

RELIANT KITTEN REGISTER



Mewsletter 141

March - April 2018



And now for something completely different – or not? A Sipani Dolphin no less, and if my memory is correct the first time we've had one on the cover. This fine example is owned by Shan Mohanty from India, where of course it was made. They even eventually made a 4-door version too!!! As far as we know there are none in the UK. There was one but it was destroyed by fire.

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

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Mews 141

I N D E X

Page 3	Index.
Page 4	Editorial.
Page 5	From the Oval Office.
Page 6	Rebel round up.
Pages 7 - 9	Foxes Den – out of hibernation at last!
Page 10	Stevens' Ze car, by Andrew Norman.
Page 11	The Archive of Microcars
Pages 12 - 25	40 plus years of the Kitten and Llangollen 2018
Pages 26 & 27	Brian's Diary March 2018
Pages 27 & 28	The new GDPR Regulations.
Page 29	Epilogue.

E & o e

Welcome once again, I often seem to find myself using the expression “You couldn’t write the script” in reference to quite a lot of events in my life these days, that said, if I were to comply with my stated intention to “try harder” I probably want to be looking forwards rather than back, but.... No, I won’t tell you that story right now – see Brian’s Diary further on...

The desire to try and focus on our beloved wee cars has just succeeded in coming out on top of my personal challenges at the moment, and I am determined to try to keep that focus.

That folder of “Newsletter material” that I mentioned previously, then completely ignored, was still sitting, untouched for years, above the monitor in front of me, so I opened it.

First out were a couple of pages, neatly typed, one with drawings, from Alan Shaw, relating to alternator support brackets and

wishbones, dated 28.03.06. I am sure we used that at the time, I do not understand why I did not file it more appropriately.

Next out was a letter from Reliant Motors dated 17th November 1997. It was from Jonathan Heynes (their Managing Director at that time) asking me if I knew of any Kittens for sale. He was looking for one for “our Heritage Collection”.

A copy of my reply, dated 18th November was attached to it, sadly I cannot remember if he replied, I had asked a few questions after answering his, there is nothing further in the poly-pocket.

Next thing was an envelope with some pictures, and a letter from 2012 from Jim Lambert of Hull, *hi Jim, long time no speak, Ed.*, telling me about his Kitten pick-up, and the relative ease he had with the DVLA, and subsequent difficulties with insurance, long since resolved. We really should have appreciated those simpler times more! I won't spend more time on that here, but will save that for next time.

Next but one a picture of A702 LBU, with an undated letter from Nick Carter. Obviously I should date the incoming mail! The real problem is my memory, have you seen this one before?



Till next time, take care, and drive safely. Ed.

Notes from the Oval Office

I suppose there are not that many of us in the Register who were fortunate enough to own a brand new Kitten. Mine was a van in 1976 which replaced a Mini estate car.

I had an interest in a small factory business at the time, which specialised in commercial vehicle parts.

The Kitten was immense fun to drive, and was cruelly overloaded to the point where it broke both its rear shock mountings several times.

It also undid its left hand bottom wishbone bolt to the point where it nearly detached. This was not funny, so I contacted the Reliant M.D., Ritchie Spencer, who replied that he was very sorry, but did not know much about cars, (very comforting), and would pass my complaint onto their Service Department.

We solved the problem by locking the bolt properly, and passed the advice onto Reliant, who obviously ignored it, as I had the same problem with a Vantique several years later.

The van was eventually replaced with a Kitten estate which was later demolished in an accident, and became the basis of the Bobkat.

This was a disease that became the Tempest and Vantique experience.

Now is the time to start arranging your accommodation at Llangollen. (Last weekend in July, but let us know you are coming!)

John.

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Rebel Round up

As is the case with the following page, we have not heard much about Rebels recently.

Another item that was in that “Mewsletter Material” folder was the following picture, and a letter from Kate, asking me to use it in the mag, or in fact of the cover, and I don’t think (well, am as certain as I can be about anything these days!) that I ever did.

So, better late than never, and not on the cover as requested, I hope this compromise belatedly gets me off the hook!



