

RELIANT KITTEN REGISTER

NEWSLETTER



FOURTH EDITION

SUMMER 1994

goes again, just like that "removed the tube from the chassis" now that would take me hours and hours, but Phil does it just like that !) Slide the repaired crossmember in and check for squareness, and arc weld in place, remove the rotted part of the top hat section and fit the new section, spot weld, and gas weld in place, and you can't see it Brian, and I've remembered to paint the inside. That's enough, another couple of hours work tonight.

Sunday afternoon, just got back from taping the church service and making a mess of it (*you should try making a Mass of it next time Phil!*) So I decide to replace the shock absorber mounting cross member (rear). This is carried out as the previous crossmember, except that this time I've made a complete new unit. Slide it through the chassis and weld the bosses on where the top shock absorber bolts go through, then position them, and weld to the chassis. I've decided to add some modifications as follows:-

- 1) A central steel strip welded to the shock absorber cross member for rear seatbelt mounting.
- 2) Weld in a vertical tube behind the front body bolt, so I've got two 7/16" nuts to hold an inertia seatbelt point. (Only the late Kittens had inertia reel seatbelts)
- 3) Weld a tube vertically through the rear body mounts so that I can use a nut and bolt, and not the captive nuts.
- 4) Weld a plate near the large rear crossmember to take a Mini electric fuel pump.
- 5) Seam weld the top plate to the chassis top hat section (this should prevent rust from building up between the two and forcing apart the spot welds).
- 6) Grind two cut-outs at the rear of the front crossmember so that I can remove the sump bolts without removing the engine.
- 7) Drill through the chassis at the rear mounting bolts, and sleeve with tube, then add another two holes further along that chassis so that I can easily attach a towing bracket.

Christmas Eve, and I've done my Christmas shopping (only just!) so I can now spend a couple of therapeutic hours (*I can't wait to hear Ursula's side of this story, Ed!*) on the Kitten. I manage to complete items 2, 3 & 7 on the above list and decide that I need to think about how and where to mount the fuel pump.

So, its 1994, Happy New Year everyone, and what have I done on the Kitten this holiday? - well, up to date, NOTHING! Strange, isn't it that we decide on all the jobs we want to do, and don't do them, or do something else instead. It's Tuesday the, 4th of January, and I finally finished off the chassis, yes, including all the mods. Now I need to get it to the sand blaster's to stop people falling over it (it hurts, doesn't it, Scott, Sandy, Brian & John?) (*Only when you are trying to work on a trailer in the same garage, Ed!*)

Monday 10th January, I manage to load the trailer (my one trailer!) with the 5 alloy wheels, front suspension, brake drums and rear axle as well as the chassis, and take the lot to Sam Warnock, my local shotblaster. I had a choice of black, aluminium, or grey, so thinking of John Major, I went for grey.

Wednesday 12th and a night in the garage so I decide to clean and paint the parts that I didn't send to Sam's on the grounds that machined parts might get damaged. I cleaned the prop shaft and steering rack, and coated them in smooth white hammerite (*I think its called smootherite, Ed*) (I don't like the hammered finish as it does not cover so well) For those keeping track of time, nearly two hours. I also spent some time chasing up my suppliers – my oil pump hasn't arrived and I am still waiting for a price for front suspension units.

Saturday arrives, the 5th of January and the task starts of cleaning up the odds and ends. I decide to take the rear springs to bits to clean them, then clean the anti-roll bar, and paint them, yes white. This colour has been specifically chosen as it will reflect light and so must be easier if I ever have to dismantle again.

Wednesday 19th, and Sam's finished the chassis. Since Brian needs a Rebel chassis blast clean, we both go to collect mine, and deliver Brian's. Well it looks brilliant, don't you agree Brian? (*Yes Phil, an excellent job*) My oil pump has at last arrived, and it is correct, however the other bits in the parcel have to go back, as they are wrong!

Saturday again, just a chance to spend a couple of hours in the garage and I decide that the epoxy finish on the chassis is a bit dull, so I've repainted it white (*and he got some runs on it!! Ed*) Decided that since I have 4 Mini-fin alloy brake drums that I might try to fit them. I've looked at this before, and found that the centre hole is too small, and the recess inside is not large enough diameter, and there is not enough material to re-machine the

- 9) The gear lever, on the early (600 & 700cc models) is very neat and slick.
- 10) The dashboard has real 1960's character, and includes a glove box door.
- 11) The sun visors hinge, and so can easily be swung to cover the side (door) windows.
- 12) Low insurance grouping, even with the 850 engine! (you just have to reason with them that that is all that is available!)
- 13) You have a choice of three factory fitted engine sizes, plus the 850 unit of today.

Against the Rebel

- 5) It is noisy, due mainly to the low gearing and the total lack of sound deadening material, not too difficult or expensive to do something about.
- 4) The engine is a bit low on power – fit an 850!
- 3) The heater is not really up to the job.
- 2) The turning circle while good, can't match the Kitten's.
- 1) No door pockets.
- 0) No reclining seats.

I am really struggling here, some might say that the Ogle designed body is ugly, but it would never be mistaken for a three wheeler!

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in Favour of the Kitten

- 1) Wonderful heater, by far the best in any small car.
- 2) Tremendous turning circle, hackney cabs eat your heart out!
- 3) Good power to weight ratio. The down side of that is the insurance grouping.
- 4) The most fully wiped windscreen of any car that 'Motor' had tested up till its introduction.
- 5) Reasonably quiet at motorway speeds, much better than the Rebel.
- 6) Pretty good modern looks.
- 7) Reclining seats in some models are a good feature.
- 8) Door pockets.

