

RELIANT KITTEN REGISTER



Mewsletter 161

September - October 2021



Edited and distributed by Brian Marshall

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The Register caters for all the under 1.1 litre Reliant 4-wheeled vehicles plus all of their derivatives: Foxes, Rebels, Tempests, Salamanders, Ciphers, Jims, Asquiths, Vantiques and all other specials including the Liege and the Sipani Dolphin.



The Reliant Kitten Register

Hon. President John Box

This Fox has been rescued twice that we know of, firstly by John Davies, then by David and Donna Henderson. You can learn about its recent history inside. Congratulations on the advisory free MOT David.

The Register is a member of the FBHVC, which monitors UK 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.

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SALES, SPARES, REPAIRS,

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E & o e

A very warm welcome to you on this, hopefully dry, Autumn day.

I know it is cheating, however, in an effort to avoid slipping back into my old (late) habits of magazine production, I have taken the executive decision to include not one, but two parts of David & Donna's Fox rebuild story.

As the nights begin to draw in, I realise that another year is slipping away, and my lock-ups are just about as cluttered as ever, in spite of Phil's much appreciated efforts.

It will, frustratingly, be October by the time you are reading this, though, on a positive note, I have begun our Christmas edition, so some forward planning is in place.

Meantime I allowed myself to have a day off on Saturday the 2nd of October, to meet up with some Jowett friends at Vorgie Park to the south, south east of Edinburgh.

This was my first solo trip of more than a dozen miles in 18 months. I covered 139 miles in just over 9 hours, averaged just over 50 MPG, (I could not have done much better in a Kitten!) saw a lot of miniature locomotives, and enjoyed a lovely meal out with friends at the Melville Inn. More please!

Enough distractions for now.

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From the Oval Office.

I have been reading of the woes of our Reliant gearboxes. It was ever thus, my 1976 Kitten van (bought new), started jumping out of second after a relatively low mileage. In factory speak this is known as “self-disengagement”.

For the Raptor, Derek, the company’s last gearbox builder, was instructed to build the last one he ever had! It falls out or reverse, unless one is gentle with it!

There was a gearbox crisis in the early nineties, and new cars were being assembled with second hand parts in the gearboxes. Reliant had their own hobbling machines then, but when the factory moved to Burntwood, machining was outsourced to Villiers.

Our Tempest Trials car, which was loaned out to several different drivers, and completed many M.C.C. long distance events, never displayed any gearbox maladies, despite such arduous use. Wherever it is now, it is 33 years old!

My view on E10 petrol is to use the expensive E5, and keep the tank full to reduce the corrosive effect.

As for the President, he is deflecting corrosive effects with moderate intakes of Malbec.

My regards to all, John.

A Rebel catch?

Brian,

25/9/21

I have been asked if this a special REBEL part, can you advise?

Best Regards, Alan (Tulloch), from Aberdeen.



This brings home to me how bad my memory has become, and how poor my picture filing system is – I cannot, in a timely manner – come up with a picture of one of mine!

It certainly looks similar. I am pretty sure the ones on all of my Rebels, were metal. That said, Reliant would not have had such a component designed or manufactured specially. Perhaps a Standard (8 or 10?) or Austin (A30 / 35 possibly?) Again I should know, I ran an A30 van as my daily transport for a year in 1974, it had an all chrome grill, and trafficators!

Anyway, if you can help, please get in touch, thanks. Ed.

Kittens on the move.

Hi Brian,

7th May 2021

I sold RUE 979R on Sunday to John White.

He drove it the 130 miles from Andover in Hampshire, to his home in Devon.

He should be joining the Register soon.

Meantime, just to add that I have now driven the “New” van, WON 580T, ex Tony Wiese. I’m Really pleased with the way it drives.

Steve. (Head) No. 1013 - from Andover.



Thanks for the update Steve. I left this for a couple of months, in the hope of being able to welcome John, but nothing yet. Something to look forward to in future, Ed.

I’m never quite 100% certain if one’s appreciation of a “New” Kitten is a reflection on one’s own standards of maintenance, or those of the individual you have bought the “ New” one from, or just plain luck!

At the end of the day, all that matters is that you are happy, and it certainly sounds as though that is the case – congratulations, and well done Tony. Ed.

