

# RELIANT KITTEN REGISTER



## Mewsletter 123



March – April 2015



*For many years VCG 344R belonged to the late Terry Dalton from Ryehill near Hull, it was his pride and joy, it was British Racing Green then. His widow Denise kept the car for a couple of years, but she did not drive, and eventually decided not to learn. A relative took the car on in 2012/13, but eventually decided to sell it. Acquired by its current custodian, David Matson from East Yorkshire, in October 2014.*

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*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.....*



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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.

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# Dinky Cars

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E & o e

Hello again, and welcome. I used to believe that consistency was a good thing, however here I am beginning, not for the first time, with an apology, not something I want to become known for, as I am sure you can imagine!

The thing is I have been having sleepless nights since the 22<sup>nd</sup> of March, when Keith pointed out the rather embarrassing fact that were you to have followed the recommendation we published here last time about gearbox front bearing changing, you would have smashed the gearbox! Thank goodness for the disclaimer, but I never intended to have to depend on it!!

As Keith was quick to realise, you have to drop the lay shaft gear cluster out of the way first, which you do by removing the shaft it runs on, taking care not to let the two thrust bushes from dropping into the casing, best done with a thin screwdriver or a welding rod with one end bent over to keep things together!

Keith, just by chance, had the two main relevant bits in his workshop, you will see the pictures in our technical section further on. (pages 23-25)

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One really sad bit of news is the message I came home to on Tuesday (31<sup>st</sup> of March) from Dennis of Michaels fame, the transcript of it follows and is self explanatory.

**“Hi Bri its Dennis, of what was Michaels, (sad laugh) just ringing up to say bye bye mate. Michaels has closed down, but that’s how it goes. I only had a year to do anyway, so I’m not really too bothered. Just thought I’d phone up to say bye bye, and ask you to say bye bye and thanks to everyone who I used to deal with for me, might speak to you again, don’t know. Thanks for everything mate, bye bye.”**

I did speak with Michael (the boss) briefly the following day but he was very busy and to be honest I think still in shock. He said it was too soon to know anything, though I got the impression that he was hoping to save the workshop side of the business.

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Right, the need, well, desire at any rate, to get Alan’s drawings on the center pages of this edition, and a general lack of available time – again, are jointly conspiring to cause me to make compromises, I hope they are acceptable ones, so, without further ado....

Brian

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**As you will know already (assuming that you read every word written within these hallowed pages!) Malcolm Rush has very kindly organised our third gathering in little more than a decade, this July, thank you Malcolm.**

**This will be taking place on Sunday the 19<sup>th</sup> July from 10:30am at the Llangollen Motor Museum in Llangollen, Pentre Felin Mill, Pentre Felin, Llangollen LL20 8EE. The museum is 1.2 miles from Llangollen on the A452 Horseshoe Pass road, (or a very pleasant 1 mile stroll along the canal bank from Llangollen Wharf I am told!) Just off the A5, a few miles south west of Wrexham, so not that far west of the M6.**

**I know that a number of our readers have already been in touch with Malcolm and will be coming along to what sounds like a very interesting venue, and of course is a, some would say all too, rare chance for us to meet up, renew friendships, put faces to names, and see the cars in the flesh too!**

**For those so equipped the museum has a website which you will find at :- [www.llangollenmotormuseum.co.uk](http://www.llangollenmotormuseum.co.uk).**

**For those not so equipped I can tell you that this sounds like a fascinating private museum that Malcolm has found, with both two wheeled transport as well as four, with other combinations too. This and room for us all to get together.**

**Bike names that feature include Norton, Triumph, Ariel, Sunbeam and B.S.A. amongst the collection of over 60 vehicles'**

**Do let Malcolm know if you are coming, and if in a Reliant, also if you require camping (basic facilities) and for which night. Ed.**

**Malcolm. (Rush) - [rkrshowpostbox@gmail.com](mailto:rkrshowpostbox@gmail.com)**

**Or telephone 01948 840896**



## **Kitten Van Chassis Numbers** by Tony Wiese

Whilst chatting and ‘comparing notes’ with 3 other Kitten Van owners at the Tamworth gathering last year (2014), one of the subjects we covered was registration dates and chassis numbers. Nobody seems to know exactly how many vans were produced, it seems to be ‘around 300’, but whether that figure was included in, or additional to, the 4,074 Kittens that Reliant produced was also debatable, (*I always believed it was included, surprised there was any doubt about that, Ed.*) so I decided to contact Brian to see if any further information could be gleaned from the Register.

