

# RELIANT KITTEN REGISTER



## **Mewsletter 162**

**November 2021 - January 2022**



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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, Jimps, Asquiths, Vantiques and all other specials including the Liege and the Sipani Dolphin.



## The Reliant Kitten Register

Hon. President John Box

*deepest apologies for this somewhat overdue News .*

*We've not featured a Kitten recently so this cover features a superb Kitten van that actually works for its living. Owned and restored by Eddie Kelly in Northern Ireland.*

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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# Dinky Cars

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**SALES, SPARES, REPAIRS,**

# Mews 162

## I N D E X

Page 3	Index.
Page 4	Editorial.
Page 5	From the Oval Office.
Pages 6 & 7	Rebel Round Up. By Ian Beaver.
Pages 8 - 10	Foxes Den, by David Henderson.
Pages 14 & 15	Readers' Letters.
Pages 15 – 19	Brian's Diary.
Pages 20 - 22	FBHVC on the Future of T. Reg. Review.
Page 23	A 750 engine opportunity, and a plea for help.
Pages 24 – 27	FBHVC on H. V. Carbon Balancing Scheme.
Page 28	Thought for today.
Page 29	Epilogue.

E & o e

A very warm welcome to you. Given That it is now the 15<sup>th</sup> of December, I feel both sad, and at the same time safe, to wish you a Happy New Year, rather than the Merry Christmas, that, just last month, and indeed the month before, I had intended. You will no doubt have heard me utter the words "One day I'll get organised" in the past. Well, sadly, I can tell you that that day will not arrive this week!

As I am so late this time, I find myself in the unusual position of having received Christmas cards, some of which came from readers of this publication, and no, your secrets are not safe with me!

The lovely Alex Emery tells me, *thanks for the note Alex*, that her hubby Bruce (No. 129 from Leigh on Sea) not only enjoys reading these scribbles, but actually looks forward to getting them. As you might gather, with a number like 129, Bruce has been with us for a day or two!

**Bruce, (and you too dear reader) I am really sorry that you have had so long to wait for this one, *Brian*.**

It is now the 7<sup>th</sup> of January, we did not make it to the Optician's or the funeral, (*this will make sense when you read my Diary on pages 12-14*) Moira tested positive for Covid-19 this morning, so I took her down to our local test centre for a PCR test, results coming, we are told.... So far, I seem to be fine, and on the plus side, being confined for the next week, at least, ought to not only save on petrol, but, hopefully, allow me to finish this. It would seem that clouds do indeed have silver linings. Talk about accentuating the positive!

She did get the results of that test on Sunday the 9<sup>th</sup>, it too was positive. Trying to remain in positive mode, I am feeling humble, honoured, surprised and uplifted, by the number of good folk who have renewed their subscription for this year, even though I have yet to print and distribute the 2022 renewal notices! Such confidence and faith is very moving, motivating, and much appreciated. Thank you.

I should perhaps mention that I am not referring to our 55 or so 5 year subscribers, whose faith and confidence make my job much simpler, thank you too.

