

# RELIANT KITTEN REGISTER



## Mewsletter 152

January - February 2020



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

☎ 0141 886 6117

E-mail: [info@kitreg.org.uk](mailto:info@kitreg.org.uk)



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

*This issue's cover car is Jim Clarke's amazing Liege, having recently passed its SVA. Problem being though is that it's so pretty he's feeling guilty at the thought of using it in competition in case it gets scratched!!! Nice problem to have methinks.....*

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>

***For technical advice, help with locating parts or other queries, contact Brian or John.***

**Brian Marshall, 16 Glendee Gardens, Renfrew. PA4 0AL  
☎0141 886 6117 E-Mail: [b.w.marshall@ntlworld.com](mailto:b.w.marshall@ntlworld.com)**

**John Pearce, 7 Harworth Close, Mansfield, Notts. NG19 6QP  
☎ 01623 400687. E-mail: [john@atodini.co.uk](mailto:john@atodini.co.uk)**

# **Dinky Cars**

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E & o e

I honestly do not wish to dwell on my shortcomings, my apologies for the unique lateness of the last edition, and my thanks to those who sent in their renewals anyway.

This year, I suspect, will be pivotal in focusing my mind on if, and if so for how long, I want to keep doing this? I am in no doubt at all that I want to keep on, but after the debacle of the last edition, and the seemingly ever increasing health issues we both face, I'm just not sure.

The fact is, frustrations over delays apart, I do enjoy it, and continue to find it both therapeutic and rewarding.

Then there is the matter of subscriptions. Costs creep up year on year, and while we have held subs steady for a long while now, that can't continue indefinitely I'm afraid. The question is, do I raise them by a couple of quid? Or just put them up a fiver, and probably never have to increase it again? Decisions decisions, and I used to be so good at making them as well!

Thanking everyone who helps me keep this going is a matter that I feel I sometimes let slip. In no particular order at all, John Pearce and Malcolm Rush, Phil Hallam and Alan Shaw. Duncan Bradford, John Box and David & Donna Henderson, Paul Johnson, Steve Casey and Graeme Shaw, to name but a few.

John, as you may know, runs the web site for us, and the time and effort that he puts into it is just an undertaking that I could not contemplate. See his article on pages 22 - 24 for an insight.

As you will read further on, I have, as is the norm, filled a few pages with comments from and on your renewal notices. Because I was so far behind last time, I expect that a few folk will not have had time to send their 2020 sub in yet – now would be a good time to do that!

Anyway, it is now the 6<sup>th</sup> of January, and I am about half way through this edition. A veritable flood of renewals have been arriving daily since Monday, and, welcome as they are, keeping my head above the water is a challenge right now.

My apologies to our most recent subscribers, I have given priority to the magazine this month. Hopefully I will catch up with everything else shortly. (He said, in the desperate hope that it would come to pass!)

I left the interior light on in the “new” car last night, and had to get the RAC out to give me a jump start, which caused me to miss my physio class, there is always something!

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# From the Oval office

Hello all, welcome to 2020. I am told our happy band consists of more than 200 souls, some of whom may have multiple Reliants, and others with none. It can be assumed though that many more exist in running order than the six that turned up for our annual meet last year.

This year Malcolm is proposing to move our gathering to Whitchurch, which is centrally placed, and easily reached. The town's mechanical history centres around the clock making industry, and it was an early port of call on the canal network. It has a proper high street with a variety of shops, and a street market on Saturdays. The ancient bakery and cafe is recommended for a snack or fattening pastries.

Let us give Malcolm our support and make an effort to swell the numbers at Hadley Park, Whitchurch, to mark the new decade.

Don't forget that if your Kitten has very sound door seals it will float, so make sure your little treasure is firmly attached to a suitable anchorage. John

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*How many Reliant Engines can you fit in a Toyota Verso S?*

# From your renewal notices.

Colin Marshall (1042) tells me that he is delighted to learn that Jim's Liege (see front cover) is now complete and on the road. He also tells me that 2019 was a quiet year as far as Liege organised events went, but that they did their own thing in their local forest, as well as in the Brecons and the Black mountains. **Sound like fun to me.**

Also, that he and Maggie hope to see us at Whitchurch this July. **We look forward to the prospect of seeing you both there.**

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Alan Shaw, (361) as ever, was amongst the first of the renewals to arrive. **Thanks Alan.**

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Phil Knowles (1020) tells me that his Jimp restoration suffered a delay due to him injuring himself whilst building a new workshop.

