

RELIANT KITTEN REGISTER



Mewsletter 142

May - June 2018



Pictured at this years ROC National Rally, Geoff Ward's pristine Kitten Estate. This car really needs to be seen to be appreciated. I have not seen one as nice for a very long time. Geoff, from Birmingham, also has 3-wheelers, owning both a BN and a Mk 3 Robin too, both every bit as immaculate. John (Pearce).

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



The Reliant Kitten Register

Hon. President John Box

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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.

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

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

Dinky Cars

RELIANT SPECIALIST

**Wennington Marsh Farm, Wennington Road
Rainham Essex RM13 9EE**

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

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E & o e

I've said it before, and no doubt will again, "it's all in the timing!" or even "life's little co-incidences never fail to amuse"

I came home from holiday last Friday (May 11th) to lots of emails, post, and telephone messages, and then had not one but two phone calls that weekend from people who seemed to have found the holy grail as far as wishbones are concerned, for Kittens and Foxes! We used to say of Glasgow Corporation buses, that you waited for ages, then 3 came at once, I am waiting for the third call as I write!

Anyway, my car is due an MOT, the cistern won't flush, and we need to organise a new, higher, garden fence, as we are now overlooked by the new houses that have been built close behind ours,

and of course, having been later than intended with both of this year's editions of this publication, I need to get on with this too!

Both of the potential wishbone sources needed things from me, which I need to find, or re-source in the case of the drawings, but the sun is shining, and the weeds in the garden have been doing rather too well recently, oh, and I really need to clear the lock-up!

In short, I need to prioritise, work harder, and stop watching so much television!

Right, enough of my problems, I am owing a few of you information and responses to questions, and I am not as on top of things as I need to be, bear with me please.

It is now 05:38 on Monday the 21st of May, we are away this coming weekend, all good fun, but I need really to get this to the printers as a matter of some urgency, and right now that is looking like quite a challenge.

One question which you have asked recently is how to avoid prosecution (a thousand pound fine and 6 penalty points on your licence no less) if you drive a car without a current MOT, other than to a testing station for a test. This has arisen because of confusion surrounding the new rules about MOT exemption for certain old vehicles.

I am not going to solve this for you today, my advice would be, just keep the vehicle MOT'd unless and until you have both a clear understanding of the new rules, and the correct documentation in place.

The problem as I understand it, is likely to be your local bobby, the chances are he or she won't be aware of the legality of the new rules, and it is him or her who is most likely to do you. On top of that we fully expect VOSA to be conducting far more roadside checks on cars in future, and while many of ours will not need an MOT in future, the same penalties will apply, as I understand things, to anyone caught driving a vehicle that is not in roadworthy condition, and that fails to comply with current legislation. You have been warned.

There exists much ignorance and confusion in Post Offices, Police stations, and at the DVLA about the new rules, never mind our concerns.

As I understand things MOT exemption has to be applied for, it is not automatic just on the age of the vehicle.

At some point I will need to come off the fence here, and while I am very tempted to just adopt a wait and see policy on this (yes, another Jowett connotation there!), I am needing to fill a few pages in this edition quickly if I am to have any hope of getting back on track timescale wise.

Accordingly I will share the following words of wisdom on the matter in an official communication issued to one of our guys recently :-

The results of a public consultation around changes to testing requirements will change on 20th May 2018. The changes will include a 40 year exemption to vehicle testing which will apply to most vehicles.

With regards to testing requirements, please contact;

Driver & Vehicle Standards Agency Ellipse, Padley Road, Swansea SA1 8AN
Telephone number: 0300 123 9000

Website: <https://www.gov.uk> email: <https://www.gov.uk/contact-dvsa>

With regards to vehicle tax exemption, it may help if I explain, the taxation class Historic Vehicle applies to any vehicle manufactured before 1st January 1978.

If this isn't recorded on the V5C Registration Certificate but the vehicle was manufactured prior to this date, you will need to produce dating evidence and submit the application to DVLA, Swansea, SA99 1DZ.

