

RELIANT KITTEN REGISTER



Mewsletter 136



May - June 2017



It's been a while since we last featured a cover picture from one of our Dutch subscribers. This car was bought by Coen Bouwmeester in 2008 in Holland, and was restored that year, being put into service early in 2009. His daily driver for about 8 years now. He completely dismantled and overhauled it, rebuilt the engine and all the technical stuff, keeping everything mechanical as standard, the only changes being to the fuel supply. The interior however, you will read about inside! Well done Coen.

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

Dinky Cars

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Welcome once again. I had, as I sometimes do, an enquiry about joining the Register recently, and the applicant was good enough to attach a couple of pictures of his Kitten estate to his initial email. Anyway, we did know of the car, but were last in touch with it in 2003!

Such breakdowns in communications are amongst my greatest regrets, I do, usually, try quite hard not to lose touch with the cars or their custodians, (which is why about 30 people will be reading a short

reminder letter rather than this magazine just now!) but I am torn between spending limited resources pursuing the sometimes – often for good reason – unwilling, as against focusing on those who are happy to remain engaged. As I said to him, a guy called Peter, (I mention that because the chap who owned the car back in 2002 was also a Peter, is it any wonder I get confused at times?!?) well, here is what I said :-

I never really know what excites me most about running the Register, finding a “new” car, or being re-united with one we had lost touch with!

Co-incidences also amuse me somewhat. We last knew about that car over a decade ago when its owner, oddly enough a guy called Peter! bought some steering rack bearings from us!

Anyway, what I require is your name and address, and I will send you what you need – we still do that (subscribing to the Register) the old fashioned way (though it has been suggested to me that we ought to move with the times and allow on-line applications!) (**Watch this space!**).

As you might know I have been hesitant about on-line applications, but with the appropriate checks and balances, well, part of me thinks if they are good enough for H.M.G., they must be o.k., right?

We will see. If only I could organise on-line banking – don’t start me, the biggest problem is that the bank’s employees believe the company propaganda, and every time I call, or go and see them to try and sort it out, I have to spend ages training their staff; and once I get them to actually see the problem, all they can do is tell me it is a computer problem, well, I have known that for many months, what they need to do is sort it, but they seem incapable of doing so!

The problem I believe is an error caused by their D.P. department, no doubt made during an update years ago when they presumably either lost data, or simply corrupted it. They compare my entered date of birth with the date they should be holding in their system, except that the date that particular program holds (well, I guess it does not hold it, and the compromise is they use the current day’s date). Knowing that does not help me, because their system is smart enough to know that someone born today is too young to hold a bank account, so it chucks it out either way. Yes, having written this all down, I should

Some Rebel news

I do have some interesting correspondence, both electronic and good old fashioned letters from time to time.

The frustrating fact is that you seldom get to hear about them, but every once in a while (and not just in desperation to fill a page or two in here! It is after all now the 5^h of April, so I have a month or so yet before this needs to be at the printers, and it is already 75% complete!)

Hello Brian,

26th February 2017

I found your interesting Kitten website today.

I am trying to find out whether or not you might be able to help me trace a particular car.

My family owned two Reliant Rebels and a Scimitar for many years, and I am particularly interested in now locating one of the Rebels.

I have found a photo online of the Reliant Rebel 700 Saloon that my family once owned. The picture shows the car 5 years ago at an Owner's rally. I understand that it is still registered and on the road today.

I would be very interested in purchasing this particular Rebel if the current owners wanted to sell it.

The car is registration VAP 177H, in Greenstone paint, chassis number 100863, first registered February 1970. My family purchased it in 1973, and reluctantly had to sell the car in the early 1990's.

I would be grateful for any information you might be able to give me as to the whereabouts of this Rebel today, who owns it, or if you might be able to contact the owner on my behalf.

I look forward to hearing from you.

Kind regards, Richard Lennard.

Hello Mr. Marshall,

First of all excuses for my bad English. Hereby you find some pictures of my Kitten. I bought the car early 2008 and restored it during about a year. So it is my daily car for about 8 years now. . I complete disassembled the car, reconditioned the engine and all the technical stuff. I kept technically everything as standard, the only changes are an electrical fuel pump with pressure regulator, and I had the SU with springloaded needle changed for an SU with fixed needle (and yes: it has an overflow fuel line to the underside of the car) Standard points ignition, standard 10 " steel wheels, standard brakes.