*Brian*

~~~~~

## From the Oval Office

Our President has been kept particularly busy recently, one of his larger trees succumbed to the gales, and while several neighbours quickly appeared with chain saws, to help open up access, clearing up the smaller branches took a while. Meantime I've invited his thoughts on Andy Plumb's recent book, "Tipping Point", which he is currently working his way through. For my own part, I have not even started it yet, I do not feel it is a high priority, being a story of those with one less wheel than our Reliants enjoy! - one day. For now, he has asked me to pass

on his good wishes to you for '22. Ed.

I am so far behind that this arrived today – 19/01/22. I guess there are silver linings behind clouds right enough!

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During the Christmas Break I read two books. One was a gift from a kind and generous friend, and the other was borrowed. They both described their author's experience of car design. The borrowed book was by Oliver Winterbottom who was mainly involved with Lotus. My discussions with Oliver revolved around TVR, whose Tasmin model was designed by Oliver and was an example of his 'Wedge' concept which was not to everybody's taste. The book covers his work in many countries, and discusses the frustration of long term developments that never reach production. Sadly, Oliver died last year but examples of his influence will live on.

Book number two is by Andy Plumb, and was voted motoring book of the year 2021 by the RAC. This book describes the restyle for the Robin 3 instigated by Jonathan Haynes, but so nearly left on the shelf when the factory changed hands. Although it shared a silhouette with Robin 2 the detailing of its skin was entirely different. The bodies were to be moulded by Fletcher Marine, and the prototype tooling was superb. Unfortunately, in their haste to complete the tooling, patterns were taken from Robin 2, the profile of which did not agree with Robin 3 door panels, which had to be hand fitted throughout the Robin 3 production run. Fitting of the headlamps closing panel was always a headache. When carefully assembled and painted, the Robin 3 looked good and aerodynamically efficient. Andy covers all aspects of Robin design and development including myths about its stability. Kittens get a mention too. The layout of his book is adventurous and contains a lot of artwork. It is clearly the product of a lot of hard work and is a good read. John (Box).

# Rebel Round up.

## WPC 92G

Hi Brian,

09 November 2021

Thanks for getting in touch with Fred. He's had an interesting chat with me. His paint-job (in the red) was superb. His cans, though, were professional 2-pack jobbies; not the acrylic Halfords things. I can't risk using that stuff - too nasty on the lungs.

WBF 250J, my recent acquisition, had been in the same hands since 1987, and the owner was someone who used it as a daily driver rather than as a collectable car. They also did a lot of mods to the car. Cosmetically it's a complete disaster-zone inside and out. No usable interior remains, and the paint outside is awful.

Mechanically it was... bl\*\*dy interesting, with the front of the (replacement 875) engine resting heavily on the steering centre tie-rod, the tow-bar fitted on with just four 1/4" UNF screws, not one single braking component in serviceable order, the replacement steering-wheel hub bulked-out with a 'york' plumbing connector to make it fit (if that's the right word) onto the Reliant splines, and many, many other "anomalies" that would give any MOT man a coronary.

This was a car "in daily use". So, it's one of those few cars that makes a very good case for getting rid of the historic-cars-don't-need-an-MOT law. **(I think the MOT exemption laws are just fine, as I believe that they only apply to un-modified older vehicles, and this clearly does not fall into that category, as described, Ed.)**

It came to me as an estate, with the aftermarket-style solid windows fitted in the rear. So presumably originally knocked-out as "a VAT-free van and would sir like some rear side-glass to go with it?" I've just today refitted GRP panels to take it back to being a proper van.

We're taking the paint off now (with a Bahco decorating scraper - the celly is very flakey, and ridiculously thick, so a sander doesn't have a hope of touching it.) Looks like it was originally either grey or white - hard to tell where the primer stops and the original colour begins.

Externally, what did appear to be hundreds of badly-filled osmosis pits each about 1" dia now turn out to be polyester body-filler applied into massive millimeter-deep craters where the super-thick paint had flaked off. Underneath the paint and filler, the old gelcoat is sound but not very pretty.

There's no interior, so no hope of a full-on original resto, and anyway, I'm not going to throw lots of cash at it.

We've had the body off, blasted and painted the chassis, completely rebuilt most of the non-drivetrain mechanics with new brake linings, cylinders, pipes, new steering ball-joints and trunnions, etc. Lots of parts from Joe M, of course. A large dollop of Wynns into the engine to try and stop the rear seal from dripping, and retuned the carb, but otherwise we've not messed with the engine and box - they seem sweet enough from the little running we've been able to do around the field.

Planning to pop in some MX5 seats, new belts, some glue-on carpet lining, and rewire the whole thing from scratch. We might ditch the old dashboard for something less complex and easier to get access behind. Add some Regal 13" wheels, to approximate the rolling diameter of the original 12" cross-plyes. Then we'll respray grey (or maybe white) from cans for the time being, and maybe get a pro to give it a budget blow-over once it's back on the road when I can run it around a few body-shops for quotes.

Maybe see you at a meet, next summer? (Just look for the worst Rebel on the field).

Kind regards,

Ian Beaver.

