



# NEWSLETTER 108

*September-October 2012*

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*We don't see too many Kitten vans these days – even well-loved and used ones like this example..... The van pictured belongs to Eddie Kelly in Northern Ireland and is shown as he first acquired it. Since then it has been treated to a very high standard body-off rebuild. The chassis has been galvanised and fully refurbished with all new parts, and he's kept it as a van. Now completed, Eddie has resprayed it in the original blue.*

**The Register caters for all the under 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.....**



## **The Reliant Kitten Register**

Rebel parts stock held by: - Adrian Hanwell Tel: **01277 227708**

New Kitten / Fox / Rebel parts stock held by Brian Marshall Tel: **0141 886 6117**

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

Rebel alternative parts list contact: John Blagburn, Tel: **01670 862255**

E-mail: [wirelessjohn@googlemail.com](mailto:wirelessjohn@googlemail.com)

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

Fox alternative parts list contact: Duncan Bradford, 6 Clabon First Close, Norwich, NR3 4HE.

Tel: **01603 663311** E-Mail [hidunc@ntlworld.com](mailto:hidunc@ntlworld.com)

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

Tempest Registrar: Roger Brown, Brownhill House, Ruyton XI Towns, Shrewsbury, SY4 1LR

Tel: **01939 261121** E-mail [tempest@eleventowns.com](mailto:tempest@eleventowns.com)

Mewsletter pictures – should be sent to John Pearce at Toddbury Farm, Slapton Road, Lt Billington, Beds. LU7 9BP Tel: **01525 758171**. E-mail [john@atodini.co.uk](mailto: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

## RELIANT SPECIALIST

Wennington Marsh Farm, Wennington Road

Rainham Essex RM13 9EE

Tel: 07958 246891

**SALES, SPARES, REPAIRS,  
ENGINE RECONDITIONING**

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## Editorial Ramblings

Welcome once again. It was pointed out to me that such an important matter as the option of the Mewsletter being offered digitally warrants more than a mention in a supplementary sheet, and so it does.

I have long thought about this move, there are pros and cons. Lack of control being one of the main concerns. If one is positive in outlook, the advantages could outweigh the disadvantages, but only if at least 10% of our readers adopt the electronic option. I have already mastered the matter of electronic mailing lists, thank you Roger. Thanks are also due to Roger for kindly agreeing to take on the mantle of Tempest Registrar – see page 9.

You may be aware we have all the older issues, those more than a couple of years old, available on line through the web site - kitreg.org - which John and Susan kindly run for us. Because of the way in which I create the magazines it has at times proved a challenge for John to produce identical images on the electronic versions, he has done a great job, but his task would be a lot simpler if I provided him with the complete magazine in the appropriate format, a service our current printers are happy to provide, for a price! Given that I could use the same version to send out digitally to people who would be happy to have it that way, those additional costs could be offset against the reduced postage costs and the proportional reduction in the numbers of magazines we need to have printed.

There is of course more to it than that as the price we pay for having them printed is based on quantity, and if that quantity reduces significantly, because of set up costs, the unit price per copy will increase. Obviously there is a saving in envelopes and labels, indeed even toner to print the labels, and senders address labels, not to say my time packing them all!

Until we know the actual numbers involved it is impossible to know if there would be any financial savings, but it could certainly mean less envelopes for me to pack, and that has to be a good thing! Having said that, if just a quarter of those reading this take up the digital offer, we could look at holding the subs at their old level for next year at least.

Fear not, there is no intention or expectation that we will ever stop having the printed version produced, but I am constantly being told that I should move with the times. I feel that a token gesture might convince certain youngsters that I am not past it yet!

At the time of typing, 4 weeks after mailing the last edition, just five people have opted to go digital, (the invitation was on the supplementary sheet that went out with the last edition). So my fears about having to create a huge electronic mailing list have, to date, been unfounded!

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I actually remembered to include some news from the Federation this time, but no jokes or funny stories this time – patience....