I made a new dash out of aluminium, just because I like the looks.

I removed the console so there is a permanent lovely view of the naked heater house. For the first time in my life I worked at my wife's sewing machine to make a red interior out of imitation leather. Together with my wife we painted the exterior and interior by hand with a roller.



It has a custom made stainless steel exhaust. For a long trip, I find it a little bit noisy (I am an older man) so I would like to try a standard steel exhaust system. The problem is I can't find that in Holland. Do you know where I can buy an original mild steel Kitten Exhaust?



The seats are bad, springs broken, etc., especially the left front seat, but the same problem: I cannot find a good replacement one in Holland.

The Kitten covers an average of about 6,000 miles a year. I need the Kitten for my work so I use it during all seasons and any type of weather. It has to be very reliable, and it is!

Maybe you can give me names of members of the Register in Holland or is that not allowed due to privacy? I know there are several Kittens in Holland but no one in my neighbourhood as far as I know.

Thanks for your reaction on my problems with the exhaust and the seats.

I don't know much about internet, but I understand that you can download my pictures up till 11 April, then Mr. Internet will remove the links.

I hope that in the future I'll find an opportunity to visit. I've said that to my wife already for several years, but one day I really will do so.

Best regards, Coen Have a nice day.

Coen Bouwmeester No. 864 from Holland

(and yes, I do grease those ball joints regularly).

~~~~~

## *Mk II Kitten update.*

Work progresses slowly but steadily.

There was a bit of a delay with the bonnet, the original one was in poor condition and needed quite a bit of work doing to bring it up to an acceptable standard, and, by chance, Clive had a good spare one, so, it was decided just to re-paint it and fit it to save time. Oops, not so simple – one difference, not immediately obvious to the naked eye, turned out to be that the bonnet on the Mk II is half an inch wider than a standard Kitten one!

So, Keith got to repair the original one after all.

Those repairs and re-enforcements had been carried out by the time I saw it in March, (but no camera just then, typical!) it was in primer then, sitting just outside his workshop looking very smart indeed, just waiting for milder weather to allow painting to be completed.



The car itself is mechanically sorted, and the engine has been fired up, the trim and interior needs to be done, and the paintwork of course.

It has been re-united with the nice 12" alloys it had when I first saw it in 1998, and, all being well (dare I say this, I wouldn't want to jinx anything) we might see it in the fiberglass at Llangollen at the end of July, and yes, I mean this July!.





Keep up the good work guys.





design and they are on the shelf) and he successfully changed the taxation class to Historic Vehicle.

Chris still has a list of improvements to carry out, but meantime he is enjoying driving the Kitten during the 7 months he has owned it. He says it is a good reliable work horse. So much so he might buy another one, probably a Saloon he tells me.

He was originally looking at a Fox, but with them not being tax exempt for a while yet, they cost a bit more to own.

Thanks for the update Chris.

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## *Liege Page*



I was, and indeed am, hoping to make this page a more regular feature, but it does require input!!

My thanks to Simon Fitch for this picture, taken at Stoneleigh this year, end of April to be precise!

I feel that I should be asking where the Cipher is Simon?

## *Brace yourselves...*

Keith,

March 2017

Having seen your request for a window stay, and being unable to help, as I too have been looking for a perfect one for a very long while, I thought you might be interested in my eventual solution to the problem.....

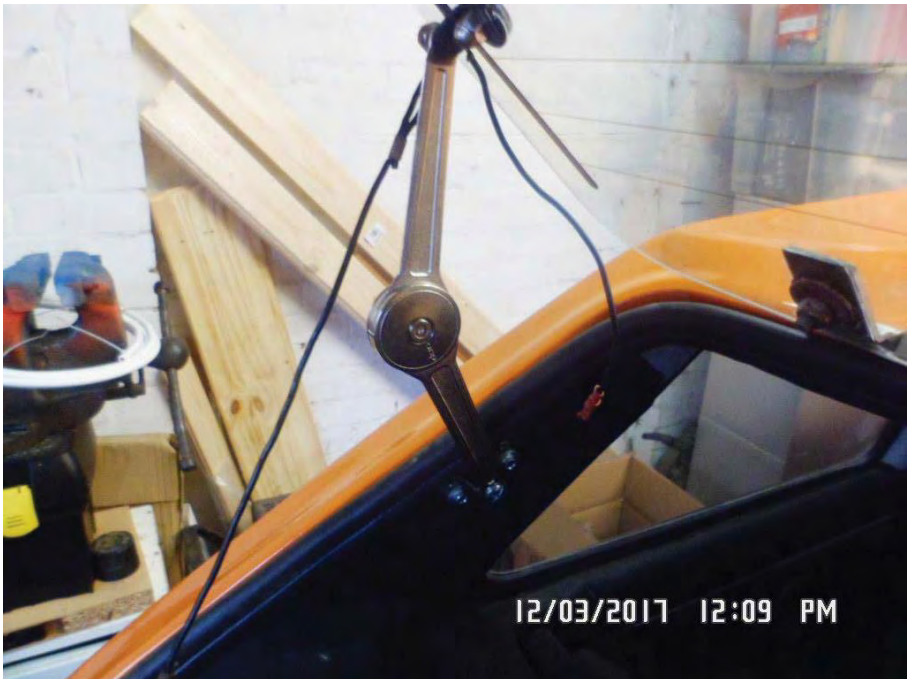
After a lot of research I was able to track down a manufacturer of modern high quality friction stays of the same dimensions as the original ratchet ones. Similar “Scissor” stays are actually widely available on e-bay but they are not the right size, as I bought a few to try. The length of the arms is critical.....



Surprisingly they were not, in my opinion, expensive either!! The only problem is that they're only available in one “hand” and it's the wrong one for our application, but I found that spacers and longer screws on the top mounting (about three quarters of an inch) stops the arms binding on each other in the closed position, in fact these behave better than the original ever did – mine always had an annoying habit of occasionally rattling against the window glass in the closed position. The lack of an “ear” at the pivot end compared to the original is unimportant. I