The good news is that the workshop is now complete, and the Jimp is in residence, so work can now proceed.

**Phil, I hope that you are fully recovered by the time you are reading this. These bodies we live in are just like our cars, wonderful when they work, but a real pain when they break down.**

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Neil Kineally, our Asquith man in Anglesey (830) sent me a cheque, even though he, as one of our 5 year folk, was not due to do so till the end of this year, **thank you Neil, much appreciated.**

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Steve Casey (772) I am going to single out for special mention. I often fail to show proper appreciation to those quiet folk, whose frantic paddling beneath the surface, is instrumental in allowing us to provide the service that we do. **Steve, thank you for the Index.**

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John Graham (158) tells me that the Cumbria Classic Show at Dalemain, Penrith, will take place on the 23<sup>rd</sup> of August this year. Entry forms will be available on-line from the Wigton Motor Club's website from about Easter, if you fancy coming along.

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Bob Neal, and Barbara, (285) have kindly sent in details of a tidy looking Kitten estate that is, for sale, see the supplement for details.  
Thanks Bob.

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Bill Starkey (386) was reminding me that his son David (1096) is now the custodian of the car, and of course David's was one of the renewal notices that did not get printed before my printer broke down.

You will both be delighted to know that I have, finally, moved the "General Lee" over to David on the database!

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Jon Goodson (2069) tells me that his Kitten van is running. Well done Jon, and thanks for your good wishes.

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Duncan Bradford (042) tells me that he is not planning to run Fox F966 RPH again, after its second accident in as many years. The running chassis is all good, but it needs a new body (or could it make a Tempest donor?) As the cost of repairs would exceed the value, he may sell it as is, or break it for spares, which would be a shame.

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Vince and Tina Cooper (085) are still kittenless, they joined us in 1996, but parted with the Kitten almost 2 decades ago! Being gluttons for punishment however, they continue to remain with us, for another year – great to have you both on board. I think that if a good Kitten estate became available anywhere near the Portsmouth to Brighton area, they might be tempted!

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Brian Martin tells me that his Kitten is not just running, but running nicely, which is good to hear. Thank you for your generous spares donation Brian.

Meanwhile, down in Dorset, Eddie Pitman (1007) is having a problem with an engine mounting, I only tell you this to remind myself lest I have failed to learn more, and help him find a solution. Thank you too for your spares donation Eddie.

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Willie McKenna, from snow covered Aviemore (1078), tells me that he has acquired another Fox, this one, a part done project begun by Dougie Dickson from Dunfermline, who sadly had a bad stroke last year. The Fox had yet to be moved from Dunfermline, where it was up on stands with bits off the suspension – watch this space!

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Howard Palmer (1118) has had to delay his Kitten rebuild due to illness in the family – Howard, I understand all too well. **Good luck. I hope that things improve both dramatically and soon.**

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*Right, I am expecting a couple of articles, but it is now the 8<sup>th</sup> of February, I still have a dozen pages to fill, and, if I am to get this to you this month, I'll need to get a move on!*

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Dick and Sheila Sherwin (126), tell me that JET is still running, though seldom used these days. Could be doing with a respray and new carpets. Logic says that they should probably let her go, but they like her!

I remember (*and that's saying something!*) that they had a body off restoration done to that car, disc brakes fitted, chassis blasted and powder coated, and very neat professionally done rear lights modification, and that was only 21 years ago - I had to look the date up! Thanks for the spares donation, and do let me know if you do decide to have her re-homed.

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Closer to home, Chris Hannah (796) tells me that his running Kitten saloon, which was yellow before being resprayed red, is now blue and white. **A picture or three would be great if you can Chris. Thanks too for the spares donation.**



Clive Smith (900) tells me that both his Fox and his Tandy camper are his only running vehicles, and provide him with all his daily motoring needs. **Delighted to hear it Clive. Long may they continue to give good service.**

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In case you were wondering, those folk mentioned so far represent less than half of those whose renewals arrived in the first 5 days. Most folk, sadly, do not use the annual opportunity to write anything other than the basic information of their renewal notices, some not even that! What I need to decide at some point is, do I just wait for ten days or so, and fill a few more pages with this sort of thing, or do I finish the story of one or more of my trips south since July, and use that to fill a few pages?