Stuart and Chloe Hale, and Fred Heath, with what was then Fred’s very tidy, much travelled, and well-known Rebel saloon.

I believe the car was repainted black by its subsequent custodian, (Stuart) and fitted with a BMC “A” series engine and 5 speed gearbox, and that wasn’t yesterday, (about 2011) but, like so many others, Kate did not date the letter! Sadly we lost touch with Stuart and the car some time ago. Ed.

Foxes Den

It suddenly occurred to me that we have not had a section on Foxes for a while, (a prolonged hibernation perhaps?), and, very conscious of the fact that I have been letting too much personal stuff creep into these pages recently, I really ought to re-focus on the cars.

An email arrived from John Davies last week (early in April 2018) telling me that, while he really was not needing another project, he had become the proud owner of Fox A80 CJR.



That number seemed familiar to me, so I had a look, and sure enough, it used to belong to Tom Copland from Edinburgh. Tom had it from 1985, and joined the Register back in 2000. We last heard from him in 2003, and had lost touch since then.

So, I was absolutely delighted, some fifteen years later, to be back in touch with the car. I really do find it just as exciting, being reunited with a “lost” vehicle, as I am about finding a “new” one.

I had a note that A80 CJR had been fitted with stainless door window frames, so the restoration will not be quite as big a job as it might have been!

John, please keep us posted of progress (though I know that you have quite a number of competing projects on your plate).

Quite by chance I had been contacted by Willie McKenna from Aviemore the previous week.

He is looking for a Fox as his next project. He tells me that we spoke a decade or so back when he had a Kitten, (Highlighting one of the shortcomings of my filing system - I keep everything in a folder for the relevant year, but if I can't remember the year, finding things can be very time consuming, not to say downright difficult!)

It turns out that Willie is the guy who bought, and subsequently fully restored Dick Goodall's old Jowett Bradford van!



Truly it is a small world. That was the Bradford under the blue tarp back in 2002 at Tore. Dick still has the white Kitten estate.

Purely in passing, that must be one of the last pictures of my old white Citroen BX in the background! (it was scrapped a year or so later).



Can you remember when I took those pictures Dick?

Ed.

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Aaarrgghhh, not just an odd corner, but a third of a page! One less Jowett Bradford van picture and I could have had a spare page, but I am more than two weeks late with this already, and while I possibly could have just about managed to squeeze in the Jim Lambert Kitten pick-up story in here, I need to get the pictures scanned in first, and indeed make some effort to ensure that I have not in fact shared it with you already!

Talk quietly amongst yourselves meantime please....

Ed.

.....

Hi Brian,

17/03/2018

Having read the final instalment about the Stevens Sienna and having seen a few Ciphers, you might wonder what Professor Tony Stevens and ("international banker") Peter Stevens, might come up with.

One offering was the zero emissions electric car or van ZeCar or ZeVan made in Wales. It was intended to do 100 miles between charges, in reality it was supposedly nearer to 50. Styling courtesy of "the ugly stick" I think!



I came across this a couple of months back, might be worth a mention in the Newsletter?

Best Regards, Andrew Norman.

Thanks for that Andrew, by chance it lets me follow on in a similar vein (similar in that I immediately thought of RUMCar News when I saw that picture) to the following article that also arrived in March 2018 from Chris Thomas, and the passing of a name I loved. Progress strikes again! I wish them well with their new status. I looked at that that once, the paperwork and legal responsibilities were far too daunting! Ed.

The Archive of Microcars

After a whole year, the Register of Unusual Microcars (RUMcar) has finally achieved Charitable Trust Status. The new name will be the Archive of Microcars, and encompasses all of the branches of RUMcars that have evolved over the years, the Register, the Archive, the Website and the Magazine, allowing Jean Hammond to retire, knowing that all of Edwin and Jean Hammond's hard work over the years will be in safe hands.

The establishment of a Charitable Trust will allow access to grant funding that may possibly be of great benefit to all of the microcar fraternity across the UK, especially when individuals die, and club membership diminishes, books and records that are too good to be destroyed may be placed with the Archive of Microcars for safe keeping.