The following documentation will need to be submitted:

V5C Registration Certificate

V62 Application for a registration certificate if you are not in possession of the V5C

V10 Tax Application form

valid MOT Certificate (if applicable) or V112 'Exemption from MOT

testing' form valid insurance certificate or cover note for vehicles registered with a Northern Ireland address (downloaded or faxed copies are acceptable, however photocopies are not)

Dating evidence

*Please note that there is a £25 charge if a V62 is completed. This will need to be included by cheque or postal order.

You should write 'Historic' in the change to taxation class field in section 7 of the V5C and sign section 8.

Acceptable dating evidence can be obtained from :-

An extract from the manufacturer/factory record - these will have the chassis number of the vehicle against the month and year of production

An extract from the 'Glasses guide' - which is a comprehensive guide on production dates and includes chassis numbers or obtained from a Post Office® that deals with vehicle tax.

A dating letter that is accompanied by an extract from or references the "Trader Handbook"* (See other info tab) An extract from the Trader handbook alone is not acceptable.

A certified copy of the factory record (with the embedded stamp) will be acceptable only from the British Motor Industry Heritage Trust (BMIHT).

The vehicle will be taxed within 10 working days. This can be checked at:<https://www.gov.uk/check-vehicle-tax>

An updated V5C will be returned within 4 weeks.

Vehicles manufactured before 1st January 1960 are exempt from MOT testing.

Please be aware that it is the keeper or driver of the vehicle's responsibility for ensuring the vehicle is in a road worthy condition and safe to be driven on the road.

DVLA will automatically issue a refund for any complete remaining months of your vehicle tax by post within 6 weeks (if applicable).

Please also note that there is a 10% surcharge on 6 monthly vehicle tax renewals (5% for 6 monthly Direct Debit) that is not refundable.

More information on the Historic vehicle tax class can be found on information leaflet INF34 Taxing Historic Vehicles.

Form V62 can be downloaded from www.gov.uk/vehicle-registration-certificate-v5c-log-book or obtained from a Post Office® that deals with vehicle tax.

Form V10 can be downloaded from www.gov.uk/car-tax-disc-vehicle-licence-using-form-v10 or obtained from a Post Office® that deals with vehicle tax.

Form V112 can be downloaded from www.gov.uk/getting-an-mot/vehicles-exempt-from-mot

I hope this is of assistance.

Best Regards, H Rees. DVLA

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From the Oval Office

John kindly sent me a copy of a 1976 publication from the IPC Transport Press, who were singing the praises of NOL 664R, a Kitten van, which returned 53.7 MPG during a test they were reporting on at the time.

The van averaged just under 28 MPH during the test, and I am out of space! More anon, if I remember!

My apologies for cutting you short Mr. President.

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Rebel Round up

Dear Brian,

11/05/2018

Prompted by the arrival of Mewsletter 141, herewith an update of my Rebel Estate situation.

Having taken the petrol tank out for repair, I decided that now was the time to get the back axle out, and have the original diff (8/35 i.e. 4.375:1) replaced with a higher ratio (3.23:1) diff. This was supplied by Joe Mason in the form of a Kitten/Robin axle (13/42).

I took it to a local transmission repair firm and they agreed to take the job on. Unfortunately, the man who did the job was kept busy on other work (overhauling gearboxes etc.) so nothing happened for a while. Eventually, after some nagging on my part, an estimate was prepared which I accepted, and so work started.

As the man said when I went to pay for it, it was a bit of an interesting project for him. I think it was done in yet another way from the conversions already described in earlier Mewsletters. To quote from the invoice:-

Strip Rebel axles, clean and prepare.

Shim as required.

Supply and fit bearing set.

Machine pinion shaft down to fit larger differential side bearings.

Machine two diff carrier sleeves to allow for larger side bearings.

Machine out diff side cover to allow larger differential carrier to sit.

Machine main housing to accept larger Pinion shaft.

Machine housing to accept larger pinion seal.

Press out half shaft hub (to enable seal replacement), repair and reassemble.

Foxes Den

Duncan tells me that he took his blue Fox for its MOT recently.