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Jennifer Linfield (232) tells me that all 3 of Peter’s Kittens have now found new homes. I know that two of them have changed hands already since leaving Banavie, one moving up from the borders to Ayr, where its new custodian, Douglas Barrie, is forging ahead with a view to putting it back on the road this year. ***My apologies for the delay in sorting out your new front dampers and springs Doug.*** Kyle Cartmell, (1116) who is doing a body off restoration on Andy Yule’s old estate car, has also given a new home to the last of the Linfield Kittens, the end of an era. The other one (the only running one) which initially went down south, has also I gather moved on since, though its current custodian has yet to get in touch.

**Jennifer, in case I don’t find time to write or ring meantime, all 5 year subs are due at the end of this year. I’ll be sending out renewals towards the end of the year – provided I don’t get bogged down like I did last year!**

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Roger Goldthorpe (156) tells me that his house move has a downside – it just has a single garage! And so his Liege and Austin seven are in storage. There is more, but I will save that for the Liege page! **Thank you for your kind words and good wishes Roger.**

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I considered giving this bit a page of its own, with an appropriate title, I may yet do that!

Wouter van Oploo, (412) from Schijndel in the Netherlands tells me that he is retiring this year, and has asked me to advertise both his LHD Kittens. The yellow one is a daily runner, and is mechanically perfect, with a lot of upgrades and modifications which he tells me has made it a lot faster. The blue one is still undergoing a rebuild which he is no longer planning to complete, it has only covered 54,000 km. Along with the cars there are a lot of both new and used spares. See the supplement for contact details.

Wouter, I can hardly believe that it is 17 years since I met you at The Wardley's place at Thurlaston near Coventry, (can you believe that Tom & Patience?) and while I can understand it, I am sad that you are moving on, as regards your daily transport, in your retirement. No more public holidays for you I'm afraid!

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John Almond (1098) is leaving us after just a year. He had joined looking for a Kitten, and bought the late John Player's one last year, but had not realised how much was needing done to it, and was surprised at the cost involved. Interestingly he tells me that he sold it recently to a firm who hire out interesting vehicles to the film industry. They wanted it to replace the one they had! Apparently John's one has a much sounder chassis. Clearly we would like to know more, and I have asked for details, hopefully I will learn more shortly.

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John Beecroft (1026) rang today, 13<sup>th</sup> of February, just to check that his renewal had arrived o.k. It had. **Thanks John.**

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David Nicholson (784), our man in Penzance, tells me that his two-tone Kitten estate is still in everyday use, and going well, but that there is (are?) an ever increasing list of jobs needing done to it. He plans to tackle them when spring arrives.

Thank you for your good wishes David, I hope that spring arrives sooner rather than later.

I know this is cheating a bit, but I must fill a few pages this weekend if there is any hope at all of getting this to you anything like “on time”.

Bob Nash (283), one of our Norfolk resident readers, sent in his renewal in this envelope :-



Given that the Silver Jubilee of the Queen’s reign just happened to be in a year when Reliant were still making Kittens, (purely by chance, her reign began the year I was born!) I wondered if you had that in mind when you put that particular stamp on the envelope Bob, am I really just that desperate to fill a page and clutching at straws? or were you just using up some old stamps?!?

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**URGENT UPDATE – 19/2/20** Sadly we have left it too late! The proposed venue for our Saturday run and lunch destination – Wittington Castle – was already booked. Malcolm is searching for a suitable alternative. For more information you can contact Malcolm on [rkshowpostbox@gmail.com](mailto:rkshowpostbox@gmail.com) or wait and see!

## Subscription reminder

I might be organised – or cheat, we will need to see how things go in the latter half of February!

A number of people did not get a renewal notice – and I am not just talking about our digital readers. My problems with my printer at the time caused a failure which took too long to recover from in time to go with the last – already late – mag.

I did say, on a specially produced note to those affected, that their notice would follow shortly. Here I am, 2 weeks later, and I have still not got round to that task – producing this edition was given top priority.

So, it may come to pass, that I might try to be really smart, and not only “fill in the gaps” along with this edition, but also – if I am really clever, enclose a duplicate renewal notice for to those who, at a yet to be defined cut off point, have not responded to the initial notice. It very much depends on how, if at all, organised I am at the time. Watch this space!

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Sadly –

We learned recently of the death of John Lawrence Dickson. John has lived in France for decades, and was on my list of folk that “I must get in touch with”. Well, too late now...