Against the Kitten

- 7) Very small, poor access to engine bay.
- 6) No separate boot.
- 5) Sun visors are fixed.

Mr. R. Snape of 8 Quendon Place, Haverhill, Suffolk, CB9 0HZ has a brand new Kitten body shell and chassis for sale. LHD but just what that entails in the way of changes I really do not know. Write to him if you are interested, I know he paid vast sums of money for them, but realises the current market value of a Kitten, so just make him an offer

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Reliant Kitten Register,
 Brian Marshall
 16, Glendee Gardens
 Renfrew PA4 OAL
 0141 8866117

KITREG4-RKR

The following table had a lot of blank spaces on the original version distributed as part of Mag-4. In the early days I used to allocate a number on initial enquiry, while in the event not everyone who enquired actually signed up, and so there were gaps in the information. In some cases people would enquire, only to subscribe many months, in a couple of cases years later. I have used some information in the following table which was not available back in 1994. Brian W. Marshall August 2000.

001	XSC 488R	Kitten	702/14702220	A. Riddoch
002	NNS 191P	Kitten		B. Marshall
003		Jimp		B. Neal
004	Belgian	Kitten	7C3/15102113	D. Heywood
005	SKM 189R	Kitten	CH3/14801099	G. Stanley
006	A725 MAH	Fox	SCD170131AE000221	D. L. Bradford
007	B555 UHD	Fox	SCD170132EJ000362	D. Wardman
008	NNS 186P	Kitten	6D5/14202683	W. Lonie
009	SUS 904R	Kitten	611/14102772	D. Jack
010	A917 HLC	Fox	SCD170156DF000042	D. Richmond
011	AHG 800R	Kitten	7A5/147013242	G. L. Burdett
012	KMF 268P	Kitten	5K9/14201152	J. P. Blagburn
013	KMR 442P	Kitten	5K7/14101230	D. Jack
014		Kitten		R. Moffett
015	NNL 437R	Kitten	6G2/14203242	J. P. Blagburn
016		Fox		S. Tustin
017	TML 448S	Kitten	7K11/14892603	S. Gadsden
018	OWA 587K !	Kitten	7K3/14702613	
019	YDN 991R	Kitten	6H3/14801092	J. Metclafe
020	FFS 558X	Kitten	SCD148011BC003249	M. McKillop
021	VSA 801S	Kitten	7E1/14702393	M. Cruickshank
022	XGE 222S	Kitten	6L1/14701370	R. Macdonald
023	MYS 296P	Kitten	6A4/14201805	J. Spence
024	CFS 607S	Kitten	7E6/14802426	G. Keay
025	VFS 801R	Kitten	Home made tubular	G. Keay
026	NNS 190P	Kitten	7B6/14901859	D. Tanner
027		Kitten	6C7/14202323	Tanner
028	NHH 779P	Kitten	6C2/14202554	Y. Campbell
029	TOE 818S	Kitten	7K3/14702610	B. Marshall
030	TGP 190R	Kitten	6E3/14203075	A. Marshall

031	PRW 298R	Kitten	6D1/14102803	D. Heyward
032	TLG 30R	Kitten	6E5/14203102	D. Wardman
033	TYJ 337R	Kitten	6I1/14701177	D. Wardman
034	MVH 221P	Kitten	5K5/14101216	D. Wardman
035	PGE 356V	Kitten	SCD148056AE003106	P. Linfield
036	C842 PEW	Fox	461	N. Shipsey
037	VAJ 604S	Kitten	6L9/14901475	A. Forrest
038	MGU 76P			J. Curragh
039	LSV 640F	Rebel	692799	G. L. Burdett
040	NRA 105P	Kitten	5M8/14101716	J. Rhodes
041	RIB 1733	Fox	SCD170156DE000056	R. Hunt
042	A160 PEG	Fox	SCD170155DL000163	J. Whitfield
043		Kitten		D. McNair
044	LUH 604P	Kitten	5L3/141011332	C. Daves
045	MKE 256P	Kitten		J. Piper
046	PLX 38R	Kitten		D. Holcombe
047	UPE 437S	Kitten	7I7/14802578	H. Darby
048	NCG 530P	Kitten	5K5/14101213	P. Kerley
049	TCA111R	Kitten	5K9/14101236	P. F. Hallam
050	LGD 621V	Kitten	6K3/14801252	P. F. Hallam
051	RGG 937R	Kitten	6F3/14203207	Reliant garage
052		Fox		Reliant garage
053	TEK 229S	Kitten	6L9/14701466	M. Blunn
054	LWN 154P	Kitten	/14101673	J. L. Dixon
055	BNF 794T	Kitten	7LG/14702709	G. Shaw
056	UMA 16V	Kitten	SCD140856AF003140	G. Shaw Snr.
057	POY 755W	Kitten	SCD140858AH00318	C. Peckham
058	MGS 577P	Kitten	5M5/14201719	B. Crampton
059	XJW 234T	Kitten	9D6/414803035	J. Player
060	E783 ARJ	Fox	SCD170156DL000197	J. Swindle
061	WJT 582M	Rebel	S94/1644	R. L. Foster
062	NOG 601R	Kitten	6B1/14202137	A. Howard
063	NNS 176P	Kitten	6A5/14101912	S. Black
064	UKL 638S	Kitten	7D2/04802343	J. Cadogan
065	WRS 126S	Kitten		R. Dow
066	HRG 92W	Kitten	SCD1470754BD003262	R. Dow
067	XSA 793R	Kitten		R. Dow
068	SPF 560R	Kitten – Lg	7C6/14902061	G. Jones
