

RELIANT KITTEN REGISTER

MEWSLETTER Thirty-Nine

March/April 2001



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

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The Reliant Kitten Register MEWSLETTER No. 39

The following good people may be of help as follows:-

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Kitten alternative parts contact :- Brian Millar 'Fairview' Boddam, Peterhead AB42 3AD. Tel 01779 471139 e-mail Brian@mogdog.freeseve.co.uk

Fox alternative parts contact :- Peter Hayton 12, Devon Street Hetton le Hole, Tyne & Wear DH5 9LU. Tel 0191 517 1962 e-mail peter@thehaytons.freeseve.co.uk

Our Mutual Aid Spares scheme is run by Phil Hallam 4, Greenhead Holding, Stevenston Ayrshire KA20 4JX Tel : 01294 462089

Mewsletter pictures - can be sent in via the Editor or sent direct to John Pearce at 22, Brook Street Leighton Buzzard LU7 8LH Tel : 01525 758170. John@atodini.co.uk

This time our front cover has gone rocket powered, no, it isn't a wind up, though quite how you would get it through an M.O.T. I am not sure. It is, as so many of these interesting vehicles seem to be, for sale, Ivan Cooke from Scunthorpe is the man, feel free to talk to him if you are interested - phew, I was lucky there, I just know that Susan would kill me if John bought yet another rare one, just to get a picture for the front cover!

The car's Auto Diesel STAD 250 gas turbine runs on paraffin or kerosene, and gets started with the aid of a large 24 Volt battery - just like most aeroplanes, and yes, it does have an afterburner! It idles at about 15,000 r.p.m., and revs to 27,000! Meeee..aowwww right enough!

The Register has a, now fairly old, web page at :- <http://www.uk-classic-cars.com/kitten.htm>

INDEX

Page 1	Front cover
Page 3	Index
Page 4	The Registrar speaks
Page 4	Rebel Round up
Page 5	Foxes Den
Page 6	Some Insurance information
Page 7	Readers letters
Page 8	for
Page 9	a
Page 10	while
Page 11	Dick Goodall speaks
Page 12	Mutual Aid Spares Update
Page 12	From the In Tray!
Page 13	Getting Technical
Page 14	Still..
Page 15	Technical
Page 16	Sales & Wants
Page 18	Notes
Page 18	Cover Car in Action!

It should be noted that opinions and ideas printed in this publication are as recommended by our readers, and do not necessarily have the approval of 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.

Hello again, spring must surely be just around the proverbial corner by now. The lighter evenings are certainly welcome, and thoughts must be turning to tidying the cars up for the season of events that will be upon us soon. That is those of us who 'do' such things. Many of us still just use these fine wee cars to get about from day to day. It matters not to which group you belong, you really ought to grease those ball joints. Now would be a good time.

Anyway, things have settled down now after the January flood of renewals. Particular thanks to those of you who supported the idea of a spares donation, as well as those of you who voiced a variety of ideas and suggestions on that front.

I have been kept particularly busy during the early part of this year, on a number of projects which I hope will come to fruition later in the year - yes they involve 4 wheeled Reliants, I'll keep you posted.

In the past I used to have something of a reputation for bringing Rebels and Kittens to Scotland, and I would just like to have it on record that the migration of our Rebel alternative parts man from parts Welsh to Leucars in Fife, had absolutely nothing whatsoever to do with me! Welcome Mark, perhaps we'll see a bit more of you now.

I did say last time that I would try and say less, but a lot depends on my incoming mail - you have been warned!

Right, an opportunity to get this edition out a couple of weeks early has just arisen, which suits me just fine at the moment, so you may find a couple of topics missing this time. If that is the case, it is brought about through lack of input, not my poor typing speed. Feel free to help fill those voids. Oh, by the way, my fax machine should be working again by the time you read this; it has been out of action since Christmas!

REBEL ROUND UP

Dear Brian,

December 2000

Thanks for the magazine, just in time for Christmas, a bumper size too, well done.

The good news is that my overheating problem appears to be cured (he said in the dead of winter! Ed.) I took my car to Newbury to the Morrison T.V. centre for a programme that included Reliants, for an interview. There and back I thrashed along at 60 m.p.h. to confirm the cooling system is O.K.

