jan. 2014.

I have now been the elected committee member to liaise with the DVLA on behalf of club members for many years. Within this time I have built up an excellent relationship with the DVLA in Swansea and have had many successes. I can normally get an Isetta re-registered with its original number and back on the road providing the correct documentation and archive material is submitted to the DVLA with the application.

In the past there has been some confusion and some criticism from club members "not knowing what to do". Within this article I hope to clarify and answer some frequently asked questions as well as outlining what happens "at the other end."

### RETENTION OF ORIGINAL REGISTRATION NUMBER.

- **When can I apply?**

To re-claim an original number *can* be and normally is a very lengthy process. Applications can be made at any time but the vehicle must be complete. Authorisation to re-register cannot be given on disassembled vehicles.

- **What do I need to do?**

For all vehicles not registered with the DVLA you will need to obtain the following forms from the DVLA. Either write to them or go online and download them from:

[www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency](http://www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency)

FORM V55/5

FORM V765.

If you are intending to licence the vehicle enter "HISTORIC" in question two on form V55/5 and leave questions three, four and eleven blank.

Complete the forms as far as you can. Then send to me with the following documents:

1) Clear photographs of the front, rear, and side (angle) of the car showing the current condition and the registration number. On the back of these photographs should be written the chassis and engine number(s) together with the registration number, signed by the applicant.

2) The old style log book, or any other documentary evidence ideally showing a direct link between the chassis number and the registration: (i.e. MOT certificate, Tax disc, garage receipts etc.) The more evidence presented the stronger the application will be.

***N.B.:** All documents submitted must be dated during or before 1983 to qualify. I will then Copy the documents and send only Authenticated copy's (stamped up by me) to the DVLA with your application. This will also eliminate the small risk of documents getting lost in the post. Please remember when sending original documents to me to use registered post. I can't be held responsible for any documents being lost in the post. Since the closure of the local VRO offices nationwide in Dec. 2013 this is now the only option for your application.*

- **What happens then?**

What I then do is check the documentation and any history the club may hold on the vehicle within the data base, prepare the application, one final check that everything is in order and then send everything to the DVLA, complete with a covering letter. I have found you can wait anything up to six months for a reply, (you can't hurry these people!). I always put a contact 'phone number (my own) for the DVLA if there are any problems, normally there are one or two conversations before a final decision is made. Then, whatever the outcome, both the owner and I are informed of the decision by post. Normally it is good news. If this is the case, I will write back to the owner informing them (if they do not already know) that the application was successful. Unfortunately if it is bad news, the DVLA decision is final. The only other

option available is to then apply for an “age related number” - which again I can help obtain. Occasionally we find that a number has been lost due to the fact that it has been re-issued as a “private” plate. In these cases, although very rare, there is nothing that can be done.

**NB:** *I will advise an owner if he/she does not have a strong application before I apply, (and before cashing their cheque), warning them that the outcome may not be good. This way it gives the owner more time to locate vital missing information or apply only for an age related number. I will only advise, the final decision to apply is with the owner. The DVLA will not issue numbers with little or no evidence.*

Once the DVLA have approved an application they will issue a new V5c (log-book) direct to the owner. The vehicle can then be taxed in the normal way at the nearest issuing post office.

**NB:** *Once the tax disc has been issued the vehicle then falls into CR (continuous registration), CIE (Continuous Insurance enforcement) and SORN (statutory off road notification) regulations. ....oh deep joy.*

### **AN AGE RELATED MARK. FOR EXAMPLE: SU, SV, SK, DS.**

- **What is an Age-related number?**

An age related number is one that was originally allocated to an area of the UK but never got issued. Typically these areas were in Scotland, where there were a relatively low number of new vehicles registered each year, therefore there was a surplus of unused numbers. These numbers are now being used up and I think look more authentic than a “Q” plate.

- **When can I apply?**

The application and issue of “age-related” numbers is a much easier and faster process than the original number retention. This option will only be used when either the DVLA have totally rejected an application, or there is very little or no pre-1983 documentary evidence linking the chassis number with the registration number. The vehicle must be complete, insured and have a current MOT.

- **What do I need to do?**

As before, obtain:

FORM V765.

