

RELIANT KITTEN REGISTER



Mewsletter 116

January - February 2014



As promised, we start the New Year with a Kitten, the first of many? This recently restored example, a running restoration, belongs to Pete Grainger from Wolverhampton, who has been kind enough to share his solutions to some of the problems encountered along the way within these pages. Thank you Pete, well done.

Edited and distributed by Brian W Marshall, 16 Glendee Gardens, Renfrew, PA4 0AL

☎ 0141 886 6117

E-mail: info@kitreg.org.uk



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 Tel: **01723 341498**

New Kitten / Fox / Rebel parts stock held by Brian Marshall Tel: **0141 886 6117**

E-mail info@kitreg.org.uk

Rebel alternative parts list contact: John Blagburn, Tel: **01670 862255**

E-mail: wirelessjohn@googlemail.com

Kitten alternative parts list: Contact: Alan Osborn, Tel: **01953 884681**

E-mail: alan@aloz.org.uk

Fox alternative parts list contact: Duncan Bradford, 6 Clabon First Close, Norwich, NR3 4HE.

Tel: **01603 663311** E-Mail hidunc@ntlworld.com

Our Mutual Aid Spares scheme is run for us by Phil Hallam 4, Greenhead Holding, Stevenston, Ayrshire KA20 4JX Tel : **01294 462089**

Cipher Registrar: Simon Fitch - E-Mail: si_fitch@yahoo.co.uk

Tempest Registrar: Roger Brown, Brownhill House, Ruyton XI Towns, Shrewsbury, SY4 1LR Tel: **01939**

261121 E-mail tempest@eleventowns.com web site: <http://www.tempestregister.org.uk/>

Newsletter pictures – should be sent to John Pearce at Toddbury Farm, Slapton Road, Lt Billington, Beds. LU7 9BP Tel: **01525 758171**. 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**

INDEX

Edition 116

Page 3	Index
Page 4	Editorial thoughts
Page 5	some notes from your renewal notices
Page 6	Rebel announcement
Pages 7 to 10	Kitten Korner
Pages 11 & 12	Foxed
Page 13	A follow up on the steam powered Fox
Page 14	TVR CIPHER? By John Box
Page 15	Tempests
Pages 16 - 18	Technical Foxes by Keith Gittus
Page 18	Tempest disc brakes - Joe Mason
Page 19	Alternative spares by Alan Osborn
Pages 20 & 21	14 th Federation AGM by John Pearce
Pages 22 to 24	Epilogue

e. & o.e.

Welcome to a New Year, let us hope that we all have a good, healthy and peaceful one, I was going to say stress free, but some things are just too much to hope for!. I have taken the executive decision to bow to certain comments and events – I can hardly believe that it is over two decades I have been doing this now!

Anyway, the point, or half a point in this instance is that I have opted to increase the font size of the print in future from 10.5 to 11. Not only might this mean that I will have to squint a bit less to read the finished article (I get to make the font I see on the screen when typing any size that suits me – 14 to 16 is best! - if you want to be specific I just increase the magnification rather than actually alter the font size!). So, for the immediate future, if not permanently, the writing will be this size in future. Your comments, thoughts or observations are welcome.

Moving swiftly on then, whilst it is in my mind, it will be the Kitten's 40th birthday next year, and certain folk are I believe thinking of organising a London to Brighton run to celebrate the event – if you would like to know more let me know, or better yet contact Geoff Payne, his email address is geoff89blue@gmail.com. The date is yet to be decided, but June 2015 would be an approximate guide.

Why not Tamworth to somewhere, or whatever I don't know, but as I always say, if one is not prepared to do something oneself, one ought to think very carefully before criticising those who are doing their best to do something! Being quiet now!

On the subject of birthdays, it is of course the Rebel's 50th this year, so my previously stated intention of featuring Kittens on the cover this year may not be exclusive!

Closer to home, in timescale at least, my next planned trip south is looking to be in the middle of March, (jings, that is only 6 weeks away, less by the time you are reading this!) so if you were thinking of helping me clear some of the larger parts from the lock-up by giving them a new home, now would be a good time to talk to me about that as I can get a few doors and the likes in the car!