I am delighted to share with you the good news that Harry Darby's old white Kitten estate UPE 437S is back on the road as of this summer. Well done Kirsty and her support team for resurrecting it.



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For once we will try to focus on Kittens, there's a novelty for you!

Looking forward, in the Jan / Feb edition next year, we will be looking at Foxes, in particular the Tandy campers, and, if I can get my act together, we hope to do a feature on Tempests and Jimps soon too. Feel free to contribute anything appropriate to either topic.

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### Something Kittenish

*Way back in February Peter Linfield from Banavie (just above Fort William to save you looking it up) ordered a handbrake cable for his Kitten. I meant to share the following with you months ago, but lack of space and my unique filing system meant it was overlooked, but not lost!*

Hello Brian

29/2/12

Please find a cheque for the handbrake cable we spoke about before Christmas enclosed.

The delay is due to a) the existing frayed cable not having failed –

yet! And b) The high wind before Christmas blew a lot of trees down where my son Gavin lives a few miles away. As we have a woodburning stove, the opportunity for some free? firewood was too good to miss!

As my Golf has no tow-bar, the Kitten was turned into a workhorse for the best part of three weeks.

Now that the holidays are over, the foresters are in there cutting down damaged trees, and we no longer have unrestricted access, I should have time to fit the new handbrake cable!

Regards, Peter and Jennifer - No. 232 - Banavie

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Having mentioned Alan Shaw our master engineer last time, I realised that there are others who deserve special mention for their behind the scenes efforts and expertise which helps us to keep our wonderful wee cars running.

Dennis at Michaels is one such individual. I know that I am not alone on leaning on Dennis' expertise and knowledge from time to time. In my case more often lately in an effort to get old Rebel No. 0003 running properly again, and to help with wee bits for a parcel I had to send to Australia recently. So Dennis, pat yourself on the back, and thanks. Your efforts and generosity are appreciated.

I could not tell you how many of the calls I get from people looking for bits come from people that Dennis has put on to me , but it is a fair few.

O.K., its time to confess. I have long taken a somewhat pessimistic view of our success / sustainability / resilience. My self inflicted policy of running the Register's year from January 1<sup>st</sup> till December 31<sup>st</sup>, combined with the policy, flexible from about the end of October, of providing new subscribers with the current year's magazines upon joining, has led to us, in recent years, having to arrange reprints of small numbers of magazines when we have run out!

This is a blooming nuisance and leads not only to extra work, but also to poor service. The fact is that I remain constantly surprised (and delighted) that, in spite of a reducing number of cars on the road, indeed in existence, our numbers hold up so well year in year out.

In an effort not to waste money, I had reduced the number of magazines we have printed to 260 copies. With the costs of colour, I really did not want to be left with many spares. However, we currently send out 264 copies, (I've just done the label print run for the last edition) Oh yes, we are still getting late renewals from last year, which while it is great not to lose folk, is a real pain at times! (You would think after all this time I would be getting better at guessing, but it would seem not!) On top of that we have no reliable way of knowing how many new folk we will sign up this year. So, not for the first time, I am again having to have reprints organised.

Having listened to suggestions from a number of our readers we are, as you will have read earlier, moving towards the electronic age and can now offer the Mewsletter in electronic form by way of a pdf document. If you would like to take advantage of that please let me know, along with your email address.

Apart from the obvious savings in print and postage costs, the big benefit to those taking the Mewsletter in that way is that you get to see all the pictures in colour!

There are clearly two types of people reading this, those "on-line" and those not. I am sure that both groups have widely differing ideas as to which group is the largest, and even then I can imagine that some, and I have not the faintest idea how many of the haves, would like to retain their hard copy. So, as an experiment, we are planning trying this out for the rest of this year, that is to say have the option of an emailed version of the Mewsletter. As far as I am aware there are a significant number in both groups and, as I mentioned before, there is no question of us ever stopping the printed version, but if even a quarter of those who can take it electronically were to do so, it could, once I climb the learning curve, save me time and help keep us solvent going forward.