John bought one of my Rebels about 20 odd years ago. Arleen came with me on that trip when we trailered it to Portsmouth, or was it Southampton – I’d need to look it up, if I could remember the year! It may have been mentioned in these pages at the time.

He intended to rally it, believing that it fitted neatly into a particular class. He even had another one for spares (the one he bought from me had a galvanized chassis).

We gather that John passed away peacefully at home at 4pm “sitting in his chair”, on the tenth of February.

The old adage “when in a hole, stop digging” springs to mind, but someone – frustratingly I can’t recall who, sorry, reading this, was treated to a long term subscription to the Register by John, as part of another deal – this memory is getting really frustrating – I’ll stop now.

Thanks to John Pearce for both making me aware, and sending our condolences to the family.



6 December 2019

For immediate release

## Federation of British Historic Vehicle Clubs announce new Director of Archiving

The Federation have announced that its board of Directors has co-opted Andy Bye as Director of Archiving with immediate effect. Andy will serve on this basis until the Federation’s next Annual General Meeting.

The move comes in response to the Federation’s increasing requests for advice from member clubs and the monitoring of the continual development and evolution of the historic vehicle movement.

David Whale, FBHVC Chairman said, “Our, strategy has served our members and partners well for several years, but in the past twelve months we have realised that many clubs require support on the successful archiving of production drawings, build records and marque artefacts and so we are delighted to be able to extend our portfolio to support clubs on this important topic.”

Andy Bye, who will be known to many as one of the trustees of the Rootes Archive Centre Trust, brings with him considerable knowledge and experience around the subject of archiving, which he will be sharing for the benefit of Federation members and the wider historic vehicle community. The team behind the Rootes Archive Centre Trust is credited with saving the archives from the old Rootes Group Engineering Department. The team went on to purchase their own freehold Archive

building near Banbury through fundraising and recently announced that they are on the verge of paying for the building in full after only 4 years of further fundraising. An admirable achievement to give the Rootes archive certainty for future generations.

Andy Bye is retired from PSA Peugeot Citroen having started with the group in 1979. During his career, he did in fact work for Chrysler, Talbot, Peugeot Talbot, Citroen and Peugeot and at his retirement was Quality Director for PSA Peugeot Citroen. Andy was an active rally co-driver in Imps, Avengers and Sunbeams. These days he remains actively involved in both the motorsport and classic car sectors where he provides preparation and trackside support for a number of historic race cars. Andy is a member of the Sunbeam Alpine Owners Club and The Imp Club.

Speaking about his appointment, Andy Bye said, “Contributing to the FBHVC gives me the opportunity to become involved with the larger historic vehicle movement and to share my experience and passion for preserving and protecting invaluable archive artefacts and records. Many of the Federation’s members are grappling with how they manage, preserve and protect archives, so I am pleased to be able to offer support on how best to go about securing the future of the important information they collectively hold on our transport heritage.”

Andy Bye’s first priorities will include the creation of a handbook of documents outlining best practice for managing archives including cataloguing options, finding suitable spaces, funding, storage options and ‘How to Do It Guides’. Andy is also keen to work on creating a central database of archivists for the sharing of knowledge and information as well as opening discussions with potential supporting partners.

Members will have their first opportunity to meet with Andy Bye at the forthcoming FBHVC Club Expo day to be held at the British Motor Museum, Gaydon, Warwickshire on Saturday 25th January 2020. To book your ticketed place for Club Expo, please contact [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)



# *Liege page*

Dear Brian,

6<sup>th</sup> February 2020

Thank you for your good wishes in connection with our recent move nearer York.

The downside of the move is the single garage. In the meantime, I have made a workbench using some discarded kitchen base units, but still have to make shelves and tool racks before I can retrieve the bits and bobs from my nephew's place, where the cars are stored just now. The garage is in use as a joiners shop at the moment, while I make shelf and storage units for the cupboards.

The Liege has, over the years, developed an annoying habit of the engine cutting out when the clutch is depressed. This started a few years ago, and was a problem that manifested itself in the afternoon, there being no problem in the morning. Over the years this malady has spread to the morning as well, and has now become so bad that the car is difficult to drive, as the engine will cut out mid gear change!

No one I have asked has any idea of the cause, so, having moved to Stamford Bridge, I called at a local garage to quiz them about the problem. They pointed me in the direction of Gilpin Brothers of High Catton, who they say were brought up on Reliants. I called upon them and it was suggested I check the earth connection in the first instance. Reliants, he explained, will use their clutch cable as an earth, the result being the engine will cut out when the clutch is depressed. I am a little skeptical, but it could be the answer.