I think I owe another apology to Jim Lambert for, again, failing to print the story, with pictures, of his Kitten pick-up (or have I done that already and forgotten?!?). Jim bear with me please, and feel free to get in touch. This is yet another time when the phrase – “One day I'll get organised”, has a pretty hollow ring to it! It is becoming an aspiration rather than a likelihood methinks! Still, goals in life are good, though achievable ones might be better!!

~~~~~

## Notes from some of your renewal notices

Dear Brian,

28/12/13

Thanks for the magazines, which still provide good reading. They make me think of getting another Reliant, but I resist the temptation.

We have just returned from Barbados where Eileen insisted we go to celebrate her 80<sup>th</sup> birthday in sunshine.

I knew nothing about it except that it was an island somewhere in the Caribbean sea. I learned a lot about it (very interesting) but it is not in the Caribbean at all, it is in the Atlantic!

You may be familiar with it (*not yet, Ed*), but if not, and should Moira make you go sometime, a visit to the Mallalieu Motor Collection is highly recommended, no Reliants, but the owner was very knowledgeable though there was an Austin 7 2 seater from about 1920, apparently American built!

Thanks for your noble work on the magazine, best wishes for 2014.

Les Richmond No. 339 from Looe in Cornwall

~~~~~

Hi Brian,

16th January 2014

As you know I blew the head gasket on Kitten and my garage informed me it was a bit worse than I thought.

The head was warped and the block as well and had been skimmed before (not well). So I started to look for another engine, found one on Ebay local to me and got it for £50. "That is not an engine, only part of one" said the garage.

Then Mewsletter 114 came and John Metcalf was selling engines "Hurrah" I bought one from him with gearbox for a very reasonable price thanks John.

I thought the garage would fit them as a unit, which would have been good as my car is 1976 and the replacement was 1992.

Unfortunately it didn't fit, the gearstick would have been 3 inches further back. *(I have to say that I do not understand that at all, Ed)* So I have a spare gearbox but I don't know what type of Reliant it is from.

The engine number is 2A/85/B88909, I found out through Dennis at "Michaels" that the "B" is an engineering firm who built the engines for Reliant, "Beans" or "Beams" from memory.

So it's back on the road.

Cheers, Charles (Barker) from Lincoln No. 252

Editor's note – it was Bean that had an engineering involvement with Reliant, I knew they made gearboxes and axles, but had not realised – or forgotten! – that they also made some of their engines.



Rebel round up

I was recently contacted (for the first time in almost quarter of a century!) by Terry Scott, those who have been with us for a while may recall Terry was the guy who used to run the Rebel Register back in the 1980's. Michael Bentley used to edit his "Rebellion" magazine for him and I printed it latterly. I actually wasted a year or two trying to convince Terry to widen the scope to include Kittens, before eventually going my own way! He tells me that he is hoping to restore a Bond Bug to petrol power after a previous custodian had tried (possibly even succeeded though I am not clear about that) to convert it to run on leccy!

Anyway, Rebel owners and enthusiasts are welcome to contribute to a special Rebel feature edition of the Mewsletter to help celebrate the Rebel's 50th birthday – talk to me guys! (And please provide me with some recent, and old if you like, pictures)

Ed.



Kitten Korner

No, I don't mean that! (Slice, the Scimitar and Sabre Owners Club magazine used to devote the odd page to Kittens in a section of their wonderful publication called that, and I just thought...)

Anyway, here we are, it is almost five in the morning on Friday the 17th of January, another sleepless night. I had thought (well, hoped!) this edition would be complete and at the printers by now, but it, even in this reduced size, still has five blank pages. I was very tempted to cheat, Joe Mason has a number of Jimps at the moment, and, as you may remember, I was wanting to do a feature on them, and Joe sent me some pictures.... But I will not fail you – in spite of what you may read further on – so,

Pete Grainger has kindly sent the following pretty self explanatory pictures, thank you Pete.



Pete's Kitten's drivers door during and after fitting of its new window sealing strip.





Of course this is a Kitten van door, the trim is different from the saloons and estates.