~~~~~

## Stop Press

I've just found out that the company that produces yardsticks won't be making them any longer.

~~~~~



# Foxes Den.

## Progress with Reliant Fox – A80 CJR

### Part 3.

Finally, I took a brave pill, and had a look at the nearside front. When we inspected it in the seller's yard, all I could see was a brown rusty mess, covered in dried grass and weeds and I thought "Ah sure, it's only dirt and surface rust..."

Nope, no such luck. Lots of heat, lots of penetrating oil, a set of impact sockets, an angle grinder, and lots of thin cutting discs later, I managed to get it all apart.

The upper wishbone legs were perforated and paper thin, the lower wishbone actually bent sideways as I tried to get the bottom balljoint fixings undone.

Replacement wishbones weren't available new then, only second hand ones, in various conditions, so I'd already decided to construct my own.



Using a £150 plasma cutter bought off eBay, some 3mm box section, and some wooden jigs that I made from the patterns of the old wishbones, I was able to cut out rough shapes to match the profile of the old wishbones.





The upper wishbones were in dreadful condition also. For these I needed to retain the balljoint seat, and weld new legs to that.

In hindsight, I should have sourced or fabricated mounts for alternative upper balljoints, as the original units are impossible to find. \*

However, ours appear to be in good condition, no play and rotate freely. New rubber covers and they were suitable for further use.



\* **Note, it is true that original top ball joints are no longer available, however, the Vauxhall / Bedford alternative, with a flat filed on it, and spacers, available from Keith, work just fine. Ed.**



One of the, almost complete, new lower wishbones.



The Near Side front suspension, fully overhauled.

**Thanks for that Dave, we look forward to the next instalment. Ed.**

Hi Brian,

26<sup>th</sup> October 2021

I hope you and Moira are still keeping well and you both eventually get sorted out with the DVLA.

I was surprised to see our new trailer in the last Mewsletter so I thought it would be a good opportunity to reply to your question "what were we driving back in 1991."

In my case the answer is very simple, the same as I am driving in 2021. I bought the Commer in 1979 when it was sold off the British Telecom fleet. It had spent its working life as an engineer's van in the City of London. I don't think any of the engineers who drove it would recognise it now, since I converted it into a motor caravan.

My Kitten followed in 1989, and was bought from a Reliant dealer in Farnborough Hants. According to John it was not Reliant built, but was assembled by a Reliant dealer. If this is correct, then this dealer was Thrift Motors of Ealing, London.

So, I had already owned the Kitten for a couple of years when you started the Register. It was not until probably the mid 90's that I discovered and joined the Register, I must confess - one of my better decisions.

The Mewsletter is always a good read, so once again Brian thank you for all your hard work over the past 30 years, it is much appreciated.

Until next time. All the best.

Malcolm Rush. No. 352 from Whitchurch.

.....

**My thanks to Phil Hallam for spotting this one, if you are into nostalgia and big band sounds, it is worth quarter of an hour of your time, in spite of the picture quality.**

**I think it is truly wonderful that such archives exist :-**

**<https://www.prewarcar.com/dream-big-in-2022>**

.....

Hi Brian,

19/11/21

Hope all is well. You may well know, but I'm sure some people won't, about the Sipani 'Dolphin'. Worth putting that into a search on You-tube, and whiling away an hour or so looking at some of the videos. So if you have space for a line or two, you could give it a mention in the Mewsletter.

Best Regards, Andrew Norman. No. 291 from Shrewsbury.

.....

Hi Brian,

14/11/21

Thought this might interest you, Phil.

<https://www.prewarcar.com/the-crossing-at-ballachulish-scotland>

.....

**This was John's helpful reply to my request for help with my memory when needing to source a Master cylinder recently.**

Brian,

The tin can master cylinder is part number GMC 1007.

The (recommended) slightly later nylon reservoir single-line one, is GMC 150.

For the tin can one, the AP hydraulics one is the one to get.

For the nylon reservoir one the (slightly more expensive) TRW item is the one to go for. Other brands are available but the last one I bought (a "classic gold" one) lasted just a year before it disgorged the contents of its reservoir all over the front foot well!!

The TRW it replaced had been fine for 12 years plus. I only replaced it because, me being stupid, I had never changed the brake fluid, resulting in it corroding internally. If I can get it apart, I plan to recondition it.....

Any MG specialist should be able to supply either, typically about £90 for the tin type and £55 for the nylon type. Loads on e-bay!!

John. (Pearce).

Hi Brian,

12/11/21

I haven't owned my kitten for too long, and it's already been having its issues but hey, that's part of the enjoyment isn't it! Anyway, I've finally managed to get him to a fairly steady running state, apart from a mysterious light tapping sound from the engine that gets louder with acceleration but the rockers have been adjusted on the valves, my next task will be to change the spark plugs to finish his service, however not having yet learned modern conversions for more obscure/obsolete pieces to the puzzle I was wondering if you could help me with recommending a spark plug to use?

Kind regards, Haydn Ray.

~~~~~

Hello Brian,

9<sup>th</sup> November 2021

On April 1<sup>st</sup> the DVLA recognised Kitty is officially 40 years old and refunded the tax I had paid from then to 30/10/21, the full seven months.

However, as I have only driven very few miles since, I decided to use the MOT exemption, but I have had trouble finding this information, DVLA returned the form V112 without changing Kitty's status, and there is no mention on their website about the procedure, other than at the time of re-taxing. The checker shows my current MOT expires in a few days, but not what happens between now and 1/4/22 when the tax becomes due. So I seem to be heading for a state of limbo with no test certificate.

Thankfully I have found an answer in the FBHVC newsletter, they printed this reply from DVLA in issue 1, 2019

RE: Vehicles of historic MOT exemption.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any unmodified motor vehicle which is being used on public roads is considered to be a vehicle of historic interest and is no longer required to hold a valid MOT certificate.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old, providing it has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to hold a valid MOT certificate.

The process is to use a form V112, or online equivalent, at the time of the annual re-licensing to declare the vehicle is of historic interest

There may be people going through the process and like me, unsure of the situation. I hope this will put minds at rest

Best wishes Brian (Martin), No. 583 from Norwich.

.....

## Brian's Diary

5/1/22

As you may be aware, I have been struggling with the paperwork for a very, very long time.

One result of this is that I have numerous boxes of papers that I fully intend (well, intended might be more accurate) to get round to sorting through one day.

If I survive another 7 months or so, I will be 70 later this year, and so, realistically, most of my life is behind me already (*how on earth did that happen?*) Anyway, our youngest grandson Noah (aged just 7 years) was here for a sleep-over towards the end of the school holidays on Tuesday night (4/1/22), and he commented on the number of boxes that I keep in "his" bedroom.