I will press on with the joinery for now, so that I can get back to the cars, and test the earth theory.

Kind Regards, Roger Goldthorpe – No. 156

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Our front cover this time, as you may just have noticed, is adorned by Jim Clark 's recently completed Liege. Here is another view – have you got it dirty yet Jim?



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Brian,

12/2/20

Hmm, maybe we went to Llangollen too many times..... Seems the Welsh have heard of us!

Been to Llandudno several times – it's a nice place.

John (Pearce)

Dear Editor/Club Secretary,

February 2020

Please could you possibly include our event in your diary date's/what's on features or any of your membership newsletters/Public media that might be relevant to our event, We usually have a good variation of vehicles with around 300 cars in attendance. 150 Classic Commercials, 100 Motorcycles, 100 Buses 100 Cycles 100 Light Commercials, 10 Living Vans, Classic Caravan & Car displays, 15 Miniature Steam Engines, Classic Heavy Haulage to today's modern Haulage. 65 Stationary Engines 20 Awning Displays, 150 Tractors, Horticultural Displays, 100+ trade stands Licensed Beer Tent & A Large Variation of Catering Vans

Kind Regards, Jim Ricketts - Festival Organiser/Advertising.



# LLANDUDNO TRANSPORT FESTIVAL

V E SPECIAL

Bodafon Fields, Llandudno, North Wales, LL30 1BW  
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 8<sup>th</sup>, 9<sup>th</sup> & 10<sup>th</sup> May 2020 - Gates open 9am

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## ADMISSION

Adults ..... £7.50

Children..... £2.00

Car Park..... £2.00



Email: [info@llantransfest.co.uk](mailto:info@llantransfest.co.uk)  
[www.llantransfest.co.uk](http://www.llantransfest.co.uk)



LLANDUDNO TRANSPORT FESTIVAL cannot be held responsible for any cancellations of the advertised events.

## *Hot stuff*

Hi Brian,

November 2019

I had a phone call from Nigel at Partsworld, to say that he had come across a small quantity of heater kits with a Fox I/D number, but they did not look like Fox heater kits as he knew them to be normally like. Would I come and have a look?

Nigel had a large box which contained the heater box, which, instead of the normal pyramid for connecting the pipes to, had a row of five pipes. Other than that, it looked the same size of heater.

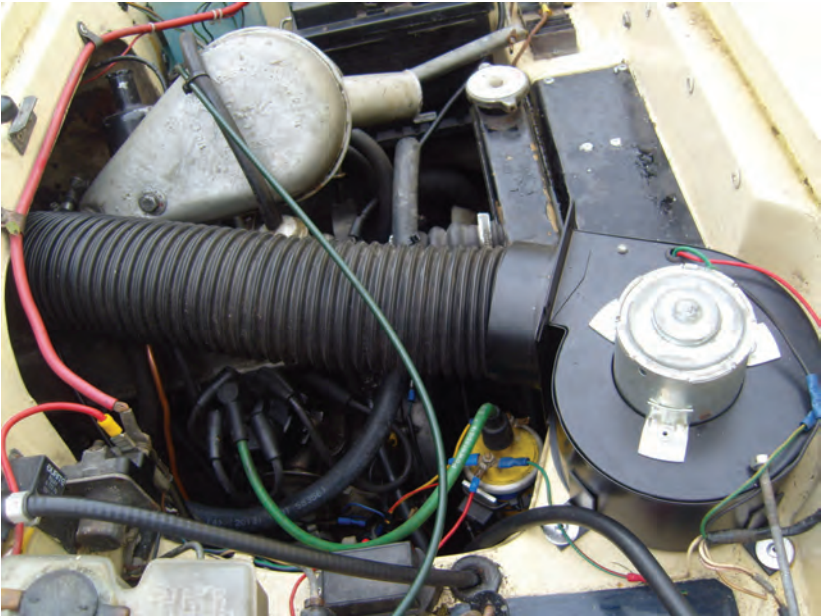
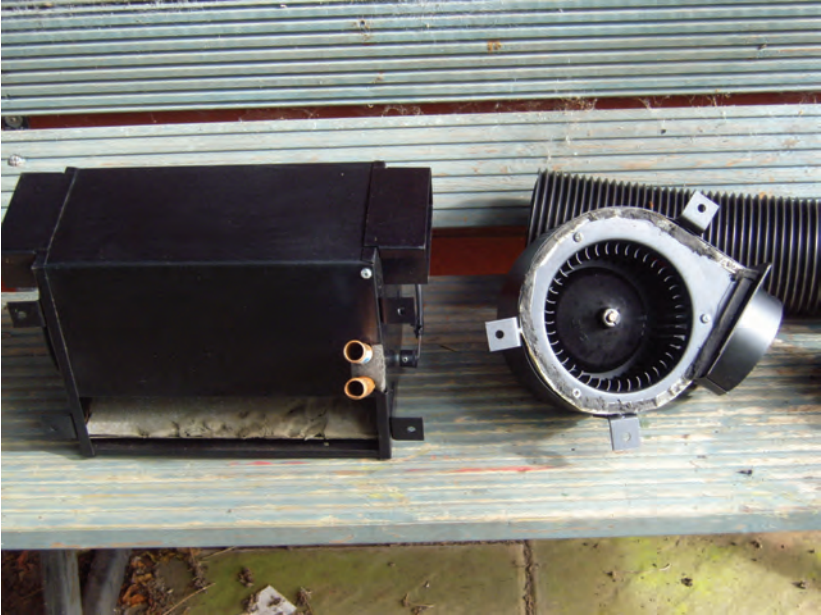