His pre MOT checks revealed that no new brake cylinders were needed on the nearside. Wow! 1 leaking on the offside, but the shoes were O.K. So, he replaced and bled. Fluid everywhere - now both cylinders were leaking, and the shoes ruined. He added them to his collection of 20 contaminated shoes caused by 34 years of failing cylinders.

Does anyone else have such bad luck? (It even failed its first MoT on 2 leaky brake cylinders). Now I don't know where Duncan buys his brake cylinders, but if ever there was a case for suggesting an upgrade to discs One other question however, is how do his other Foxes fare in this regard? Over to you Duncan.

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I only had 2 bits of snail mail on Tuesday the 22nd of May, one about increasing mortgage rates from my Building Society, not so welcome, and one very welcome one from Bob Neal, good to hear from you Bob, I hope this finds you and Barbara well.

Bob had enclosed an article from "Classic Van and Pick-up" magazine, from which, under the recently deceased Ted Connolly's Editorial hand both we, the Reliant Kitten Register, and small 4 wheeled Reliants in particular, have enjoyed quite a bit of very positive and welcome publicity over the past decade or so.

Anyway, what Bob sent me was an article in the June 2018 edition published under the heading "RELIABLE RELIANT INFO" written by Andrew Norman (you remember Andrew, he is the guy who makes and repairs Concertinas, and rebuilt that lovely old windmill) in response to a question that Tony Wiese had asked in their February edition regarding Radnor vans, built by GB Cars and using Reliant running gear (one of which I may / should have mentioned to you that Tony has now, to keep his very tidy Kitten van company). G.B. Cars also produced a small number of the Raglan, an open top 4-seater, again using Reliant running gear. More anon.

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The following might be of interest to those of you who are not coming to Llangollen

27th to 29th July 2018 - The Hammond Collection Microcar weekend & Sunday Open Day at School House Farm, nr Maidstone, Kent TN12 0EB. Details on The Hammond Collection facebook page or ring 01580 893850. Camping (must pre-book), road run on Saturday + show/open museum Sunday. Great to see you!

This is a lovely relaxed get together weekend for people interested in MICROCARS - of special interest this year - we are proud to have been chosen to host the first international AC Petite gathering! Camping is available on site, free if you bring a microcar (booking essential). Saturday - Kent road run for micro cars to interesting venues followed by evening social with a set by great band – Bob & the Bubblers fabulous food available provided by The Lamb Shack. Sunday - The Hammond Collection Museum open 10.30 am to 4pm. Free parking, The Lamb Shack providing catering including breakfast throughout the day, The Hammond collection museum open, fabulous tombola, displays & micro car driving event.

We would really appreciate your support, as although we have been running this event for many years now, we keep hearing that few in the Microcar world even knew it was on. We would like to change that!

Many thanks for your help. Lesley Cook (Jean Hammond's daughter)

Our website [www: schoolhousefarmcamping.co.uk](http://www.schoolhousefarmcamping.co.uk)

Note: We also have a Facebook page – School House Farm Camping

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### *A tale or two!*

I know that those of you who follow the various forums will have seen this a couple of months ago, but it was me who made the owner, David Leslie, our man in Grangemouth, aware. Thanks to Francis Grainger and his daughter Sharon who let me know.

I do remember thinking at the time (early March) how amusing it was that an English resident reader was good enough to point out to me something published in a Scottish newspaper!

I also thought it amusing, and a little sad, that the journalist failed to realise the car was a kitten, but hey ho, it is not a perfect world.

I do know that David does not allow Scout to drive!



Regular readers will of course remember that car being on the front cover last year, a picture I took when David was over visiting us in Renfrew.

I know the picture quality and size make reading the text a bit of a challenge, so this is the gist of it :-

The motorist who took the picture was also a customer in the garage, one Vicki Craig, saw the dog at the wheel in a Falkirk garage. Vicki did speak to David upon his return to the car after paying for his petrol, but did not tell him she would be using the picture, far less putting it in the public domain by selling it to a newspaper!

One (another) thing I feel I ought to do is make the car's previous owner aware of his old car's new-found fame, (he left us after selling the car to David a couple of years ago) but my task list is just too long just now. I may send him a copy of this, that would be the simplest way to deal with the matter now that I think about it!

