



MEWSLETTER 94

May - June 2010

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Here we have the very tidy Fox belonging to Les Smith from Kent, (Loaded up with loft boards he tells me!) Sporting its new S/H Wheels, light bar, & cut down Volvo roof rack (very handy). Extra air intake (where the number plate was) & side exit exhaust just visible. Les tells me that he is still working it hard. I think he may be missing a revenue income opportunity all the same - all that free advertising for the manufacturer! It's looking good Les, must thrive on hard work.

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.....



The Reliant Kitten Register

Rebel parts stock held by: - Adrian Hanwell

New Kitten / Fox / Rebel parts stock held by Brian Marshall
E-Mail info@kitreg.org.uk

Rebel alternative parts list contact: John Blagburn
E-mail: wirelessjohn@googlemail.com

Kitten alternative parts list: ****Situation vacant****. Contact the Editor to volunteer.

Fox alternative parts list contact: Duncan Bradford, 52 St. Phillips Road, Norwich, NR2 3BN.
E-Mail hidunc@ntlworld.com

Our Mutual Aid Spares scheme is run for us by Phil Hallam 4, Greenhead Holding, Stevenston, Ayrshire KA20 4JX

Tempest Registrar: Martin Seymour 19 Cedar Court, Churchfields, South Woodford, London E18 2QU
E-mail mseymour@freenetname.co.uk

Mewsletter pictures – should be sent to John Pearce at Toddbury Farm, Slapton Road, Lt Billington, Beds. LU7 9BP
E-mail john@atodini.co.uk

The Register is a member of the FBHVC, which monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads. Readers are invited to show their own support of this worthy cause by becoming members in their own right. Contact the editor for details.

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

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

Dinky Cars

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SALES, SPARES, REPAIRS, ENGINE RECONDITIONING

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In March this year I had contact from an enthusiastic Kitten fan who wanted to acquire one of our wonderful wee cars. Initially I thought he was wanting one in running order, but when I pressed him for details – I had offered to run a wanted advert within these pages, and was up against a deadline – it became clear that he was not too concerned about condition as he was prepared to do the necessary, saying that just so long as it was all there, it would be something he could sort out in his own time. He was not even bothered were it was,

as getting it home would not be a problem, and he had already made a start by buying a new cd player and speakers for the car and had been looking on the internet for spare parts.

I do from time to time have contact from people who I feel would benefit from the wisdom of decades of experience with, lets face it, what are now "Old Cars". If he does join our mailing list I wonder if I will be brave enough to leave this in, but I feel strongly that there is a valid point to be made. I replied thus :- "I have some concerns about what you are expecting from this car. Obviously I have no idea the level of your expertise, but the cost of renovating a poor example is anywhere between 5 to 10 times the cost of buying a good one. The very best of them only fetch between £1,000 and £2,000, most, even with an MOT, only cost a few hundred.

A new set of ball joints, dampers and springs and a recon steering rack will set you back about £750 for the parts alone before you start buying tyres an exhaust and brakes. If you have to add labour into it, and we have not yet begun to think about trim and paintwork – you can see where I am going. All that assumes the engine and gearbox and axle are o.k. If not, you can be talking anything up to a couple of grand or more, and that is just for parts, still no labour – yes there are plenty of old units about, but their condition is at best a gamble, and you need to know what you are doing as the late ones do not match the early ones – we do know the pitfalls, but I am always surprised how many people dive in there before seeking expert advice, only to then be put off what is in fact a fabulous wee car.

Also, have you had a quote for insurance yet – they are group 8, so unless you are over 25, have a modern car as well, and so can put it on a classic policy, you might get a shock.

In spite of how the above might sound, I am not trying to put you off, just make you aware."

So, there you have it. Was I wrong to come down so hard? I am very aware that as the years pass I am becoming ever more cautious, a level of caution that can at times be debilitating. And while I recognise that faint heart never won fair lady, there is the feeling that fools do indeed rush into situations angels would be wary of. I have to consider not only the well being of the vehicles, but that of prospective custodians also.

