



MEWSLETTER 104

January - February 2012

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This very tidy Fox was purchased by Paul Stabler just a year ago. It came with a year's MoT. Paul was suspicious about the indicated mileage. For it's recent MoT however, he had to fit new rear tyres, the tread was O.K., but side walls were perished, he asked the tyre man what age the old tyres were, the date code was 1984! So the mileage at 28,000 would seem to be genuine. A good way of confirming mileage!

The Register caters for all the under 1 litre Reliant 4-wheeled vehicles plus all of their derivatives: Foxes, Rebels, Tempests, Salamanders, Ciphers, Jimps, Asquiths, Vantiques and all other specials including the Liege.....



The Reliant Kitten Register

Rebel parts stock held by: - Adrian Hanwell

New Kitten / Fox / Rebel parts stock held by Brian Marshall

E-Mail info@kitreg.org.uk

Rebel alternative parts list contact: John Blagburn

E-mail: wirelessjohn@googlemail.com

Kitten alternative parts list: ****Situation vacant****. Contact the Editor to volunteer.

Fox alternative parts list contact: Duncan Bradford, 52 St. Phillips Road, Norwich, NR2 3BN.

E-Mail hidunc@ntlworld.com

Our Mutual Aid Spares scheme is run for us by Phil Hallam 4, Greenhead Holding, Stevenston, Ayrshire KA20 4JX

Tempest Registrar: Martin Seymour 19 Cedar Court, Churchfields, South Woodford, London E18 2QU

E-mail mseymour@freenetname.co.uk

Mewsletter pictures – should be sent to John Pearce at Toddbury Farm, Slapton Road, Lt Billington, Beds. LU7 9BP

E-mail john@atodini.co.uk

The Register is a member of the FBHVC, which monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads. Readers are invited to show their own support of this worthy cause by becoming members in their own right. Contact the editor for details.

It should be noted that opinions and ideas, information and advice printed in this publication are as recommended by our readers and others, and, while believed to be accurate and correct, such information is given in good faith, and it does not necessarily have the approval of the Reliant Kitten Register, and cannot be guaranteed by either the Editor, or the Reliant Kitten Register. Owners must satisfy themselves as to the suitability of any suggestions made within these pages, as no responsibility can be accepted.

Web page: <http://www.kitreg.org.uk> or have a look at <http://www.reliantkitten.co.uk>

Dinky Cars

RELIANT SPECIALIST

Wennington Marsh Farm, Wennington Road

Rainham Essex RM13 9EE

Tel: 07958 246891

**SALES, SPARES, REPAIRS,
ENGINE RECONDITIONING**

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Hello and welcome to our first edition of 2012.

I will begin with an explanation of my thinking. The costs of printing the Mewsletter have risen by almost 20% since the firm I have used for a couple of decades went into receivership last year.

As you probably know, I used a lot of the money from our new crop of five-year subscribers last year to buy a good stock of second class stamps, specifically in the hope of delaying an increase in subscriptions by a year or so. We still have over 1,200 of them in stock, which, depending on how many folk renew this year, could well last till late in the year, or even into next – surely not! However the increased production costs of the Mewsletter have rather caught me by surprise.

In an effort to stave off any increase to subscription fees till next year I am going to try reducing by 1 A4 sheet, i.e. 4 pages, the size of a typical edition and see how things go.

Should I be inundated with articles from you and need more room, I will be only too happy to look at things again.

The question then will be do we increase subs by £1 or £2 from the start of 2013, aren't you glad you don't have to make these decisions! The things I do for you...

Now, a confession, a message got deleted from my telephone answering service in December, and I have no idea who it came from, but I am told it referred to a steering box, so I assume it must have been about a Rebel. If it was you, please call again.

I may make mention of it elsewhere, but I am hoping to get my hands on the loan of a Fox rear brake back plate, or even a pair, with the 4 locating holes, in order that we can make a template to modify the readily available 3 hole ones to fit either type of axle. If you can help, please get in touch. I will, all being well, be in England for a few days around the 11th of March, and ideally would like to have these with me before I leave, or to collect them while I am down assuming you live north of London and not far east or west of the A1 / M6. 01418866117 is the number you require if you can help.