Morning Brian,

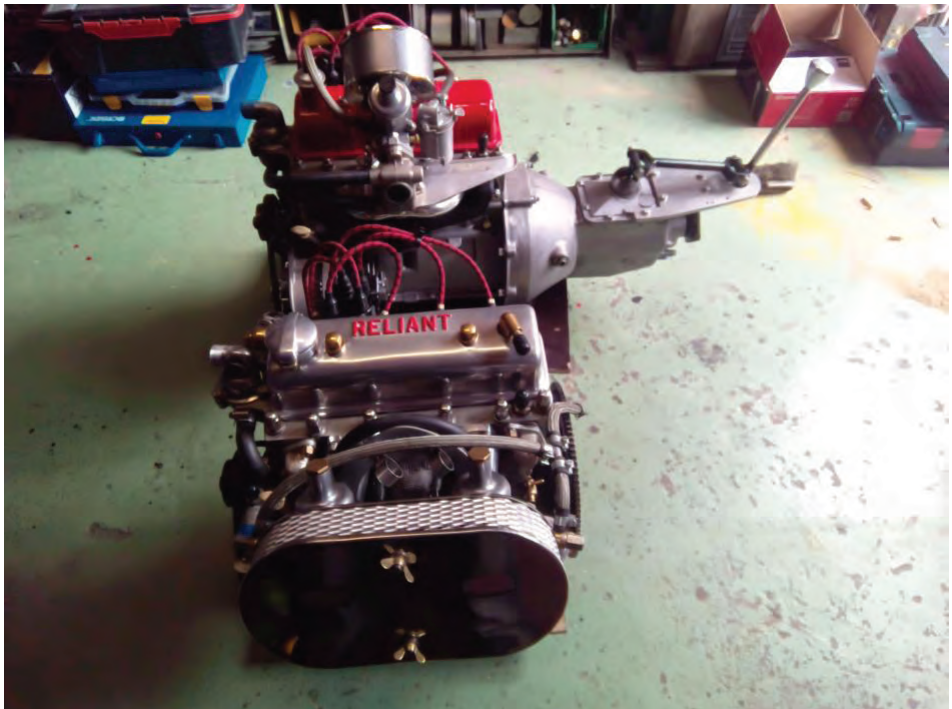
23/8/2021

Sorry for the delay, as usual, I'm busy, a full time job (but only 24 month to retirement), and a lot of projects, aside the normal family cars servicing (three kids, eight cars).

I work every Saturday at my daughter's cottage restoration, a long, long job, and all the little things to do on my own 120 years old cottage.

I recommissioned a Mini (real one, not BMW) laid down after a body paint job eight years ago, and in need of a lot of fettling, including gearbox dismantling and overhaul, and all the things needed to pass the very stringent Swiss M.O.T. It's now on the road again with her young owner.... An MG B is waiting with the same programme....

The pictures taken yesterday in my workshop shows the engine-gearbox I rebuilt out of a heap of dirty junk that came with the two Kittens my friends bought last year, behind my own, spare, engine.



The block needed half of the head studs to be remade with oversize thread to mend the usual torn thread block trouble, first time I used the geared saddle on my restored (last winter) second Myford ML7 lathe, a pure delight, despite the hardness of the stainless steel used. A distributor made of the best parts of three, a reconstructed SU, and a new clutch....



The gearbox needed new bearings and a few missing parts from my own stock, my friend asked for the same gear lever extension I had done on my own Kitty , he likes my own wooden facia, without the tricky and tired plastic junk the normal kinked gear lever comes through.

The engine started perfectly first time on its little wooden trolley, the other engine behind is my own twin carb unit, my spare engine is in the car since I took it out after M.O.T last year to refit the sports camshaft, found no time to swap engines again, the second of my friend's Kittens engines was fired and tested in situ when we removed the two bodies last year, the two chassis have been since restored, blasted and powder coated, axles, brakes and suspension restored and

refitted and are waiting for their bodies to be restored by one of the two who has a body shop, but he too is very busy (works for a VW Audi agency) and does our bodies (my own Kitty and the Marcos) in his spare time.....

I stop now, time to clean the workshop after a cellar door job, it's full of wood waste and brass dust

Have a good day... Patrick (Vallat) No. 702 from Switzerland

Patrick, many thanks for the update, and pictures. I have, believe it or not, spoken to James about those window seals you were looking for, they are delayed, he is aware, and wondered if his reply might be in your "Spam" folder?