What would be the point of not doing one's best to paint a clear picture of what, in the worst case, might happen? Yes, I know I didn't mention corrosion, or collapsing seats, radiators, batteries or any of the other myriad of potential situations in need of resolution that can occur with an older vehicle, but I really was not trying to put him off, just encourage some serious thought, you know, the look before you leap philosophy.

Right, enough with the philosophy, I just thought I'd share that with you. As ever your thoughts opinions and observations are eagerly awaited. If you think I am way off the mark do not under the proverbial bushel your light be hiding – oh hang on a minute, I need to get out of this frame of mind!

O.K., one strong coffee later – in fact I am just this morning taking edition 93 to the printers, old Sammy – my beloved BX passed its MOT yesterday, 5 advisories, 4 of which I knew about and will address soon, and one thing I think they missed, but good for another 55 weeks. So that is a relief. The collapsing bathroom floor is the next project!

John Pearce tells me that the Kitten Register – contacted through the website – has twice won the Euro lottery, (clever as we never entered it!) and is frequently invited to become associated with pornographic web sites, such con tricks and invitations we consistently ignore!

In the last edition we were blessed with quite a bit of reader input, and while I know there is more in the pipeline, I am not sure how fast things flow in that pipeline! (something I have in common with BP perhaps?) Accordingly I shall, unless more arrives from you meantime, bore you with some details of my trip south in March, and indeed my being – not for the first time – humbled by G & S – as recently used in some questions in the fascinating final of University Challenge. If you saw it you will know what I mean, if you didn't you really missed a great half hour's entertainment – there is hope for the future yet!

I must be getting tired, that's three times I have meant to hit the delete key and hit return instead! Moving on then, the Pirates of Penzance is the setting, the modern Major General's song in particular. Regular readers will be aware of my fondness and admiration for G & S, that said I have little real knowledge, a bit like Alvis motor cars – I know I like them, but don't know much about them!

Listen, we'll do that another time, a few people saved you from more of my ramblings and so I am out of space!

One of the things I enjoy most about running the Register is when a car we knew about but lost touch with, returns to the fold – that has been twice now that has happened with TML 488S whose current custodian Simon Hodges joined us recently. Steve Gadsden had that Kitten estate in London around 1993 then he moved to Falmouth in Cornwall. Then in 2001 Ellis Whitelock from Maldon in Essex had it, but we last heard from him in 2002, and we lost touch with the car after that. We are delighted to know it survives and is running, indeed in daily use, as I said, renewing old acquaintances (the cars I'm talking about) is one of the things I enjoy most about doing this.

Right, Ohh, hang on – Les Smith, you remember Les don't you? The man from Ashford with the well looked after Fox, well, Les has saved you from lots of pictures of Old number three (the oldest known Rebel on the planet), and even more of my wittering. Thank you Les, are the words you are looking for!

## Update on old number three :-

They say a picture paints a thousand words, well here are 5,000 words then! You can see how well Robert Fairfoull kept the car, thank you and well done Robert. Colin Barr, (my son-in-law) who has the privilege of keeping the vehicle in his garage for me at the moment, is a dab hand with T-cut and polish, (actually he uses a clay bar first I believe!) and even had a tin of that runny black stuff they use to smarten up the tyres in his garage. (Not to mention a roll of red duck tape which hides the worst of the splits in the paintwork remarkably well.) Thank you Colin.



Phil Hallam, a name you may remember, has had his industrial sewing machine in action, and will, by the time you read this, be well on the way to having made and fitted the 4th Rebel headlining he has created over the years. Dare I say in print that I am hoping that he will get together with George Kerr (not sadly a subscriber, George is into steam traction engines, but runs one of my old Rebel saloons OYS 855F – which also recently had a new headlining). Frustratingly for Phil, the prototype – BUE 447B - has one more hoop holding the headlining up, so his pattern was no use at all



At New Lanark on Drive it Day 2010 at the ROC Thistle Branch's AGM

That is Arleen my daughter with me beside the car.