There is some history to that room. It was a spare room, for half a decade after we moved here in March 1981. Moira's Auntie Annie (who brought her up from the age of 6) had the use of it when needed.

Then, in 1985, just 2 days short of our 10<sup>th</sup> wedding anniversary (*and two weeks ahead of schedule!*) our daughter Arleen arrived. Weighing barely 5 lbs, she in fact lost weight for a few days, and so spent some time in the special baby care unit at Paisley Mat.

That room, remember? The one we were talking about, it duly became her room, until she left home aged nineteen. That was in 2004, when I wasted no time converting it into a dining room.

Ahh, those were the days, we used to entertain – ah yes, I remember them fondly, (*you thought I was going to say well, didn't you!*,

No matter, the arrival of the first of our three grandsons soon put paid to that, and the dining room became a kids play / bed room, and it has been that for a decade or so now.

Unlike my “Office”, which measures seven feet by five, the “boys’ room”, as we call it now, measures nine feet by almost eleven (‘twood make a wonderful office methinks, and then the current Office could be converted into an en-suite for our bedroom – one has to have dreams!).

Back to reality, for the best part of two months now I have been aware of the need to finish what was to have been the Christmas Mewsletter. Anyway, the guilt I feel about having failed to achieve that in a timely manner was pushed aside by Noah’s question, well, remark at any rate, about my boxes, the ones in “his” room anyway (yes, there are “others” as well!).

We had an hour, he and I, after dropping Moira at her slimming class, or “The Fat Club” as many attendees affectionately call it. So I decided to both humour him, and make use of his superior mobility, to begin to address some of the boxes and their contents.

He had brought three boxes through to the kitchen before I managed to get him involved in handing me things from the boxes. The first box was quite easy, mostly wooden things (just premature paper you understand!). I sorted through it and had him put the contents in various more appropriate locations.

Three of the odd the bits of wood would, if cut lengthwise, make ideal shelf supports. I have a few shelves to make and mount, and my neighbour has a circular saw – by chance I saw him come home the following day, so he has the three of them now, I am expecting six narrower bits back at the weekend. However, as you might just have noticed, I digress.

Back on the paperwork front. One of the boxes, which in fact



was two cardboard boxes inside each other, was clearly labelled on all four sides "ROCTB Branch Mags", and indeed, it contained dozens of A5 magazines. Quite heavy they were too, possibly might explain why I had put them in one box that was fitted very snugly inside another. Wee Noah was not so sure, so, to convince him, I removed the inner box from the outer one. Not as quick and simple as I imagined, they were a very snug fit, so much so, that I had to remove all the magazines, in order to separate the boxes, and... that was a revelation, there were a couple of dozen A4 motoring magazines and model railway catalogues in the bottom of the larger box!

That shook me a bit, and gave me something of a dilemma. Why had I labelled the outside of the bigger box, and left stuff in the bottom of it that bore no relation to the labels?

Anyway, as it happened not all of the A5 magazines were ROCTB ones, there were a variety from half a dozen groups, even some Mewsletters – one day I'll get organised!

I made a mental note to sort them later, after removing the Mewsletters, and having Noah put them on my desk (where they are still sitting some 46 hours after I took him home!).

The box with the remaining magazines, I asked him to put in the hall, opposite the office door. I did not notice, until much later, that he had used his initiative, and put it on top of another pair of boxes in the hall, outside our bedroom door. Yes, there are boxes in the hall too!

So we started on the next box, but the buzzer went off to remind us it was time to go and collect his gran, and we were all heading off from there straight to "Pandamonium" (a kids indoor "soft play" establishment) in Erskine for a couple of hours, and something to eat.

The last couple of folders to come out of that third box, before we stopped, contained my late aunt's will, and the other one, an old buff folder, was marked "DEFERMENT", in my dad's neat hand, underlined.

It is that folder that I opened at my desk this morning, when I heard a crash, and a noise like china breaking. I shouted to Moira to see if she was O.K., and she was, she had heard it too, so she went hunting to find the source. Well, it almost brought me to tears. There had indeed been a noise, and part of it was china shattering. Wee Noah

had sat that box on top of a pair, which had on top of them an oval plate. One of a dozen or so that had been awarded to those active members of the Jowett Car Club's Scottish Section, in recognition of the outstanding Club Stand we had built, and used for the first time at Glamis in the late summer of 1973.

The reasons that I was so distressed were that that was not my plate that shattered on the hall floor this morning. I dropped mine, and it was reduced to a few dozen pieces, the day I left home in 1974. My dad very kindly painstakingly picked the pieces up from the gravel path and flowerbed, and Araldited them back together for me. There were various slivers missing, and I agreed to it being consigned to the bin when we moved here in 1981.