This is where your involvement would help The Archive of Microcars:

Firstly: We need funds, and if you are able to contribute to the Archive of Microcar Fund, this will help. With many grants, they have to be matched by the recipient. When you have very little in the way of funds, it restricts how much you can receive as a grant.

Secondly: We need people who can help and advise us on fund raising, as we have no experts in this direction. Just filling out the bid forms for things like grant funding, are an art form in themselves. Do any of you have the experience we need and can help us?

The Archive of Microcars has been set up for the long term benefit of the microcar fraternity around the world. We believe the trustees and the plans that have been set in place will be just the start, and that further initiatives will ensure the microcar fraternity will live on. It is not the intention of the trustees to replace your existing organisation, but to be there in the background as and when they are needed.

I would like to hear from one and all, regarding what you can do to help the Trustees of the Archive of Microcars to achieve the business plan that has been set. Think ahead.

I can be contacted via chris@rumcars.org or telephone 01883724774
Chris Thomas, Chairperson of the Trustees The Archive of Microcars.

March 2018

40 plus years of the Kitten

Keith Gittus deserves full credit for this, he pointed out to me the other day that it was a decade since I had published a “30 plus years of the Kitten” story, without pictures back then! (Doesn’t time fly when you’re having fun!?!) He wondered if I could do better now? Updating it at the same time – well I had a bit of space, and am playing catch-up on rather too many fronts at the moment, so, just blame Keith – or yourself, for not sending me something to fill a page or two!

Reliant’s first venture into 4 wheeled economy motoring, the Rebel, in 1964, did not enjoy great sales success,



yet almost a decade later Reliant commissioned Ogle Design to come up with a replacement. The brief was for an up-market economy car that could be driven with ease in the congested traffic conditions of the day – late 70’s and early 80’s! (To think we thought that was congestion! How times change right enough.) The result was factory

code FW10. The name Kitten was the result of 120 suggestions submitted by Reliant employees.

Visually similar to the well-known three wheeled Robin, with a revised front end to accommodate the extra front wheel. Driver and front passenger leg room was greatly enhanced with the engine and gearbox unit being mounted so much further forward in the chassis, there being no wheel in front of them in the Kitten.



The similarity and interchangeability of some parts such as doors and windows with the existing Robin reduced development costs significantly.

There were of course some changes initiated for the Kitten from the outset. For example, Reliant specified radial tyres. It does occur to me that the majority of those reading this will never had the thrill of driving on cross plies, sadly my literally skills cannot rise to the challenge of putting the experience into words, but the biggest differences were the

levels of grip and wear. I used to have to replace the Avon H M Tourists on my Jowett Javelin every year to 18 months, and I was only doing 12,000 miles a year then, (though I grant you I often used a fair degree of opposite lock on roundabouts, the Javelin handles magnificently with just the right amount of oversteer) petrol was less than ten bob a gallon, then Michelin brought out the "X", and we never looked back! O.k., I'll stop now, it really was a different world, Ford were the first volume manufacturer to use disc brakes as standard, (Standard never did, to my knowledge, use disc brakes) and I did say I was going to stop reminiscing did I not?!? Well, I implied it at any rate.



The first new British small car (under 1,000cc) in more than a decade was launched at the Earls Court Motor Show in 1975. "The new Reliant Kitten, in saloon and estate versions sets completely new standards in economy motoring.", the specification sheet stated. Powered by Reliant's well proven 848cc alloy engine, these 4 seaters were capable of returning nearly 60mpg with careful driving, with a top speed close to 80mph. Reliant's managing director Roger Musgrave, described the Kitten as offering "Economy from every angle". A car "built to stay young" was the slogan.



In fact they claimed the Kitten could return 60 mpg at a steady 50mph, and 70mpg at a steady 40mph! Not bad today, never mind back in 1975.

Mechanically the Kitten was also similar to its three wheeler stablemate, the Robin, sharing the same engine and gearbox and basic back axle, the handbrake however was different as were other components. The chassis too was modified, not only to accommodate the extra front wheel, but also was made much more rigid with additional cross bracing and an additional tubular cross member giving rise to what proved to be a very rigid triangulated structure indeed.