From the information that Brian sent, it seems the RKR has some details relating to 56 Kitten vans, of these we know the chassis numbers of 50 vehicles and just 6 where only the registration number is known. Unfortunately some of these vehicles are known to have been scrapped and maybe some others that Brian does not have recent information on have suffered the same fate / been used for spares etc. But, at least the RKR has this information, which has helped to piece together some more detail about the rarest version of the Kitten.

The full chassis numbers follow the usual pattern for the period with the month and year code first, followed by the paint code, then finally the 8 figure chassis number. The first 3 digits of the final number indicate the vehicle model; for the kitten vans these are 149 for the right hand drive ones and 151 for left hand drive. The oldest van chassis number on the register is 14901110 which was manufactured in September 1976 and the newest one is 14902945 (January 1978); this shows a range of more than 1800 chassis, so it would seem the van numbers ran in conjunction with the other Kitten models. A question we can’t really answer is whether they were produced in small batches or to order, but given that some chassis (and engine) numbers are very close to each other I’d suggest they were produced in batches, initially at least.

It would be nice to know when the vehicles were first registered and so be able to compare that date with the chassis date, it’s possible

to get a rough idea from the registration plate of course but if the two dates were very close for a particular vehicle then it may be possible to assume it was built to order. My own van, chassis number 14902100, was built in March 1977 but wasn't registered until September 1978 so it has a T registration when really it should be an R.

As an aside, it was fitted with side windows and a rear seat at some point in its life. I wouldn't be surprised if that conversion was carried out by the original supplier in order to sell it; if it was stood on their premises for more than a year they can't have been too pleased! January 1977 seems to have been a busy time in Tamworth; the first van we have details of was chassis number 14901616 and the last was 14901802, whilst the following two months also show production of at least 130 – 140 per month, just based on van chassis numbers.

It will probably come as no surprise to hear the most popular body colour was white with 25% of the known vans being this colour, but April Yellow and Venetian Blue aren't far behind. *(So my old red one must have been pretty rare then! Ed.)*

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I was not sure if I should include this for a couple of reasons, one of which being the fact that I know quite a number of our readers are not "On line" and, unless I were to go to great lengths, only those who are, can easily help. On top of that there may be a time frame element, I don't know, but given that the girl used to play in our back garden with our daughter, and, for reasons that I won't go into here, has been even braver than the article in the link suggests. Suffice to say that Michelle is the 29 year old daughter of a neighbour of ours, now married and flown the nest and a mum, who is not expected to see another Christmas. She, and her husband and son, and dog, are going to cycle (yes I know, when last did you see a dog cycling? but you get the jist) on a journey along the Hebridean Way to raise funds for Sarcoma U.K. The journey will take them from South Uist through Benbecula, North Uist, Harris and Lewis.

Anyway, Michelle's story, and an on-line opportunity to make a small donation can be found through the following link :-

<https://www.justgiving.com/Michelle-Whyte1>

## Brian's Diary - March 2015

Having my usual meeting to attend in Birmingham on the 22<sup>nd</sup> of March, I was frustrated by my inability to make plans early this year. I like to look forward to these trips, and after the doubts of a year ago, I was keen not to repeat the uncertainty I had been facing back in 2014, however, there were a number of situations that could not be resolved till the last minute, indeed I did not know where, of the three options I had, I was to be staying on the Saturday night, until too late on the Thursday to let everyone know till the Friday of my departure!

These days, with increased grandchild-minding duties, (I am reminded of that Edmundo Ross song, the title of which eludes my struggling memory, but the line was – “Wish us joy, it's a boy, it's the first but not the last, to have a bigger family you've got to work afastr”) little did I realise that applies not just to parents, but also to grandparents with daughters, well, just the one, but when she then has three sons in 4 years.... it is even more difficult than it used to be for me to get a week off, so 4, possibly 5, nights away was to be the compromise this spring.

As you will be aware, for the past couple of a years now, I have been attempting to reduce my collection of really useful (one day) bits and pieces by selling them on e-bay, with some small success Though at the current rate of, somewhat disorganised, progress, I will need many years at it to complete the task, I really need to find a faster, more methodical and organised, and less exhausting and frustrating way of doing things.