I did notice the foam on the direction flap had deteriorated, and that the water pipes were  $5/8$ " diameter, rather than the usual  $1/2$ ". The motor was much larger, and it had a larger air pipe.

The air pipe connector is totally different. We decided that they were intended to be for late Foxes being built in the factory, but never fitted.

The decision was made for me to buy one for my Fox Tandy camper, and retro fit. Just to see how much work was involved. Obviously, from an engineering point of view, nothing is impossible, but

some things are simply not cost effective, or worth the time and effort, and I was curious to see into which category this upgrade would fall.





I decided to fit the larger fan and motor assembly. Firstly, removing the original motor / fan, which was straight forward. On the new motor / fan, I found that the foam seal had disintegrated, so I made a new self-adhesive foam gasket, and fitted it to the bottom of the motor case. The motor only fits in one position, and is held in place with large head peel rivits. The wiring was then re-connected, and the motor run to make sure all was ok. It was.

My attention turned next to the inside of the cab, stripping out the old heater box and air connector pipe. Offering up the new parts soon showed the old attachment points where in a different place to the new heater box, and positioning the air connector pipe in the correct place was critical, as you could end up with the pipe hitting the rocker box on the engine, or the body overhang above it, in the engine bay. You also need the air connector tube to fit inside the input slot on the heater box. I cut and filed the hole for the air connector tube, made a self-adhesive gasket, and pop riveted the assembly to the body on the cab side.

The heater box needed the foam replacing with new self-adhesive foam on both sides of the direction baffle inside the heater box. The heater was then offered up, and riveted in place using large head peel rivits. Connecting the pipes to the heater box and outlets was hit and miss, as some fit, some were the same diameter as the outlet and needed taping together. The cab heater body cover and knobs / choke were assembled.

Next I had a look at what needed to be done to connect the water pipes. I decided to find 2 x 16mm to 12mm pipe reducers on line. Two short lengths of 16mm rubber pipe were slid on to the heater pipes and held in place with clips, reducers fitted, and then the pump and return rubber pipes. The lower pipe is the inlet to the heater from the pump.

Lastly, (pic on the bottom of page 19) the connector air pipe from the motor / fan to the heater tube. No matter how hard I tried, I could not make it fit with the pipe supplied with the kit, and eventually I measured the inside diameter of the fan motor case, found an appropriate rubber pipe online, and fitted the connection pipe to the inside.



The finished working heater is a really good upgrade, but making it fit, is anything but straight forward - if you have the skill to fit this kit, it's well worth the effort, but it's not that easy!

Keith.

*Thanks Keith, I should warn those who might be tempted, that if Keith says it is not that easy, then it will be well beyond most folks' ability. I am not trying to belittle your skills, and I know several reading this who could do it, and do it well. But, it is not a job for the faint hearted, or over-confident. You have been warmed – sorry, warned! Frustratingly I missed an opportunity to ask how much - I had a call from Nigel at Partsworld earlier, about an un-related matter, and never even thought to ask – one day...*

## A strange request.....

Brian,

13<sup>th</sup> January 2020

Made me smile anyway!! Original message after the reply below.

John.