The Kitten chassis offered easier production than the Rebel, due to the parallel side members. Prior to the adoption of the galvanising process, which Reliant did not adopt till the Fox came out in 1984, they protected the chassis from corrosion by double immersion in a special paint.

At the front, the Kitten featured a collapsible steering column and rack and pinion steering conforming to the latest European safety legislation. Kerb to kerb turning circle was less than 24 feet, better than the statutory 25 feet which had applied to London taxis since 1905, a point Reliant emphasised in their advertising campaigns.

Reliant designed their own, unique, independent double wishbone and coil damper units with an anti-roll bar at the front, and

Reliant designed progressive rate (multi leaf, as distinct from the single leaf, weight saving ones, used on the Robin) leaf spring and telescopic dampers at the rear, endowing the car with great road behaviour.

Progress made by mass production car makers meant that the Kitten faced stiffer competition from its rivals. Whereas the Rebel (estate) was about 7.5% cheaper than the Mini estate, the Kitten, at £1,499 was 11% more expensive than the Mini. Top speed and acceleration were similar to the larger engined Fiat 127 and Mini, and better than the Hillman Imp. However the Kitten came into its own when it came to fuel economy, being some 20 – 25% better than its rivals. Due to a combination of its light weight and wonderful engine.

One good thing that has changed over the past decade is that Kitten values have increased significantly. There was a time when the best of them struggled to fetch £1,000, now reasonably good examples regularly go for £3,000 or more. Closer to their true value this writer believes.

Magazine road testers reported that it was difficult to get less than 52mpg under normal driving conditions. The Kitten also had the potential for longer life than its rivals being equipped with an all fibreglass body. The Kittens body is smaller than that of its predecessor the Rebel, being some 7” shorter and 2” narrower, that may not sound like much, but in a small car, it makes a big difference, both to weight, and interior space, so is a mixed blessing.

The excellent fuel economy of the Kitten was proven in one of the most rigorous tests ever devised, the Mobil Economy Run. In 1976 a standard Kitten won its class with an overall consumption of 55.11mpg. An even better figure was achieved the following year.

Also, in 1976 In the “Total Economy Drive” the Kitten triumphed too. Total Oil’s official report said that the Kitten’s win was “an outstanding performance in conditions that did nothing to favour small cars.” Malcolm Young of Derby with Mike Swindells of Notts as navigator, drove Kitten JOP 19P in what was reckoned to be the toughest and most carefully observed economy event ever staged in Britain, and for the Kitten to win by such an impressive margin was a great boost to Reliant’s reputation and Kitten sales.

The event started at the Thames, and took a roundabout route to Manchester via Birmingham, Halifax, Bradford and Keswick totalling some 525 miles. The second leg of 475 miles was against the clock under the most arduous of conditions at speeds of over 60mph at times.

Optional extras on the Kitten included a heated rear window, rear wipe/wash (on the estate) laminated windscreen and reclining passengers seat. The estate version offered up to 35 cubic feet of luggage space. The Kitten was offered in a range of 9 bright colours: Desert Tan, Turquoise, Venetian Blue, London Red, April Yellow, Artic White, Tropic Green, Caramel and Virginia Brown. All of which were applied 8 coats thick.

In 1977 Reliant added a Van to the Kitten range. Designated with a 6cwt payload the sales brochure describes a van that should have been ideal for small businesses. With 55mpg (fully laden), 42 cu.ft. of load space as a two seater or up to 53 cu.ft. with just the driver's seat, the Kitten promised to be just the ticket. The 24 foot turning circle and nippy engine, helped by a lower ratio back axle than the saloon and estate, would have made town deliveries hassle free.