So, where was I? Oh yes, trying and failing until the last minute to decide which compromises to make this year.

John Johnstone had kindly agreed to help me load the car on the Thursday after our return from grandson minding at Law, and so a 3 foot long section of chassis was first on board, followed by a Peugeot diesel cylinderhead, which was to be the first thing out.

Off then on Friday, well before the sun was up, on what was to



be a 17 pie trip (Squeezed onto just the two bakers' trays this time!), I frustratingly had to wait to get access to the bakery, as one of their own vans was being loaded in the narrow lane just before half past five.

And yes, John Graham yet again became a casualty of my compressed plans, sorry John, I really will make more of an effort in September. (I did wave when dropping Sammy's head off in Carlisle at 7:40 in the morning!)

As last time, I was making for my cousin's place at Skirpenbeck, east of York. This time however my route was a little long winded, taking in the dropping off of the recently removed cylinder head (that story, of Friday the thirteenth, could fill a few pages on its own I can tell you! Suffice to say thank you Richard, who had flown over from Dublin that day) from the old BX, affectionately known as Sammy, (you know, Sammy Citroen). That was the first wake up call of the trip, I remembered Kingstown Road as being south of the big Tesco on the A69, however, it is in fact the A7, which is north of the A69! The upside of that error was that I was by then running well ahead of schedule! That was followed with the dropping off of a starter motor (one of those ebay sale items no less) to a three wheeler owner in Radcliffe just west of Manchester. That was when the first of my, thankfully rare "Beam me up Scotty" (as in, I really don't want to be here!) moments of the trip arose. I was meandering, as I often do these days, but nonetheless found myself catching up rather quickly with the vehicle in front, on a steep uphill winding two way road, double white lines in the middle, trees obscuring any view, and suddenly the learner driver in front of me missed a gear in his 7.5 ton lorry and was doing less than 5 mph. By the time I realised what was going on we had just rounded a bend, I found myself far too close to him, and the next vehicle along the road behind me would come round the bend to find me virtually stationary with nowhere to go – as I said, I really did not want to be there at that moment.

Thankfully the lorry did not roll back, to be fair (I don't doubt the instructor was having small 4 wheeled Reliants) he never actually

stopped, but came very close to doing so for what seemed ages, though was probably less than ten seconds, but boy did my heart rate go up!



After dropping the starter off, it was on to lunch with our man in Glossop, Graeme Shaw. Thanks for the sustenance Graeme. I asked Graeme to check the tyre pressures for me as I had only recently had the snow tyres removed, and had not had the time to check the tyre pressures before setting off. Graeme duly exercised himself and his trusty foot pump, however he had forgotten how many more strokes it takes to raise the pressure of one of my 14" wheels by one p.s.i. compared (and they needed raising a bit more than that!) to his Kitten's 10" ones, sorry Graeme!

Rolling resistance duly reduced, I decided to use Shell V-Power fuel for the next tankful.

On then over one of my favourite roads then, you remember, the A628, in the opposite direction from last year's trip this time, to Rotherham to collect "U" bolts, and thence to the pattern shop at New Edlington (near Doncaster) where I was collecting the latest batch of alloy rocker covers and dropping off a chunk of chassis, multitasking as ever.

A phone call then to try and make my next leg, to drop off a reconditioned steering rack, which was to have been done at Cleethorpes, easier, and Gareth kindly agreed to meet me at the end of the M180 where it meets the A15 a few miles south of the Humber

bridge. Sadly the Little Chef that used to be there was all boarded up, but the garage there does sell coffee.



Gareth kindly offered me the keys to his Suzuki powered Kitten to try it out while he organised the coffee, be it wisdom or cowardice, I am honestly not sure, but I declined his generosity, there was a lot of traffic on the big roundabout next to the garage, and my clutch control is not what it once was. Knowing I would not have time to get to use that fifth gear, and having no experience of the torque characteristics of the Suzuki engine, call it old age or cowardice if you will, but I decided to let discretion be the better part of valour that day.



This installation, adopted by many Liege owners, not only gives a significant increase in power, but also allows you to enjoy the holy grail, a 5 speed gearbox!