The interior of Pete Grainger's Kitten, the car featured on the front cover.



Right, having shared those with you, what a good job he is doling of looking after the car, a more detailed article on the process of fitting the new door window seals will be included another time. Right now, spurred with enthusiasm after my early start this morning, and still resisting the urge to share these Jimp pictures with you, on a Kitten frame of mind – there are always new things to learn – do you know anything about this Kitten based van? (yes I know these look very like Fox wheels, I'm only going on information received)



~~~~~

## Foxed

*I should probably take a moment to explain, I am forever being told that I should not assume that people know what I know, on the other hand I don't like to repeat myself too often, but there have been, too many, instances where I have suddenly realised that I am making incorrect assumptions about what you know – not good communication skills!*

*So, in case you did not know, I delegate, I could not do this (run the Register the way I do) without a lot of help, and one of the many key individuals is that well known Fox enthusiast, Duncan Bradford. Dunc very kindly holds our stock of front dampers and springs for us, and sends them out as required, very much appreciated Duncan. Ed.*

*So, armed with this knowledge, here is a recent communication I received from the man himself.*

Hi Brian,

30<sup>th</sup> November 2013

The new batch of front springs have duly arrived. I got home as they were delivered. I'd ordered a small amount of solder through Amazon a few days ago, so was stunned at the size and weight of the package. Immediately I thought "Expletive! I must have ordered 1 gross, and not 1 reel, damn!". [the last reel has lasted me since my teens you see... ] **And that was not last year! Ed.** Then I noticed the 'Next Day' sticker, and relaxed, only to immediately realise " - But I don't remember what I ordered yesterday! How can I have forgotten ordering anything this big? Aaarghh! Double expletive, I really must be losing it now..."  
**Welcome to my world, Ed!**

My panic grew as I hastened to cut open the package, so you can imagine my huge relief on finding a new batch of coil springs, freshly wound by Brian's Sheffield based supplier.

I have also finally fitted a pair of front dampers and 120lb springs to the Tandy. This has totally transformed the handling, and I take back all I ever said about having to learn to drive a boat, barge or hovercraft [cornering really was that bad before]. I feel 120lb springs are fine, by the way, as they do allow for some cushioning effect.

I have finally taken back possession of the blue truck, having dropped it in for a '2 week' respray back in mid August! This was a special birthday treat. I have owned the truck since new 30 years ago, and thought it deserved smartening up.

~~~~~

A couple of pictures of my recently painted Fox truck follow :-



An excellent job and good value I think at £1,300. I took the opportunity to grp-in the cab rear panel. I don't like changing originality, but sometimes I prefer to just think I'm correcting a design error!



All the best. Dunc (Bradford) from Norfolk No. 046

~~~~~

## **A follow up on the steam Fox**

*Or how ones sins can catch up with one!*

In the epilogue of edition 112 I made mention of a steam powered Fox. Roger and Yoland Brown kindly made me aware not long after that that the owner had died, but that I might learn more through the relevant society or club whose details they kindly provided. Like too many things in my life that information was put somewhere safe for future action!

Then, in January 2014, the following letter arrived from Ray Clark (a one time subscriber to this Register about a decade ago) of Princes Risborough.

Dear Mr. Marshall,

5<sup>th</sup> January 2014

I am not a member of the Reliant Kitten Register, but have recently encouraged a young friend of mine to join, as he has inherited my old Kitten TRO 32S, which he is restoring as a project to achieve a degree in engineering.

You recently sent him an application form and a copy of Mewsletter 112 he is extremely impressed with your publication.

Reading the magazine I noticed you expressed an interest in steam, and particularly a steam powered Fox.

I am a member of the Steam Car Club of Great Britain, and myself own a steam powered Doble, a 1929 American car.

The Fox you referred to was converted to steam power by David Beale, president of the Steam Boat Association. He sold it to Geoff and Pauline Theobald some time ago. They were the couple featured in the television "Escape to the Country" programme!

Very sadly Geoff died suddenly and unexpectedly of a heart attack. I believe (though am not sure) that his son Steve, may have taken over Geoff's very extensive collection of about a dozen or so steam cars including the Fox.

I last saw Steve in August 2013 at the annual steam Car Rally in Surrey. At that time the Reliant Fox was for sale.

I do not have Steve's contact details but enclose his mother's telephone number and address. If you care to contact him you may mention my name as supplier of the contact details and you may be able to talk Steve into an article and or photographs for the Mewsletter.

Best regards, Yours sincerely, Ray Clark.