The bad news is that my heater is now quite poor. Previously I didn't know what everyone was talking about, now I do. Having been flushed so often, the heater has become porous and water runs out the sides. I've stopped it temporarily using Radweld. Short of getting a re-core done, a second hand matrix (needing a little brazing job done) or buying a new one (very expensive) what's to be done?

Even getting a new one (Land Rover MKI or MKII use them) from an auto-jumble, I will still have a heater that is not up to an English winter, let alone a Scottish one ! Is there an alternative heater that will not change the appearance of the original heater, but is more efficient?

Also, do you know of anyone using an electric fuel pump? If so, which one is used, and where is it best positioned on a Rebel?

I look forward to the next Mewsletter, Yours, Fred Heath - Crawley.

Right Fred, on the heater front I really don't know, anyone help? Though I am surprised that a Land Rover part is expensive, I'll check that out at this end. On the electric fuel pump question, I've got one on the Kitten, Burlen Fuel Systems are the people to talk to, it all depends whether you want to push or pull. . The good old Mini, Morris Minor, etc, pull it from the front, I chose to push it from the back. I was wanting to have minimal fuel pipe junctions in the engine bay, but the down side of that is that the pump is chassis mounted, and while I have had no bother, it is exposed a bit, mounted inside the chassis, just where it kicks up over the back axle. In fact it makes quite a racket, it clicks continuously, not like the B.M.C. arrangement which only runs till the float chamber is full, this one has a return valve, and it clicks away continuously, and, even rubber mounted, it seems to manage to use the chassis like an acoustic amplifier, and makes more noise at tick-over than the engine does! So it really is a matter of personal choice, just give them a ring, and tell them what you want, and they will supply it. You may have bother getting one which can accept pipes as small diameter as Reliant use, but I just used a pair of in-line filters as adaptors to step me up and down again at both ends - they had stepped inlet and outlet pipes as standard, and so can accommodate a variety of pipe diameters easily.

Anyone with ideas or opinions on this, don't be keeping them to yourself please - Ed.

Listen, I know this really ought to be in the technical section, but, just once in a while, I let things slip a bit! It is now a year since Graham Annetts asked me for an early Rebel thermostat housing, and, none being readily available, I asked Phil to please cast us one. He did try, but there was a problem. Then the other day, when I met Mark Hayton at a tour I had organised of John McCormick the printers in Glasgow where this magazine is produced, I was able to give Mark the Adrian Hanwell list of alternative Rebel parts - long promised to David Myres, and finally uncovered during my January office clearout. I had them copied during our tour, and on filing my copy today, had another look through them, and what do you know (Adrian really must despair of me sometimes) there is a detailed technical engineering drawing of an early Rebel thermostat housing. So we could get one machined from the solid, and avoid the difficulties of casting aluminium. Or has anyone out there got a spare early one in stock that they would sell perhaps? The housing in question is not at all like the later one, the hose has the right angle bend, the housing has a pipe pointing straight up, and it is in the middle, not offset like the later ones. On the subject of Rebel parts that are becoming difficult. I was asked the other day for a speedo cable - by a chap whose daughter uses a Rebel as her daily transport from Ayrshire to Jordanhill college in Glasgow - they are not subscribers to the Register sadly, (claim to belong to too many car clubs as it is!) and so will not benefit from the offer I am about to make. I no longer have Rebel speedo cables in stock - handbrake cables yes, complete with a grease nipple, but not speedo ones (you can use a Morris Minor one, but it is a couple of feet too long I believe) So, let me know if you are interested, and I'll get a price for a batch of say 20. I'd rather say 10, but I know from experience that it does not cost a lot more to get 20 done. Talk to me if you are interested, and I will proceed depending on the level of response.

Brian

FOXES' DEN

Duncan Bradford, our man from Norwich, tells me that he has had a set of stainless window channels made up for his Fox. Not only that, but his man is quite prepared to make more! So, listen up - carefully.. This is a bit long winded, and bear in mind that I have not yet owned a Fox, so feel free to check the details. As I understand it, there are, for each door, three parts involved, excluding the glass (or is it perspex?) Anyway, there is the bottom window channel, quite a complicated piece to make as it happens, because it is not just a channel, but has drain holes in it, and three trapped bolts welded to it, to enable it to be attached to the door. Then there is the actual window frame, the bit that runs up, along

Basically all Insurers now exchange information with other Insurers through various databases to check the information provided and also to prevent fraudulent claims. Details of motor insurance policies are also supplied to a database to which the Police and other Insurers have access.