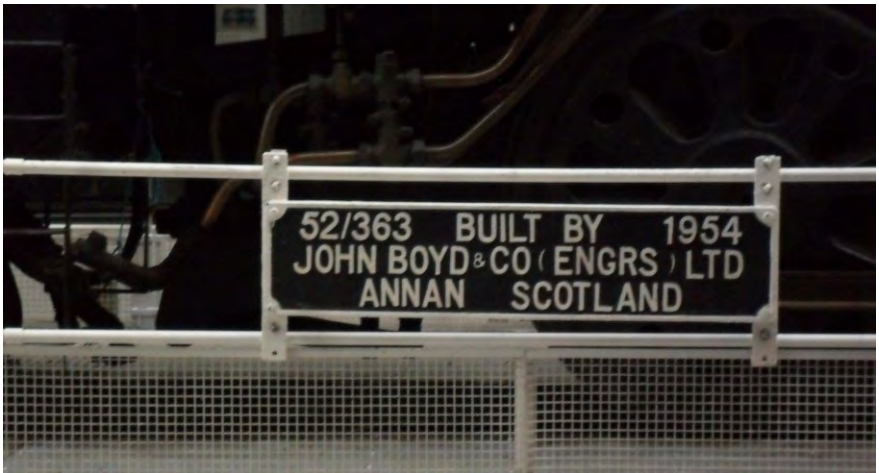
And so, after a chat and some photography, I headed off back along the M180 to drop an apple pie off at my cousins in Riccall on my way, in surprisingly light Friday tea-time traffic, to Skirpenbeck, east of York.

I enjoyed a catch up with Gavin and Ruth that evening, he is thinking of a hybrid vehicle to replace his Range Rover because of the huge tax benefits such vehicles currently enjoy. We had an early night as I was tired and Gavin had a cold coming on.

There was no time spent going to Courtney this trip, as a phone call a few days earlier had told me that Alan (Blacker), was going to be away for the weekend, one day Alan.

York was my plan for the Saturday morning, to re-visit the National Railway Museum, and so after a coffee with John and Denise at Scoreby, and a tank full of the promised Shell V-Power fuel. The car's computer suggested that my fuel consumption for the trip so far was 60.2. Impressive if true. I spent an enjoyable couple of hours collecting pictures of the real locomotives that the likes of Steven, Spencer and Stafford of Rev. W. Audrey fame are based on to show the boys on my return. (here is a quick preview just for you).





I just had to get that Scottish bit of engineering in there – in a roundabout sort of way you might say!

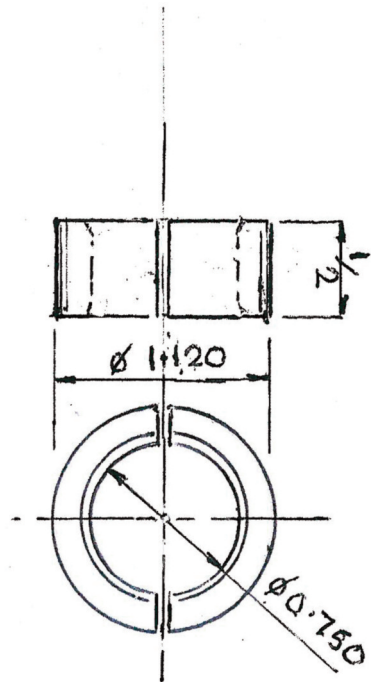
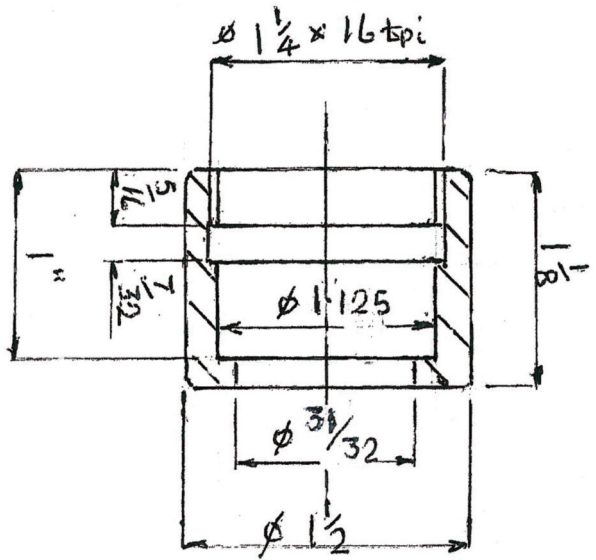


This I found in the museum too, with no description on it, a true boxer engine, the Deltic was the one diesel I really admired.