Complete the form as far as you can and send to me with the following documents:

- 1) Clear photographs of the front, rear, and side (angle) of the car showing the current condition and the registration mark. On the back of these photographs should be written the chassis and engine number(s) and signed by the applicant.
- 2) Any other documentary evidence as before.

- **What happens then?**

What I will then do is assess the documentation that has been sent. I will produce a dating certificate using the club records stating the year and sometimes (if possible) the month the vehicle was manufactured. Other information will include the current owner’s name, vehicle colour and any other relevant information. Form V765 will also be completed. Then, everything will be sent back to the owner.

- **What do I do then?**

What you must then do is send the documents to the DVLA in Swansea and State that you would like an age related number issued and that you have all the relevant paperwork. They will allocate a previously unused number to your vehicle and send you a new Log book (V5c)

document. You can then get the new number plates made up, tax it as above and start using your Isetta!

**NB:** *All re-registered and age-related numbers are issued on a non-transferable basis. This way the mark will always stay with the vehicle.*

Recently I have been invited by the DVLA to join in (together with other Owners` Clubs) and have a say on behalf of our Club as to how we would like things to operate, as well as airing any problems. Already this is having effect because at present the DVLA are considering an appeals procedure (much overdue). However they are also considering making an additional charge to some applications, something that would have to be paid on top of the charge the club already has to make. The latter proposal, I believe is being opposed by most other Owners Clubs but *could* happen. I will do my best not to let it happen on behalf of our club.

As well as offering re-registration with original and age related numbers, I can help and provide assistance with dating certificates for getting the correct date of manufacture on your V5c log book. If your car has been re-registered and given a new registration number for any reason in the past, that date has appeared on some V5c documents and is wrong. This *can* be changed. In such cases please contact me first so an assessment can be made as each is normally different. We also now have a very accurate idea when the last car was manufactured in 1959 thus making it eligible for no annual MOT. There are many 1960 registered cars out there that were in fact manufactured in 1959 and not needing a MOT!! Please contact me if you would like yours checked.

In all cases you cannot deal direct with the DVLA. They will always in the case of Isetta 600's and 700's refer you to me. Below are the current administration charges the club make to cover postage costs etc.:

	Club Members	Non Members
Full Re-Registration	£25.00	£50.00
Age Related Number	£15.00	£30.00
V5 Date Change	£10.00	£20.00

Please make cheques payable to "The Isetta Owners Club of GB Ltd"

There is an incentive scheme in place stating that any non-member who uses any of the above services can get a discount of £8.00 off his/her FIRST years membership if they join the club before the application is sent to the DVLA. I do get quite a few letters from non-members and we should not discourage them for the sake of the cars, but encourage them to join the club and get involved. No individual profits from Monies paid to the club for these services. You will only pay once; I will try all options until your car has a registration with which you are happy. I do try to answer all of your letters/e-mails within one week of receiving them. Finally, please remember I do represent *you* the membership, and am always happy to help wherever I can. If anyone would like to know more, or has any questions or comments you will find me at most of the micro-car events throughout the year. Alternatively write or e-mail, my address is in the front inside cover of the Gazette and on the web site.

Remember the golden rule:

**THE MORE PRE-1983 DOCUMENTARY EVIDENCE WE CAN SUBMIT TO THE DVLA  
THE EASIER YOUR APPLICATION WILL BE!!**

**Dave Watson.**

## The Puller of Isetta's. By Richard Jones

In the late 1950's and early 1960's, the Brighton factory churned out 300 Isetta's a week. As I am sure the reader knows, the parts were received by rail, and the completed cars removed from the factory in the same way.

Recently I happened across an old photograph of a train pulling wagons full of Isetta's from the Brighton factory.

The locomotive number is clear to see (No. 32662), and a quick search on the internet shows that this train still exists.

Quite a varied career has this little 0-6-0 A-1 Terrier class locomotive had. Built in 1875, (guess where?) in the same Brighton locomotive factory that later made the Isetta, the 50 locomotives of the A-1 class were known as "Terrier's" due to the distinctive bark the trains exhaust beats made.



They were also known as "Rooters" by their London crews.

When the more powerful D class took over their work, the Terriers were reduced to working branch lines in Sussex, shunting, or were sold off. Some of the Terrier's continued working into the 1960's, being known as "Hayling Billy" due to their work on the Hayling Branch line. In 1963 she was sold off to the Butlin's camp at Ayr. She was then purchased by a private buyer and bought to her current home.