Right, must dash, my "Inbox" has over 500 items in it, I really need to address these, and stop just thinking about it!

From your renewal notices

I see that it was a decade ago this year that Jim Lugsden completed major work on his Fox (he described it as a running rebuild at the time) and it has been in regular use ever since, well done Jim, may it continue to serve you well for another decade.

Dear Brian,

23/12/11

Thanks for another year of the Mewsletter, always full of useful information and news.

Regarding the plight of Neil Kirkland and the cylinder head saga made me think of penetrating oils and de-rusting in general. I suppose we all know that rust is thicker than steel, in fact an inch of steel if completely oxidized would form about a foot of rust, (better than a 10 to one increase to you metric youngsters! Ed) so no wonder things "RUST UP". In many years of experience with sick and dying pieces of engineering I have never known a penetrating oil to penetrate. Just as Neil found, the thread is always dry when it is eventually exposed.

Passenger side 'roll bar' mount same story but had to use a nut splitter on the nuts, drivers side roll bar corroded away but removed bracket anyway using nut splitter, will use as pattern when I figure out how to get the rest of the roll bar out of either side.

Front footwell bolts drilled out also – no more mucking about.

Front door support mounting was tricky, the door hinge captive plates twisted up and started spinning, had to get clever with an adjustable in the cavity with the socket on the outside – yuck, I HATE spiders, had to get the centre bolts on the hinges using a ratchet and deep socket inside the bodyshell also – couldn't get anything in from the outside except an adjustable or open ended spanner. Then removed the three internal bolts holding the door support to the body.

Removing the bolt holding the door support onto the chassis was tricky so I had to bolt the support back to the body to stabilise it whilst I undid the bolt from underneath – was forced to hammer on a 12mm hex socket due to corrosion but it worked and got the bolt out of the passenger side, the drivers side broke off.

Removed the two bolts at the very front using the trusted drill method, identified a patch of chassis that will need welding – the front drivers side of the U channel at the very front of the chassis where the tie bars mount is shot and crumbling away. This is a problem because I can't weld to save my life, could never get my head around how I'm supposed to weld something that I can't bloody well see, apparently while you are welding it is supposed to provide enough light to see the joint you are welding, well my eyes can't so I need to find a welder / fabricator I can trust. It isn't that an old dog can't learn new tricks it is whether the old dog wants to, go to school, relearn then spend a few hundred on even more tools to clutter the garage that I'll never use again – oh hell no.

Front brake pipe / master cylinder removed, pedal box removed, steering left connected for now.

Dash completely removed, carpets and handbrake all removed. Carpets all pretty rotten so some remanufacture required there.

Did some provisional grunting – the body is loose now I need to work out how to get it off and where to put it once I have.

Had a provisional go at some of the blisters on the rearmost roof pillars – man they go deep, really deep !!

Hours expended on car to date 80, cost so far (excluding car purchase) £824

Neil Kirkland - No. 916 from Cheshire (AKA Garfield)

PS : if anyone wants to respond, do so through the Mewsletter

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## **Foxy bit.**

*Just for a change, I thought I'd run an advert in here. Family circumstances have caused Les to re-consider the future of his very well maintained and improved Fox. For far too long these vehicles, like our Rebels and Kittens, have changed hands far too cheaply, and Les recognises this and has priced his, with his spares, at £2,500.*

I do make a point of taking it out Sat & Sun to boot fairs to keep it all moving! Lack of use is not good ! I Have also done B Post repairs on it in the last month.

This Fox as you know wants for nothing, starts "on the button" & its ultra reliable.

Many Extras fitted new dialed dash, spot lights, Kenlowe, Gas Flowed manifolds inlet & exhaust, Bucket seats, New Carpets all new adjustable front Shockers (RKR) & new rear springs (RKR), SS exhaust (1 1/2"), 5 X Woolfrace slot wheels, copper brake lines & SS Flexies etc, etc. Far too much to list but can email more details !