The reason for this is that it helps detect people who break the law by not taking out insurance, and also allows Insurers to pursue claims following accidents.

It is therefore imperative that all Insurers at all stages are notified of all incidents such as accidents, theft or loss, which may or may not give rise to a claim.

A further Motor Insurance database has also been set up to identify uninsured drivers, and may be searched by the Police to confirm who is insured to drive. If there is an accident, the database may be used by Insurers and the Motor Insurers Bureau to identify relevant policy information.

We would stress that this must be complied with, since failure to disclose any incidents may prejudice your rights under the Insurance Policy. In due course this will be extended to all classes of Insurance.

In the long term it is hoped that this will have a beneficial effect on insurance premiums by reducing the number of uninsured drivers / fraudulent claims. This will be an advantage to all concerned since a substantial amount per policy is at present being allocated to a central fund for covering accidents involving uninsured drivers.

We must say therefore that you must contact your Insurance brokers / Insurance Company to ensure that they have all the relevant information concerning both the risk, and also any matters of which they may not be aware.

Robert Spare - P.F. Spare, Insurance Brokers - Tel :- 01530 270574

Thanks for that Robert, it is always best to be aware of the potential pitfalls before the problem arises. I see that certain classic car policies now permit anyone with a driving licence to drive the cars, great move for the youngsters, previously you had to be 25 or over to be named on a classic policy - sadly (there's always a catch, isn't there?) these recent relaxations of the rules only apply to pre-war cars!! Ours are all far too young!

READERS LETTERS

Dear Brian,

2nd Feb. 2001

Thanks for the letter enclosing details of the Kitten Register. You have certainly got yourself a big job keeping track of 600 plus Reliants.

As you can see I have filled in the registration form, but have left the colour space blank. This is due to the fact that I have not made up my mind what colour to paint it. It looks like the original colour (in the engine bay) was a powder blue, but 75% of the body is a very dark blue. The other 25% is made up of the back door in gel coat red, and the passengers' door is a light blue. It is a certain fact that nobody would try to nick it. Just imagine trying to change things to keep the Police off the scent!

The little flyer has just passed its M.O.T. Although the tester laughed a lot at some of its little idiosyncracies, especially when the brakes were checked, it nearly came right out of the rollers. It totally amazes me, the rate of acceleration and its small turning circle, plus the 50 M.P.G. Great little car.

This is not my first experience with a Reliant. When I first met my wife, her father had one of the flat sided ally bodied Reliants with the 750cc side valve engine, a touch basic in the trim department. After about a year he lashed out on one of the rounded fibreglass models, no opening at the rear, just pull the back seat support forward to get to the boot space. Whilst in a car park some clown reversed into the drivers door, tearing out a big square section. That led to my first experience of sorting out fibreglass repairs.

Later on, with 3 kiddies, I bought a Reliant as a second car as times were hard, and running the Vauxhall Cresta was very heavy on the pocket. I made up a towing bracket for the Reliant, and borrowed my friends trailer we set off for a long weekend camping about 95 miles away. What with two adults and three children packed in the back and the trailer loaded up, she certainly got warm. That weekend we drove round the Wash and up to Skegness and back to the campsite, another 160 miles. We had no problems at all but the fuel consumption was nearer 30 m.p.g. (I wonder why?)

I grafted a small SU onto a modded inlet manifold, and this put the m.p.g, up to about 40 plus, and made it a lot more nippy.

Since those experiences I have always had a soft spot for Reliants, so when Phil Ayres said he was going to sell his Kitten I jumped at the chance.

As you can probably tell I am a bit of a car enthusiast, I have built three kit cars, two of which are still have on the road. One is a supercharged Dutton Melos, the other a large N.C.F. Diamond. The vintage shows look very appealing. I did not fancy buying a restored car, but the rarity of the Kitten gave me the idea of trying to get the little car back to its former glory. Is there a list somewhere of the original colours appertaining to the Kittens that came out of the factory in 1976?

When I have decided what the colour will be, I will let you know.