did need to carefully remove the upper end bracket from my old one (not a problem as it had exploded quite spectacularly at Llangollen last year!!). I'm pondering on fitting the spare one on the opposite side of the glass to have one either side – if I can securely bond an angle bracket to the glass that is.....

The make/model of these is "Hafele Duo". I got two from a supplier called LocksOnline.com and with postage and VAT the pair cost me £25.60. Their part number is 373.66.642. Various versions are available for different types of door/materials, but the only differences I could see was the supplied fixings, which I didn't need – I just went for the cheapest! They do have different sizes, hence the part number if you want to have a look.....



There's an Allen screw (on the far side in this picture) to adjust the amount of friction, and it was a doddle to set it to support the glass securely, with plenty of adjustment left should it loosen up in service, though it's been on there a couple of weeks now without problems. Also it looks good!!

John (Pearce) No. 304 from Mansfield.



## News from Norfolk

Good magazine - as always. Thought I'd add a couple of observations on articles thus:-

Dave Richmond's piece on front suspension was very useful. I wish I'd had it to hand years ago! When my lower inner wishbone bolt wouldn't come out without its bush inner sleeve, many years ago, having already chopped one into bits with a cleverly contracted jigsaw, and another with a mini angle-grinder [not without some damage to the surrounding chassis] I used Dave's trick. However, it distorted the front wall of the recess in the chassis, as I wound it out mercilessly, dragging the bush with it. I rang John Box in a panic, and his response was roughly as follows:

"Keep winding it forwards and the front wall will bulge, enlarging the bolt hole enough to allow the inner bush sleeve to come with it, though it will strip the rubber off on its way. When you reassemble it the front wall will resume its previous shape because the rear wall is thicker - thick enough to withstand forcing the front wall back into position as you tighten the nut".

And it's true! Now repeated successfully more than once. It is worth getting the correct [length] bolt to replace it though - on the last one I dismantled someone had cleverly thought they'd fit a longer bolt, so I still had spare left at the end, and had to cut it anyway. Fortunately, it wasn't such a hard bolt, as the originals were, and unfortunately they neglected to copper-ease the bolt which would have saved all the trouble.

Jim Alexander was asking about Cee-spanners for the damper adjustment. I have one, but there is so little room to wield it I find a cold-chisel and small hammer far easier to move the adjuster slots around.

Thanks to Alan Shaw for his piece on wheel bearings. I blame a lot of wheel bearing failure on Haynes manuals: they always say to 'repack' the bearings with grease, without explaining exactly what is involved. It does not mean 'shove the wheel bearings in then pack grease all around them', because where grease is concerned 'less is more'. It's the races themselves which need greasing, not the space around them. It is important to wash out the old grease, because grease

is merely an inert soapy carrier such as Lithium stearate, emulsified with oil. In use the oil gets used up, so leaving the remnants. A jar of petrol and an old paintbrush will clean the bearings. Then, holding the bearing minus its outer 'cone' in the palm, fresh grease can be pressed or 'buttered' into the space where the rollers run between the inner race, or cup, and the cage of rollers, until the space is about half full. Grease is formulated to 'shear' easily when under heat and pressure, so releasing the oil to lubricate, so it needs this air space to expand and run about in. [Hence the breather hole in the dust cap].

In a hub the space between the two bearings doesn't need to be filled with grease, in fact should not, for fear of choking the bearing, but a smear prevents corrosion.

I always find it a chore to remove the dust caps to access the axle nut without destroying them. A nut welded on around the breather hole gives you something to get to grips with!