All those pictures, and not one from behind – well, we have to keep something back for next time! The following Friday (right picture) here she is at Renfrew on the way to Stevenston for a re-trim :-

Later that day here we are at Phil Hallam's, the day before he fitted a new headlining to old number three – and renewed all 4 main window rubbers.





Oh, sorry – that's Phil's one, well, he did such a good job – it had some of the worst cracked and flaking paint I have seen on a Rebel, tell you what, you have been quiet recently – here are some more pictures we took that day – 30th April 2010.



Phil made and fitted the headlining and carpets himself too – what a clever man – well done Phil.



Some more pictures we took in May 2010 at Phil Hallam's





Oh, just to show that not all Rebels are saloons, this very good estate example is currently looking for a new custodian. Yes John (Blagburn) it's your old GUS, the one, which, when red, took you from Lands End to John O'Groats 11 (or was it 12?) years ago. It still has the stainless fuel tank and exhaust, but a lower mileage 850 engine, and now sports disc front brakes – John, sadly the word you are looking for is NO! Everyone else should see the sales and Wants page.



We found it an excellent custodian in Paul Cox the last time it had to find a new home, but his daughter Emma is moving on to faster things with a longer motorway commute to work now.

In Paul's words :- "As you know, my daughter is thinking of selling Gus. She loves the car, but it just does not fit into her lifestyle at the moment and storing it is a problem, so she is looking for a good home.

Since you last saw the car it has had the following work undertaken :- \* Re-sprayed blue. \*New headlining. \*New headlights. \*Front suspension re-bushed, new shock absorbers, new front springs, and front disk brakes fitted. (The disk brakes were made by a local Lotus Elan engineer. They are based on early lotus brakes, as early lotus's shared the same design of front suspension as Gus). \*Hydraulic clutch fitted. \*Good condition low mileage replacement 850cc engine fitted.

The car is in good running order. It drives easily and could be used every day, though since it has been in our ownership it has only been used during the frost free summer months.

As you know, the chassis is in sound condition having been cleaned, painted and wax-oiled by a previous owner. The car still retains the stainless steel exhaust and stainless steel fuel tank as previously fitted.

I am currently sitting on a good SST which has been my main transport for the last 15 years, because I don't want it to end up as scrap or a track-day car. I now have an excellent new Nissan Pixo.

I am undecided what to do and would have definitely kept it had my wife not broken the window winding mechanism on the passenger side. If you ever hear of anyone selling two good SST or Simitar Sabre doors, please let me know.

Paul" (Cox) - Merseyside



## Kitten bit

Compliments if Mark and sue Cropper, there follow an unusual series of pictures of the recently auctioned prototype MK II Kitten. Sadly Mark and Sue did not win the bidding, the car was acquired by John Booth from Nottinghamshire – sadly not yet a subscriber.



Some unusual shots of the recently auctioned MK II Kitten sold by the factory.



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Some ball joints were needed for this Dutch Kitten to be kept on the road, and we were happy to oblige – exporting parts is easier than it used to be – or I was lucky. Thanks James for pointing me in the right direction.



The car above belongs to Cor Westdrop in the Netherlands. I am curious about that grille – more questions!

Thanks for getting the old unit ball joints back for re-con Cor.

Andy Laing puts his Kitten to good use, and, while having fun, helps to raise the profile of our wonderful wee cars. Mind you, he tells me that, in spite of a problem at high revs, when he had it on a rolling road the following Monday it made 41.4 bhp at 4845rpm, and 48.1 lbft at 3312rpm. N his own words :- "I had a problem at higher revs with it cutting out, which it has done all the time I have owner it. After swapping lots of parts it turned out to be float/needle valve, which I found at a trial on Sunday, but had booked rolling road anyway. On the way home Sunday the engine ran hot, but not on the rolling road, but got hot on the way home and blew some coolant out. Head gasket on the way out? I will have a look this weekend.



Andy's Kitten in action in March this year.