I will not be giving it away though as I am not too fussed if it does Its Ideal for someone wanting one with nothing mechanical to do but drive & enjoy Taxed & Tested ready to go !..

Thanks, Les - Ashford in Kent



~~~~~

Liege Page

I know that Kevin is looking for a Liege 16" wheel,

“Hi all I managed to split the Liege 16" wheel on the Exeter which accounts for the slow puncture before Fingle.”

So, if you can help, let me know and I'll put you in touch. Ed.

~~~~~

# *Readers Letters*

## *THOUGHTS REGARDING THE INLET TRACT MODIFICATION AND OTHER ISSUES*

*By John Witfield*

Firstly, I think the only effective way to equalise the mixture charge in all cylinders is to either have multiple carburettors, or a forced charge with a turbo or super charger.

In my opinion, and I will say at this point that I have no engineering background, the idea of drilling holes between two inlet tracts may be counter productive for the following reason: the pumping effect of the pistons is the only means of sucking the fuel mixture into the cylinders on the induction stroke. When the engine designer worked on the inlet tract he probably worked out the bore size of the inlet tracts accordingly, to allow enough suction to the carburettor to pull a charge in. It seems logical to me therefore, that causing the piston to try to suck air from effectively two inlet tubes, is going to slightly weaken this suction effect, leading to less mixture reaching the conjoined cylinders.

It could be argued that casting up an oblong 'box' surrounding all four inlet holes would be a better solution, but would this work? I have my doubts, as most but not all engines I've seen, seem to use the piped design, obviously for some very good reason.

Somebody out there, who knows the laws of physics better than I will be able to answer the question is the 'suction force' created by a piston in a cylinder constant, or does it vary according to the size of the piston and bore? The suction on the very small bore tube controlling a vacuum advance/retard mechanism is obviously strong enough to move a strong diaphragm and spring for instance. Would it be able to do so, if the bore of the pipe was increased to say half inch? Anyway, the 'thinkers' amongst you will perhaps see what I am getting at here: the relation of pipe bore size to suction power or vacuum.

There is obviously an effect regarding pipe bore size on the exhaust side of an engine, i.e. increasing the pipe size will gain you revs and 'top end' power, but at the expense of losing some low down power and torque, as a Liege owner has found, or was it an Austin? That same owner, and others who fit a K and N filter or similar, straight on to a carburettor may find that this too can, and does, create its own problems. Most people are aware that SU carbs don't work as efficiently with no air box of some kind fitted. The Weber carb on a Scimitar can suffer really severe icing problems when so fitted and a lot of owners have refitted the original Ford air filter units. Altering the distributor could also potentially cause expensive damage to the engine from pinking or pre-ignition.

The point of all this is to illustrate the fact, that if you change something with the idea of improving its function it nearly always affects some other function, not always giving the result first intended.

All things considered, I think Reliant did a pretty good job, albeit with some compromises. After all, these engines were intended to power essentially economy based vehicles. A well set up and maintained 850 is capable of a reasonable performance and economy in standard form, but I don't think you can expect maximum economy and performance at the same time.

### **THE ETHANOL ISSUE**

Some people in the Register may not be aware of the problems that may occur thanks to the EEC directive that the percentage of bio-ethanol (alcohol) in petrol must increase to 10% by, I think, 2015. The level now in most but not all petrol is now at about 5% and is already causing problems to some materials.

Ethanol attacks nearly every material you care to mention in older cars (over 7 years old). The materials most likely to suffer are: 1. Rubber fuel lines. 2. Copper and brass carb jets. 3. Fuel tank filler necks. 4. The fuel tanks themselves. There have already been cases of leaks in fuel systems.

Ethanol can also affect the running of engines and can cause stalling issues etc. Therefore check your fuel system on a regular basis and if any cracking on pipes is visible, source some up to date pipe (recommended to be proof against Ethanol). I am told that the hard plastic pipe Reliant used for the feed from tank to carb is **not** affected and is therefore fine to continue using.