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Hi Brian,

27<sup>th</sup> July 2012

Many thanks for your call earlier. Yes SOC 475S is now with me, and it is great to have a Reliant in the family again. I've now had a chance to have a real in-depth trawl over "Marmaduke" (as the children call the kitten !) and have a good list of things to do. Mechanically it's in very good nick – although the 1980's electrical wiring additions (probably before Richard had it from the date code on the wire!) are going to need some work – still all things electrical hold little fear for me, so that's ok. I've already altered the voltage regulator module (which was on the fritz) for a solid state one – and

the gauges are now working beautifully. Actually today my wife is also picking up two new front seats (as the interior is very tatty) and the replacement wing mirror for the kitten – so it looks like the weekends are filling up with little jobs ! I've also found out our mechanical engineers on campus and their workshop are a very useful source of help !

My wife loves driving the kitten (she likes the positive gearbox) and recently surprised me. When reading the Register she spotted one of the Tandy Campers – apparently she never realised they were built on a Fox chassis, and always wanted one when she was younger (!!!) – I get the feeling the old saying one Reliant is never enough will one day come true – but certainly not for a while as getting Marmaduke up to scratch will take a little time – still perhaps in a couple of years .....

Once again many thanks for the advert in the Mewsletter,  
Best Wishes, Simon (Fitch) No. 939 from Leamington Spa

~~~~~

Dear Brian,

6.8.12

I enjoyed reading the report by Roger Goldthorpe on the Northern Trial, not least because I was there.

My son was Sector Controller at Black Hole in Setmutrhy Forest, near Cockermouth, and then carried out recovery services at Sandale, so guess who was rescued by him?

If any other Mewsletter readers are into Motorsport, keep an eye open for two Landrover Discoveries, one white – his, one black, mine with Lake 3 Motorsport Recovery on the rear side windows. These can be seen in Cumbria, Northumberland, Scotland and even Wales, usually on Stage Rallies.

As you know Brian, I do not have a Kitten at the moment (since selling Dick Goodall's "Ghost"), but when my wife retires (been there, done that), who knows, we could have one behind the yet to appear motorhome.

All the best, John Graham - No. 158 from Carlisle

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*John I owe you an apoogy, that is twice I have been south of the border this year, and both times I passed you by. I hope to be down again early in October, I **will** give you a ring and see if we can't organise a coffee and catch up on the way. Ed.*



# Calling all Tempests

To ensure that the register has as far as possible the most complete and up to date information on these magnificent cars, all Tempest owners are asked to send us their contact details and tell us about their vehicle.

The information wanted:

Yourself - Name, address, telephone(s) and email

The car - Factory or self build, registration number, colour, date of build, date of donor, engine, modifications, history and any other details plus, if possible, a photograph.

Please send this information to

Roger Brown

Brownhill House, Ruyton XI Towns, Shrewsbury SY4 1LR

Email [tempest@eleventowns.com](mailto:tempest@eleventowns.com)

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## Eddie Kelly's Kitten rebuild

Sometimes you just can't help it, and one thing leads to another.

During September last year I made the trip to Stirling in Scotland to pick up my Reliant Kitten van. I initially decided to use it as my work van, and drove it around for a few weeks without trouble. I did however notice that it had quite a bad oil leak, so I decided to remove the engine from the van with a view to only replacing the oil seals, and maybe some gaskets. However I discovered all the bearings were badly worn and, as you do when you have the engine out, I ended up doing a full engine re-build.

While waiting for the parts to arrive and the crank to be re-ground, I decided to overhaul the front suspension, only to discover that both top and bottom ball joints were completely knackered and one of the tie bars was cracked. I ordered the new parts and also decided to beef up the weedy parts by boxing the "U" shape struts, and to prevent future rust problems, I decided to have the parts galvanized. When I collected the parts I was so pleased with the results that I asked the galvanizers about doing the chassis, after reading a few posts (*internet speak*) on the subject I had a few questions (warping etc.) but was assured there would not be a problem.