Foxy bit

Brian, as promised here are the photos of the Tonneau cover fitted to Glen's Fox. You wondered how the tonneau cover looked and attached when you were talking about Duncan Bradford's Fox when he uses his pram hood soft top in warm weather. As you can see the windowed section can be detached and folded down underneath the load cover giving us fresh air behind the drivers head whilst having the dog guard in place for security. Obviously if the weather changes it can soon be put back to keep us dry.

Regards, Keith (Gittus) 0154 Norton Cannas





Brian, here are the photo's of the cobra seats fitted in Glen's Fox.

They had to be fitted straight to the floor without the wood, just sitting on the adjuster rail. As you can see they are the right size once we got the angle right quite comfortable.

Regards, Keith 0154





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## Sunroof Sir ? by Les Smith

I decided to fit a sunroof to the Fox, a second hand Britax one from a breakers car. Anyone interested in doing the same might find this of help.

Remove the sunroof and take a template of the hole in the cars roof it came from, I used lining paper as you have two edges that are straight and you just have to cut the paper to length.

Mark it central to the roof before you take a template, once the sunroof has been removed make the template as square as possible using central reference marks on all four edges. This will help when you transfer it to your roof.

Fix it in position with masking tape as square & flat as possible, and then cut through the paper pressing down on it around outline of hole. I used a Stanley knife, then remove and rolled up the template with care.

Once home mark your roof with centre lines and lay the template on your roof, lining up with your lines.

Next work out how far forward you want it, taking into account any fixtures & mouldings inside your roof. Once happy tape it down and mark the opening onto your roof from the template.



This was also cut out with the jigsaw.



Next the sunroof was put into position with lashings of sealant on the lip and making sure by measuring its all central.

In my case roof lights were then re fitted, followed by head lining and trim cover. Job done. If possible leave it overnight in a dry area for the sealant to cure fully.



It is quite a transformation to how light the cabin becomes. Now where is that Sun !?!

The usual disclaimers I accept no responsibility, this is for information only, make sure that if you do it you feel confident! This is how I carried out the work and is not necessarily the correct way. Health and Safety take adequate precautions when working on your roof, using bladed tools & cutting fibrous materials. If in doubt DO NOT!

**Remember also measure twice cut once!**

Les Smith - Ashford No. 378

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Moving on, or back in fact, but still on a Foxy front, to the letter published on Page 11 of edition 91 when Duncan Bradford was complimenting me on the history of the Tandy campervans story that we published before – I can't actually remember if I gave proper credit for it to John Copestake. Anyway, Duncan was saying that Bruce Emery (do you remember Bruce – he came to Glasgow where I collected him when he bought the “Moss encrusted hut” from me a decade ago?) Well, he was accredited with having had the first Tandy camper, and Duncan had not seen or spoken to him in a while – nor had I – so I rectified that situation – aren't telephones just wonderful? Bruce does still have his Tandy – though it is not on the road just now. He still has the moss encrusted hut as well

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When not flying his boss's helicopter Paul Wheatley likes nothing more than roaring round the roads in his Liege “Little Lucy”

Paul was kind enough to take me on a 20 mile jaunt round the lanes near his home during a visit in March. The new carb seems to be working well. Paul has tried most things, starting with twin SU's, then going to a Webber, and now this SU copy from ISO.





*My thanks to Lyn Rodden for bringing the following to my attention :-*

## **THE MONKS**

A young monk arrives at the monastery. He is assigned to helping the other monks in copying the old canons and laws of the church by hand.

He notices, however, that all of the monks are copying from copies, not from the original manuscript.

So, the new monk goes to the head abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up! In fact, that error would be continued in all of the subsequent copies.

The head monk, says, "We have been copying from the copies for centuries, but you make a good point, my son."

So he goes down into the dark caves underneath the monastery where the original manuscripts are held as archives in a locked vault that hasn't been opened for hundreds of years.

Many hours go by and nobody sees the old abbot.

So, the young monk gets worried and goes down to look for him. He sees him banging his head against the wall and wailing,

"We missed the R! We missed the R! We missed the R!"

His forehead is all bloody and bruised and he is crying uncontrollably. The young monk asks the old abbot, "What's wrong, father?"