The Kitten van was outwardly similar to the estate from the side or back, however from the front it was quite distinctive with its 7" round headlamps (of which we suspect they had more than a few left over from Rebel and Robin production!) in contrast to the saloon and estate's rectangular ones. There were slight mechanical differences to aid load lugging, the afore mentioned axle ratio of 3.545:1 compared to the 3.23:1 of the saloon and estate giving 15.5mph per 1000rpm in top compared to the 17mph of the others. This hardly affected acceleration or top speed, the acclaimed maximum being down to 78mph, but in practice the willing engine would take it well into the 80's in all but the worst weather. Reliant offered a lower compression version of the 848cc engine which could run on 2 star petrol, it is not clear how many, if any of these were supplied. The price at launch of the van was £1,508 plus v.a.t., which included a passenger seat!



Reliant claimed that the Kitten van was the most economical commercial vehicle produced by any manufacturer, British or foreign! Tests at the MIRA proving ground demonstrated that the Kitten van could return 55mpg fully laden. Even greater fuel economy was achieved when a Kitten van was entered in an economy competition. The Reliant dealer Dalbury Cars drove the Kitten from Mansfield to Heilenhauss near Dusseldorf and back, averaging 63mpg.

It was not just for fuel economy that the Kitten won awards

however. It also came top of the Motor magazines "Index of Merit" for 1975. To win this accolade the Kitten had to achieve top points based on a number of attributes. The equation was something like this: Overall mpg times number of passengers carried, divided by the 30-50mph top gear acceleration time times purchase price times 10,000!

To cope with the rigors of commercial use, the rear of the van featured a wooden floor, covered by a rubber mat.

Announced in October 1976 the Kitten DL or deluxe, was introduced on both the saloon and estate versions. This offered improved suspension – a stiffer (thicker) anti roll bar, interior refinements including reclining seats as standard, and better cold starting by means of carburettor improvements and a new air cleaner. The heated rear window became standard equipment, and elasticated door pockets (necessary to clear the wider reclining seats) replaced the earlier moulded ones. Prices were by now £1,812.33 for the saloon and £1,908.86 for the estate.

Throughout its relatively short production life, the Kitten's price steadily rose making it less and less competitive, and in 1982 it was decided to halt production. Some were registered much later due, to some degree, to a cancelled export order being offered to dealers to complete themselves.

Though more successful than the Rebel, of which only about 2,750 or so were built during a 10 year production run, and with approximately 1,000 of them being exported. Reliant made 4,047 Kittens, though they also sold a number of chassis to be made into other interesting vehicles as well.

The Kitten design was not abandoned totally. The rights to production were granted to an Indian manufacturer and continued production in Bangalore as the Sipani Dolphin from 1984. The Dolphin itself was also subject to restyling in the early 90's, and became the Montana. Fitted with four doors and with the option of a 901cc diesel engine as an alternative to Reliant's 848cc petrol unit.

At home and abroad the Kitten has been the basis for some unusual creations. Jet, yes really, using a small helicopter engine!, electric, Honda Fireblade, Kawasaki 1,100cc, Fiat 1,600cc and Ford 2

litre, as well a Rover V8 powered one. One was even converted into the world's smallest ambulance, and to this day it can be found in the Guinness Book of records as such.

There are also various derivatives available, based on Kitten chassis and running gear, notably the Tempest, It was offered either with the Reliant 848cc engine or the 950cc ex-Coventry Climax based unit from the Talbot Sunbeam, and the Cipher. Tony Stevens first considered the Kitten chassis as a potential basis for a new British sports car with the Sienna, a car with separate mudguards along the lines of the Morgan. However only the prototype was made, his son was still running it a decade later, and, as you will have read within these pages over the past couple of years or so, Grant Ford has completed a comprehensive body off rebuild of it, returning it to running order in 2017.



Just as I thought I was getting good at this, my plan to have both the yellow (above), and the red (over the page) Tempests on the same page was thwarted, well, I am out of time to get it back in line at any rate! Ed.



Here I am, grinning like the proverbial Cheshire cat, in the Sienna.



The next Steven's project was a 2 seater sports car that resembled the 1960s Lotus Elan, the Cipher. This car won praise from the motoring press, however Reliant decided it would be too expensive to manufacture, and only seven examples had been produced. two in the Reliant factory at Tamworth, and four by Tony himself, and 2 others were sold as kits, only one of which is known to have been completed. It is worthy of note that all the Ciphers survive to this day (2018), several having been "saved" by Thomas Touw, before being restored after a decade or two in hibernation overseas. The Cipher provided Mazda with the inspiration for their very successful MX5.