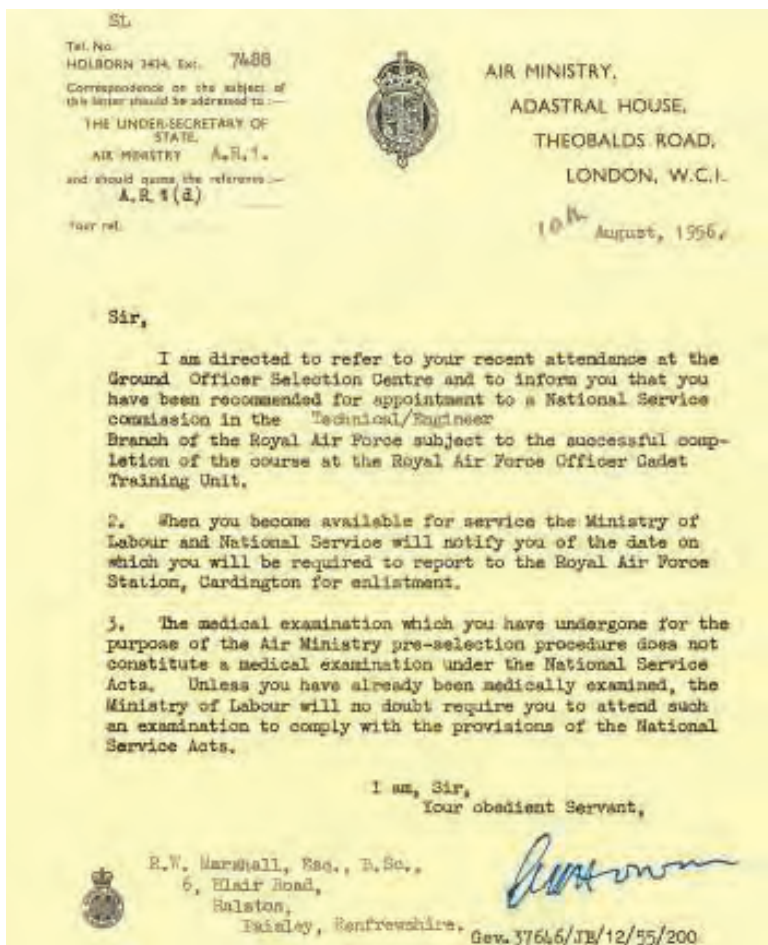
One George Mitchell, of Jowett Javelin & Jupiter fame, had helped us with that move, and gave me his plate, when I subsequently helped him move from Cleish.

Oddly enough, I took half a day out to go up to see him at Sherriffmuir on the 3<sup>rd</sup> of January this year. He has been told not to drive for 6 months, after an unexplained fall last month, which, living as he does a couple of miles from anywhere, is not going to be easy. That, the fact that I had not seen him in three or four years, and the long and continuing delay in getting my own driving licence renewed, made me think that I ought to make the effort while I still can. Another reason this Mews is so late.

Oh, that Deferment folder, well, it contains correspondence relating to my dad's National Service, or lack thereof, the details of which are far more complex than I had ever realised, mind you, I was only 4 at the time. The story I was told was simply that, as a recently graduated engineer, he had exemption. This folder contains a much more involved story. Moira thinks I should bin the lot, but to me, it is part of my family history, and those typed letters reflect a time past – tell you what, I'll let you see a little of what I am talking about over the page.

The kids went back to school yesterday, we have an opticians appointment for Moira this morning, and a funeral in Glasgow this afternoon, so it will be the weekend before I get to spend much time at my computer. Mind you, by then I should have those shelf supports back....

I would say that is the end, there is no more, let us leave it at, that will do for now – see page 4 paragraph 4! Ed.



My apologies for the quality, they were scanned at the wrong resolution, and I had to increase the size by 2.5 times!

Bearing in mind that those were the last 2 of some 20 odd bits of correspondence pertaining to the situation back then. I was 4, and my younger brother was born while all this was going on (dad did spend a few nights in England in connection with this), I can only imagine how distressing it must have been for mum.

Thank goodness the war was over!

51

Tel. No.  
HOLBORN 3434, Ext. 7433

Correspondence on the subjects of  
this letter should be addressed to  
THE UNDER-SECRETARY  
OF STATE,

AIR MINISTRY, Room 1.

and should quote the reference  
A.D.1(1)

Your ref. \_\_\_\_\_



AIR MINISTRY,

ADASTRAL HOUSE,

THEOBALDS ROAD,

LONDON, W.C.1.

16<sup>th</sup> September, 1956

Sir,

I am directed to state that the Ministry of Labour and National Service have informed this Department that you have obtained further deferment from national service. No further action therefore will be taken regarding your appointment to a commission in the Royal Air Force.

I am, Sir,  
Your obedient servant,

*B. Hall.*

R.W. Marshall, Esq., B.Sc.,  
6, Blair Road,  
Dalston,  
Faisley,  
Renfrewshire.



I hope that helps you understand my dilemma about what to do with that folder and its unique contents.