Best wishes for the future, Clive Angel - Royston.

Thanks Clive for keeping us up to date with the Kitten's fortunes. I know I ought to have such information to hand, but as usual I suspect it is 'somewhere safe' , so can anyone help with the 1976 Kitten colours please ? I know that we published a list of the chassis number story, which included the colour, but as I recall that only told you blue, red, yellow or whatever, and not the actual shade - help .. Ed.

I know that the Kitten parts list has a dozen or so colours listed, but I don't have that in front of me just now !

Every once in a while a little gem falls through my letterbox. Regular readers will remember the Bill Gates / General Motors story we printed a couple of years ago, and in the post this week along with his subscription, came, amongst others, this note from Dickie Daws of Andover :-

The Space Race

During the heat of the space race in the 1960's, the United States National Aeronautics and Space Administration decided that it needed a ball-point pen to write in the zero gravity confines of its

MPG

The recent cold weather has knocked economy for six, because of the time the engine spends idling to try and clear the windscreen before setting off. Windscreen de-icer is all very well to clear frost, but thick ice is another matter. And have you noticed how within 100 yards of starting off the windows freeze over again? That de-icer ain't the complete answer!

Just a thought Dick, and everyone else - now I know that I have been known as a bit eccentric at times, but I seldom use de-icer, I always use a watering can full of warm water with the rose removed, and that clears all the glass, and locks and handles on all but the very coldest of mornings, and I've never cracked a window in 30 years of doing it that way - best done in the street, and not at the door, as the water often freezes on the ground, and can become very slippy - Ed.

Temperature gauge.

This has always given a low reading even when the engine is really hot. Testing the gauge by removing the lead from the sensor at the cylinder head and first earthing it, and then holding it out of the way proved that the gauge itself works, so it must be the sensor at fault. Having bought a replacement, I set to work. BUT, having placed a large rung spanner on the sensor, it would not move with reasonable force. At this point I chickened out. The last thing I want to do is strip the threads in the engine! This job can wait. *Of course Dick you were trying to remove the sensor with the engine good and hot? Ed.*

Dick Goodall - Tore

Dear Brian,

23rd February 2001

Thank you for Mewsletter 38, and for a very nice membership card, well done to all who were involved in making it!

Who Killed Cock Robin?

(Let's blame Brussels, we blame them for everything else!)

The article by 'Yesterday Man' provided fascinating reading, was thought provoking, and gave a lot of background information that was new to me. My thanks to the author for taking the time to set it all down on paper.

Just where did they all go?

So the Fox project went to Russia, (better than a Lada?) I have heard more than one whisper that a Kitten look alike was made in India as the 'Dolphin'. Did anyone buy the rights to make the Rebel abroad?

Chassis differences.

I have read that the chassis for a Rebel saloon is a bit different to that on the Rebel estate. (The Rebel van chassis would be the same as the estate?)

Is this also the case with a Kitten and a Fox?

Kitten Headlamps.

I had thought that all Kittens had headlamps which include the side lamp. Now I have been informed that the SCD chassis numbered series have the side lamp combined with the indicator lamp. Could anyone with an SCD series Kitten comment on this?

Oh the convoluted wanderings of my antique brain. It must be Caffeine Deficiency Syndrome... That at least I can remedy!

Best wishes to you and the family

Dick Goodall - Tore

Ah, where do I begin, and do dear reader, feel not just free, but welcome to come in on this. Firstly, Yesterday's Man deserves my thanks also for that interesting story. Secondly, it wasn't just a story, nor even a Kitten look alike, they did sell the Kitten project to the Indians, and it was then renamed the Dolphin. Thirdly no, not as far as I know, was the Rebel sold on - but I don't know everything. Fourthly, Rebel saloon and estate / van chassis are indeed different, the estate / van one being longer. The differences however are not great, and the estate / van one is just a saloon one with bits added on at the back. So it is possible to either cut a van / estate one down to make a saloon one, or, with the right drawings / templates, make a saloon one up to fit an estate. Mind you the early Rebel chassis are quite a bit different, and I do not know if they are interchangeable with the later ones, but the early Rebel ones account for just about 5% of the total number of Rebels built, were all saloons, and there are not many of them about these days. Kittens however are all the same, well, within a given chassis range they are all the same, the MKII and MKIII Chassis are not interchangeable with the MKI, but saloon, estate and van are all identical for a given age of chassis.