If you haven't already got one in the car, buy a really good rally type fire extinguisher rated for petrol and oil fires: always a good item to carry with you.

Apparently super unleaded and premium unleaded don't have much, if any, ethanol. It is more expensive, but it may pay to use it at present.

As our cars get older, and genuine 'R' parts become scarce, and many unobtainable, owners start to modify, and alter things to keep their vehicles on the road, it is inevitable that problems will be encountered, especially by new owners of cars bought without any 'written' history of what has been done to them in the past. I am sure that a lot of members already keep a maintenance and work done book but to those that don't, please do start to do so. It comes in very handy for ones own maintenance as well, i.e. when did I last change the brake shoes or the oil – was it last year or the year before? This book can be passed on to subsequent owners and would help a lot, especially when non-standard parts have been fitted.

Finally a modification that could, potentially have disastrous consequences. Don't be tempted, when servicing and replacing front suspension parts, ball joints, and front tie rods to use nylon self-locking nuts instead of the split pin and castellated nuts originally fitted. Nylon lock nuts can be of very variable quality and are simply not reliable enough on these highly stressed and safety critical parts. At the very least, a new hole should be drilled in the bolt to fit a new split pin. Gadgets are available to do this easily and accurately from restoration catalogues, a bit expensive admittedly, but cheaper than the damage that could result from a loose nut and bolt.

I am probably totally wrong on some of my earlier observations and I'm sure someone will tell me if I am. I won't be offended! Anyway, keep driving, experimenting and enjoying these great British engineered vehicles. And a big Thank You to Brian, without whom it would be even more difficult to keep them on the road.

John Whitfield. - No. 424, West Wales

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## NEC Classic Car and Bike Show – Birmingham

Friday 11<sup>th</sup> till Sunday 13<sup>th</sup> November 2011

After much planning and deliberating Wednesday the 9th of November 2011 arrived, as I'm sure it would have had we planned nothing at all! A quick shower before breakfast and Moira helped me load the final few things into the car and I was off to the bakers for fresh soft rolls and 7 pies. (My trips to England are measured in numbers of pies, these can be apple, rhubarb or occasionally fruit, and measure about 10" in diameter, usually it is in double figures, but this one was different, it was a short trip!)

My plan had been to depart Renfrew about 8:30 so as to be early arriving at Phil's in Stevenston, but I had not risen early enough to achieve that, and in the event did not depart Renfrew until 8:48. The mileage then was 086.

I arrived at Phil's at 9:36 having completely failed to have a realistic view of current morning rush hour traffic, a lesson learned!

The offer of a coffee was welcomed, if a little unwise due to the time, but hey, this was a holiday of sorts with few rigid timetables! We left in convoy at 10:10. Phil led the way in his green 1967 Reliant Rebel saloon, MNW 309F, and we were soon cruising happily south on the A76 at about 50mph in very light traffic and was a

great road to the borders. We did not stop until Carlisle where, to my frustration, Tesco's Cafe was closed for refurbishment! After a break, Phil topped the Rebel's tank up, and we headed off down the M6.

We called in for a coffee at the Box residence at Burton in Kendal just before 3:00pm, Stable Cottage is the birthplace of the Tempest and Vantique, at one point I had intended that we would have a Tempest on the stand at the NEC, but sadly my communication skills are not as good as I like to think. We borrowed John's computer to book a room for the night near Preston, a Swallow Hotel as it turned out, which was within a few miles of one of the places I needed to visit the following morning, which was really good.

The room was a very reasonable £39 for b&b for the two of us, but we chose to have our evening meal there, and it was not such a good deal! Win some lose some. I guess they have to make their money somehow, and it was convenient.