Our photograph shows 32662 'Martello' in the early 1960's pulling Isetta's from the factory. There are ten of the class still in existence.

These are:

- 40 Brighton (Preserved at the Isle of Wight Steam Railway)
- 46 Newington (Preserved at the Isle of Wight Steam Railway)
- 50 Whitechapel (Preserved at the Spa Valley Railway)
- 54 Waddon (Preserved at the Canadian Railway Museum)
- 55 Stepney (Preserved at the Bluebell Railway)
- 70 Poplar (Kent & East Sussex Railway)
- 72 Fenchurch (Bluebell Railway)
- 78 Knowle (Kent & East Sussex Railway)
- 82 Boxhill (National Railway Museum, York)

And our little Terrier? No. 62 Martello is preserved at the Bressingham Steam Museum, in Norfolk, although her boiler certificate had expired in 2012.

Second photo shows Martello in 2007 (Photo taken by Nick Fowler and posted on Wikipedia) Perhaps if you are out and about in your car during the next summer, and you should see an A-1 Terrier, stop and have a closer look. By all chances that locomotive has seen your car before!

## An Old Friend Returns from the Dead!

Those of you who have been avidly following my “31-Year Restoration” story will be aware that when I bought my original Isetta (XYL 795) from where it had been standing in a Gloucestershire barn in 1980, it came with a spares car. The spares car was XHR 183, and back then it was in a poor state: It had been off the road for some years, its engine was dismantled and incomplete, and the body was pretty rotten and very battered.

I didn't particularly want the car, but the seller insisted that if I bought one of his Isettas I had to take the two, and I had to cough up a total of £200 for the privilege! (£200 to a 15-year-old earning £7 a week cleaning floors in the local Spar shop was actually a lot of money, and I had to borrow it from my grandfather.) Once I'd handed over the cash, my dad and I borrowed the seller's horse box and carted my purchases home.

The three decades of trials and tribulations with XYL 795 I have documented in these pages, but I haven't said much about XHR 183. There are two reasons for this: i) It troubles my conscience to think of how, despite my intentions to the contrary, I completely neglected the poor little Isetta for 23 years, and ii) there has been no story to tell; it basically just sat and rusted at the bottom of my parents' garden for almost a quarter of a century.

It was 2003 when XYL 795 was in the process of being destroyed by a crooked “car restorer” that I finally accepted that XHR 183 was also not going to come back to life under my ownership.



It was by then in a very sorry state indeed, and when I sold it on (for £650) I suspected that it would never come back to life under anybody else's ownership either.

Fast forward ten years to this year's National Microcar Rally in Malvern. I arrived on the Saturday afternoon, and pitched up camp in my Mazda Bongo (Sorry, I didn't take my Isetta with me) next to the tent of multiple-rare-microcar owner Bob Purton. Bob kindly offered to take me to a nearby country pub in his Isetta early in the evening to get some food. (That trip, by the way, contrasted rather with the previous evening when I'd also been driven to a country

pub, but in a friend's 5-litre Jaguar F-Type. They were both great experiences, but I won't tell you which was the more scary!)

As Bob and I left the rally site, there in the field was a gleaming yellow Isetta – registration number XHR 183! You can imagine how excited I was to see the car - normal people wouldn't be able to imagine, but you can because you are a classic car enthusiast. There was nobody with it, so Bob and I continued to the pub, and I determined to seek out the car's owner when we returned.

But when we came back XHR 183 had gone. Undeterred, I made for the hall where the evening entertainment was taking place. I took part in the usual activities of drinking lots of beer and chatting to old friends and new acquaintances about all things microcar, in the process quizzing all of them about the owner of the yellow Isetta. By the end of the evening



I had several (different) descriptions of the owner, but only two things seemed certain: he wore a waistcoat ... and he wasn't there.

I returned to my bed (well, to the roof of the Bongo) fearing that XHR 183 had gone home, and that my reunion with it had been all too brief. Breakfast came and went on the Sunday too with sadly no yellow Isetta in sight. But then just as I was enjoying a consoling cup of tea, kindly purchased by Lee Turnham, XHR 183 went put-putting by! I abandoned Lee and ran after it. It looked to be heading out of the field and away from my grasp again, but then it swung around and came to a stop.