Now this headlamp thing, Kittens and sidelights. I think I know where you came by that bit of information, and if I am correct, that source is usually very reliable. In this case however I am pretty sure that it is quite incorrect. All Kittens had the side lights incorporated in the headlights, unless they were modified after manufacture, with the possible exception of the kits sold after production in the factory stopped. Can any of you good people, either with the SCD chassied Kittens, or the Kits, comment please?

Right, enough, this Caffeine Deficiency Syndrome must be catching. I'm off for a break!!

Oh, just one other thing, I ought to say a big thank you to both Brian Millar and Phil Hallam for their help in creating and encapsulating the membership cards for us, much appreciated chaps.

To those of our more recent subscribers I should explain that we do now provide a membership card, but only after a year of membership. The cards are printed in November for everyone then on the list, and sent out with the Jan / Feb magazine to those who have renewed promptly. I am then left with a stack of cards which I send out as and when the late renewals arrive - see all the extra work some of you cause me - I don't mind, you are very welcome, and no I can't just leave it till the following magazine, far too much work trying to remember who had theirs already and who didn't. There is a limit to how long Moira will allow me to have a box full of addressed envelopes lying about the house, and while I do normally run off the address labels a couple of weeks before the mags go out (gives me a chance to put them on the envelopes, and stick on the stamps,) so when the mags come back from the printers all we have to do is put them in the envelopes, seal them, stick on the senders labels, record their despatch on the database, and post them !

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Mutual Aid Spares update, from Phil Hallam

I have had a few enquiries recently, however at the moment I am unable to help since many of the items required are usually at the end of their useful life on all other cars. Unless you can find old stock, items like side window seals are just not available, whilst windscreen rubbers appear to have been specially made for Reliant, and although they can be purchased off the shelf from PartsWorld, they are expensive. Similarly you are unlikely to get decent door window frames for a Fox, however, as you will have read elsewhere in this issue, Duncan Bradford can now obtain manufactured ones, at a price!

Really we are getting close to the stage I was at in the 60's with vintage cars, where you had to make everything. However now, the vintage club are remanufacturing scarce items, even cranks and blocks and putting them into stock. Until demand for certain parts increases, or membership of the Register increases significantly, we are unable to remanufacture.

Replacements, especially with rubber items where the usual minimum order quantity is 100 metres. Alternative parts lists are a good idea, but we should remember that many of the alternatives come from cars of the same era, and these too will eventually become scarce. It's not all doom and gloom though, since, unlike most cars, our bodies are fibreglass, and can be repaired, and there is a whole army of people out there able to remanufacture parts, it's just knowing which ones to make!

Phil Hallam - March 2001

From the In Tray

Events we are invited to this time include The London Classic Motorshow which takes place at Alexandria Palace on the 17th and 18th of March, (a bit short notice methinks!) where we are invited to visit the stand, No. G23, of Screen Print Services, a company I have had dealings with in the past. Clare Fogden is the contact, she tells me it is a long time since she was at the Ally Pally, and looks forward to the contrast from the NEC in Birmingham!

The Museum of Flight at East Fortune are having their 7th annual Aero and Auto Extravaganza on the 5th & 6th of May, you can ring for an entry form on 01620 880308. Or look at www.scotwings.com

Practical Classics tell me that their Bromley Pageant of Motoring 2001 is 'returning home' on the 24th of June in Norman Park, Bromley, if you would like details, contact Lynne Beadle on 01959 541444 or fax 01959 541400. Entries must be in by May 18th.

Cara Marchant from the National Tramway Museum in Crich, writes to invite us to their Festival of Transport on Sunday & Monday the 26th & 27th of August at Matlock. You can contact her on 01773 852565 If you are interested.