Using much of the Tempest design, John Box built 11 “Vantiques” The Vantique is a 1930’s look-alike van, most of which were used as mobile delivery vans advertising their owner’s businesses, florists shop owners seemingly the most prevalent.

The only four Fox chassis that were produced by Bean when they owned Reliant in 1991/2, were used by John Box to build Vantiques. Reliant PartsWorld had had their Vantique rebuilt early in 2007 and made roadworthy after several years of being in retirement as a static advert.



The Tempest was more successful, very successful in trials events, and with Reliant approval 23 or so of these were assembled between 1987 and 2001, half as turnkey cars which were completed by 1990, the brainchild of the late Ian Foster of Teal Bugatti fame, ably assisted by engineer extraordinaire, and our President, John Box. The other half supplied as kits by John Box for their owners to convert their Kitten or Fox into a smart open 2 seater between 1990 and 2000. The Tempest business was sold to Steve Campbell in 2000, he did sell a few kits, hence the doubt about total numbers, before selling the business on to Mike Phillips in 2003, who sadly failed to produce any, Steve taking

the moulds, jigs etc. back in 2006. The Tempest project was acquired in 2007 by John Melody of Wizzkits fame, and a “new” demonstrator Tempest was built by John Melody in 2007. Tempest Cars is currently owned by Joe Mason.

Reed Engineering of Atherstone, Warwickshire built the Cub. This was to be a holiday beach car for the Seychelles. A sunshine roof was mounted on an open, door-less body on the Kitten chassis and running gear. The Avis group ordered 50 to be made available for hire in the Indian Ocean playground. The Cubs were liked by the tourists for their economy and ease of handling on the narrow twisting island roads.

Reliant too revisited the Kitten design. In 1998 a new prototype was seen at the Reliant factory, having been built some time before then, featuring the Fiesta MK2 front lights as per the Robin LX, 12” alloy wheels, the car looked very smart in its dark green metallic paint.



There was also an all glass opening rear widow, which featured on the original Kitten saloon. However exhaust emissions regs and type approval costs prevented the vehicle going into production. Such a shame!!

Brian's Diary March 2018

I should begin by saying that this kind of thing could be avoided if you sent me an article about you or your car!

On Monday the 12th of March, Moira had a hospital appointment, an annual check, which while they said all was well, they also said they wanted to increase the frequency of the check to every 6 months.

One could take the view that it is good that they are keeping a close eye on things, but, given the NHS's level of resources, we were not at our happiest on returning home. However, our 12 year old black cat, Smudge, was nowhere to be seen upon our return. Moira was very worried, me less so, he was a character, a real prince amongst cats, and he was always out and about.

Anyway, long story short, it turned out he had been run over and killed a couple of streets away, a thoughtful girl took his body to the Vets on the Tuesday morning, I had already contacted them by then to ask if anyone might have found him. It was only an hour or so after I rang, when the Vet herself rang me with the sad news.

When we first took Smudge to the Vet to have him chipped, Jillian (the Vet) just fell in love with him, and said she would have him if we did not want a second cat – he had turned up in our street, a well-kept looking stray, in 2005.

Anyway, Tuesday was looking like a very sad one, but it got worse, Davie, one of our neighbours, was found dead in the house in the late afternoon. He had been in hospital earlier this year, indeed his doctor had just been to see him on the Monday, but no one thought his demise was imminent, or even his condition life threatening.

The strange thing was that not one of his 3 grown up children wanted his 12 year old black and white cat! I won't even give you one guess where she lives now!

As I was saying, you could not write the script. It actually gets better (or worse), our oldest (all black) cat, who had to be put to sleep at the age of 19, just before Christmas, was inherited by us from the previous residents of the very same house some 13 years ago!

I'm thinking of moving away from here!