.....



Another odd corner to fill, what is this?

Answer next time.

Foxes Den

Progress with Reliant Fox – A80CJR

Part 1.

We were foolish enough to take on a long abandoned Reliant Fox back in March 2019. According to the previous owner, he had rescued it from a hedge/field about six months previously, where it had lived for the best part of 20 years.

The interior was horribly mouldy, the mechanical condition was completely unknown, and he kept it parked in his yard, until a slate blew off his roof, and smashed the windscreen.

The car then sat for a further couple of months through a Scottish winter with no windscreen... so, for some mad reason, we thought this sounded like a good project for us to take on.





The engine bay looked horrendous, but a quick check of all the fluids, fresh battery, cleaned and gapped the points, and it fired into life & sounded good.

Lots of smoke from standing for so long, but I was shocked, to start at all after lying for goodness knows how many years was impressive indeed.

It didn't idle, as the carb was obviously silted up, and the fuel was ancient. but I was able to select all the gears, and even the brakes worked. Incredible.

The Fox came with a load of spares, including a complete engine, in kit form, a gearbox, propshaft, dashboard, etc.

I have to say, and not just because there is space here to do so, but, also for continuity, that faithful followers will recall the not inconsiderable length Donna went to source a replacement windscreen. Were I as organised as I really ought to be, I could refer you to the relevant edition(s) and page(s), a good test for Steve's Index methinks, now, where did I put it.... Ed



The load bay, once cleared out and cleaned, out isn't huge – because, this Fox is unusual, having rear seats fitted, from the factory.



Part 2.

Into the garage, and the strip down begins.



I decided to tackle the engine bay first, get that all cleaned, serviced, and sorted out.

At least then I'd know if the engine needed to come out or not.

The rocker gear looked a bit gungy, but not too bad, all things considered, and the valve clearances weren't actually too far off the book figures either.

The water pump, when it eventually came out, was the usual rusted mess. Add to that the silting that these 850s are famous for, and it was well and truly stuck in there.

Me again, oddly enough – they used to say that those of a certain age always remembered where they were when J.F.K. was shot, or more recently, when the Twin Towers came down. Well, in the case of the latter, I was in Wensleydale, removing a very snug water pump from Michael Bentley's Rebel, it took me hours! Ed.



The rocker cover was heated well with a blowtorch to burn all the old oil and residue off the inside, it cleaned up surprisingly well. It was given several coats of Rustoleum red oxide primer. This is great paint, miles better than Hammerite or similar brand names. There followed several coats of Rustoleum red topcoat. It is designed for harsh environments and high temperatures, so hopefully it will be okay on the rocker cover. Once back in situ, it's amazing how one cleaned and painted item brightens up the whole engine bay, everything else is still knackered.

My apologies, but another page where there is a space at the bottom!

I am very impressed by the rocker cover pictures, but feel that only time will tell just how effective the Rustoleum is. Also I am curious, did you brush or spray it on Dave?

Page end approaching – what do you mean, “At last?” Ed.



Replacing the steering rack bushes. Starting to get a general idea of the condition of the underside, I've been avoiding it up to this point – if I can't see it, it doesn't exist, right? (*Oh yes it does!*)

Old vs new polyurethane. They were a swine to fit, because there is zero compression with them, and the clamps were tight & space limited.



The old rack bushes beside the new Poly ones.



Looking down from above, before the fresh rack was fitted.



The carburettor was stripped, cleaned, and rebuilt, with a kit from the SU specialists, Burlen Fuel Systems of Sailsbury.

Part 3 next time....

Hi Brian,

5th June 2021

We have been out here (in France) for over a fortnight now, and the weather has turned warmer- they have had a lot of rain.

Thanks for putting me in touch with Bob Riches, most interesting. He fitted an Aisin supercharger (*Aisin are a subsidiary of Toyota, and suppliers of parts to the Japanese car manufacturers*) to his Leige since he wanted more lowdown torque, which he says this system gave him. He even used the existing SU carb, unchanged, and said that he got better fuel economy. He could change back to existing set up in 1/2 hour, and the system was reliable.

At the moment he has removed this system, rebuilt the engine, and intends to fit an Auto Rotor Supercharger, one of the 6 kits that Peter Davis had made, as he says it should be 20% more efficient.