I got to the car at the same time as the owner was stepping out of it. He might have wondered why I'd run after him, and then stood panting in front of his car, but he seemed unperturbed and waited patiently while I got my breath back.

XHR 183 is in good hands. Its successive owners have treated it a lot better than I did, and current owner is a very nice bloke called Mike Wood, who does indeed wear a waistcoat, and who bought the car fully-restored a couple of years ago. Mike handed me the keys giving me the bizarre experience of being able to drive a car for the first time that I'd bought 33 years before. It was a real thrill; in exchange I've been able to furnish Mike with some old photos and the car's 1970s green log book.



For me the National is about looking at micro-cars and meeting up with old friends, and with XHR 183 I was able to do both of those in one go. It really was fantastic to see the old car resurrected, and the National as a whole was a great weekend as usual. Congratulations to those who made it happen.

Well, that was the National over for another year. Next stop was the NEC in November, and catching up with plenty of you there, as always, plus some other intriguing encounters. But more of that next time ...

Until then, happy bubbling.

**Neal Bircher.**

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

Richard Lee	Morton	Keith Parfitt	Sevenoaks
Darren Duesbury	Sheffield	Antony Russell	Colne
Julie Wynne	Elgin	Keith Dowell	Crawley
Richard Eggerton	Hereford	R T Woodward	Lancashire
John Hopwood	Wakefield	Richard Dear	John O' Groats
Steve Hind	Wargrave	Craig Knight	West Sussex

**New Members since the last Gazette**

## Batteries and Regulators 2013

If you remember last year Helen and I took our car HEG 175 over the water to the Dutch Micro Car Rally and, it was so good, we decided to go again this year. The rally was to be held in Vollenhove on the over side of the IJsselmeer Lake or in old language The Zuider Zee. Preparation had been quite intense as our cars' bodywork was in quite poor condition, having been restored around 1983ish, nature was trying to reclaim it using the process of rust which had not been helped by having damaged the rear end some years before, so it was time to bite the bullet and strip it down to the bare metal ready for painting. Stripping off lights, glass, bumpers etc took me just one day, preparation including some body repair panels and painting took five weeks and putting it back together took me five days so I was cutting it fine if we were to catch our Harwich to the Hook van Holland ferry on August 18<sup>th</sup>, but we did.

Last year I had used my old BMW R1150RT battery, in the car, which at now 10 years old should really have gone into retirement but, why should it be ousted just because it was old, but working perfectly? Now one of the problems with Gel batteries and mechanical regulators is the charge voltage, 14.3 volts is the upper charge limit and old mechanical regulators can drift off into as much as 20 volts causing you to think the farmers have been spraying fertilizer over the fields, but, up in the hills of Yorkshire when I first detected the smell I am pretty sure they don't spray the moorland so it was then I realized the battery was being over charged and I decided to turn on the lights using up the excess power and give the battery a fighting chance of survival, however, it was still giving the Dynastart a hard time which was not good.

Just days before the departure I opened up the Jiffy bag to examine the electronic regulator that I had purchased months before, in fact, written about, here in the Gazette last year. The regulator I had chosen was manufactured by Dynamo Regulators Ltd model No DVR2-S which is specially made for Dynastarts holding the voltage below the 14.3v and also making sure the current does not go above 8 amps so as not to burn out the precious Dynastart itself and as a bonus it fits inside the existing start/regulator box.

After fitting I tested the voltage with a digital volt meter and the highest voltage I observed was 14.1 volts, perfect, it may have gone higher but I did not want to blow the engine up by over revving. Another small job I did to the battery circuit was to fit a battery Cut Out Switch on the negative side so I could 'switch off' should we have any problems.

After rolling the Isetta, full of camping equipment, down my trailer ramps at Parkston Quay car park in Harwich we drove the 500 meters to our night boat and Holland the next morning. I use a Sat Nav in the Isetta, having planned the route, in order to use small roads but a short section of motorway was used to get around the Haig (Den Hague) then back onto normal roads and we soon arrived at the Spaandam ferry, crossing the river to the very road were our friends live, Dorpstraat, Assendelft, it is the longest village street in Holland being 8 Km (5 miles) long and I counted four petrol stations before we arrived outside her house for coffee and cake.