On then towards Rugby where I was spending the night at Thurlaston, having agreed at the last minute that my Beaconsfield visit would be best done over lunch on the Monday.

After a lovely meal I enjoyed a long overdue catch up with Patience, she had been in Ireland when I was last down, we had another early night as I was still tired after my long day yesterday.

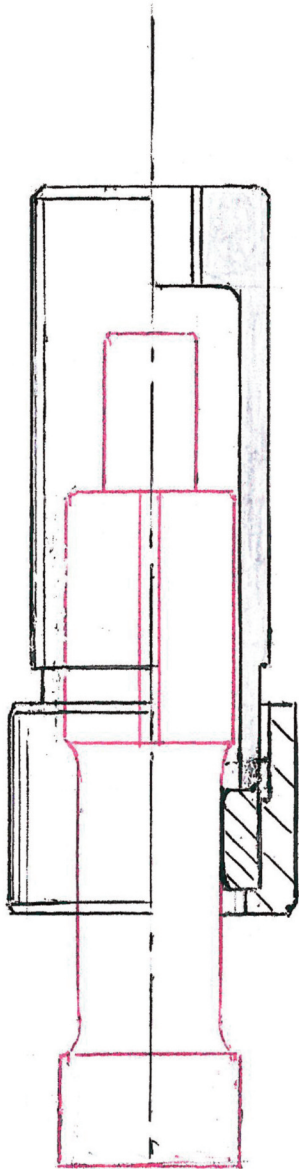
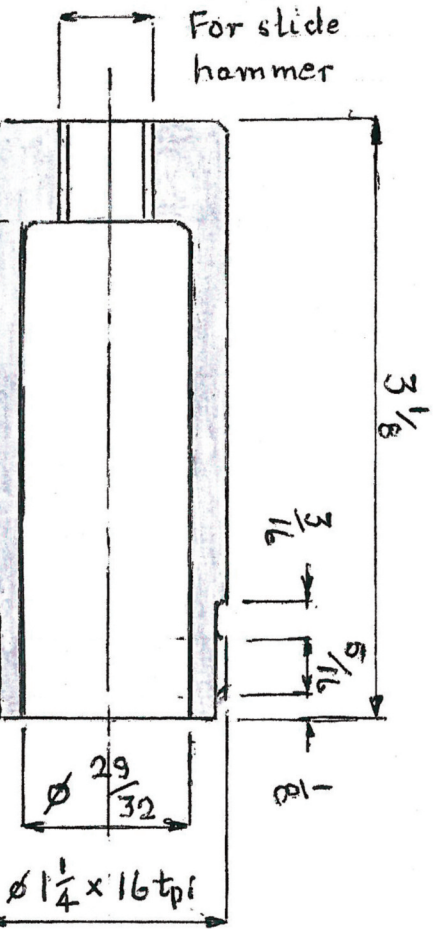
Tool for



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Matl. P.S.  
CS. 11-10-14.



removing primary shaft



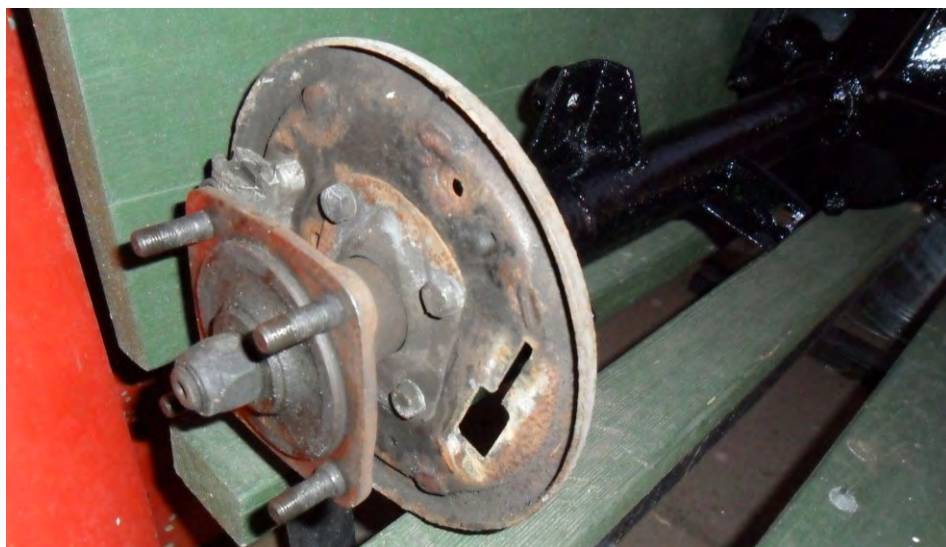
Well breakfasted on Sunday, a lovely sunny day, and I was off then to my meeting in Birmingham, which passed without many surprises, and on to enjoy the hospitality of the Gittus residence in Burntwood. Dinner was duly served, thank you Glen, much appreciated.