~~~~~

Cipher and TVR

The following, kindly provided by John Box, ought to have been included in the edition with the Cipher story last year - One day I'll get organised!

In early 1982 Stevens was looking for a manufacturer to adopt the Cipher and put it into production. TVR was one such company and was loaned a white Cipher for assessment. A visit was made to their workshop in Warwick where two or three cars were partially assembled. The opportunity was taken to take the views and test an owner's sample in the Banbury area. It was clear that the tooling available was very basic and would require total revision for a production run.

The loan car, whilst attractive in appearance and performance, was far from production standard in respect of build quality and water sealing etc.

TVR agreed to buy the loan car to test its potential in the market place. It was displayed in the showroom of Harrogate Horseless Carriages, one of TVR's principal dealers, where it attracted a lot of attention stylewise, but there was little appreciation of its Reliant mechanicals.

Money was in limited supply at TVR and all resources were being funnelled into its new Rover V8 engined model.

Doubtless the Reliant engine could have been disguised as a TVR unit, with a bespoke rocker box and suitable tuning, but together

with tooling and mould costs it was the wrong time at TVR.

Suppliers losses over the De'Lorean fiasco had cast long shadows over the country's small specialist car makers.

J.S.B. June 2013

As I said, that article should to have been in the Cipher edition last year, I actually thought we had published it, but I guess what I remembered was typing it up. A big thank you to John Box for taking the time to put those memories from his time with TVR on paper for us, and to Simon Fitch for keeping a watchful eye on Cipher matters. Ed.

~~~~~

## Tempests

Right, I need to put the record straight. I was far too lazy last month, or was it November? (actually, it seems to be becoming a habit these days I'm sorry to admit!) When the two John's, in this case Box and Pearce, conspired to make possible that wonderful Christmas card like cover picture that we enjoyed last time. I was invited to provide the text to go with the picture, but I failed to do so in time, and our cover man was forced to improvise, for which I am grateful. However, I did not check until it was far too late to make any changes.

What I should have done was tell you that here was the Tempest making its way back up the drive to the factory on a crisp winters day! The picture was taken on John and Jackie's drive not 60 yards from the factory (stable) doors.

**So, this my apology to Joe Mason and Tempest Cars, they are of course still made**, albeit not on new chassis these days, and in that sense the caption on the cover was correct, it was the last of the John Box / Ian Foster production Tempests.

I have not yet met Joe, though we hope to rectify that situation when he brings a Tempest to Scotland next month, so I may have another picture to share with you soon. Ed.

# Getting Technical in a Foxy way

## FOX TIE ROD REPAIR

The Fox chassis is a version of the Kitten chassis with a tie rod modification, and one more substantial outrigger. Early tie rods had a 3/8" unf thread to hold the tie rod to the chassis, later changed to 1/2" unf. Over time the tie rods rust (if not well looked after) and general wear and tear mean that they will need to be repaired at some point. One of my tie rods needs to be repaired because the 3/8 thread has broken off, so I decided to replace both tie rod studs with 1/2" high tensile studs.

### 1/2" UNF STUD

Stud is made from a 1/2" unf x 4" long high tensile bolt with 1 1/4" inch length of 1/2" unf thread.

Place the stud in a three jaw chuck and turn the hexagon head down to 1/2" diameter. Die a 1/2" unf thread down the stud for 1 and 3/4 inches leaving 1 5/16" inch of plain bar (land) in the middle. Repeat the process for the second stud.

### TIE ROD REPAIR

Clean both tie rods, place a tie rod in a four jaw chuck with a 3/4" square bar packing out the fourth jaw and centred to the middle of the stud. Saw off the old stud, drill out to 11.40 mm diameter x 1 5/8" inch deep, tap 1/2 unf x 1 and 5/16" deep. Trial fit the stud to make sure that all of the thread screws fully into the threaded hole, remove stud, apply some stud lock Loctite and screw up solidly. Drill a 1/8 diameter hole in the tie rod to go through the centre of the stud 1 inch from the tie rod end, drive a 1/8 diameter roll pin through the tie rod and stud. Repeat the repair to the second tie rod.