Speaking of nuts: Alan makes the point that it should be possible to get the right degree of play in the bearings using the 4 holes and 6 castles, and if all else fails try a thinner split pin. I'd like to add that I've discovered among my collection of hub nuts, that the thread starts at different points on different nuts, so choosing among them makes it possible to get that final position between too tight and too slack.

Duncan (Bradford) No. 46 from Norfolk

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Thank you Duncan. I have to say that I was – oh, that elusive adjective time again! Let us say mildly concerned about the violence you subject the new front dampers to during installation. If it were feasible, might it not be best to adjust the spring seat height prior to installation? I can just imagine the debate I am opening the flood gates to as regards how on earth you could know where you needed them to be before the load goes on them, so, you have to take them off a couple or three times to get it right – you would not need to tighten the bolt(s) till you were satisfied?

Anyway, while it has been a long time, I used to have a bit, you know, from a brace and bit, which I screwed the point of into the vent hole in the center of the grease cap, and I used that – as a slide hammer

shaft if necessary, to enable easy removal of the grease caps - ahh, the joys of the days when I could actually look after my own cars!

Ed.

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## Common sense, or Genius?

A man was told to solve this moral dilemma during a job interview. His answer... Well, some would say it was pure genius – others might argue it was just common sense, but I gather he got the job, so read on.

Imagine that you are driving along in your car on a wild and stormy night. You pass a bus stop, and you see 3 people waiting for a bus.

1. An old lady who looks as if she is about to die.
2. An old friend who once saved your life.
3. The perfect man (or woman) you have been dreaming about.

Which one would you choose to offer a ride to, knowing that your car could only carry one passenger?

*One ought to pause here for a moment, this really was used as part of a job interview.*

You could pick up the old lady, because she is going to die, and so you could save her, or, you could take your old friend because he saved your life once, and it would be great to pay him back, and to catch up.

However, if you make either of those decisions, you may miss the opportunity of a lifetime to find your dream lover!

The candidate, who was hired, had no trouble coming up with his answer (out of some 200 applicants)

I love this, if I could remember it, and was ever doing interviews, I would find a way of using it.

He simply answered “I would give the car keys to my old friend, and let him take the lady to hospital, while I would stay behind and wait



Kitten rear lights-again, last issue had a detailed story about how to change them.

The original rear lights (same as on the Robin) are rubbish! An electrical disaster zone, spring steel (goes rusty) held onto an electrical tinned copper connection by a rivet in soft plastic! But many years ago I fitted the square Rialto ones. There was only one new hole for one wire (earth I think), to be drilled in the body. But the one consideration that some people would not like, going down this route, is that the Rialto lights are rectangular, and they fit in an oval recess. I don't mind, because the rear lights have given no further trouble in 25 years motoring.

And another thing! For sale in the last issue was a nearly new SU carb. (no I didn't buy it or know who did) but the sales blurb (Brian?) says 'without the wear that so subtly occurs over the years', although such a statement does have some ring of truth, I think I should mention one long term wear point that I got to the bottom of many years ago, as the symptoms are quite odd. You set up the carb., and, after some millage you think all is well, but you might notice that when you dip the clutch (and or even put the headlights on) the engine stalls! Reason - high millage carb wear. The real reason is the tick-over is set wrong (wear) even though it seems all right. The tick-over has actually crept up falsely and you readjust it down. Dipping the clutch loads the engine and the false tick-over-out of proper control and weak, stalls the engine.

Reason - the brass butterfly in the carb. were it sits on the shaft and goes though the body has worn flats on it. This allows side movement in the butterfly, or putting it another way, allows uncontrolled air in around the butterfly, weakening the mixture.