Thursday morning then, and after an excellent breakfast we headed a few miles down the road to the Butterworth residence in Hoghton where I was to collect a couple of bits for Richard Plaxton's Volvo – relax, I am not about to get distracted! -. That took a little bit longer than planned as Tom, the man in Hoghton, realising that we had an interest in old cars offered to show us his. Well, the first up-and-over door that he opened gave access to

a fairly new building which only housed 3 vehicles, but had room for a fourth. Not very garage like mind you with no bench or shelves, and all plasterboarded out and with fancy ceiling lights. This he told us was the showroom! At the door under a dust sheet was an MG TF, behind it an MGA, and beside that a Jeep. O.K., I wondered, where is the workshop? Well, it was behind us, an integral part of the house, there we found another MG or two, an Austin 10 and an assortment of projects – so much for a quick stop!



Having duly feasted our eyes, we eventually headed back to the M6 and points south. A brief stop at Keel services and we drove on to the NEC. I have to say the signposting could be better, but we got there, and parked the Rebel on the ROC stand, where it was to stay till the Sunday evening.

Off then to find our home for the next 4 nights, the Long Shoot Hotel at Nuneaton, right next to the A5, and only a few miles north of the M6. An excellent choice, with a good carvery.

Friday saw us having breakfast at Tesco's at the Coventry Arena where I topped up with fuel, and then on to the NEC for the day. The lighting in the hall is not great, and as a result the camera flash was needed for every one of the 300 or so pictures I took, which took its toll of the battery!

I have to make mention that this was the 11<sup>th</sup> of November, and I was moved by the total silence and cessation of all movement for just over a minute at eleven o'clock.

We had been advised that the Friday would be the quietest day of the weekend, and so it proved. I had elected to accept an invitation for a meal at Thurlaston just south of Rugby, so we set off there after having had our fill of cars, motorcycles and accessories. I was very lucky in that I met 3 of the 5 people I had hoped to see there that day. That said I subsequently learnt of three more people who called at the stand over the weekend, but we did not manage to meet – a communications failure and a lesson for the future.



The quality of cars on display was truly excellent as was the variety. I can't remember when I last saw a Gordon Keeble in the flesh, though I was disappointed not to see any Warwick or Peerless presence.

We enjoyed a lovely meal at Thurlaston, and the chat went on till after 11:00pm.

Saturday morning saw us off to the Gittus residence in Norton Canes, and while Keith took Phil to see his small holding, I nipped up to Rugeley to grab a bumper, complete with grill and spotlights, for son-in-law's Vauxhall. Brunch then courtesy of Glen, followed by a master class in how to modify a Reliant inlet manifold without a milling machine! Thanks Keith. More on that anon.

Off then to points east and Brixworth, just north of Northampton, where Linda Parrot caught me out by giving me our Christmas card – oh that I had been so organised! We caught up over a snack and coffee. Her husband, another Keith as it happens, had a spare Reliant engine and gearbox which were surplus to requirements from his Kitten owning days (It was Keith that I bought "the wee red car" from all those years ago), and as I knew that the other Keith had an empty engine and gearbox test rig – well, the solution was obvious!

One contrast between the two Keith's garages was size, the Brixworth Keith is into model engineering, and that was reflected in the size of the machines in his workshop cum garage, but to be in three garages (starting at Phil's) in as many days with lathes and an assortment of other useful machines left me full of hope for the future.



Fortunately the engine was in bits, and so not too heavy to carry down from the loft to my car!

Back to the Long Shoot carvery for our evening meal and ready ourselves for a busy day at the NEC on the Sunday.

We decided to have brunch at Tesco and fell foul of their Cafe's opening hours which meant it was midday before we arrived on site. I have to say that the supposedly minutes silence that they tried rather feebly to observe in that retail establishment was neither silent nor a minute long, but the gesture was at least attempted if poorly executed, a dramatic contrast to that that the NEC on the 11<sup>th</sup>.

The show was as busy as we had expected, so we did not move about as much as we had on the Friday, but did re-visit the Jowett stand as well as the Federation's presence, and watched Mike Brewer and mechanic Edd China of Wheeler Dealers fame complete – with a lot of help! – the build of the Triumph Spitfire they were undertaking at the show.