While on the subject of David, he also has a Fox, which he ran for many years when he lived in Wales, it is gradually being got back into working order, that makes 4 Foxes I know of in Scotland that are currently undergoing or awaiting restoration, and I had contact from one Willie McKenna, also in Scotland, looking to acquire a Fox project.

Clearly there is a resurgence of interest north of the border, Foxes Den may become a small city at this rate!

In the interest of fairness, I should mention a certain blue Kitten estate, once resident in Cardross, which David also hopes to bring back into service at some point.

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## Tempest News

*The following communication arrived earlier this month after a few emails and telephone calls. Thanks to all concerned.*

Hi Brian,

14<sup>th</sup> May 2018

Since we last spoke my wife and I have been in contact with Roger Brown, John Box and Dave Smith, who kindly showed us his Tempest. Thank you for putting us in touch.

The outcome is that we wish to buy a John Box Factory built Tempest. Would you kindly include in Mewsletter 142, our request for anybody wanting to sell one to please contact us (we promise it will have its own garage).

Regards Brian & Pat Fereday.

(contact details can be found in the supplement)

*So, that set me thinking, what are the differences and benefits of one over another? Indeed, we don't know how many were actually built*

*because after John first sold the business, the new custodian, Stephen Campbell, did not share any relevant details with us.*

*Both of the subsequent owners of the business did, and, having just "spoken" to Joe I can confirm that, the three wheeled version he has under construction apart, he has sold one Tempest kit / part built car, and is aware of 40 including Vantiques, with traces of 10 more, half of which are believed to be Vantiques, I for one can't wait to learn more.*

*I do know that Stephen Campbell did away with the aluminium floor that John originally used, replacing it with an all fiberglass one instead. He also reduced the number of components in the front suspension mounting brackets, and so the number of welds, by laser cutting some of the brackets and having them folded. I do not have the technical knowledge to know if that is a good thing to do or not! I believe it was done more as a cost cutting / time saving exercise rather than for any structural or strength benefits.*

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Tempest E378 NCK - by Dave Smith

So, I received a phone call about a month ago and was asked, "are you the Dave Smith that knows about Tempests?" To which I said, "yes but you can get help for it these days!" how can I help you?

The guy on the phone had a contract for clearing out council garages, and had been asked to clear one in southern Liverpool. The Council had tried, without success, to contact the owner but to no avail. When he arrived at the lock up to remove the contents he found a little red car and was asked to get it cleared! Not recognising the make, he asked a mate if he knew what it was, and was told talk to Dave Smith he has one that he uses in trials, hence the phone call.

I agreed to go up and look at the car also that I may be interested in buying it, so off I trot with a trailer and some cash to see what he had, when I arrived I noticed that it was an early car and had a few differences from my car, after some negotiating cash changed hands car put on the trailer, back home it came. It was looking a little sad with flat tyres and not good paintwork from years of neglect!

Once back home the detective work began, firstly I ran Roger Brown, who now runs the Tempest Register, gave him the registration

number, upon which he confirmed that it was in fact the first factory production prototype. Its 2 inches narrower than later models he informs me, and not much has been known about the whereabouts of it for about 20 years, glad that it's been found at last he says. Now my thoughts turned to ringing John Box to see what light he could throw on the car. After speaking to John about it he also confirmed what the car was, and all he knew about it. It was first owned by Robert Porter who used it in trials, but he sold the car to someone in the Liverpool area and it had not been seen of for many years, so it was all starting to fall into place!! Now came the hard bit, or so I thought, would it run and drive? So, I fitted a fully charged battery, checked for a spark, the electric fuel pump ran after a tap with a screwdriver, so I connected up a temporary fuel supply, as I didn't know what the fuel would be like, turned the key, and after a couple of turns it fired up into life!! Next was to replace the rotted out front exhaust pipe to quieten it down, try the clutch and gears, slight problem, the gear linkage was seized! So, out with the penetrating fluid, and, after a few minutes, with small pressure, it all started to move. So, only one thing to discover now, will it drive? YES, it moves under its own steam, stopping is another matter, no brakes, as the pipes had rotted out, with fluid leaking, but the engine gearbox seem to work well.