Then today, Friday the 16th of March 2018, I had two telephone calls, both in the space of an hour, both in response to wanted adverts in Mews 140, which I had only managed to get out this week, almost a month late. The first was from our President, John Box (remember, John was the man originally behind the Tempest), the other was from Dave Smith, who was one of the 2 people in the world who built a Tempest after John stopped making them, but before he sold the business.

Both calls were in relation to different requests, but what are the chances of two people, who built Tempests, answering two queries, in the same hour, even though only one of the questions was Tempest related?!?

Right, that filled a page, and I didn't write the script, it is all absolutely true! Brian.

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## The new GDPR Regulations and the Reliant Kitten Register

With effect from May 25<sup>th</sup> 2018 The UK is going over to the EU General Data Protection Regulation (GDPR) which will replace the existing Data Protection Act 1998 (DPA). This is being rolled out throughout Europe.

Under the new act, we can only process data for the purpose we collected it. All members details are stored in a secure database, accessible only by the Registrar and Historian. We have to inform our members if we need to transfer the data to another club / organisation.

As the preceding Data Protection Act applied to the Reliant Kitten Register, so does the General Data Protection Regulations. We were fully compliant with the old DPA and are now also compliant with the GDPR. No details whatsoever are stored on the Register web site. The only personal details obtainable there are those included in Mewsletter back-issues, effectively only the steering committee and volunteers. This is the reason that sales and wants were changed to be issued on a supplement sheet and are no longer included in Mewsletter content. All personal details have been edited out of back-issue Mewsletters

available online dated prior to the supplement sheets being launched.

The details are collected for membership records and Vehicle recording purposes only. Under no circumstances will we share this information with anybody, even the general membership of the Register. Publishing membership lists in club magazines has been forbidden since the introduction of the old DPA. Details are used solely so we can contact members concerning membership issues plus to keep tracks and status of the cars owned or once owned by Register subscribers.

Should any person or organisation contact us for details of a subscriber. We will refer the request directly to the subscriber.

Individual subscribers may request details of information we hold on them by post. A response is guaranteed (also by post) within the statutory 40-day limit.

Apart from the Kitten Register the only organisation to have access to (limited) subscriber details is PayPal, who we use for online payments. This information is restricted to online subscribers only, and consists of simply name, address and e-mail address, details that PayPal would hold anyway. Nobody connected with the Register can access this information.

This is one of the reasons for the two-part online registration system. Renewing subscribers should also complete the second post-payment section (several have skipped it thus far) just inserting their name, e-mail address and membership number. This is needed to tie the renewing subscriber to the payment received as one of the flexibilities of PayPal is that payment can be made by non-Paypal members or by PayPal members who are not the actual subscriber renewing their membership.

We're confident that we have covered everything pertaining to the Reliant Kitten Register with regards to the GDPR. This might change between now and May 25<sup>th</sup> should the GDPR change.

If you have any questions we will try to answer them. Please contact us, either by post or better still, via [info@kitreg.org.uk](mailto:info@kitreg.org.uk)

Brian & John Feb 6th 2018.

## Epilogue

I am frantically trying to get this edition finished today, (Monday the 16<sup>th</sup> of April), and I have just, in my haste, put the wrong picture on the bottom of page 4!

I am wondering if you spotted that mistake? That said I am also wondering if I might have it corrected before this edition goes to print! (it should be an aluminium (silver at any rate) two seater open top special).

I do occasionally share material between the two magazines I edit, a combination of me being lazy, and expedient.

I am (even more frantically) trying to prepare for an AGM on Sunday, and in the post this morning came not one, but two new members (for the Thistle Branch of the Reliant Owners' Club) and they both had the same Christian name – you guessed – Robin!

Those of you who are interested in three wheelers (even if only as a source of donor engines and gearboxes), might have heard of “Trotters Independent Traders”, well, one of those two Robins is a Mr. Trotter. I kid you not.

Right, I realise that was cheating, but it helped me fill this the last page, and I am aware that I have not subjected you to any wit in this edition, again,

O.k., just room to remind you about lubrication of joints various. Some of us, well, two at least, include the carburetor in their lubrication regime, but if you have not done so, it is probably too late now! That said, better late than never.

Till next time, safe and happy motoring.

*Brian*

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