Paint the tie rods with an acid etch primer paint, when dry apply two coats of polyurethane paint.

The new stud is longer and has more thread than the original to help with assembly and setting the fit of the poly bushes. RKR Poly



bushes are about 3mm thinner than original equipment fitted and RKR ones are supplied with an extra washer to space out the bottom wishbone to the correct position from the chassis. On the other side of the chassis the stud would have a hole for a split pin to locate a castle nut. With the poly bush being 1/8 less than the original equipment putting a hole through the stud at this point would be guess work and best left till the end. Alternatively I prefer to fit two nuts locked together plus some nut lock Loctite or dowelled through the front nut, with a 1/8 diameter roll pin.

I would never fit the stud with a nylock nut for this application, the reason is because there has to be one and a half diameters of thread (3/4") for maximum strength.

#### FITTING THE REPAIRED TIE ROD AND POLY BUSHES



Assemble the tie rod with large diameter washer, then washer supplied with poly bush kit, then a poly bush. Place assembly through chassis, fit second poly bush, large washer (may need to drill out if you have the smaller diameter thread), locktite stud and screw on nut(s). Poly bushes are fitted loosely (never under pressure), screw nut(s) up until you achieve the same movement on the tie rod end as the normal suspension movement. Lock up the lock nuts or if you have fitted a castle nut now is the time to drill the stud for a split pin. Finally fit tie rod to the bottom wishbone and bolt in place.

Always coat bolts with copper grease to aid dismantling in the future.

Keith Gittus - No. 154 from Burntwood

*Keith and I realise that not everyone has a lathe, and even those who do may not have both three and four jaw chucks, so Keith has kindly offered to do the job for you if you provide him with your old strut(s). Thanks Keith. Ed.*

Hi Brian and Happy New Year. I decided to have a go at repairing the broken (original) front shock, I needed to release the top cap then grind both broken parts of the shaft to a point. The short length was put in the three jaw chuck on the lathe, shocker side mounted between the tail stock center and run in the lathe carrier. Both parts were centered together and welded together still set up in the lathe. The last bit of welding was to re attach the spring top hat and then weld a cone shape between the top hat and the shaft over the previous weld on the shaft. I had to turn a new shaft Collet, gap and paint, then re assemble the spring shock parts together. Simples. photos attached. Keith





I should point out that the GAZ box in the picture just confuses things, it contained the new GAZ dampers that Keith has now on both his Foxes, he just used the old box to keep the original Reliant dampers in! Ed. Keith tells me the repaired originals are available for sale should anyone want them.

~~~~~

Fitting neatly in between technical items and alternative parts update, the latest attempt at a disc conversion, in this case specifically aimed at the Tempest, but should be capable of stopping your Kitten or Fox provided it has wheels that provide sufficient clearance, from Joe Mason of Tempest Cars we have the following :-



Alternative parts

By Alan Osborn

I have to introduce myself (to at least some!) I have been with the RKR more than several years now, (*Wouldn't want to make you feel old Alan, but it will be two decades in a couple of years time!! Ed.*) and I am now on my second Kitten.

The first one, a van, I wore the chassis out at 268K miles. This second, an Estate I have had for 5 years but only done 20K, as A) I am now semi retired. B) I have the occasional use of 'her indoors' car, and C) we have a camper as well. I won't mention the 'sleeping' motorcycles.

My 'new' car has needed very little fettling due to extensive good work by the previous owner (Ex RKR member) so my attention to Kitten parts/fettling has been a bit slack of late. I have also contributed a few articles to the Mews on keeping the machine in good order, perhaps even getting a sparkle or two more out of the engine.