Ahh yes, I remember them well! I refer to the smallest screw compressor rotors that Howden Compressors Ltd. ever made. It was a batch of 50, unusually, for H.C.L., made in aluminium. We had to send them off for P.T.F.E. coating. This was at the time when the late Duncan Laing was a director of H.C.L., and owned one of the 200 6R4 Metros. He wanted to have it fitted with twin superchargers, which he did, (*indeed they may all have done, I can't remember all of the details, Duncan was very active in the scene at the time*). I think FTD were also involved (Fleming Thermo Dynamics). Duncan had an involvement with them too.

The Aisin supercharger has Teflon coated rotors, and is a draw through system, as used on small Japanese cars, as small as 600cc in some cases – they seem to be a bit rarer over here. I had thought about using the supercharger off a 1.4 Golf but I understand that these cannot be draw through, since they can't stand up to the fuel, however, I could use an HIF SU carb, as these were used on the Metro turbos, and can be adapted to blow through.

It always amazes me what people with Reliants do - by the way, I see on the 750 M.C. site, there was someone selling a racing block, head, oil pump, and new full race cam!

Regards Phil. No. 164 - currently in France.

Brian,

7/9/21

The postman has just delivered Mews 160 to me by hand, on the footpath whilst astride his m/cycle, because he was forced to deviate around an excavation where our plumber has a large hole!

I suddenly realised that I had not kept to my routine of acknowledging receipt, and hasten to assure you that Mews 159 is also to hand. The issue "160" is significant in my mind, because of the association with automotive speed targets, should I say "mile"- stones; (160 kph = 100 mph). We all remember the first occasion on which we rode or drove a vehicle at or over the "ton". No doubt the number is notable for you also, because of the long period of editorial effort it represents.

I hope soon to be able to send photos of the remote control conversion, now nearing completion, at last!

Regards, Bob and Judith. No. 457 from Australia.

~~~~~

Hello Brian,

June 15 2021

### Mystery engine?

I hope you and Moira are well. I wonder if you, or a fellow RKR member has the answer to my puzzle, I have a Reliant engine, it had been used in a Rebel before I acquired it as it came with a remote control type gearbox.

It has an SU carburetor with the water heated adaptor and the water pump has two connections for half inch pipes. There is no number stamped in the block, so I suspected it to be 850cc, but the stroke it is only 2.4 inches, meaning it's a 750cc.

Am I jumping to conclusions speculating it was some kind of development prototype? Is this worthy of a line or two in the Mewsletter?

I have owned it a long time and it's surplus to my needs, perhaps someone else could use it.

Thank you, best wishes from Brian, No. 583 from Norwich.

Hello Brian,

June 2021

Good to hear from you. We are muddling along well enough here thanks. I hope this finds you well.

It is difficult, avoiding speculation, to accurately answer your interesting engine question.

The simplest answer might be that someone fitted an 850 head, complete with carb etc. to an earlier engine.

The 600 & 700 Rebels all had that wonderful remote gear-change, it was only on (or about) the introduction of the 750, that they dropped it in favour of the long “wand” gear lever, just to save money one would assume. The 750 also enjoyed syncromesh on all 4 gears.

It would be interesting to know, if it is possible to work out, if the engine number was never stamped on, or if it has been removed?

We can certainly advertise it, do you know if it is free turning or seized? and do you have any pictures?

Regards from Renfrew. Brian.

~~~~~

A few things to think about as we age - and smile.

My goal for 2021 was to lose 10 pounds. Only 14 to go now.

A recent study has found women who carry a little extra weight live longer than men who mention it.

Senility has been a smooth transition for me.

I may not be that funny or athletic or good looking or smart or talented... I forgot where I was going with this.

I love approaching 80, I learn something new every day, and forget 5 other things.

A thief broke into my house last night. He started searching for money, so I got up and searched with him.

Just remember, once you're over the hill you begin to pick up speed.

It's weird being the same age as old people.

When I was a kid I wanted to be older... this is not what I expected.

Chocolate is God's way of telling us he likes us a little bit chubby.

It's probably my age that tricks people into thinking I'm an adult.

Marriage Counselor :- Your wife says you never buy her flowers. Is that true? Him :- To be honest, I never knew she sold flowers.