With A choking voice, the old abbot replies, "The word was, **CELEBRATE!**"

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Thetford Ramblings

Even More Technicals from Thetford, I actually live in Watton, Mid-Norfolk, but as hardly anyone has heard of that! Anyway, my best deliberations last Mewsletter got it self mullerd by our Brian. Page 28/29 sees a repeat paragraph-ho hum. And then the drawing I had hoped for, for the rear brakes to make it all clear evaporated. Perhaps this time? Now a picture from me did appear on page 26 (Mews 93) This was of my manifold mods. The bottom picture shows a standard 850 manifold, but as it happens the top manifold with mods is of the 750/Zenith set up. It was modified by me more by mistake and was only shown to you to see the opened out hole from the swan neck.

Further to my comment also last time PG29 on trying to fit a fresh top Kitten wishbone to a Fox chassis it looked as if the two legs that go onto the chassis were 3/8 further apart than they should have been. I initially thought this was a Kitty/Fox anomaly. But in full daylight a re-measure showed the difference was only 1/4 too big. On checking every wishbone available (spares-for sales etc) I found that 7 units were all within 1/8 of 5" so why/how the best one I picked out was 1/4 too big! We won't know. But I am now satisfied that Kitty and Fox are the same in this area after all.

Our new badge;- I have often thought the present badge was far too 'fussy'. Should be simplified further. The new one,-firstly I like Reliant Register across the centre. But 'Small Quads'?? sorry doesn't fit what I understand as a quad, they are basic four wheel off road farm hacks with motorcycle engines, naked ride on lawn mowers without the cutters! Then there is the wording, why repeat any statement?

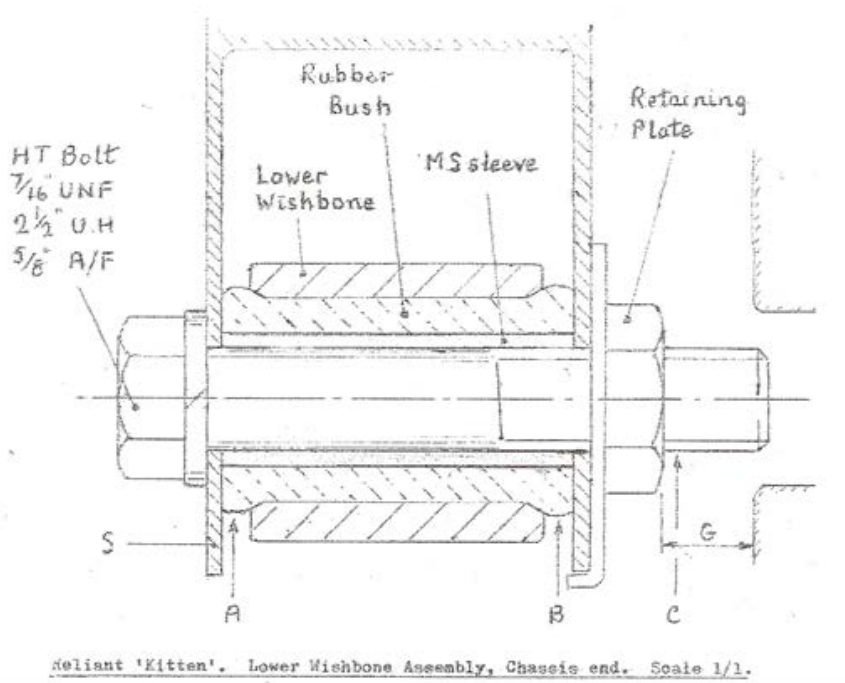
How about? -Four Wheel Reliant Register Reliant based cars under 1 Ltr?

Even that repeats 'Reliant.' Perhaps the last line could read-Kitten based cars under 1 Ltr

Further ramblings from the R3W web forum-someone asked about having a set of rockers case hardened. So I asked why when over many thousands of miles rocker wear has never been an issue. I get the impression that whoever owned this engine before the present owner should have perhaps changed the oil once in a while!! I tuned a set of rockers well over 200K miles ago and have never even thought of checking to see for wear let alone having a tappet issue. Must give them a good check when I next look into that engine!