WAFW, or the Waltham Abbey Festival Week under secretary Bryn Elliott's guidance (7 Windmill Close, Honey Lane, Waltham Abbey, Essex EN9 3BQ) have invited us along on the 1st of July, though the 30th of June is also an option. They need to know numbers, so if you are interested ring them on 01992 714162 or E-mail on 106051.3271@compuserve.com

They further advise that this event always takes place on the last weekend in June, and that the 2002 event will therefore be on the 29 - 30th June 2002. For more details see www.festivalweek.co.uk

On a different tack now, but still trying to keep my desk clear, and you informed, Enginewise have sent me information on their range of products designed for long term engine storage, if you are interested drop me a line or ring them direct on 01472 347400, fax 01472 267647 or e-mail them on: sales@enginewise.co.uk

Likewise there is an application form for the Period and Classic Caravan Club, for details contact Jill Rumbelow at 128 Fulbourn Old Drift, Cherry Hinton, Cambridge DB1 9LR or ring her on 01223 248187

HAVING SAID ALL THAT, I KNOW THAT A NUMBER OF EVENTS HAVE BEEN CANCELLED DUE TO THE FOOT AND MOUTH OUTBREAK, SO CHECK BEFORE GOING ANYWHERE !

GETTING TECHNICAL

At long last I am able, (thanks for the extra extra copy AI,) to bring you the November 2000 Tech Twiches from Thetford:-

First, good to note that you good people are still watching. It was many Mewsletters ago that I was twittering on about chronic oversteer after I had fitted fat wheels with 165 tyres on the back (Kitten van) such that it wouldn't go in a straight line ! Fitting the wide wheels to the front cured the problem nicely (chronic oversteer). Tyre pressures did come in to the equation, I have a book on chassis tuning (Written for the American market - but physics is the same) that mentioned tyre pressures, so out I went with my pressure gauge; but you can't go very far from standard, as that does seem to be correct for the Reliant. So I did alter tyre pressures a couple of pounds in the front and at the back to give the reverse effect, yes this did tend to improve the chronic oversteer, but a) not enough, and b) you can't leave the tyre pressures that far out for too long, or tyre wear rears its ugly head. So the radical step of having wide tyres at the front cured it, and had me reading the book to understand the whole plot!

What else have we been up to? When I recently rebuilt this engine I tidied up one of the head studs, the one over the water pump, this one has less thread into the block than the others, and can pull out very easily. So it is always recommended not to over-tighten this stud when pulling heads down, i.e. leave it a couple of pounds short, and / or you can tidy up the hole, threads etc., if you have the correct tap and die 3/8 UNC, bit more thread on the stud, bit more thread carefully in the hole (bottom tap). Get ahead of the snags!

Anyone rebuilt the distributor? (dizzy!) When you refit the 'D' drive on the bottom of the shaft, it is not keyed in any way, so if you aren't watching you can get it 180 out! So when you come to start the engine it doesn't! If you did this without noticing you could be scratching your head for hours! "We have a spark, we have petrol, we have compression, it used to go!" but nil desperandum, you do not even have to remove the dizzy again to correct it, just swap the plug leads 1 - 4, 2 - 3. The fun really starts if you forget about having done this, then a year later change the dizzy!! we know!

Now when one is impressed with some performance we usually quote X MPH. 0-60 etc. I was reading some facts on astronomy the other day, and a jet of gas X light years long was quoted at some silly speed, and in brackets 10 million MPH! I thought " Wonder what cam he has! " Back to the plot, impressed with the bottom end stomp of my latest engine, I've tried a few tricks, loading up when you press the clutch is about 50 RPM!

(So the crank must be in the middle - phew!) Once warm the engine will drive the car at tick over, 800 RPM, in second gear, no sweat, and if you drop to tick-over in third, it will still trundle along, it will even, with a little judder, drive off!! (p.s. we have the car ratio back axle on the van) You may telephone to find out my secrets if you like ~ That's yer lot this time.

Al Osborn, Thetford - 01953 884681

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A proven method of internal engine protection

now available to owners of classic motor cars.

In the continuing struggle against corrosion, one of the most difficult problems to contend with is that of internal corrosion in unseen, inaccessible areas. There is no doubt that corrosion occurs inside engines: first, the by-products of the combustion process generate acids and water; and second, bare metal surfaces within an engine will corrode when the relative humidity (RH) is above 60%.¹ The bodywork of classic motor cars can be inspected, any corrosion identified and treated and the surfaces protected. None of this applies to the inside of an engine. When not in frequent use, engine oil drains away from bare metal surfaces and the moist air in the atmosphere gets to the valves, cylinders and pistons through the exhaust and carburettor.