Leaving Assendelft the Isetta ate up the 86 miles to Vollenhove in next to no time using the pretty roads pre chosen on my computer and down loaded onto my Garmin Zumo 550 Sat Nav so we could enjoy the waterways and the countryside without frantic map reading. We were to have four days in an apartment before the rally commenced giving us time to see some of the area around Vollenhove, and see other rally-goers before the event began but our new Vango tent came into play for the weekend of the rally as the accommodation was booked out during that time.

The Dutch Rally organized by the DWAC Club has a familiar formula based on driving small roads to places of interest followed by the chance to eat and drink with bubble car owners from all over Europe.

The campsite chosen was ideal for our Saturday evening excursion to the annual Flower Festival in the town centre of Vollenhove with special seating arrangements for DWAC participants, well what a show we had, it made the Spalding Flower Festival look like a show put on by amateurs and, although Spalding is wonderful, its just that Vollenhove is so much bigger and more professional with all the floats decorated with Dahlia flower heads. The winning float was Napoleon and Wellington but I liked the Vacuum Cleaner built in two parts and driven independently by two drivers one in each half of the float joined by a 1 meter diameter hose and if you are wondering how big these floats were? Well bigger than my house in fact several houses!

Sunday was the final day and the last road run of the rally with a visit to an Orchid Farm and a pancake lunch thrown in, it's such a shame the fun had to stop.

All good things must come to an end and on Monday morning, one week after our arrival in Holland, it was time for our return journey to Hook van Holland but we got delayed slightly leaving town as Tin Tin was slowly crossing the bridge, out of town that everyone must go over. Traffic backed up for quite a long way so we decided to go back to the campsite as we still had some drinks tokens left from the night before, and then we parked up under the shade of a tree and watched not only Tin Tin but a Coal Mine, yes a Coal Mine, cross over the bridge to be dismantled in readiness for another year.

The new regulator by the way was working perfectly with no smells coming from under the seat and it was so easy to install. I had decided after removing the regulator coils to leave the start relay in place and fix the new electronic regulator into the space left by their removal which is recommended but on second thoughts decided it would be a better fitting to the alloy lid which made a good heat sink, just one hole was all that was needed and one 5mm screw, easy.

Our thanks to the organizers and friends of the 2013 DWAC rally we hope to see you again soon, maybe in England or in Holland. **Mike Ayriss**

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**Vehicles recently  
seen on ebay**

# Registrar update Jan. 2014

I have now been the Isetta Owners club registrar for just over a year taking over from Lee Turnham. I thought it was a good opportunity to let you all know what I'm doing!!

To be honest I've had my eye on this post for a while now as I thought it could easily dovetail in with my other main club activity acting as the DVLA officer. It's my job to authenticate and accurately date cars that are applying for their original registration or an age related number so access to accurate data is important. Long story short - an opportunity came up within the club so I volunteered!!

I am a long standing member of the committee and can remember when Lee's predecessor Graham Potter was the registrar. Between Graham and Lee they had over the years amassed a huge amount of mainly paper documents and details from members. Graham had albums full of old photos and a huge manual card index system as well as ring binders full of details. In fact I have used some of Graham's information to help me date Isetta's for re-registrations. Lee had created a small data base mainly (from what I could see) of current members cars. Both, in their own right were unique and very valuable items. When I took over the post all information (a car boot load almost) was passed on to me for safe keeping. This is still safe in my loft but I wanted to put my marque on role and take it a step forward and hopefully create something that would link ALL existing information that both Lee and Graham had created over the years and then add to it further. Paper documents were dated and at risk of decay, being lost or broken up.

I had the idea as long ago as 2006 but as I said earlier, had been biding my time. I am very familiar with MS Excel and thought this was the perfect basis for a "super" data base. I set about creating a basic template list for every car ever produced at the Brighton works. This was easy as it was a list with a starting and finishing point of chassis numbers. This is the one and only thing I thought that would be a constant no matter what happened to the car i.e. colour change, engine change etc. the chassis number would always (should) be the same. This was broadly along the same format Graham Potter had set out in his ring binders with a manual typewriter. It must have taken him hours to complete and to correct a mistake...well that's another story. I was so impressed with the amount of paper documents Graham Potter had amassed I have named the Data base "Potters On the Computer Data base" in Honour of those long hours Graham must have put in on his typewriter and card index (cutting edge at the time no doubt) Graham- I hope you don't mind, but you are now etched in the history books of the IOC – Be proud of what you have done as without it this data base would be nowhere near what it is today.