Anyway, that is quite enough irrelevant nostalgia for this edition – further distractions can, and will be avoided – provided you send in something appropriate dear reader.

# FBHVC position statement on the Future of Transport Regulatory Review

Published: 17/11/2021

The FBHVC (Federation of British Historic Vehicle Clubs) has been in dialogue with the Department for Transport regarding the recently released proposals within the DfT's Future of Transport Regulatory Review.

In particular, there were concerns raised by the historic vehicle community around the implied intent of the review to make it an offence to modify, remove or reduce the effectiveness of an existing vehicle system.

The preliminary view of the Legislation Committee of the Federation (FBHVC) was that the consultation proposals that the DfT have put forward should be viewed in the context of a number of expected future developments in transport and any future legislation will be applicable to "tomorrow's vehicles". The Federation noted that the consultation document uses phrases that suggest it is forward looking in terms of regulation with phrases such as:

"[a] modern framework for tomorrow's vehicles"

And "[w]e anticipate a greater range of new and innovative road vehicle designs and associated technologies. We propose a flexible, proportionate and responsive approach to allow safe, secure and environmentally friendly vehicles to come to market. These vehicles need to be registered for use on our roads without undue delay."

The Federation noted also the reference to the Law Commission 3-year review and the fact that this new consultation "compliments" their work in relation to legal frameworks for automated vehicle deployment. All this is suggestive that the new legal provisions are directed at the next generation of vehicles rather than those of the past. Thanks to the efforts of the Federation, new vehicle design, maintenance, equipment and inspection standards do not generally apply to earlier generations of vehicles.

The principle accepted within government and reflected in the Construction and Use Regulations and Road Vehicle Lighting

Regulations is that a vehicle need only conform to the regulatory standards of its time to remain on the road. Subsequent standards are not applicable to it. In addition, where contemporary regulations did not specify a design or build standard, the law has not barred modifications to for example ignition, brakes and suspension in older vehicles to improve safety, reliability and efficiency. Thus, the main aim of the Federation's response to the consultation was to ensure that the above principle was maintained and there was to be no retrospective application of any new provisions.

However, concerns were raised by a number of elements within the historic vehicle community around anti-tampering proposals in the consultation, in particular:

"We [ the DfT ] will create new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on the road. This will enable us to address existing gaps in the legislation, ensuring cleaner and safer vehicles. We will also create new offences for tampering with non-road mobile machinery and for advertising "tampering" services or products."

Concern was expressed by some that this may outlaw modifications conducted on historic vehicles and damage the many businesses either manufacturers or installers who rely on this trade.

As a benefit of the long-standing working relationship between FBHVC and DfT, the Federation received an early invitation to respond directly to the DfT ahead of the formal Consultation.

The Federation used this opportunity to ask for confirmation that the principle of no retrospective effect would be maintained and to address the concerns over anti tampering proposals. The Federation therefore sought assurances from the DfT on the following points:

- a. The DfT would follow the existing long policy principle that the revised regulations will not have retrospective effect.
- b. They would specifically not apply tampering provisions retrospectively, but confine them exclusively to "tomorrow's" vehicles.
- c. They would consider a specific exemption provision in the regulations allied to the definition of historic vehicles.

The Federation has received a detailed written response from the DfT, who have given assurances that they do not intend their proposals to

prevent legitimate motorsport activities, prevent restoration, repairs or legitimate improvements to vehicles, such as classic cars or motorbikes or to negatively impact businesses involved in these activities. These assurances are reflected in the recent issue of an updated consultation paper on the DfT website.

They also confirmed older vehicles will not be expected to comply with new type approval standards. The type of activities they want to take more effective action against include tampering activities that prevent a vehicle's emissions system from operating correctly and as vehicles become increasingly automated, to prevent alterations to a vehicle's integral software and sensing technologies which create safety and security risks. A badly modified "autonomous vehicle" for example, has the potential to kill its occupants and other road users.

The prompt action by the Federation as a formal stakeholder, has produced a preliminary response from the DfT that will offer reassurance to those who have expressed concerns about potentially damaging legislation.

Clearly, any subsequent draft legislative proposals will have to be examined carefully. As a formal stakeholder, the Federation will be engaged in consultations on any future proposed legislation. It will also be providing a full response to the Consultation to ensure that initial undertakings are maintained throughout the process.

~~~~~

Some really sad news, my friend Adrian Hanwell died of a heart attack on the 31<sup>st</sup> of October. He was only 71.

His big sister, Iona, wrote to let us know, when she was up in Scarborough collecting the mail last week, and my recent letter was amongst it.

Quite a trip, as she lives in London.

I can't imagine how long it will take to wind up his estate. He had a lot more Daimlers in his garage than Reliants the last time we stayed over with him.

*Brian*



Hello Brian,

17 November 2021

**Reliant 750 engines.**

I have in the past spoken with Joe Mason at Reliant Spares, and Melvin Turpin at the ROC, who weren't able to assist, but I wondered if you may be able to? I am in the process of clearing my late father's house in South Staffs, and we have what I believe are two 1975 produced 750cc engines that I need to dispose of, and wonder if you know of anyone who is maybe looking for 750cc engines?

One engine number is prefixed 5G/8 /24xxx and the other is 5H/8/25xxx. The July engine is missing its rocker cover, and the August engine looks fairly complete, including its gearbox. Images attached for info.

Many thanks.

Pete Jones.

**See the supplement for contact details, Ed.**



~~~~~

Peter Aikens

January 2022

Has anyone tried car trials in a Kitten? because I fancy having a go, so I need to know what modifications would be useful.