So now back to the present job, WE need to bring the alternative parts list into the 21st century if we can. If you know of any part that fits the Reliant Kitten, within the bounds of 'proper' part for use as the vehicle was intended. For this we don't need details of 'fandango' 13" wheels and 175 tyres!! Or fitting V8 engines! But we do need details of oil pumps, weather strips, brake parts, light units / lenses etc. In fact any part that was supplied by Reliant but is no longer available.

We need full details of the vehicle that the part was fitted to (if relevant) any part numbers and the manufacturer. 'Jo Bloggs Spares' is not good enough. I am prepared to make a couple enquiries to assure us that parts are correctly numbered and still available, but of course we must rely on our own judgements and skills for correct fitting/safety etc.

I prefer email contact, if you think you need to send information then please ask for the mail address.

Alan. (Osborn) from Watton (in Norfolk) No. 295

alan@aloz.org.uk

14th Federation AGM 2013

Just a few observations on the Federation AGM, 19th October 2013.

The meeting was, as usual, enjoyable with several interesting topics raised, particularly concerning training / “modern apprenticeships”, a project being actively pursued, particularly by the Morris Minor club.....

Following the usual election of officers, followed by various reports, we had an address by the Rolls-Royce Enthusiast’s Club which was fascinating, oh that we were even partly as well organised.....

A few interesting items were raised, and updates on previous year’s reports.

The DVLA restructuring was mentioned in some depth, particularly the closing of the regional offices, which we all felt would make life a little less straightforward in future, particularly when dealing with registration issues. The gentleman I / we have dealt with at my local office for many years now has decided not to relocate to Swansea..... He has taken early retirement – I wish him well and thanks for all the help in the past.

As will be no surprise, the red tape necessary to re-register a vehicle not on the modern database has increased a lot, making the process far less straightforward than it used to be. They now insist on professionally authenticated photocopies of all paperwork (though “redaction” of personal details is acceptable) and also, with an imported vehicle, in addition to the “NOVA” certificate (which confirms all duties are paid) they now insist on a dating certificate which must be obtained (for a fee) from the vehicle manufacturer. I presume that in situations where the manufacturer no longer exists, or has no records, that an owners club would be acceptable but this has not yet been made clear. Worse still is that none of this can yet be done on line – post being the only way acceptable.

Motorcycle licence holders over 21 with a full unrestricted licence can now drive three-wheelers (designated heavy tricycles), regardless of when they passed their test, or whether or not they have the B1 group

on their licence. This group ceased to be included on a full motorcycle licence in 2002. The UK has a certified exemption on the new Euro licences for this..... They cannot drive sub-550kg four wheelers though, this still requires either group B1 or a full group B licence. Other EU regulations in the pipeline.....

I was amazed to learn that the EU are proposing to ban chromium plating. OK chromium is a hazardous material and the processes for handling it even more so, but an outright ban would seem to me to be ridiculous, it being used in so many essential engineering operations. Needless to say the Federation is fully in support of industry on stopping this ban.

There's little movement on the "historic vehicle definition" being sought by the EU. Negotiations are ongoing and some sort of announcement is expected in 2014. Why on earth they are insisting on a formal definition is beyond me, as the huge variation in different vehicles down the years has made such a thing all but impossible to define in my opinion. Nonetheless they are forging ahead..... It's also as yet unclear whether the new legislation is to be a directive or actually mandatory. An upside is that the draconian requirements of the original proposals have been properly kicked into touch, mainly by a dual-pronged onslaught from the Federation and FIVA, both of whom got together on this. With the first proposals, it worked out that the only way for a vehicle to have qualified was had it never actually been used – even routine service replacements being deemed as making it "non-standard"!!!!!!! The Federation thinks that that Great Britain will be unlikely to accept the new proposals anyway. Exemption from these has been formally applied for.

Other points raised.

It's felt that environmental (green) issues are likely to become far more stringent in the near future.