Our usual response to “spam” e-mails is not really appropriate for your e-mail. Nonetheless I will insert it just so you will understand why!!

We do get quite a few, mainly advertising spams, but this is the first time we’ve ever been asked for “remodelling”.....

*I thank you (and many other similar organisations) for this spam\*. It’s clear however that not one of you has bothered to actually look at the site you are spamming!*

*Had you done so you could not have failed to observe that the Reliant Kitten Register [www.kitreg.org.uk](http://www.kitreg.org.uk) is NOT A BUSINESS!! It is simply a register/club and the web site is an information site for subscribers to it. The Reliant Kitten Register, established in 1991, is a simple, non-profit making organisation. We simply keep track of the surviving cars. We issue a bi-monthly “Mewsletter” and assist where possible in the sourcing of long obsolete spare parts, plus we provide technical support.*

*The Register is run by volunteers, simply to support enthusiasts for these excellent but quite expensive (when new) and now rare, Reliant Rebel, Kitten and Fox small 4-wheeled cars built in Tamworth, England, between 1964 and 1988, plus all the derivatives including the Indian-built Sipani Dolphin....*

*The site carries no sales or advertisements and is only intended for our subscribers. It is not even designed to promote membership of the Register. Due to low production numbers, surviving cars are sufficiently rare these days, that we have no need whatsoever so to do.*

*Ergo its position on Google or other search engines is of no interest whatsoever to us. Neither is the page ranking, or any other statistics come to that. Nor do we need investment, funding, "professional" photo editing, insertion in business registers, printing services, or, indeed, any external services.*

*And Facebook? Twitter? Mobile? Apps? Gaming?*

*The Register has no presence whatsoever on social media, and no intention of establishing any. Whilst there are Reliant-based groups on Yahoo, Twitter, Facebook etc., these are run by individuals, none of whom are connected with running the Register.*

*And for those who can "Increase our sales"? What sales? We do not advertise Register parts for sale through the website*

*Excluding subscription applications and renewals, we do nothing financial whatsoever on the site.*

*The site is produced and hosted at no cost to the Register by one of our committee who has a computer services company and has been so run since its inception. Decreasing the running cost to the Register is therefore impossible, unless you propose to pay us for the privilege of hosting or running it.*

*So please remove our address from whichever list you have. Thank you.*

*The above is not even remotely personal, and completely without prejudice. It is simply a generic, and I hope mildly amusing reply as we get similar overtures a minimum of 2-3 times a week from all over the world!*

*Secretary, Reliant Kitten Register.*

- *\*For those who claim their e-mails are not spam, I append the DICTIONARY definition.*
- *"spam" – unsolicited, unnecessary and unwanted e-mail communication.*

*John Pearce (RKR)*

## Here is the email that started all that :-

From: Jeffery Smith  
Subject: remodeling

Sent: 13 January 2020 09:59

Hello

Would you be interested in quoting for remodeling / joinery works?

I need the old staircase removed and the new staircase fitted. It's an old house and not a very big stairwell, it may be best assembled on sight purely because of access.

The kitchen works including utility room, consisting of a full strip out of floor tiles, cabinetry and appliances. Then install new flooring, new cabinetry, new worktops, reconfigured granite worktops, and new appliances.

We also want to add a window, dado paneling, a bench, retain the fridge freezer and the tall cabinets but maybe just change the doors.

We would be interested in an indicative opinion and quote from you (or an indication that it would be something that would interest you).

Please advise if you are able to provide a quote for the project so i can forward you basic drawings for you to see.

All good wishes, Jeff & Ben.

I chose not to correct the spelling and punctuation, but yes John, I can see why it gave you a laugh.

I understand that John deals with a lot of spam of various sorts, that arrives in the RKR in-box, and I can tell you that that is one reason it took so long for us to have an on-line presence, never mind my shortcomings on the skills front, I would never have the time and patience to monitor it all.

Thanks again John.



*Ehh I ehh I oh.*

*Oh sorry, that was **old MacDonald!***

*I honestly do not know if this is a true story, it would not surprise me in the least if it was, made me smile anyway!*

A young man named Donald bought a horse from a farmer for \$250. The farmer agreed to deliver the horse the next day.

The next day, the farmer drove up to Donald's house and said, "Sorry son, but I have some bad news, the horse died."

Donald replied, "Well, then just give me my money back."

The farmer said, "Can't do that. I went and spent it already."

Donald said, "Ok, then, just bring me the dead horse."