**If you can help Peter, please let me know and I will put you in touch. Ed.**

~~~~~

## FBHVC Launch Carbon Balancing Scheme for Historic Vehicles.



Published: 15/12/2021

Historic vehicle owners and event organisers can now continue their enjoyment of transport heritage, whilst playing their part to protect the environment, through a new carbon balancing initiative from the Federation of British Historic Vehicle Clubs (FBHVC) delivered in partnership with Tree-V.

The scheme, launched on 15 December 2021, offers individuals, clubs and those organising events within the historic vehicle community a quick and convenient way to carbon balance their emissions thanks to the planting of new woodland here in the UK. Importantly, that woodland will also be planted using native species to best contribute to the local ecosystem. Planting in this way also delivers a host of additional benefits, including increased biodiversity, creation of recreational spaces and flood mitigation to name a few.

The carbon footprint of the average historic vehicle is already very low. FBHVC research data shows that, on average, the historic vehicle community accounts for less than 0.25% of the total miles travelled on UK roads annually and that includes everything from cars, motorcycles, buses, coaches, lorries, light commercials, military, agricultural and steam vehicles. Furthermore, the manufacturing footprint of the vehicle has been spread over so many years, that it has more than 'paid its dues' in terms of the emissions and energy required to produce it.

However, as the responses to the 2020/2021 National Historic Vehicle Survey showed, there is an appetite within the historic vehicle community to work towards carbon neutrality. Over a third of historic vehicle owners said that they would support contributing to some kind of carbon balancing scheme in order to continue to use their historic vehicles and the Federation have responded to that request.

The FBHVC were keen to secure a partner who could provide a solution covering both individuals through to clubs and events and set about a detailed programme of research lasting nearly two years. The research, initially led by the then Environmental Director for the FBHVC, Peter Spours sought to develop a capture programme that could cover the full portfolio of historic vehicles, not just cars. The programme needed to be scientifically sound, have a positive and tangible impact on the environment and be delivered through a simple capturing service on the Federation's own website (<https://trees.fbhvc.co.uk>) to allow every individual to feel confident in their contributions to the initiative and the planet's future.

The FBHVC, as a result of that research, has partnered with Tree-V to tailor bespoke packages for Federation members. The scheme provides a pricing structure that covers all the vehicle categories in the FBHVC family, in bands that reflect each vehicle type's average usage. Tree-V are partnered with Forest Carbon, who have planted over 13 million trees, are certified by the Woodland Carbon Code which, in turn, is supported by the UK government and internationally recognised by ICROA (International Carbon Reduction and Offset Alliance).

The team at Tree-V are also a perfect fit because they are all historic vehicle enthusiasts. In fact, the scheme was born out of their passion for their Morris Minor named Myrtle! Tom Worthington of Tree-V explains, "As much as our pride and joy attracts lots of positive attention for the nostalgia it evokes, it can also attract attention for having an exhaust

pipe. If we want to keep our beautiful machines relevant and responsible in the 21st century, we need to recognise how some sections of society might view them. Making our vehicles eco-friendly, and shouting about it, is a way we can secure the future of our community and attract the next generation of enthusiasts.”

David Whale FBHVC Chairman said, “The United Nations Climate Conference, otherwise known as COP26, held in November 2021 highlighted to a public with already increased interest in tackling the climate crisis, the impact that vehicle emissions have on the planet. The resolutions passed at COP26 laid a clear path to how the government will be turning our transport networks green and the FBHVC is working constantly on how the historic vehicle sector can adapt to ensure our current freedoms to enjoy our historic vehicles last long into the future.”

To carbon balance historic vehicle mileage, owners can simply head to <https://trees.fbhvc.co.uk>, select their vehicle type and select how many miles they do a year. It couldn't be easier, or cheaper, for example a historic car can be balanced for as little as £20 per year. Once the transaction is complete, the historic vehicle owner receives a pack through the post from Tree-V containing information on how the money is being used and also a sticker for the vehicle to show that its mileage for that year has been carbon balanced. Each year, new coloured and date stamped stickers will be released to keep carbon offsetting up to date.

The Federation's carbon balancing programme caters for all historic vehicles including cars, motorcycles, buses, coaches, lorries, light commercials, military, agricultural and steam vehicles and the FBHVC have kickstarted the scheme with the purchase of 1,000 trees to be planted in Tom's Wood, Near Castle Howard, North Yorkshire.

For events, organisers can contact the FBHVC and Tree-V to have a bespoke package tailored for their specific event by filling out the event organisers application form at <https://trees.fbhvc.co.uk>

Early adopters of this bespoke scheme from within the Federation membership already include Club Triumph who will be offsetting their Coast to Coast Run for Triumph vehicles in 2022. Another, the TR Register's relay run for the first ever Triumph TR built in right-hand drive, will see the car touring the club's many regions with all the mileage offset through the Federation scheme.

The steam community have also welcomed the initiative with a spokesperson from The National Traction Engine Trust (NTET) saying, "The NTET are pleased to affiliate with the FBHVC in its initiative to fund a Carbon Capture scheme in partnership with Tree-V. The NTET is looking forward developing a version of the scheme which will be amenable to its members".

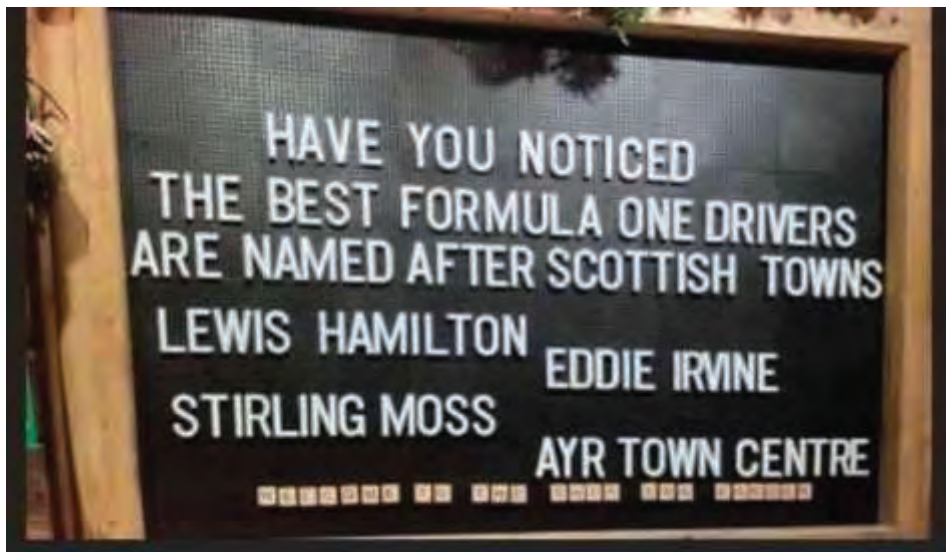
Tom Worthington from Tree-V sums up the motivations behind the initiative, "We're incredibly indebted to the combustion engine and the way it has shaped the society we live in today. Therefore, we passionately believe that all our historic vehicles, regardless of their size, whether they are driven or ridden, should continue to be turning their wheels and racking up the miles. But let's make those miles green by offsetting and capturing those emissions!"

Carbon balance your historic vehicle mileage for 2022 now at:  
<https://trees.fbhvc.co.uk>.