Cure - you need to replace the brass butterfly-fly disc, and all will be well again. While you have the carb off for this repair, you could of course do all the other gas flowing modification that it needs and the engine benefits from, you need a 3/8 radius on the input from the air-cleaner. (cures the odd cough on pickup). Then there is removal of the lifting pin and drilling the hole out for decent no nonsense pickup. Then there is butterfly shaft reducing. Full details are available.

Alan Osborn, No.295 from Thetford

*Al, I think I am right is saying that Alan Shaw usually anoints that carb spindle regularly, this preventing such wear from occurring, or at*

any rate dramatically reducing the rate of wear. I hesitate to say this (though I know that the Shaws do regularly change the oil) but I think he actually uses the dip stick to do that, while doing his regular oil level check – though I don't know how long before he relaxes the oil level check regime, as he is still on the original engine 38 years on..! ) guess "if it ain't broke, don't fix it" applies to maintenance routines too!

Ed.

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Reliant Fox Tandy RV Mains Electric Hookup Guide.

If like myself, you don't like cutting holes in the GRP camper body which, if they go wrong, cause problems trying to fix, then this guide is right up your street! The location of the electric hook up means if it needs to be removed, it's simple!

Firstly, jump onto the internet and search Google or eBay, or even pop down to your nearest caravan spares shop, and buy a flush mounting caravan 240v inlet socket. These come in black or white and obviously I chose black to blend in with the bumper.

Next, remove the two screws from the rear light lens on the side of choice where you want to fit the socket. I chose the driver's side as the other side has the gas bottle! Then remove the light base. If you are lucky, this will be held in with screws. Sadly, mine had some tiny nuts and bolts in 2 holes. I managed to break them by wobbling them side to side. Be careful not to break the base of the lamp.

Now undo the retaining screw on the leading edge, and the whole bumper should come away. It's a great opportunity to clean behind the bumper as well!

Use masking tape on the bumper and put on two layers over the area where the socket needs cutting in. Now use a pencil or pen and with the socket stood on the bumper, draw round it. Use a drill bit to make the first couple of holes. Then finish cutting out with the weapon of your choice! I used a jigsaw but a hacksaw blade will be just as good, just slower!



Now check the socket fits. It might need minor trimming to make it fit. Holding the socket in, use a small drill bit (roughly 2.5mm) and drill the 4 retaining screw holes and pop in some screws. I used stainless steel as being on the outside of the Fox, if I need to remove it, hopefully they won't have rotted away!

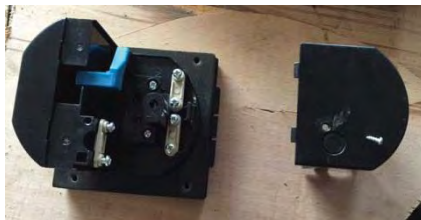
Offer the bumper up to the camper. It won't sit perfectly but using skill and judgment, you should be able to mark the body where the socket lines up.

Now cut body! Scary I know! Make sure the hole is slightly bigger than the socket to help with fitting. You will need to remove the socket now. Put the bumper back on using the bolt in the leading edge, and make sure the socket goes through the bumper into the Tandy. If it does, remove the socket and bumper. If it needs it, now is the time to give the bumper a coat of paint.



With the bumper paint drying, time to wire the socket up with some cable. I used the same cable as the hook up lead uses. I will upgrade it later to a thicker cable once I have tested it all. It doesn't need to be much thicker than the hook up cable, as, at the end of the day, if the hook up cable can't cope with the power, it won't get to the Tandy!

The socket should be self-explanatory on wiring up. Live, neutral and earth. To access the inside, simply undo the small screw and unclip the cover. Best option I found was to use the rear entry knock out.



While the paint finishes drying, you need to think about how to stop water getting in through the hole in the body. To stop this I created a flap over the hole. To do this I found an old car inner tube and cut a piece of rubber 1" bigger than the hole in the body in both directions. I used thinners to clean the rubber and body and applied some Evo Stick mastic to it along the top edge, and pressed it onto the body. Make sure there is mastic all along the top edge of the rubber. I left this overnight to set, and a quick tug in the morning showed it was very well stuck as the panel flexed!

Now you need to drill a hole in the inner skin of the Tandy, which is actually the cupboard below the sink. I would advise emptying the cupboard beforehand! The hole you drill should line up with the cable exit from the socket.