I went home and promptly removed the chassis from under the van and, after cleaning and de-rusting it, I did spend a full day with the grinder a wire cup brush and a flap wheel removing the loose stuff, and I'm sure this was worthwhile and shows in the final finish and I would recommend you do the same, as the dipping and stripping only removes paint and neutralizes the rust, it does not clean up the surface. I then delivered it to the galvanizers. The results were superb, I can confirm that there has been no warping and no extra holes have been drilled and even the galvanizer was surprised how well it came out and as they charge by weight the whole job was only £125. And that was for every part they could do.



So, after initially starting out to cure an oil leak I found myself in the middle of a full body off restoration, but what can you do? I needed the van and I wanted it to be right, so the work continued.

I had also blasted, sanded, or wire brushed most of the other bits and pieces and then painted them ready for the re-build.



It took a little time to complete the chassis build as I had a little trouble sourcing brake drums, which was covered in an earlier issue of the Mewsletter.





I did feel like I'd reached a major milestone when after sorting the difficulties with the drums, I got the chassis assembly finished and back on its wheels.



One thing I was not able to do was connect the anti-roll bar, I think I needed the weight of the body back on to compress the shocks a little so it was time to get the body back on. As I did when removing the shell, I used a combination of wooden frames and an old hospital bed lift to raise and lower the shell, it was just a matter of getting it up high enough to roll the chassis underneath. I then started work on the inside of the van and as it was to be a working van the inside has to be hard wearing.



The existing floor was in 2 pieces and not a great fit, the new floor is

3/4" waterproof faced ply and no it wasn't easy getting it in there in 1 piece The floor was carpeted to stop stuff sliding about. One of the only jobs I did not take on myself was the painting of the van, and perhaps I should have as a few weeks after getting the van outside I noticed that the paint had begun to blister.



Although initially the results looked great, after all the work I had put in this was a real kick in the teeth and had destroyed my enthusiasm for the project. It seems that as the painting was done during the colder weather and moisture had somehow got under the paint and combination of this, and the frost, had caused the paint to blister. However all was not lost as the painter did agree to repaint the van, but this had caused a delay, as he was reluctant to put a fibreglass car into the oven I was forced to wait for the milder weather before he would re-paint the van.

In the meantime I continued with the build and was able to finish filling with fluids etc and sorting the brakes. I got the engine setup finished and was even able to get the van round the block a time or two, with the only notable problem being the brakes need bleeding.

Move forward to the start of April I was able to drive the van to the painter's workshop to have the blistering paint sorted and only 1 week later I took delivery of my newly painted very shiny van. All that was needed to

complete it was to re-fit all the exterior lights trim and hardware, which brings me bang up to date and who's a happy bunny then?



Still with the unique roof rack fitted  
Then, ups a daisy, and...



The refurbished chassis and running gear are re-introduced  
To the newly resprayed body.



My Kitten van has just passed the MOT on the 28<sup>th</sup> April (the MOT Station works to 8:00pm every night over here) anyway it passed with flying colors, although you know you're on to a winner when the MOT man puts it up on the lift and then calls his colleagues over to have a look at the quality of the chassis restoration, top job, and I'm well chuffed.

Huge thanks Brian for supplying all the parts I needed and to everyone on R3W who answered my questions and gave me great advice during the restoration.





Eddie Kelly - Colemaine (Northern Ireland) - No. 912

Right, still on Kittens, Eddie's in particular – see heading on page 5!  
Eddie just sent me an up-to-date picture of his van this week – end of July 2012. Thanks Eddie, it's looking great.



Kitten body off rebuilds are, it would seem, beginning to emulate the Glasgow Corporation buses of old, none for ages, then several come along at once!

John Pearce will have (hopefully) completed a similar operation, albeit by his own admission not quite to the same high standards as Eddie's in the bodywork department, carried out a body off rebuild of the "Jaffa", his orange Kitten saloon in which he has covered over a quarter of a million miles in the past quarter of a century or so. He too had the chassis galvanized, as you will see on the front cover next time.