Once the list was done I then set about manually populating each chassis number with other known information about that particular chassis. This included: Original registration, Place of registration, Engine number, Colour, Chassis configuration i.e. LH3, etc., the number off the UK production line, and any brief comments I would like to put in. Then as an added feature I have inserted what's called a hyperlink cell at the end of every car "line" in the data base linking to a separate folder for that particular car. It's not visible from the front page but once clicked will take you to more information about that particular car i.e. photo history, current owners etc. I only list the current owners name, town and phone number (if submitted) when renewing your IOC membership. I wanted to be careful here as to the level of information as A) I'm the one who has to put it in and B) I didn't want to have any owners worrying their details were being made public. I can assure you they are not. The storage level is almost infinite, but bearing in mind there were approx. 25000 cars produced at the Brighton works this was no ten minute job!!

I have battled on for about six months now and it's more or less at a point where all of the existing information is inputted and literally hundreds if not thousands of photos and documents scanned into the separate files. As I was going along I found it fascinating that in one of Grahams old photo albums there would be a particular Isetta found say in the 70's as a complete wreck, then in Lees information it appeared as a restored car. This was my aim – to link all of the fragmented information collected over the years into one giant data base – and I've done it!!!! Also over the years it's clear that the level of restoration has dramatically increased as have the values of our cars.

My aim is to have at least one photo and information about every Isetta ever built at Brighton. Clearly there are many thousands that are long scrapped and are missing, but you never know one day some may turn up. There is a line for EVERY car on the data base. The lost ones are hidden to keep the file size smaller but can easily be unhidden should a car be discovered. The other big advantage with using excel is that you can search instantly now to see if a car is list within the data base using any information you know. Most people remember the registration number. It's a simple Control/Shift and up pops the search box. I have to say I'm really pleased how it's come out. Better than I first imagined but literally hundreds of hours of work to get here.

So now we have this wizz bang Data base in the club what do we do with it?

Well I had a slightly simpler set up running on my lap top at the recent Classic car show stand I organised on behalf of the club in Birmingham last year just to see how it worked. It was nice to search for peoples cars when they came on to the stand saying "I used to have one of those and the reg. was....." to date we would say "give us the number and we will get back to you". We rarely did as we never had the information easily to hand. Now we can instantly search! I did many searches over the weekend and was pleased to say one member of the public saw his old Isetta he owned from the seventies ...Brilliant!!

As we now have accurate data to play with (for the first time ever I think) we can for instance accurately tell when the last Isetta was manufactured in 1959. This is important these days as these 59' cars do not need an MOT. About 250 cars listed are 59 manufactured cars but are REGISTERED in 1960 or later so have to have an MOT.....but they don't have to have as they are 59' MANUFACTURED cars, but I bet the owners don't know!! Contact me if you think you are one of these please and we will see what we can do. I can certainly check for you.

We can also look at trends in the manufacturing process i.e. Batches of cars being made in a particular handing or wheel plan. That way when a "new" car pops up it can be authenticated better with in a batch looking at other cars listed.

I also track all Isettas sold on Ebay and records are kept of them on the data base. Again its interesting to watch cars come and go and move around. It's also very interesting to see that many cars have different engines in now BUT the original car is still going. I wonder how many members wonder where their cars' original engine is. I can tell you if it's still alive.

So that's main reason why over the past years Graham and Lee have been banging on about how important it is to please let us have your car details. This is what we now do with them!! Nothing underhand, we just want to keep tracks on the cars. The committee and I have decided not to make the data base public knowledge, but to keep it within the club under my control. I will respect that decision and it will not be uploaded on line as the risk of

fraud is too great these days. I have the master copy on my PC that is regularly backed up and a copy is kept in secure storage should anything happen. It's all quite safe.

I would say it's probably the world's best and only complete data base for all Brighton built Isetta cars. My aim is to keep it populated and up to date and add relevant information to it as it becomes available. I also want to use it to help members with their cars. I want to add (in the future) the entire UK registered bubble window, 600 and 700 models on it to be complete. (Not too many here unfortunately).

Please send me your information. In particular photos. I have now a brilliant collection on the data base that is an almost priceless piece of History. I want to keep adding to this but can only do it with *your* help. As a minimum please send me you registration number and chassis number for your car to be added. Better still please fill out the form with your renewal each year!!!!!!