More restrictions on the use of powered vehicles on bridleways are being proposed, due in part to the increased, inappropriate and irresponsible use of these by a small number of "off roaders"

The rolling forward by one year of the old "Historic Vehicle" classification (stopped in the 1997 budget) at the last budget came as a complete surprise to everybody. It would appear to have been a

Treasury decision - no consultation was sought with anybody else – even the DVLA!!!! Of course, whether this is a “one-off”, or will become a rolling exemption, has not been made clear but, from April 2014, vehicles built between 1st January 1973 and 31st December 1973 will now also become eligible for “Historic” classification, hence be road tax free. It’s not known if they will also be able to display black number plates.....

(Late Rebel owners rejoice! Ed)

John (Pearce)

~~~~~

## Epilogue

A few of things have become clearer to me in recent times, yes, Brian seeing the light at last, I know, you thought it would never happen!

A number of points arise. I was talking to Dave Price just before Christmas, great to talk to you again Dave, and the matter of five year subscriptions came up. These expire at the end of next year (2015) this affects over forty of our supporters, and so is a big deal as they save me a lot of paperwork, but do need to be managed differently from everyone else. The question I asked Dave was “Do I really see myself still doing this in seven years time?”

Without wanting to be morbid, human beings do not live forever, and my illness, though I have never felt inclined to enquire how it may affect life expectancy, (I used to, indeed still do, get really annoyed, upset even, when I read in the media that so and so died of M.S. I have never thought if it as a terminal disease any more than life itself is). The fact is that it has been drastically curtailing my abilities over the past year or so. The gradual deterioration over three decades or so has reached a point where things that were difficult in the past, are really just not possible any longer, certainly not safely, and the frustration of having to try to adapt to the limitations is detracting to some extent from the enjoyment of doing things, even things like this sometimes. As for getting up, and even more difficult, down, the ladder into the loft, well that is a real challenge these days, hence my, far too slow, attempts to sell things through ebay this past while (thanks again Phil for being the catalyst on that front). Oh, don’t misunderstand me, I really enjoy doing

this, and I love the “company”, but I am beginning to wonder if I will still be enjoying or even able to do it a decade or so from now.

Then I look around me at the people I know who are still active and contributing to life through art as one example (a 92 year old friend had another exhibition in Glasgow last summer that was so successful the gallery asked him to do one more before Christmas, he had to decline as he simply cannot work as fast as he once did, but hopes to do another one this year.) Technical excellence, our patternmaker has only recently stopped going to work 6 days a week, he will be an octogenarian next year. and I don't think it is a secret that our chief engineer is one of them already.

These guys fill me with inspiration and enthusiasm, the tax man must love the artist in particular mind you, though his rate of producing work has decreased, he still churns out new work, if no longer several weekly, several a month, and they sell for an average of over a thousand pounds a time, not bad on top of a pension – I wish I had paid more attention art school!

Right, how did I get here? Oh yes, motivation, enthusiasm and energy, well, ability at any rate. I think the point is that I am not at this point in time certain that I want or need to put myself under the pressure of thinking I need to do this forever, and of having to be responsible for looking after your money for, in the case of the roughly fifth of those reading this who entrusted me with it for five years last time, till 2020, well, I am sure that you can see my thinking. I do apologise for the hesitation, just thinking out loud, dangerous I know. Then again 2020 has a nice ring to it – still, I have about 20 months in which to decide, so no pressure there, really! Come to think of it 2025 will be the half century of the Kitten, a golden time – could I make it??? Watch this space!