They joined us later for a photo shoot on the Reliant stand – they had previously rebuilt the Bond Bug we had on display there. I have to say that while I was quite happy to take a back seat Mike was having none of it, and personally shoved me in my wheelchair to the front of the Bug beside Sue Cropper for the group picture. That said this picture was taken before their arrival on the stand!



An early night then ahead of our 06:30 departure on Monday to head home, via Norton Canes, Preston (two stops) Burton in Kendal and Carlisle – where in the event not only was the Cafe closed for refurbishment, but now the filling station too! Phil it was agreed would just keep on, while I did the detours and cruised at motorway speeds in an effort, futile as it turned out, to catch up with him at Carlisle.

In all I covered some 960 or so miles at an average speed of 44 M.P.H. (according to the sat nav. – and yes I do switch it off quarter of a mile before most destinations as the average speed for that part of some journeys is about 2 or 3 M.P.H.!) and an average fuel consumption of 52 M.P.G. (according to my arithmetic!)

We gathered many happy memories during the trip, and while I only managed to introduce Phil to just over half the people I had hoped to, (we missed out on another 2 well equipped machine shops!) my original plans were, we knew, far too ambitious, and it was great to achieve what we did.

Both cars performed well, and I only gained a pound in weight!

All in all a really great and thoroughly enjoyable trip, memories are indeed made of such occasions.

Thanks are due to Phil, and the committee of the Thistle branch of the Reliant Owners Club who kindly chose to support the adventure financially. That is the second time in my life that I have been to the Classic Car Show at the NEC, the second time it has been to support a friend who had a 1960's Reliant Rebel saloon on display there, and, rather worryingly, neither Michael Bentley nor I can remember which year we did that in the first time with his, still one owner from new, Rebel saloon! We reckon it was close to 20 years ago – hardly an excessive frequency, but does leave me wondering if I will be back!

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crying?'

'Oh Lord, my husband has fallen into the river!'

The Lord went down into the water and came up with George Clooney.

'Is this your husband?' the Lord asked...

Yes,' cried the seamstress.

The Lord was furious. 'You lied! That is an untruth!'

The seamstress replied, 'Oh, forgive me, my Lord. It is a misunderstanding.

You see, if I had said 'no' to George Clooney, you would have come up with Brad Pitt. Then if I said 'no' to him, you would have come up with my husband. Had I then said 'yes,' you would have given me all three. Lord, I'm not in the best of health and would not be able to take care of all three husbands, so THAT'S why I said 'yes' to George Clooney.

And so the Lord let her keep him.

The moral of this story is : Whenever a woman lies, it's for a good and honorable reason, and in the best interest of others. That's our story, and we're sticking to it!

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## Parts

Right, I have taken far too long to get to grips with this – Fox rear backplates. There are (at least!) two different types, those that are located to the axle tube with 3 bolts and those located with 4. It seems that the 3 hole fixing ones are available readily for about £25 each, and, I am advised, it would not be difficult, given a template, to modify a 3 hole fixing one to fit a 4 hole axle, and thus become universal in the world of Foxes. So, I need a sample to use to have a template made in order that we can have a small batch of the 3 hole ones adapted to fit the 4 bolt axles. Can you help please?

I hope to be in England early in March, so a solution by then would be good. If you can help with the loan of a sample, or the details of a supplier of the 4 hole ones, please let me know 01418866117.

If you have problems finding parts, do let me know. Ed.

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Getting technical

Further to my article in Mewsletter 102, regarding using Mini front drums on a Kitten, I have found a possible safety issue that needs to be considered.

Eddie Kelly recently posted on the R3W Forum. He has bought some Mini drums and machined away part of the raised land inside them, so they fit flush on the hubs. He then found that the outer edge / lip of the drums fouled the rim of his Kitten back plates, which would obviously prevent the wheels from turning.

I was intrigued by this, because I hadn't found a problem when I fitted my car with Mini drums (mine's a Liege, using unmodified Kitten uprights and hubs).