~~~~~

**Just a page filler that John (Pearce) came across.  
It made us both smile, we hope you like it too.**

**If I need to explain the fourth one to you, I will, just ask. Ed.**



# *Thought for Today.*

*If Christmas is hard,  
If you've lost someone dear.  
Just look in your heart,  
and you'll know they're still here.*

*The star in the sky,  
the light falling snow.*

*The robin outside,  
It seems like they know.*

*If this is a time,  
when you're struggling through.*

*Just do what you can,  
for what matters, is you.  
There's no need to be merry,  
There's no need to bright.*

*Just do what you can,  
It will all be alright.*



## Epilogue

Well, I can, memory glitches apart, honestly say that I think this is the first time in three decades, that it has been a full week into January before I find myself typing this.

In mitigation, while I believe there is a lot going on out there in the world of Kitten restoration and rescue, those involved are yet to share their experiences with us.

It would make for far more interesting content in here were those good people to share the news, and, more importantly, you would be saving our poor reader from my boring input being used to fill the gaps!

One suggestion recently, was that I might make this a quarterly publication, and I can see some attraction in that idea, I live in the hope that you will be so horrified by that suggestion, that my letterbox, or indeed my in-box, will be filled with useful input within hours of this falling through your letterbox / In-box.

Perhaps there will be silence, or indignation, I am not sure which of those would be worst, but, I live in the hope that you will rise to the challenge.

In the meantime, if you would be so good as to complete and return the enclosed renewal notice, along with an appropriate remittance, if appropriate. That would be greatly appreciated. I will meanwhile organise the encapsulation of your 2022 card – do you by any chance have a spare afternoon to help with that task Phil?  
*(Ursula's baking beckons.)*

Right, GTBJ, etc etc., and I will “speak” to you again before Easter. Yes, this Easter!!

Till then, keep well, drive safe, and all the very best for 2022.

*Brian*



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