With the hole drilled, pass the cable through. Screw the socket on the outside, and the hard bit is done!



Now with the bumper paint dry, bolt the bumper back onto the Tandy. The rubber flap which was glued on before can now be rolled up to the inside of the bumper. Doing this will create a 'roof' over the socket on the inside of the bumper. Any water which comes down the body

should now roll off either side of the socket. Before replacing the rear lights, I would recommend cleaning the connections, and applying some copper slip to them.

I drilled out the holes slightly bigger for the lamp base, and used the plastic 'split nuts' as fitted to the doors for the wing mirrors. This means I can use self tappers, and the lamp is easily removable in the future!

Best option now is to remove the cupboard door. It can be done without doing so, but it is a struggle, as I found! I bought a garage consumer unit from my local builders merchant. Overkill maybe, but it does have RCD protection, and offers two circuits, which will be useful, should I elect to fit both mains sockets and lights!

The unit which you fit will have mounting holes. It will also have 'knock outs' and I would recommend using one near the top. This means the unit will sit under the shelf in the cupboard. Offer the unit up to the cupboard wall and mark the mountings, ensuring the cable entry lines up too.

Drill and secure the unit to the wall. Of course you can put the consumer unit anywhere you wish. I considered the cupboard to be a safe place as I rarely use things kept under the shelf.

Wire up the consumer unit, taking note of all warnings and following manufacturers instructions. If you do not feel capable of doing the wiring, please consult an electrician.



Now you need to decide where the sockets go. As this is totally personal preference I have left the guide here. The hard bit is done of getting the mains into the Tandy.

Hope this was of help to someone!

James Holland, No. 829 from Wisbech

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## Tempest Update

Hi Brian,

December 2016

I have not a lot to report here other than to tell you that Rob Shallcross is back from India, and so his new Tempest, MOI 2409 (One of the lovely black ones), will be getting some use in the coming months.



I should point out that, as far as I know, neither of the guys in the picture are known to us, I should have asked Joe who they are, but time is pressing! (He probably told me when he sent the picture, but you know what my memory is like)

Ed.

# *Llangollen 2017*

I had allocated this page to tell you about our plans, but, as you will know if you have been here with us before, it is a very informal gathering, and, other than our trip on the steam train on Saturday, for those who wish to do that, and the associated run to the station via our planned stop at café at top of Horseshoe Pass for photos and coffee, with time to sample the goodies on offer there, there is little specifically planned.

**One big difference those camping should be aware of is that the museum are charging for that this year**, I think it is a fiver per person per night.

There will be a form enclosed, if you are thinking of coming at all, on either day, or both, please fill it in as completely as you can, and return it to Malcolm.

Last year we had a handful of people turn up who had not paid a subscription to the Register. In the event they benefited from our assumption that some folk are not good at paperwork, and we had enough extras to cope.

The fact is we are not trying to exclude people, but I do feel it is common courtesy to contribute, and not to take advantage. I do feel a bit frustrated because, those concerned are not on the mailing list, and so will not be reading this, unless someone who is, passes it on – I did wonder in one case (the other one had been with us, but had not renewed by July) how they knew about the event last year?

On a personal note, we are again planning to break the journey down at Wigan on the Friday night, and so will have to just meet those who are going on the train, at the station, **as we will not be forgoing breakfast** in an effort to join you at the museum in time!

*Brian.*

Malcolm can be contacted on [rkrshowpostbox@gmail.com](mailto:rkrshowpostbox@gmail.com)

# Grandparents Answering Machine

Good morning.... At present we are not available, so please leave your message after you hear the beeeeeppp.

If you are one of our children press 1 and then select from 1 to 5 in order of "birth arrival" so that we know who it is calling.

If you need us to stay with the children press 2.

If you want to borrow the car press 3.

If you want us to wash clothes and do the ironing press 4.