The question is, what do I do with it now? I have too many projects at the moment, and a very large work load. So, I have put it into storage for now. I would be interested in selling it, if anyone wants a part of Tempest history, this would be a good car for you, it will need quite a lot of work or as they say "a good winter project", or it may be many winters!

Brian has my contact details and can pass them on.

Llangollen 2018

Malcolm has asked me to make it clear to everyone who wants to come on the boat trip with us on Saturday the 28th of July, that he needs to hear from you before the end of June. **Also, if you want an attendance plaque this year, we must know by then (end of June at the latest) that you are going to be coming.**

The same deadline applies to anyone wishing to camp behind the museum (in our usual spot).

So please get in touch now to avoid disappointment.

You can contact Malcolm by email on :-

rkrshowpostbox

Or you might catch him on 01948840869

Thanks, Brian.

4 May 2018

For immediate release

The Federation of British historic Vehicle Clubs (FBHVC) has made the following announcement on its website (1 May '18).

Declaring your vehicle as exempt from an MOT Test.

This is a new self-declaration process to be carried out as part of annual licensing by DVLA by a keeper of a qualifying vehicle who does not wish to submit the vehicle to an MOT test. By making this simple declaration you are confirming that your vehicle is at least 40 years old and has not been substantially changed in the previous 30 years.

For advice on the process you should consult the Legislation pages in recent Editions of the Federation of British Historic Vehicle Clubs Newsletter.

The Department for Transport (DfT) has published a set of guidelines to assist owners in deciding which if any more recent changes to their vehicle would be considered as 'substantial'.

The DfT understand that owners may feel they need to consult a specialist prior to making this declaration and have asked the Federation of British Historic Vehicle Clubs to compile and publish on its website, a list of marque specialists who have indicated their willingness to advise owners unsure of their vehicle's status.

The initial iteration of this list is published on the website (www.fbhvc.co.uk). It is intended to be continuously added to as more specialists come forward.

Before approaching a marque specialist you should study the DfT Guidelines carefully and make your own judgement concerning your vehicle if you can.

An expert or an organisation nominating an expert is entitled to reimbursement of any costs incurred in reaching or providing the opinion and may make a reasonable charge for the service provided, which may be different depending upon whether the keeper making the request is or is not a member. It is your responsibility to accurately describe your vehicle as no inspection will be made. Their advice is provided solely in relation to the declaration you will make regarding VHI.

controlled by the on-board computer (that Reliants don't have). Our "family" Citroen has factory-fitted HID headlamps and does meet all the relevant regulations, but at night the Kitten lights are far better with a clearly much better-defined beam pattern – not all progress is good methinks!

In the case of the other bulbs though, things are easier, in fact my "Flying Jaffa" is fitted with LED's to all lamps bar the headlamps, the high-level brake light, and the ignition warning light. Even here though there are laws you must abide by.

The headlamps I've explained above, the high-level brake light, simply because, as yet, I've been unable to source legal bulbs to fit it, and the ignition warning light because, without a filament lamp, the alternator cannot charge the battery as the alternator field coil is energised through the warning light. This can be done with careful circuitry and some diodes, but I decided it would be too much faffing about for not a lot of benefit, so left mine as original.

You might note that I used the term "legal" in the previous paragraph. By law all exterior lamps MUST be CE marked and although I can get lamps to fit my (Hella) high-level brake light unit, I can't find any CE marked ones in the required fitting...



I spotted this on a Fox at the ROC national and spoke to the owner about it. He had bought and fitted these because he was unable

to find any original ones available to replace his old ones – and they can be a pig to source, on E-Bay. He knew nothing about the need for load compensation or headlamp washers though as the listing never mentioned any of this. Mind you the vendor did tell him they were a simple swap but he told me they were anything but!!!!

On my return home I did some surfing and found these readily available and some vendors even claim they are legal to fit – **believe me they are not**. The ones in the picture are not CE marked either, though with much of what is coming over from China these days, I would recommend that CE marks from this country should be viewed with caution – remember the “exploding” “Hover-boards” being hawked last Christmas??