The minimum average daily RH in the United Kingdom in July varies between 60% and 80%, depending on location. The maximum daily average for the same month is between 90% and 94%. The equivalent numbers for January are: minimum 80-90%; maximum 87-91%.² Air-conditioned museums can keep vehicles free of the ravages caused by these levels of moisture in the air but the rest of us need help.

In the worst instances of corrosion, engines seize completely. Few of us have avoided the less severe but nonetheless expensive and time consuming renovation work and/or degradation in performance caused by seized valves and piston rings, pitted valves and seats, corroded cylinder bores, erratic carburettor performance and damaged bearing surfaces.

An elegant and proven³ solution has been used by engine manufacturers such as Vauxhall, Perkins and other engineering companies for many years. An oil additive to the same formula is now available in a practical dispenser to provide economical protection for classic motor cars. V2K Oil from ENGINEWISE is a mineral oil based additive which contains both contact and vapour-phase corrosion inhibitors. It can be added easily in small quantities and need not be removed.

V2K Oil is compatible with most lubricants and fuels and is ashless when burned. Obvious applications for classic motor cycle owners are in the protection of fuel tanks, engines, gearboxes and components packed in containers such as polythene bags - though papers impregnated with similar corrosion inhibitors offer an attractive alternative for components and tools. ENGINEWISE has a workshop kit which contains these impregnated papers.

Almost any 'enclosed' system where the vapours can be reasonably well contained lends itself to the use of V2K Oil. The space does not have to be completely sealed. The enclosure will 'breathe' with changes in temperature. Allowance is made for this in the formulation, which contains a supply of vapour phase inhibitors sufficient to saturate approximately two million times its own volume. V2K Oil operates

by the gradual evaporation of the corrosion inhibitor chemicals from the oil. These fill the enclosed spaces and render harmless any moisture present.

Other uses for this oil additive are in the protection of emergency equipment and standby machinery such as generators, pumps, winding and lifting equipment, emergency vehicles and marine equipment. V2K Oil eliminates the need for "de-preserving" procedures - availability is instant. V2K Oil is also invaluable for preserving equipment in seasonal use only, such as agricultural machinery, lawn mowers, sporting and leisure items.

In summary, V2K Oil is easily and simply applied and offers the minimum opportunity for operator error. The nature of the vapour-phase inhibitors means there is no need to ensure that parts are covered to achieve effective protection; but it does contain surface contact inhibitors for extra protection. V2K Oil works effectively on its own and tests have shown that good protection is obtained when V2K Oil is blended at levels as low as 2 to 5% with other lubricants or fuels.

V2K Oil is available by mail order in a 125 ml container with a spout applicator and user instructions from Enginewise, a company established to provide innovative, easy-to-use and cost effective renovation and protection products for owners of classic vehicles. Other products in the Enginewise range include Engine Dehydration Kits, Workshop Dehydration Kits, Engine Closure Kits, Industrial-grade Barrier Rugs and Heavy-duty Maintenance Wipes. You can write, telephone, fax, or e-mail for their catalogue or view their web site at www.enginewise.co.uk; e-mail:- enquiries@enginewise.co.uk

1 BS 1133 section 19

2 Statistics for the years 1961 to 1990 published by the Met. Office and which can be viewed at :- www.metoffice.gov.uk/climate/uk/averages

3 The test method is detailed at www.enginewise.co.uk

Further information is available from :- Paul Prince, ENGINEWISE

3 Venture Business Park, Gilbey Road, Grimsby, DN31 2UW

Tel: 01472 347400 Fax: 01472 267647

paul.prince@enginewise.co.uk

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Now, to make up for missing out the earlier article from the last edition, a second helping from Al Osborn :-

Dear Dick, & Brian, & Brian,

24th Feb. 01

Right, problem 1) How do we differentiate between Brian & Brian? Ah, Brian M and Brian. M? Try again, We'll have Brian N (North for B Millar, and Brian S for him in Renfrew) that should start a good North South battle! *Does he really expect me to print this! Ed?* Right this silly idea, i.e what have I let

myself in for? with regard to spares and the future. After a quick chat to Dick the other night I was sent to talk to Brian N, and many hours later I got away! But it does seem that a lot of my thoughts have already been carried out, i.e. parts are available, albeit in some cases alternatives (That's exactly why we have these good alternative parts people, Ed!), and the listings are already on PC. So where do we go from here?