The farmer asked, "What ya gonna do with him?"

Donald said, "I'm going to raffle him off."

The farmer said, "You can't raffle off a dead horse!"

Donald said, "Sure I can, Watch me. I just won't tell anybody he's dead."

A month Later, the farmer met up with Donald and asked, "What happened with that dead horse?"

Donald said, "I raffled him off. I sold 500 tickets at five dollars a piece, and made a profit of \$2495."

The farmer asked, "Didn't anyone complain?"

Donald said, "Just the guy who won. So I gave him his five dollars back."

Donald has now moved into the White House.

.....

**Some potentially good news for those north of the border.**

Dear Member/Supporter,

11/02/2020

You or your organisation may have been one of those which responded to our call on 29 May 2019 for support of historic vehicle exemptions in Scotland.

The good news is that the Federation have succeeded (with others) in persuading the Scottish Government to propose that the Regulations controlling the scope of Scottish Low Emission Zones might include a general exemption for vehicles over 30 years old, subject to this being supported by consultation.

Transport Scotland have issued a Consultation on These Regulations.

We have responded by welcoming and supporting this exemption.

Just to make sure, you might wish to respond to transport Scotland supporting this exemption proposal. The Consultation closes on 24 February.

<https://www.transport.gov.scot/consultation/scotlands-low-emission-zones-consultation-on-regulations-and-guidance/>

Kindest Regards, Emma Balaam

Secretary, Federation of British Historic Vehicle Clubs Ltd.

PO Box 295  
Upminster  
Essex RM14 9DG

Tel: 01708 223111    Email: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)

# Getting Technical

In reply to John's (Bonnett) letter, please go with galvanizing, as the whole chassis is immersed, so that the inside gets done as well (making sure any sealed areas have holes drilled in them) otherwise they can bow with the air pressure inside.

As you've gathered, I don't like powder coating, since, if it's not done correctly, it cracks, allowing moisture to get between the metal and the coating, and rusting takes place, often unseen.

I use Scottish Galvanisers here, they seem to wait till the end of the shift before putting my things through, which is great since the bath has cooled slightly, and I usually get a thicker coating of zinc - costs me more mind you, as they charge by weight!

Regards Phil. (Hallam, No. 164)

I think that I made reference to this before, something I only realised when Derek Wallace dropped by with his Fox chassis a couple of years back, and that is that you can now actually have the best of both worlds, for a price, that is to say that the technology now exists to allow you to do both, i.e. powder coat on top of galvanizing. A bit of – what is the opposite of “overkill” in this context? Anyway, you get the jist.

Derek's Fox will be traversing the North Sea fairly regularly, so it will be a bit more exposed to corrosive influences that most!

~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.

## Our Annual Gathering

Malcolm is pressing ahead, in spite of having had very few responses to his request for feedback to his plans outlined in here last time – though I was feeling a bit guilty, as a number of you said positive things about his proposals in with their renewals, and I failed to pass them on in a timely manner, sorry.

The latest is that we are just waiting for confirmation of the dates - 25th/26th July is the plan.

Watch this space – or better yet, contact Malcolm on -  
rkshowpostbox@gmail.com

.....



Another clue to the Reliant engines in a Toyota question.

## Epilogue

As I type it is fast approaching the middle of February. John was reminding me earlier in the week that this edition is due out in a couple of weeks' time, if I am to "catch up", and so this really needs to be at the printers within a week, or less. However, I have another 9 pages to fill.

I am, happily, a bit distracted with having to process your renewals, which have been coming in thick and fast, thank you.

On top of that, it looks as if our daughter and family might be moving to a new house in 2 or 3 weeks' time, if everything goes to a, quite ambitious plan, and that will be another distraction, albeit a welcome one. It will reduce the distance between us by two thirds, and while there will be even more sets of traffic lights between us, the time, as well as the distance will come down from 35 minutes to about 12, or if you prefer, 26 miles to 9.

Meantime, back at the ranch, it is now past the middle of February! I have cheated to avoid reducing the size of this edition, hopefully things will be more focused next time – No, we are not going Ford!

I was just looking at the Mews folder, (on the computer) I now have almost 45 versions of this one – I keep saving it under a different name after each session and or page completed, so that if "lose control" of it again, I won't have lost too much – One day....

So, grease those ball joints and 'ardy spicers, oil them trunnions, and top up yer carb dashpots.

Speak soon, till then keep well, and drive safely.

*Brian*

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