Never sing in the shower! Singing leads to dancing, dancing leads to slipping, and slipping leads to paramedics seeing you naked. So remember...Don't sing!

I see people about my age mountain climbing; I feel good getting my leg through my underwear without losing my balance.

If you can't think of a word, say "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

Coronacoaster :- noun; the ups and downs of a pandemic. One day you're loving your bubble, doing workouts, baking banana bread and going for long walks and the next you're crying, drinking gin for breakfast and missing people you don't even like.

I'm at a place in my life where errands are starting to count as going out.

I'm at that age where my mind still thinks I'm 29, my humor suggests I'm 12, while my body mostly keeps asking if I'm sure I'm not dead yet.

I don't always go the extra mile, but when I do it's because I missed my exit.

You don't realise how old you are until you sit on the floor and then try to get back up.

We all get heavier as we get older, because there's a lot more information in our heads.

Hi Brian,

June 2021

This is my first direct contact with ROC although I had been involved with my late friend with the rebuilding and renovating of several SE5 and 6 Scimitars.

I am now retired but feel the need for a removation type project or a vehicle to replace my Kangoo. Also space is limited.

I have always been a fan of the Reliant three and small four wheelers, in particular the Fox and Kittens, but find very little knowledge or interest in them from my local Car Clubs, which rather tend to "look down" on them. What I really need is a local (ish) branch of the ROC for me to pop along and have a chat or contact with a local member to chat round the subject over a "cuppa". If you could point me in the right direction I would be most obliged and thank you in advance for any advice you may be able to give me. I am based in Biggin Hill in North Kent.

kindest Regards. Richard Hayton.

Greetings Richard,

Point number one - this e-mail has been sent to the Reliant Kitten Register, not the Reliant Owners Club. The two are not directly connected, although both Brian and I are long-term members of the ROC. I am actually on the ROC committee (as National Historian, a task I also carry out for the Kitten Register).

The two are very different in that the RKR is a Register, not a Club, and therefore does not have meetings, branches or rallies, being simply to record and list the surviving cars (Rebels, Kittens, Foxes plus the various spin-offs on the chassis) plus give assistance with sourcing hard-to-find spare parts and deliver full technical support.

I think, though, that you've come to the right group for your needs because the ROC is, first and foremost, a social club rather than a car specific Club, with technical advice and assistance not really being their thing.....

That said it's a friendly Club and has been in existence for over 60 years now, twice the length of the RKR. It usually holds rallies throughout the summer and these, I can testify, are very enjoyable.

The nearest ROC branch to you is the Surrey branch which meets at Garlands Hall in Leatherhead at 8PM on the first Tuesday of January to November, except that, due to Covid, these meetings have, as far as I'm aware, been suspended.

I am a member of the Surrey branch myself, but, since moving (from Bedfordshire) up to Mansfield 4 years ago, have only attended twice - well it is a 350-mile round trip for me nowadays. I have been co-opted into the Nottingham branch though, which meets at Retford, only 20 miles away.....

Neither group has much to do with the Scimitars, these being the province of the RSSOC. Like-wise the early side-valve three-wheelers, which are catered for by the Raleigh Safety Seven Club, as the original Reliant vans were based on a Raleigh design when Reliant first started in 1935.

Neither the ROC nor the RKR sell any cars, but the RKR does issue a bi-monthly "Mewsletter" with a supplement sheet for members' sales and wants. The RKR also has 3-wheeler drivers among its subscribers as well.

A surprising number of Kittens (and Foxes) survive, far more than the DVLA claim, in fact I suspect about 25% of the total Kitten production of just over 4,000 cars.... Never does a month pass without a few "turning up" in storage from somewhere.....

Good places to look are (obviously) E-Bay, Gumtree and Facebook marketplace / Reliant groups. There's usually a few on offer.

Main points to look out for are "customising" - there's a trend to install big motorcycle engines in both the three and four wheelers, usually poorly, and often without upgrading the brakes and suspension either. AVOID!

Also - corrosion. Although all have glass-fibre bodies, all also have steel chassis which can and do rot. All early Robins and all Kittens had ordinary mild steel chassis but three-wheelers after 1982 (Rialto's) and later Robins had galvanised chassis, as did all Foxes. Early versions of Rialto's and Foxes can still show corrosion as the original "galvanising" was actually merely hot-zinc spraying. Cars 1984 (B reg) and later had properly hot-dipped galvanising.