It was there that Keith pointed out the error of my ways when I had been relating Graeme's story describing how to change the front gearbox bearing that I had published in the last edition of the Mewsletter, oops, thanks Keith for keeping us right.

Yes there are relevant pictures, but I'll cover that in the technical section of the mag, thanks again Keith (and Graeme for getting us started).

Pictures too of an interesting axle adaption that Keith is doing to allow him to fit a late three wheeler – very quiet, yes, he got to drive the car before it was dismantled, back axle with almost no backlash, to his Fox. I know there is a demand for such a thing, so if you come across any more Keith, I know at least one man who would be interested, right John? Oh look, I'll just put these in here –





So, after the backplate change, (not as simple as it sounds, as one axle had 3 backplate locating bolts, compared to the 4 on the other one – see Keith’s method of dealing with this on page 25,) he just needs to organise the handbrake cable supports, and all should be ready.

Simon Fitch joined us in the evening for a coffee, and to both collect and drop off some bits, thanks Simon, good to see you again, sorry time was so short, one day I’ll get to see the Cipher in the flesh!

Keith and I then did some damage to a bottle of his malt before calling it a night.

Duly breakfasted on the Monday, I was off then on what turned out to be the worst day of the trip on the traffic front, indeed of the past few trips. Really slow progress on both the Motorways for some reason. Played absolute havoc with my efforts at achieving exceptional fuel economy! However I was only half an hour later than planned arriving at Beaconsfield (I usually leave spare time in my plans, and just minimised the breaks) where, after an emotional reunion, (Pamela had had a bad fall before Christmas, and is even less mobile that I am these days) we enjoyed a lovely steak lunch. Sadly sampling more of Alan’s

comprehensive collection of malts was not on the agenda this trip, with a couple of hundred more miles to drive that day, but there will, hopefully, be other opportunities to do that.

I had promised myself another chance to sample the elusive fruit scones at the Old Tea House at Beaconsfield. You remember the place don't you? Sadly the great background music was absent this time. I was the only male out of about a dozen or so customers, but the fruit scone did indeed pass muster, nicely warmed too. Oh, I include a picture from outside looking across the street, helps set the scene, so much more imposing than the one of the shop I think.



And so it was off back up the motorway towards Birmingham and beyond to see Malcolm and Jan Rush at Whitchurch. That highlighted another one of my shortcomings, I had not remembered correctly just how far north Whitchurch was, and so it was dark before I arrived.

There another lovely meal awaited me, my plans to shed a few pounds were being sabotaged comprehensively by the kindness and generosity of those good people who were looking after me on this trip. No, it couldn't possibly just be the fruit scone!

Malcolm is still waiting to hear from you if you are hoping to join us at Llangollen on the 19<sup>th</sup> of July. Please contact him if you have not already done so as we need to know numbers soon.

Tuesday then and I had an old rack (the one I had collected from Gareth on Friday) to drop off for inspection and repair on my way to see

John and Jackie Box. It had been my plan to spend the night there at the original Tempest factory, but the journey today had gone really well, a complete contrast to the previous day. Whitchurch was further north than I had remembered, and so the first leg of today's journey was half what I had thought it would have been. As a result I was over two hours early arriving at Burton, so I opted just to stop for a coffee and a catch up before heading home in daylight on the Tuesday evening.

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# Tempest News

I was talking, both on the telephone and by email and text messages, with Joe several times in April.

His enthusiasm continues, as do his development plans for the Tempest 3.

He has acquired the spares stock of Reliant parts from one of the Reliant dealers in the south, (not Michaels before you ask, they were hardly in the south! though who knows what will happen there), and he has found new customers for a new version of our alloy rocker covers. Joe, if I have not spoken to you about them by the time you reads this, please give me a ring.