Federation News

David Hurley writes in the Federation's Newsletter No. 5 of 2011 thus :-

The Federation also sent a response to the General Regulation, Waste section. The End of Life Vehicle Regulations included here interpret the Directives that state that historic vehicles cannot be considered as waste if they are being kept privately, for example for spares, or awaiting restoration. We also added that there are still concerns about the removal of the scrap tick box from the V5C. A very prompt reply was received from DVLA:

'I have received a copy of your consultation response to the Red Tape Challenge regarding End of Life Vehicles and thought I may be able to provide you with some advice. You may recall that the removal of the scrap box from the V5C was discussed at the last FBHVC/DVLA Meeting in October 2010 and the following written reply provided by DVLA in December 2010:

'The End of Life Vehicles Regulations 2003 implemented the requirement of the EU End of Life Vehicles Directive (2000/53). The law states that all End of Life Vehicles must be taken to an Authorised Treatment Facility (ATF) to be destroyed and de-polluted in an environmentally friendly way. The ATF will notify DVLA that the vehicle has been destroyed and issue the person presenting the vehicle for scrapping will be issued with a Certificate of Destruction (CoD) which closes down the vehicle record at DVLA and ends the registered keepers' responsibility for the vehicle.

Because of this, vehicle keepers cannot "scrap" a vehicle themselves and so DVLA no longer accepts notifications of scrapping made on the V5C.

The removal of the scrap box on the new V5C was in accordance to the End of Life Vehicle Directive requirement, in that all vehicles must be taken to an ATF to be destroyed and issued with a CoD.

Over recent years the salvage industry has campaigned for the removal of the scrap box on the V5C. DVLA realised that the scrap box should be removed at the earliest convenience, and was therefore removed during the wider review of other changes needed to the certificate and was incorporated with the re-design of the V5C.'

With regards to the points made in your consultation response regarding the difficulty historic vehicle enthusiasts find in notifying DVLA. I hope you find the following helpful.

For vehicles outside the scope of the ELV requirement, such as historic vehicles, the V5C can still be used. If parts are delivered to an Authorised Treatment Facility (ATF) then the V5C/3 'selling or transferring your vehicle to a motor trader, insurer or dismantler' part of the V5C should be filled in with the ATF's details and sent to DVLA. Alternatively, if the ATF is reluctant to fill in the V5C/3 or a keeper is self scrapping, then the whole V5C can be sent to DVLA with a covering explanation letter, dated and signed . Within 4 weeks DVLA should confirm receipt that the person is no longer the keeper of the vehicle, and this discharges the requirement to tax or SORN each year.'

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## Sales and Wants - See separate sheet enclosed

Listen, I am happy to take a fresh look at this. The reason we have started putting the adverts on a separate sheet are to do with the internet. Because – ultimately, the Mewsletters find their way out there, thank you John and Susan, personal details, in particular telephone numbers, where given, appear. This caused one subscriber a problem and he asked us to remove it (from a Mewsletter over a decade old!) – not easy once it is out there. I am the very one to criticise others for knee jerk reactions and would welcome your views. Ed.

## Epilogue

I was well ahead early in January, (or so I thought!) but our routine changed, and indeed is in a state of flux at the moment, (Arleen stopped work early ahead of the new baby's imminent arrival) which, frustratingly, has caused me to lose focus recently. Priorities at the moment are trying to plan my March trip south, but our MKII grandson is expected to arrive early in March, and so, potentially more than usual, the plan wants to be a flexible one!

Added to that is my desire to see some progress on the Rebel which, thanks to me being so distracted, has stagnated for far too long.

Of course getting this to the printers should have happened by now – end of January – but....

Note to self – WORK HARDER MARSHALL!

Now, do I really need to remind you to grease and oil things?

Till next time, take care. *Brian*

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Resin Rockets

Reliant engine tuning for economy or whizz, not quite halfshaft breaking torque, but optimising the Reliant 850 so that its full potential is achieved.



Manifolds optimised

Heads tuned, including attention to valves

Carburettor gas flowed

Rockers realigned and lightened



Large selection of good used Kitten and general Reliant spares available, just ask for details. Also new wiring bits
- all the funny coloured cables and crimps with electrical advice

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