An anomaly with Kittens (and Mk.1 Robins) is that cars made before 1978 tend to fare better than later ones, because the chassis on these was made of proper British Steel, whereas the later cars from cheap Italian (actually Russian) stuff - the same steel that eventually did for Lancia, if you remember!

Enough for now, please feel free to contact me again.

John Pearce.

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Thanks as ever John, for dealing with that one for me. Brian.

Next up are a couple of recent Press Releases from the Federation. I have only published barely a quarter of the “Fuel” one. If you would like to know more, please ask.

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For immediate release

22 July 2021

FBHVC announces key stakeholder position within DVLA to assist with historic vehicle backlog. The Commons Select Committee for Transport met this week to question the DVLA on what their strategy is for overcoming the current backlog of over 1.4 million license applications. Also, to answer MPs questions around industrial disputes and staff shortages brought about by the pandemic.

Firstly, the Federation would like to lend its support to the hardworking staff at the DVLA who have been dealing with a hugely increased workload in the wake of personnel shortages brought about by the pandemic. We think every workplace can relate to the struggles of the past 18-months.

The Federation, through our constant dialogue with the DVLA and our close working relationship built up over many years, has managed to put

systems in place whereby our member clubs, their representatives and experts on the ground are able to assist the DVLA through the outsourcing of certain elements of registration processes to the historic vehicle community. These have included in the past the V765 scheme but also more recently, the validation of imports and VHI applications. We believe these established processes are key to helping the DVLA deal with the backlog for historic vehicles and effectively outsources much of the investigative process and verification the historic vehicle community.

We understand that although there have been increased turnaround times, the DVLA for our sector at least, are beginning to get back on top of applications and have been in dialogue with them now to understand how best we can lend our assistance. Our focus is always to ensure that historic vehicles that should be on the road are on the road and being enjoyed by their owners and the public as quickly as possible.

As a result of those recent discussions on how we can assist the DVLA, the FBHVC has now been officially appointed as key stakeholder in the DVLA. The DVLA have put in place a newly designated relationship manager to work through the various pain points for the historic vehicle community in partnership with the FBHVC.

A spokesperson for the DVLA said, “We are pleased that the FBHVC has a positive and constructive relationship with the DVLA’s Vehicle Policy team, and I am keen that this continues and is strengthened. We also now have a dedicated Corporate Services team who work closely with our key stakeholders.”

Speaking specifically on the subject of applications for historic vehicles, the DVLA commented;

“When applications for historic vehicles cannot be processed using the usual methods, we consider each case individually on its own merits. If required, we also provide guidance to applicants on how best to proceed with their application if further evidence is required. Applications that may not have all the expected historic documentary evidence are considered taking into account all the available evidence so as to build a picture of the vehicle’s history. Where appropriate, these vehicles are able to retain their history.”



For immediate release

2 September 2021

FBHVC clarification on E10 fuel usage and labelling for historic vehicles

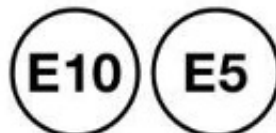
After an extensive consultation process, the Department for Transport has introduced legislation to mandate E10 petrol as the standard 95-octane petrol grade from 1 September 2021 and in Northern Ireland, this will happen in early 2022. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade. The change in fuel applies to petrol only. Diesel fuel will not be changing.

Petrol pumps now show new labels designating the grade, the maximum ethanol content and an advisory cautionary notice. Other information regarding the introduction of E10 petrol may also be provided by fuel retailers such as the 'Know your Fuel' sticker (shown at the foot of this article). For some time, service station pumps have had E5 and B7 labels consistent with the BS EN16942 standard that has been adopted across Europe. This standard also sets out the labelling requirements for other renewable fuel grades such as E85, B20, B30, etc. that can be found across Europe either on service station forecourts or for captive fleet use.

At the filling station.

At the petrol station, a circular 'E10' or 'E5' label will be clearly visible on both the petrol dispenser and nozzle, making it easy for you to identify the correct petrol to use together with the warning text "Suitable for most petrol vehicles: check before use"

The 'E10' and 'E5' labels look like this:



Labels on modern vehicles

New vehicles manufactured from 2019 onwards should have an 'E10' and 'E5' label close to the filler cap showing the fuel(s) they can use.