Thanks for the pictures Joe, I'll keep the three wheeler ones for that other magazine I edit, but the Ant artic probably warrants a wider audience :- oops, too near the end of the page here – something for next time to help get me started early – for the first time in what seems like absolutely ages!

What Joe also did was give me a write up on Reliant remote gearbox linkages, and his thoughts and progress on that front, something for you to look forward to next time – oh, I still did not find the pictures Joe, if you could send them again please that would be much appreciated – he said thinking out loud. You just know what I'm going to say now, don't you? One day I'll get organised.

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# Getting Technical

Hi Brian,

19<sup>th</sup> March 2015

I just read the Mewsletter article on the clutch release bearings. Again, the subject of excessive wear on the carbon has caused concern. As I found out some years ago, it's not straight forward to change to the roller bearing type. I looked in some detail at converting my car (I was given details of a VW Beetle bearing which can be modified to fit and bought one) but eventually decided not to bother.

I have no regrets because my Liege has now covered close to 50,000 miles and it is still on its original carbon release bearing!

It was actually already in the Rialto gearbox I obtained as a donor vehicle in 1999. Since then, both the clutch cover and plate have been changed but seeing as there was absolutely no wear on the carbon bearing, it was left in place. Some 5,000 miles ago (last year), even the tiny chamfer on the leading edge of the carbon, put there at manufacture, was still visible.

How can this be when others report the life of the carbon ring is very short?

Well, it's simple, really! It's all down to the condition of the face of the metal release ring on the clutch cover (the part the carbon bears against). I noticed that as most clutch covers leave the factory, the surface of the release ring is a lathe turned finish, usually left fairly rough. Not surprisingly, this is an abrasive finish as far as carbon is concerned.

So, I polished the bearing surface on mine to a mirror finish, using abrasive cloths of increasingly finer grades, then used some wet and dry paper lubricated with a drop of oil. I also smeared a little high temperature grease on the face of the metal ring before fitting everything back into the car. This isn't to lubricate the bearing surface (although it probably helps), it's to prevent rust subsequently forming on the metal ring, which would obviously cause very rapid wear on the carbon (this can be a problem if the car stands for a while in humid conditions).

If anyone wants a new carbon bearing, the one that came with my clutch kit, fitted 20,000 miles ago, is still in my spares drawer!

Best regards, Paul Wheatley.



## Getting Technical – gearbox bearings again!

As you will have read in the introduction to this edition, the sage advice given here last time fell somewhat short of the mark in terms of specific details.



As can be seen in the pictures above and below, there is a considerable overlap between the two parts, and the removal of the top one, which has the bearing that we recommend changing when you have the engine and gearbox split attached to it, can only be removed from the gearbox casing after it has been separated / disengaged from the layshaft cluster that it sits above in the gearbox casing.

The separation can be easily achieved by removing the shaft that the lay gear cluster runs on, but it is most important, imperative even, that you do not drop the spacer (thrust?) washers from either end (they are not shown in the pictures) as locating and retrieving them from the bottom of the casing is a real pain, much easier to secure them with a temporary thin shaft, like the screwdriver in the picture, which will allow

sufficient movement of the lay gear cluster away from the input shaft as to permit its removal – using the method previously outlined.,



As you can see, there is an overlap between the big front gear on the layshaft cluster and the inner most part of the input shaft.



Thanks Keith, both for spotting the error, and having the components to hand. Ed.





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Now, as I thought, Alan had indeed been considering all this, and his drawings for a suitable tool to attach your slide hammer to the gearbox input shaft can be found on the centre page of this edition.

Thank you Alan.

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Hi Brian,

11<sup>th</sup> April 2015

For some time I have been worried that if I broke a half shaft on my Fox or Fox Tandy camper it would be almost impossible to find a replacement Fox axle or even a half shaft. The answer is with the late MK2 Robin / Rialto or MK3 half shafts or a modified late MK2/3 axle (from late 1994 til 2002) which are the correct length to fit a Fox. With my Fox axle becoming quite worn and managing to find a MK3 Robin axle in good condition, I decided to modify the three wheeler axle to fit my Fox, keeping the 3.23 ratio differential and keeping the worn axle for spares in the event of a half shaft failure.