A problem for Kitten owners fitting LED tail lamps is that the light output, whilst brighter, is very linear, and rear lights on Kittens have the bulbs sideways-on whereas LED’s really need to be installed end-on. With the Jaffa I simply dug out a spare pair of bases and modified these to enable me to fit standard bulb holders, then bored holes in the back panel of the car to clear these....



I just drilled out the rivets holding the reflectors, then a 22mm hole. I also removed the old busbars that connected to the bulbs.

After filing a couple of slots in the 22mm hole, the bulb holders now lock into place with a slight twist.



I removed the factory plastic “rawplugs” and replaced them with 4mm “Rivnuts”. Then just drilled a pair of matching holes to clear the bulb holders.



The finished light assembly. I did install red coloured LED stop-tail bulbs and amber coloured LED indicator bulbs. My covers are not as faded as some but this will future proof them, plus I found conventional white LED's just a little too bright.

Sourcing “legal” CE marked LED bulbs is not difficult. Halfords or any decent motor parts place will stock them. I doubt that an MOT man will ever check this, but better to be safe than sorry, especially as the May 20th changes will likely find roadside VOSA checks on classic cars, and they would most certainly check!

Beware of cheap LED’s available online. All my external LED’s are branded either GEC or Ring and were bought at the local “Europarts” store for only a bit more than I could have got unbranded ones on E-Bay.....

It was well worth doing, particularly the front side lights which have gone from “glow worm” to “floodlight”.....

John (Pearce)

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## MEWSLETTER INDEX

This index is intended for use with the digital editions of The Mewsletter. Page numbers may not be the same as the hard copy owing to the difference in page size (A5 to A4). References are stated as issue number followed by digital page. It only contains the car related stuff, and not other topics. A big thank you to Steve Casey for undertaking this task, and Steve asked me to acknowledge the assistance in his collecting a full set of Mewsletters to work from :-

Mark Johnson, Bob Keene, John Parker and Tony Wiese are the guilty parties! And of course John Pearce for the digital stuff and editorial fine tuning of the on-line version.

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| Clutch                    | 35-14  | 57-20  | 58-17  | 60-16  | 70-15  | 88-17  | 92-13  | 93-17  | 123-22 |
| Comino                    | 122-10 |        |        |        |        |        |        |        |        |
| Crankshaft                | 35-14  | 36-14  | 44-19  |        |        |        |        |        |        |
| Cubs (Reef / Caribbean)   |        |        | 96-1   | 96-7   | 141-24 |        |        |        |        |
| Cylinder Head             | 31-8   | 31-26  |        |        |        |        |        |        |        |
| Cylinder Head cracks      | 45-9   |        |        |        |        |        |        |        |        |
| Cylinder Head gasket      | 49-21  | 70-16  |        |        |        |        |        |        |        |
| Cylinder Head removal     | 49-16  | 91-17  | 126-19 |        |        |        |        |        |        |
| Cylinder Head studs       | 32-13  | 34-16  | 39-13  | 106-26 |        |        |        |        |        |
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|                           | 119-22 | 135-26 |        |        |        |        |        |        |        |
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| Distributor               | 12-6   | 39-13  | 52-25  | 86-32  | 86-33  | 87-24  | 88-15  | 89-14  |        |
|                           | 90-15  | 91-18  | 134-23 |        |        |        |        |        |        |
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|                           | 100-32 | 124-19 |        |        |        |        |        |        |        |
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| Electric fan              | 14-7   | 23-6   |        |        |        |        |        |        |        |
| Electronic ignition       |        | 3-9    | 12-6   | 80-19  | 118-25 | 134-23 |        |        |        |
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out (that is 05:00hrs) so they have to be at the airport by 03:00.

I was in the process of planning my 82 hours of freedom, which is due to begin after I drop them off, though I suspect the first few hours may well be spent in bed, as I doubt I will have had much sleep on the Thursday night!

Our neighbour came over just before 11:30, and Moira said, "Oh no, we don't have time for this!" as there was shopping to be done. Moira had already walked down the town while I was having breakfast, but there was much more to do.