This was written at the end of December 2013 early in the morning, after several bad nights, perhaps I will simply delete it!?!

Then again perhaps not. It is now Monday the 13<sup>th</sup> of January, looking back a year the mag was at the printers and I got it back and took it to Phil's, along with the membership cards, which he and Ursula kindly helped me pack. So I am running a couple of weeks behind where I was last year - must get a move on!



Right, in spite of my efforts to keep it under control, my inbox of electronic mail topped the 70 mark this morning (14/1/14) so a change of focus is needed – ***I need a secretary!!!***

15<sup>th</sup> Jan now, just spent – I do hope a not wasted hour or so, composing a letter to Glasgow City Council in an attempt to avoid a fixed penalty charge for “Being in a bus lane” at ten to one in the morning while collecting Arleen from a works night out in Glasgow the week before Christmas – talk about revenue generation!

And finally – yes really! The enthusiasm and motivation of my early start / sleepless night on the 17<sup>th</sup> of January enabled 5 pages of this to be filled in as many hours – if only this rate of production could be maintained! Till next time, take care, drive safely, and if you are not a five year subscriber, and have renewed your subscription this year, your receipt (in the form of a membership card) should be enclosed – if not, and you want to suffer more of these musings, get in touch, or just return your renewal notice with your subscription.

*Brian*

## *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  
Rockets 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

Al Osborn 35 Griston Road, Watton, Thetford. IP25 6DN  
01953-884681 [www.aoservices.co.uk](http://www.aoservices.co.uk)

# WWW.RELIANTSPARES.COM

Contact: Joe Mason 07973470810 E-mail: [joemason@reliantspares.com](mailto:joemason@reliantspares.com)

We carry a huge amount of second hand Reliant spares.  
For Regal, Robin Mk1, Mk2, Mk3, SLX, Rialto, Kitten, Fox, Ant.  
Mail order or collection

100+ cars for spares/rebuild. 20+ complete cars for sale  
With stock changing every week. Have a look in our picture gallery or on YouTube.

We buy, sell, collect, deliver, restore, tune, hire, export any Reliant.



We also develop and manufacture new Reliant parts  
Race exhaust systems, 4-1, 4-2-1, big bore or standard pipes,  
Heavy duty race head gaskets, handbrake cables, roof linings, roof racks,  
carpet sets, Rebel race inlet manifolds, disc conversions, ball joint conversions.



How to find us: Woodend farm, Cradley, Bromyard Road, Worcester WR13 5JW  
On the end of the Malvern Hills. Opening hours 9 till 6 (ish) Monday to Saturday.  
Camping in the Summer, good Pubs, B+B and Cafes local

Home to the "Tempest of England" sports car. Complete Tempests in stock and under construction. We're also (gradually!) building Tempest parts list up.

E-mail: [info@tempestcars.com](mailto:info@tempestcars.com) Web site: [www.tempestcars.com](http://www.tempestcars.com)

# GRAHAM WALKER LIMITED



28 Bumpers Lane  
Sealand Road Ind Est  
CHESTER CH1 4LT



**RETAIL AND TRADE SUPPLIERS OF  
RELIANT PARTS WORLDWIDE  
ROBINS TO SCIMITARS**

**OVER 10,000 LINES STOCKED  
MAIL ORDER PARTS ARE OUR SPECIALITY  
NEXT DAY NATIONWIDE DELIVERY SERVICE**



**SHOP BY PHONE FOR FAST MAIL ORDER  
ORDERS RECEIVED BY 4.00PM WILL BE DISPATCHED  
SAME DAY**

**ALL MAJOR CREDIT CARDS ACCEPTED**

**TELEPHONE**

**Mail Order: 01244 381777 - 7 Lines**

**Fax No: 01244 381262**

**OPEN**

**Monday - Friday  
8.00 am - 6.00 pm**

**Saturday  
9.00 am - 1.00 pm**

**WEB :** [www.grahamwalker.co.uk](http://www.grahamwalker.co.uk) **E.Mail :** [tracey.jones@grahamwalker.easynet.co.uk](mailto:tracey.jones@grahamwalker.easynet.co.uk)

**COMPARE OUR PRICES, OUR QUALITY AND OUR SERVICE  
FULL WORKSHOP FACILITIES AVAILABLE**

# Reliant Insurance Cover

*Recommended by*



**Call us: 01530 270574**

and have a chat with **Brendon or Kirsty** about insurance for your

- Reliant**
- Home**
- Personal Accident and Sickness**
- Business**
- Electric Vehicle**
- For a limited time only, 10% Discount on Travel**

**Insurance**, just visit [www.reliantinsurance.co.uk](http://www.reliantinsurance.co.uk)



web: [www.pfspare.co.uk](http://www.pfspare.co.uk)

email: [info@pfspare.co.uk](mailto:info@pfspare.co.uk)

Authorised and regulated by the Financial Services Authority