This is not a job for the average owner, but can be done by the competent engineering workshop. First consideration is the diff ratio?

depending on whether you can live with the Robin differential ratio (3.23) or need to keep the original Fox ratio (4.11) if you are refitting to a Tandy/Fox camper, the differential may need to be swapped. Brake plates need to be swapped by removing the wheel hubs and replace the Robin brake back plates for Fox back plates. This could be were you have the first problem, as some back plates are retained with three bolts, and some have four bolts! Sod's law in my case, my parts had four holes in the MK3 axle, and three holes in the Fox back plates. The three hole back plate needs to be re drilled concentric to the centre, this is achieved by fitting a sleeve in the middle over the half shaft and inside the back plate. The sleeve needs to be turned with the inside diameter to just clear the half shaft, and the outside diameter to just clear the inside diameter of the back plate. Slide the sleeve over the half shaft, fit back plate and mark off the back plate from the axle, (one hole is in the correct place). Drill the two holes (Three holes will now fit perfectly the fourth will need to be filed to an oval shape), fit back plates to axle.

The next step is to carefully cut off the handbrake cable guides from the old axle, and weld them in the same place on the MK3 axle. Paint over the weld, and re-fit all the Fox rear brake parts plus new brake pipes and hose. The axle is now ready to re-fit to the Fox.

Keith Gittus.

Doesn't he make it all sound so simple? Thanks Keith, orders will be flowing in I'm sure. Seriously, would you consider doing it all again if someone provided you with a suitable pair of axles? Ed.

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### Epilogue

Time for yet another apology, this time it is a Liege winner (whose name I can't remember!), who asked me to advertise a crankshaft he had bought from Dick Harvey, no, I have not been sitting on the information for years, just a couple of months, but I am reminded that it is years since I spoke to Dick, I must try again, one of far too many things I would like to do, know I ought to do, but never seem to get round to doing, the road to hell, I know...

On a positive note, it was back in November that Mike Oakins kindly gave me contact details of the current Editor of the Liege News Magazine, and yesterday, Thursday the 9<sup>th</sup> of April, I finally got round to trying to contact him (albeit whilst desperately trying to find out who it was that had asked me to advertise the Reliant - Dick Harvey crankshaft, as much as ticking the contacting Liege News' editor's box!) Mark Worsfold is the man. We spoke 9/4/15, then, by chance, Mike rang within a couple of hours of that call, to discuss the London to Brighton event!! What are the chances, eh?

Speaking of that, I'm now going to do something I would criticise others for doing, but, as you probably know, I am struggling a bit more than usual just now, and there is not always the time to do things the right way. So, :- I was surprised when I first saw the poster advertising the London to Brighton run, Geoff had indeed spoken to me about it, and I had agreed both that it sounded like a good idea, and I was happy for the Register to give some small financial help towards the event's costs, he had mentioned a really top quality cast commemorative plaque, something I can relate to, and I was happy for us to support that. But to see in print that we were being credited with joint organisation of the event rather took my breath away. On the one hand it was good that we were given recognition, but in my mind we were a small sponsor, not a joint organiser.

As I mentioned, I am struggling a bit at the moment, a situation which has, frustratingly, lasted pretty much all year so far, and it really did not seem worth making as fuss about, Geoff is one of the good guys, and I'm happy to support him, but, well, I've said my piece. What I should of course have done was express those doubts and concerns to him first, right at the beginning, or at any rate when I first became aware of the situation, sorry Geoff, just too much on at the moment to dot all the eyes etc. and I had half a page to fill.

So, here I am, still (or should that be again?) running late, this edition really ought to have been at the printers before Easter, but, if I get a move on, I believe it is still possible to get it to you in April, we shall see.

My thanks to Tony, Keith, Paul and Alan and Graeme, and of course Malcolm, for saving you from even more of my witterings, do feel free to assist them in their endeavors before the next edition goes to print!

As so often seems to be the case these days I feel sure there was something else, but there will, frustratingly, be a supplementary sheet as usual, so, hopefully, I'll catch whatever it was in there.

Till next time, hopefully early in June, drive safely, and enjoy the longer days.

Meantime I need to give myself a shake, that is the first full week in over a year that I have not had anything listed on ebay! I fear that compromise, much as I loath it, will have to come into play to help me make progress.

*Brian.*

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