Al goes on to echo a concern, which I know several of us have about the future supply of spare parts for our cars. We are well aware of such concerns, and indeed I was particularly disturbed by a telephone call - not from a subscriber (yet) at the end of February, who claimed that the factory (Reliant) had told him that Kitten ball joints were not available. I of course checked with Diane, and they are, as the advert on the back cover of this magazine suggests, readily available, (indeed I have some in stock here). It is other more difficult parts, and indeed the ability to know just which parts are 'difficult' that is a major area of concern. Both the manufacturers of springs and dampers have minimum order quantities that we cannot hope to finance, and while some specialist manufacturers will 'do you a pair', it will be 'for a price'.

Then there is the really grey area of just what is 'available'. We know of some bits that are 'not available' but do in fact exist. Clearly there would be little point in considering having parts made, which are known to exist. On the other hand, who can afford to buy hundreds of parts which both need work, and hence money spent on them, and have a turnover of about one or two a year?

Clearly there are decisions to be made, and no doubt differing ideas on how best to proceed.

Two things seem clear to me, one is that there is no harm at all in discussing such matters, and accordingly you are invited to do so through these pages.

Secondly, let me know if there is a part that you cannot get. (or indeed talk to the relevant alternative parts person, see the list on page 3) I am talking about parts that will keep your car off the road, rather than trim or cosmetic parts which the MOT man is not really bothered about.

Of course we are interested in them too, but they are not critical, and it is the critical parts that must be of greatest concern.

Sales and Wants

For Sale :- Kitten Estate, A registered, front end collapse - must go £50 Mobile 07776 388050 after 6:00pm 59, Springhill Rise, Bewdley Worcestershire.

For Sale :- A V8 engined Scimitar, M.O.T. just expired last December. Contact Rob Walker on 01865 773097 Oxford area.

For Sale :- Fox hard top, with brand new canvas top, 4 new hub caps, and 4 recent tyres. No tax or test, offers to Chris on 01780 450157 Northamptonshire.

For Sale Fox Pick-up runs well, new clutch, M.O.T till July, £500. O.N.O. Ring Gordon on 01772 786806 Evenings , Preston

For Sale : Well, actually free to a good home, a pair of Kitten saloons. They must be uplifted by late April at the latest. Contact David Sheen at Dovetail Trailers, Chichester. Tel :- 01243 533663

NOTES

Not for the first time I discovered that the odd Kitten gets scrapped because someone did not check with me about parts availability, I know that I keep saying I am not running a business, and that is quite true, but I do have some of the unusual bits available, and I can still get steering racks reconditioned, so please, give me a ring if there is any bit that you need for an M.O.T., and can't get. How will I know which parts are becoming difficult to obtain if you don't share the knowledge with me? One of the main aims of the Register is to help keep these fine wee cars running, and I find it incredibly frustrating to learn, as I did last month, that someone scrapped one because they believed, quite incorrectly, that you could not get a particular part. I'm only at the end of the telephone for goodness sake.

That said, the individual concerned that time was not a subscriber, so I hope that I am preaching to the converted, but I did get a call from a subscriber last week who believed that you could not get Kitten lower steering columns, fortunately our friends at Reliant Partsworld suggested he call me, so no problem there. Communication, that's the thing, let me know if you are having difficulty getting spares to keep your car on the road, or use the Mutual Aid Spares form I gave you when you first subscribed, and see if Phil (or anyone else) can help. Yes, alright, I'll run off some more of these forms and circulate them again.

Oh, hang on a moment, I'll just make a note here, original Kitten switches, you know, lights, heater, wipers etc., John (Pearce) said he could not get them, and I thought the only problem was the price, I have just checked with our friend Dennis, and there is no problem, except the price!

Right, John (Pearce) has gone rocket powered and produced the front covers a week ahead of schedule, thank you John. So I have an opportunity to put this edition to bed early. I have to vacate one of my lock-ups by the end of the month - March - and hopefully sell the Rebel project, which would tie in well, and its refurbished chassis happens to be in the lock-up that is being demolished, so March is a busy month. Talk to you again in the spring. Or will it be summer by then? Brrr!

Brian