Alan Osbourn - Thetford.

Kitten (and Fox) lower wishbone bush maintenance and extraction



Reliant Kitten Lower wishbone Assembly, Chassis end

NOTE: THE DRAWING ABOVE HAS BEEN RESIZED FOR THE MEWSLETTER, SO THE SCALE COMMENT ON IT DOES NOT APPLY, Ed!

Twenty years of neglect by the former owner of Graeme's Kitten resulted in the mild steel sleeve being firmly rusted to the high tension bolt.

Unscrewing the bolt, the steel sleeve turning freely in whatever rubber was left, simply closed the gap "G" in the drawing, which, after any further unscrewing, bent back the chassis member "S".

Using a hacksaw blade and pad handle, the bolt and sleeves were cut through at "A" and "B" and the wishbone removed. It was found best to mount the blade in the pad handle so as to cut on the "pull" stroke. The entire operation, punctuated by frequent rests, took less than an hour. *

Notes :-

The retaining plate and the remains of the bolt had to be teased out. It might have been worthwhile cutting through at "C" first.

On replacing the bolt, either shorten it by about 3/8 or put a spacer under the head – with another lockwasher if desired. ** Long lengths of exposed thread here, as elsewhere, can be sources for future trouble.

All this has led me to check the assembly on my own Kitten – 1980 and 102K miles – and regularly squirted with WD40. No problems, rubbers O.K. and bolt moving freely in sleeve.

Alan Shaw

Thanks as ever Alan, you have put into a few words what would have taken me pages, never mind that my method was ineffective!

I was once beaten by that very bolt when stripping a Kitten chassis. I ended up selling the chassis with that wishbone still attached! (It had always been the plan to sell the chassis).

*I marked a couple of points as I typed the article up – not wishing to interrupt Alan's concise details with my ramblings, the first point * being the time, he is clearly a lot fitter than I was, and or has a sharper hacksaw blade, you only have an inch or so of travel with the blade!*

The second point – well you know this, John Box has told us about it, on the new cars that bolt could work loose, the original spring washer not being up to the job, so Alan's recommendation of a second one would not only go some way to addressing that problem, but as he says, also helps to reduce the length of exposed thread at the other end.

Given that Alan has owned his Kitten from new, he clearly does not exercise the suspension as much as John Box, ((otherwise, along with his top notch maintenance routines, he would have had his bottom wishbone fall off a long time ago (I deliberately said wishbone, singular – I think it was always just the one side that was prone to working loose) – John looked forward to corrosion commencing in there, as that prevented the bolt coming loose!)) does this tell us something about their respective driving styles? or just differing standards of highway maintenance between Lancashire and greater Manchester? I doubt there is much more than a decade between their ages so it is not a case of exuberant youth versus the wisdom of the years! Now of course what they could have done was make the thread on the offending side left hand!

Ed.

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Sales & Wants

Adrian Hanwell has some complete Rebel R.H. (offside) bonnet hinges, which have been assembled from NEW (remanufactured) chrome plated brass, body mounted sections and unused old stock, bonnet lid mounted (chrome plated MAZAC) sections. Adrian can sell these hinges at £30.00 each (plus postage).

Adrian also has some NEW (remanufactured) chrome plated brass, body mounted sections for the Rebel L.H. (nearside) bonnet hinges and he can sell these at £20.00 each (plus postage), so that you can repair your old broken hinges.



For Sale :- Reliant Rebel Estate car. In the past decade following work has been undertaken. Re-sprayed blue. New headlining. New headlights. Front suspension re-bushed, new shock absorbers, new front springs, and front disk brakes fitted. (The disk brakes were made by a local Lotus Elan engineer. They are based on early lotus brakes, as early lotus's shared the same design of front suspension as Gus). Hydraulic clutch fitted. Good condition low mileage replacement 850cc engine fitted.

The car is in good running order. It drives easily and could be used every day, though since it has been in our ownership it has only been used during the frost free summer months.