If you want the grandchildren to sleep here tonight press 5.

If you want us to pick up the kids from school press 6.

If you want us to prepare a meal for Sunday it is 7.

If you want to come and eat here, press 8.

If you need money, press 9.

If you are calling to invite us to dinner or take us to the theatre, start talking... we are listening!!!

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## Epilogue

Oh my, here I am again, the (second) last page! Well, in truth it is Saturday the 8<sup>th</sup> of April and there are actually 5 blank pages, these two included, that I need to fill before this goes to the printers!

I am sure that you are by now aware that I shy away from deadlines, and anything else that causes me grief / stress / worry or hassle, but one can only exist in such a cocoon with some, considerable, outside support, which, thankfully, I enjoy.

Obviously, I have weeks yet in which to fill those blank pages, and, thanks to many of our readers, enough material to do so – unlike another magazine I edit, where I am considering removing another A4

sheet, and hence 4 pages, due to a lack of relevant articles – I know, it is an Editor’s job to fill them, but.... One could argue that an Editor’s job is to edit, and if there is no material.....

I must apologise both to you and to Grant Ford, for the absence of a Sienna restoration update in this edition – I forgot! That is until Grant sent me the next two write ups, so I have three chapters here to share with you now! The Sienna is well on the way to being back on the road, and I will update you in much more detail soon. It does occur to me, should I be trying to encourage competition between those on this project, and the team working on the Mk II Kitten, to see who will be first with an MOT?!? I fear not, as the two projects are being done under completely different constraints, we are just fortunate to be able to witness both.

On the subject of interesting restorations, I know that Sue spends a chunk of her lunch breaks from work each week, working on the Kitten. I admire the energy and dedication, but am completely lacking in that level of devotion, enthusiasm, or indeed ability these days, I am sorry to say. Keep up the good work and Sue, do remember to eat lunch!

There are a few other folk I am aware of doing pretty comprehensive rebuilds on Kittens at the moment, but no one, as far as I am aware, has responded to our President’s plea to get in touch, with a view to having the job covered by the motoring press. I know it takes time, but we should be doing what we can to raise awareness.

This could open the floodgates for a debate about traditional motoring magazines versus the modern trend toward on-line specialist groups or forums, but this brief paragraph lets me fill the following page nicely!

You may remember a couple of editions ago I was lamenting the retiral of Desmond Carrington from his Radio 2 spot, well, he died a few weeks later – the point being, you are stuck with me doing this

for a while yet, all thoughts of “retirement” in three years’ time have suddenly evaporated!

Enough of the distractions, my current dilemma is, do I assume – and put myself under pressure – that there will be another edition of this falling through your letterbox before Llangollen at the end of July, a possibility, if only just, or do I take the pressure off and simply say I’ll see you there? Decisions decisions.

I know you will see it in the sales and wants supplement but I know, rather too well, the heartache that went into both Emma’s and Carl’s thought processes and considerations before deciding to part with their Kittens. Such decisions are never easy, and only get arrived at after a long and difficult process.

The sad facts are, that not only do we as a species have to try to get everything done in less than a century, but the reality is that for many of us, after the first 7 or 8 decades or so we tend to slow down a bit, and when you own several vehicles, and, as is the case with a number of our readers, you are trying to rebuild, extend and or renovate the building you live in, the resources in time, money and energy, will only stretch so far.

Far better for the vehicles, not to say one’s peace of mind, that the cars be moved on to custodians who do have the necessary commitment and resources. That said, finding such individuals can be a bit of a hit and miss affair, as I know all too well from decades of sometimes bitter personal experience, but one must try.

Meantime you know what you need to be doing, don’t you?  
G.T.B.J.

Till next time, drive safely.

*Brian*

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