What fuel should I use?

Almost all (95%) of petrol-powered vehicles on the road today can use E10 petrol, and all cars built since 2011 were required to be compatible. If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations.

Our recommendation

The Federation recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%.

To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker :

<https://www.gov.uk/check-vehicle-e10-petrol> however, please note that many manufacturers are missing, and there are some discrepancies regarding particular models. Additional information on vehicle compatibility issues is available on the FBHVC website <https://fbhvc.co.uk/fuels>.

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Another odd corner which I will use to remind you that the more I hear from you, the less you will hear from me - within these pages!

The solution lies in your hands. Ed.

This happened at a New York Airport.

This airline gate agent surely deserves an award for how she handled a passenger who probably deserved to fly as cargo.

A crowded flight was cancelled. A single agent was re-booking a long line of inconvenienced travellers.

Suddenly, an angry passenger pushed his way to the desk. He slapped his ticket on the counter and said, "I HAVE to be on this flight, and it has to be FIRST CLASS."

The agent replied, "I'm sorry, sir. I'll be happy to try to help you, but I've got to help these folks first who were in front of you; and then I'm sure we'll be able to work something out."

The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the agent smiled and grabbed her public address microphone. "May I have your attention, please?", she began, her voice heard clearly throughout the terminal. "We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him with his identity, please come to Gate 14".

With the folks behind him in line laughing hysterically, the man glared at the airline's agent, gritted his teeth, and said, "F*** You!"

Without flinching, she smiled and said, "I'm sorry sir, you'll have to get in line for that, too."

***Life isn't about how to survive the storm,
but how to dance in the rain....***

Credit : Tom Anderton.

Hi Brian/John,

4th September 2021

Just an update about my Fox.

The gearbox from John is now fitted and works. There was a delay in getting the van back on the road as it failed MOT. Nothing terrible, mostly fixed with a spanner. However, the upper wishbone bushes needed replacing (couldn't find them on the CHG website but got them through Ebay - from CHG!). Whilst the bushes were being replaced it was discovered that one wishbone was cracked and on the verge of total failure - missed at the MOT. Wishbone was repaired, and the van is now mobile again. I had forgotten how sprightly a small Reliant can be (recon engine from CHG). In fact, I hope to get to Tamworth next Sunday.

Best Regards, Tony Guest, No. 1012, from Ilkeston.

.....

I realise there has been sufficient frivolity within these pages already, and the following could have been kept till Christmas, but in a weak and lazy moment, I opted to pop it in here! Enjoy....

.....

For English language lovers everywhere.

What is the difference between “completed” and “finished”? No dictionary has yet been able to define that question.

However, in a linguistic conference in England, called to answer this conundrum, Sun Sherman, an American Indian, was the winner.

His response :-

When you marry the right woman you are “Complete”. If you marry the wrong woman, you are “Finished”, and when the right woman catches you with the wrong woman, you are “Completely Finished”.

I am told this earned him a 5 minute standing ovation.

Epilogue

Once upon a time, just last month in this instance, I, boosted by the fact that I had succeeded in having the last edition with you in a timely manner, for once. I had, oh bother, that elusive adjective lurks in the undergrowth of my mind – hopes / aspirations / expectations, belief even, that this would have been at the printers last month. I should have known better!

Enough of my shortcomings, you will perhaps have noticed the logo on the front covers of this year's editions to commemorate the fact that I started all this 30 years ago.

Where does time go? What were you doing 30 years ago? What were you driving then? – were you driving then? These are the immediate questions that spring to mind.

I was running a Rebel Saloon as my daily transport then. I remember that, because Arleen was 6, and we ran her to school in the Rebel for her first couple of years there.

I think it was just after that that that I got my first Citroen BX. Time to look out my old logbooks to confirm such details!

Enough of the history, that said, do let me know what you were driving then (1991) if you have the time (and can remember!) Alan (Shaw), you are exempted from that question, I know it was your Kitten estate, along with the Robin.

Now you know what I am going to say next, don't you? So get the grease gun out and do it! And you might check the battery and antifreeze, in the washer bottle too, while you are at it, and do not be forgetting the tyres.

Till next time, take care and drive safely.

Brian

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