The chassis is in sound condition having been cleaned, painted and wax-oiled by a previous owner. The car still retains the stainless steel exhaust and stainless steel fuel tank as previously fitted.

For Sale :- R reg Kitten saloon, Reliant blue, new tyres and windscreen. Taxed. Mot 26th October 2010. Needs to be used and some cosmetics . Located in Hertfordshire. Reluctant sale £450 Ring Terry Silke

For Sale :- I don't often get taken in by special offers, and, as you know we normally only keep parts in stock that you cannot easily find elsewhere, but this offer was too good to miss, well I thought so, a full engine gasket set for an 848cc Reliant engine for £20, yes, complete with valve stem oil seals. We only have 3 of them, so it is a case of first come first served. Brian. .

The Rebel window rubber deal was taken up very quickly, but I think Phil can get more at the same price if you are interested :-

For Sale :- A new batch of window rubbers to fit the Rebel (and possibly Regal?) is now available. Contact Phil Hallam if you are interested We are talking of just about £50 per car set, an absolute bargain. That is back and front screens and side windows, complete with the silver inset strip. £15 windscreen and £12 for rear window. Sides (saloon) £19 the pair plus p&p..

For Sale :- Gearbox Syncro rings John Box at Stable Cottage, Thornleigh Drive, Burton in Kendal LA6 johnsbox711@btinternet.com

I was, with help, sorting some things last week, and found some bits I had put somewhere so safe that I had bought more to replace them! As a result I can offer – a limited number – of Kitten front indicator units at £15 each. Also Kitten throttle cables at a fiver a time.

FOX WANTED, MUST BE A RUNNER WITH SOME MOT. CASH WAITING AND WILLING TO TRAVEL. CONTACT DAVID e-mail: shianbutler@aol.com

Epilogue

Once again I find myself reaching the end of an edition of the Mewsletter wondering where the time has gone!?!

That said, I have filled over half of this edition with pictures – just like to keep you on your toes – some editions have no or hardly any pictures – wouldn't want you becoming bored! However – I am (bored I mean) – so come on – pen to paper or finger to keyboard please – or else! (less pages next time – either that or More Rebel pictures!!)

Our proof reader has been in hospital since the last edition, (she is back in action and running on all cylinders) and if that turns out to mean more mistakes in here than usual I can only apologise – in my old age getting the job done has at times meant a slipping of standards – Esther Rantzen springs to mind.

I've said it before and I'll say it again, life's little coincidences never fail to catch me out. In March we enjoyed 5 new subscribers, nothing unusual in that, but to have two with Tandy campervans, and two individuals with the same surname all in the same month, well that is unusual, and you guessed – I got confused! But I ask you – is it any wonder? With only a couple of dozen Fox Tandys out there to sign up two in the same month is virtually unheard of,

and two people with the same surname in the same month – well, it doesn't happen often I can tell you! All conspires to keep me on my toes – which I am told is no bad thing! If only I could learn to balance!

Digressing from new people to old, Denis, no reference to your age there Denis, rather to the length of time you have been on our mailing list, close on a decade now, membership number 544. You may remember seeing Denis' lovely Tempest which was for sale, pictured in the last edition, well priced as it was at just under £3,000 it sold very quickly.

Not wanting to dwell too much on such things, but when popping into the database to check Denis' number there I had a quick look, and just a dozen of the first 100 subscribers are still on the mailing list 19 years after I started all this – no, I've no idea whither that is good, bad or indifferent, I just mention it in passing.

A get together looks like being organised for July next year, watch this space.

Till next time, keep on keeping on, and don't forget to grease those ball joints and make liberal use of WD squirty on the chassis and suspension too.

Brian

Resin Rockets

Reliant engine tuning for economy or whizz, not quite halfshaft breaking torque, but optimising the Reliant 850 so that its full potential is achieved.



Manifolds optimised

Heads tuned, including attention to valves

Carburettor gas flowed

Rockers realigned and lightened



Large selection of good used Kitten and general Reliant spares available, just ask for details. Also new wiring bits - all the funny coloured cables and crimps with electrical advice

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