Below is a couple of screenshots of the data base showing the details of my own Isetta 6911 PO:

The screenshot shows an Excel spreadsheet with the following content:

**ISETTA OWNERS CLUB OF GREAT BRITAIN**

## Grahams "On the Computer" Brighton built Isetta Database

Compiled and Maintained by Dave Watson from the original archives of Graham Potter. Issue Date: 20 Jan. 2014

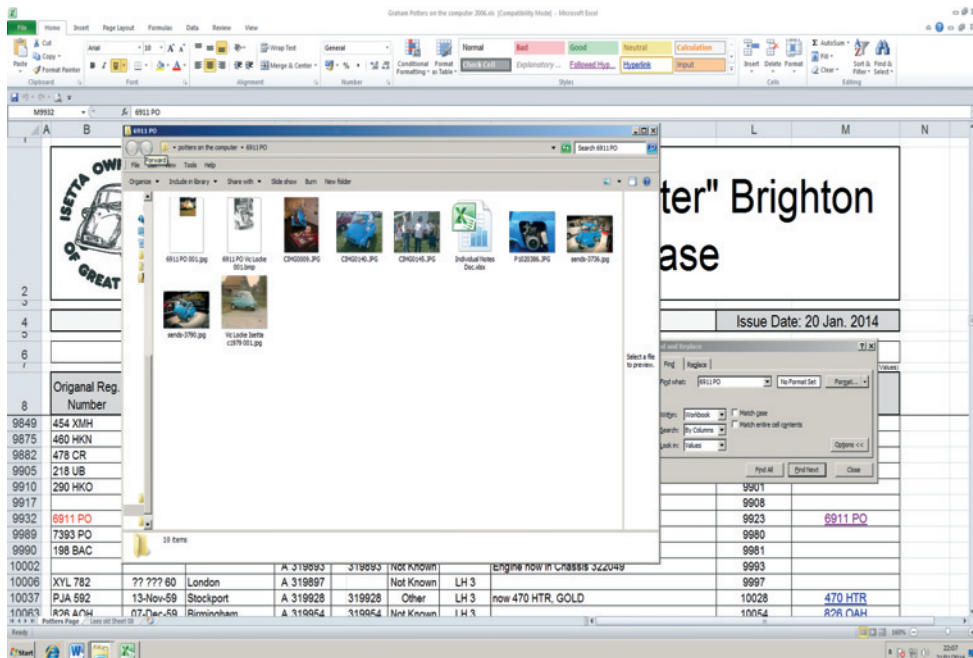
Please contact Dave at: [d\\_watson@btinternet.com](mailto:d_watson@btinternet.com) with any changes / additions / amendments.

Original Reg. Number	First Registered	Place of First Registration	Chassis Number	Engine Number	Colour	Chassis Type	Notes	off the junction line	Link to more information
9849	454 XMH	?? ??? 59	Middlesex	A 319740	324378	Not Known	LH 3		
9875	460 HKN	?? ??? 59	Kent	A 319766	319766	Red	LH 3		
9882	478 CR	?? ??? 59	Southampton	A 319773	319773	Red	LH 3	Now	
9905	218 UB	10-Nov-59	Leeds	A 319796	317158	Not Known	LH 3		
9910	290 HKO	01-Nov-59	Kent	A 319801	319801	Not Known	LH 3		
9917				A 319808	319808	Not Known			
9932	6911 PO	?? Nov. 59	West Sussex	A 319823	325512	Blue	LH 3	Dave Watson's Car!!!	9923 <a href="#">6911 PO</a>
9989	7393 PO	?? ??? 59	West Sussex	A 319880	319880	Not Known	LH 3	now CSV 214 or XUF 237A	9980
9990	198 BAC	14-Jan-60	Warwickshire	A 319881	319881	Not Known	LH 3		9981
10002				A 319893	319893	Not Known		Engine now in Chassis 322049	9993
10006	XYL 782	?? ??? 60	London	A 319897		Not Known	LH 3		9997
10037	PJA 592	13-Nov-59	Stockport	A 319926	319926	Other	LH 3	now 470 HTR, GOLD	10028 <a href="#">470 HTR</a>
10063	R26 ACH	07-Dec-59	Birmingham	A 319954	319954	Not Known	I H 3		10054 <a href="#">R26 OAH</a>

Note above: Search box and my car 6911PO details shown in Red for clarity. Note the Hyperlink Box at the end of the line. Once clicked - below is what is stored for my car; Once the Hyperlink Box is clicked the individual Car file comes up. Mine has photos of its history some old, some new as well as a brief sheet of its history.