Robert came in and said that we had a visitor who had just driven up, and we looked at each other and said "Derek's very early!" Well, in fact he was, but only ten minutes, some two hours later! This was not Derek, but a Kitten Register subscriber who had dropped in in passing to pay his subscription.

It was back in 2004 that Frank had last been here, and I did not know that he was in this part of the world just now!

He had driven to the U.K. from Germany, and was passing on his way from Dundee to Tamworth of all places, and just took a chance on me being in, which I hadn't been just ten minutes previously, having been at the lock-up emptying the boot of the car!

He was just over for a couple or three weeks on a flying tour before heading home to Chile.

Moira felt that we were terrible hosts as he declined the offer of food or drink and was gone half an hour later in the left-hand drive LPG powered Merc estate he had borrowed from his friend in Germany.

Frank it was great to see you, call again anytime.

Frank has yet to get either of his yellow Kitten estates on the road over there, we live in hope. So, it was off then to do heavier duty shopping and get home in time for our two to three o'clock window to see Derek, only to discover him waiting in his pick-up / flat bed at the end of the street upon our return at 1:55pm!

He was just back in the U.K. after a month or so away in America to sort out an old sea-plane, which he had then to deliver to

France. I guess that is one way of checking out your engineering expertise, fix up an old plane, then fly it from America to France at under 5,000 feet.

It is going on to be used / played with by a company well known for their Formula One teams, and high energy drinks. Derek will be flying it back to the States later in the year.

I just hope all this exciting stuff does not distract him from putting his Fox back together.

He had just, literally this lunch time, picked up its chassis from the folk who had powder coated it for him.

He had stripped it, cleaned off the Waxoil, (a time consuming job), sand blasted it, and done the necessary welding, before bringing it to Glasgow to be galvanised, and then they took it to the powder coating folk, to have it dealt with by them

I was not aware that you could powder coat on top of zinc, but it seems that, with the right treatment, you can - something new learned!

When the powder coaters got the chassis, they rang Derek to ask what colour he wanted it, he said just to use whatever they had the most of, or wanted rid of, or even had on the go, but the girl was most insistent that the customer should choose the colour, so, pushed, he said, make it pink. The girl was horrified, "I can't do an old car chassis in pink" she said, so they ended up agreeing on grey.

I have seen it, it looks great, but I could not put my hands on my camera in time - one day.....

Anyway, Derek then braved my loft to look out some bits and pieces before heading off.

Derek it was great to meet you, I hope it is not too long before we see your Fox back on the road.

I should perhaps explain that there is a reason Derek wanted to go the extra mile on the chassis protection front. His plan is to be able to use the Fox in France and Belgium or Holland when he wants to. Taking it over there with him on his barge! And so it will be exposed to ever so slightly more salty air than most!

I do not like to repeat things by accident, and I honestly do not know if I knew this, or shared it with you before? Anyway, that Fox had an interesting history, Derek bought it from a Morgan specialist who used it as a delivery vehicle, and had had it painted green and liveried accordingly. I am afraid that I do not have a picture to share.

Anyway, dinner is now history, it is almost 8:00pm, and I am really needing to be doing other things, this weekend I have to move the old BX out into the fresh air for the first time in years, and there are still things to do to get that organised!

Wonderful as today was, I could not cope with every day being like that!

*Brian*

.....

### Epilogue.

Well, I have both cheated, and wittered on quite enough. As you will have just read it is now the 6<sup>th</sup> of June, I had hoped to have this edition at the printers last week / month, to try and get back on schedule, so I used Steve's index – **AN IMPROVED VERNON OF WHICH IS NOW AVAILABLE ON THE WEB SITE** [www.kitreg.org.uk](http://www.kitreg.org.uk), and my diary, to quickly fill this one up and let me focus on moving the old Citroen BX out of the lock-up temporarily this weekend, while Moira is away sunning herself.

So, this is 10 days earlier in the month going to the printers than the last one was, not the month earlier I had intended, but an improvement never the less. Will it get to you in June? – of course it will!

Take care, drive safely, and ..... those ..... joints!

*Brian*

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