I will be bringing the data base to the AGM each year, the NEC car show and probably the NMCR if any of you would like to have a look to see if your car is listed. No sensitive

information will be passed on to "other" members as any owner current or past is hidden in the hyperlink files and I have the only copy!!. Please see the front of the Gazette for my contact details.



Please help me to keep this unique and invaluable data base up to date. Send me your car information as soon as possible please. I look forward to hearing from you and hope I have given you some idea of what I've been up to?  
Thank you and look forward to seeing you at a rally in 2014. Let's hope the sun shines.

**Dave Watson**



### Automatic SORN Renewals

Any SORN (Statutory Off Road Notification) which expired after 16 December will be renewed automatically. Previously the default after a SORN had expired was that a vehicle needed to be taxed unless SORN was declared. With the new continuous SORN system, there is still a requirement to notify DVLA of any changes in vehicle or keeper details, including an address change. The consequences of not notifying DVLA of an address change of any vehicle can be quite significant.

# FORTHCOMING EVENTS

## **11th-13th April 2014 Scottish Micro Car Club Spring Rally**

Wheatsheaf Inn , Vale of Lorton, Cockermouth, Cumbria.  
For further details contact Alan Prince on 01900 881110 or 07979 690160.

## **12th-13th April 2014 Restoration Show NEC Birmingham**

## **5th - 8th June Northern Microcar Rally**

The Square & Compass, Darley bridge, Matlock. Derbyshire DE4 2EQ

## **4th-6th July 2014 29th Bristol Micro Car Club Rally**

Keynsham Rugby Club Crown Fields Bristol Road Keynsham BS31 2BE  
Arrive Friday, Road run Saturday to local place of interest, evening barbeque.  
Sunday display and auto jumble. No electric hook-ups available.

## **11th - 14th Sep (Thu- Sun) The 40th National MicroCar Rally**

Wetherby Racecourse, York Road, Wetherby, West Yorkshire. LS22 5EJ  
Tel: 01937 582035 Fax: 01937 588021 Web: [www.wetherbyracing.co.uk](http://www.wetherbyracing.co.uk)  
Wetherby Racecourse is located adjacent to Junction 46 (Wetherby Services)  
of the A1(M).

### **Costs:**

Rally Pack £6 incl 40th anniversary clock. Day visitors on the Sunday £1 Camping costs £12 per unit per night. Please note that electric hook ups and showers are **not** available. 24 hour heated toilet facilities are available in the Bramham Hall Conference Centre. Guests may extend their stay from the Monday of the preceding week to the Monday after the event in the Owners and Trainers car park if required. Please contact Ben, [ben@wetherbyracing.co.uk](mailto:ben@wetherbyracing.co.uk) at Wetherby Racecourse should you wish to extend your stay. For guests that are not camping we have arranged a specially discounted rate of £49.00 per room per night (single or double, including breakfast) at the Days Inn Hotel located at the adjacent Wetherby Services. Please telephone 01937 547557 and quote code **WRCR** when booking. This special rate is **not** available when booking through the internet.

### **Event Programme:**

**Thursday:** Welcome from 12:00 Road Run to Ripon, **Evening** - Social get together Bramham Hall. **Friday:** Road Run to York – National Railway Museum (£5.00 parking) **Evening** 'Race Night' in Paddock Bar. **Saturday:** Road Run to the Yorkshire Dales, Autojumble in Bramham Hall. **Evening** – Live Band in Bramham Hall. **Sunday:** Vehicle display and presentations. **Contact:** Ray Glendinning Event coordinator, Micro Maniacs Club, 49 Claremont Grove, Shipley, West Yorkshire. BD18 1PS  
email: [bubblecarray@gmail.co.uk](mailto:bubblecarray@gmail.co.uk) Tel: 07977 445694

To advertise your items for sale or want adds etc. please email the editor at [isetta@ianparris.com](mailto:isetta@ianparris.com)

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