John's operation only took a couple of months and included a number of improvements.



Joe Collier's Rebel van – before re-instatement!

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## Foxes Den

Hi Brian,

I've attached a pdf with some pictures of the Fox I mentioned to you on the phone. The individual picture files were about 4 Mb, so I thought this was probably a better way of sending the pictures to you. It's currently sitting in a shipping container at Hansard Haulage in Nettleton, Lincolnshire and was last taxed in 1994. As you can see, it's in a pretty sorry state, but the chassis is sound and I think with a good engine, it wouldn't take too much work to get it back on to the road (although I have no idea what state the gearbox and back axle are in – the owner's son did proudly tell me he'd managed to get 80 MPH out of it, so I suspected it was 'used and abused'). The problem is, as I said to you on the phone, he won't consider taking anything less than £500 for it and would rather sit on it than sell it for less. I am gradually weakening and if I could find a good running 850 engine, I might give in to temptation... The problem is, I've got quite a few projects on the go at the moment, don't want to start rebuilding a Reliant engine right now and can't really justify filling my Dad's garage with yet another 'non-

runner'! Having said that, I will get back to you at some point about a set of pistons and liners, because I'm going to have to do my Kitten's engine before it goes back on the road.

With regards the Fox, it's owner did say that it originally belonged to Tamworth Council and you could still see where it had had 'Borough Housing Department' painted on the side of the hardtop. However, he claimed he was the second owner, having bought it at an auction somewhere near Leeds but I'm doubtful about that because it had the name of one Reliant dealer on the number plate and the name of another dealer on a rear window sticker. He also proudly pointed to the 'low mileage' on the odometer which, given the condition of the car, is probably second time round!

Anyway, on that note, I'll sign off because just talking about it is making my resolve not to buy another project start to weaken... Lovely chatting to you on the phone earlier, I so rarely get to chat Reliants with anybody!

Best wishes,

Oliver (Lewis) - Market Rasen No. 585

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## Getting Technical

*While Moira and I were engaged in non motoring, activities the following communication arrived, John, realising that we were not online at the time, kindly took the time to respond on my behalf, thank's John. :-*

Hi Brian,

A while ago I finally found a (Dutch) Reliant Kitten. Another enthusiast told me that of the 60 LHD's originally built (of which 42 came to The Netherlands and about 20 are still left here), there are now only 6 of them mot'd! No wonder it took me this long to find one...

But my water pump broke down, and my neighbour (who has a Robin cabrio since 1990) told me that he replaced the seal back in 1990, for the first and last time.

He found one (at the parts dealer where he works) from the German brand Goetze (type PE 7015), but nowadays we can't seem to find another one.

Can you tell me if water pump seals are still available in the UK (or elsewhere)?

Also, I couldn't find a number for the water pump itself. On a Dutch forum they mentioned the Harmo QCP 333 or HP 333, but which one is the correct number I'm not sure.

Do you know the correct number, preferably even more numbers (so I have a better chance of renumbering it to another brand)?

If possible, I would like to replace only the seal, but in case of having to replace the whole pump: someone told me that he heard that there should be two quality levels in the pumps offered. Do you know if this is correct, and if so, how I can determine what is what?

Thanks for taking the trouble.

With kind regards, Rob Panningen, Netherlands

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Rob,

There are two different pumps used on 850cc Reliants, either of which can be found fitted to a Kitten. One has a four-bolt metal fan, the other a three-bolt moulded plastic fan. The change over occurred during 1979 (when the Rialto was launched). The pumps themselves are very different, as are the seals.

The actual pumps are completely interchangeable though each of course needs it's specific fan assembly and fixing bolts. The plastic fan types can be a little closer to the radiator than the metal ones.

If you have a metal bladed pump, please check the fan blades carefully for cracking as these are all getting old now and metal fatigue is becoming a problem. I know from bitter experience that a fan blade coming adrift at speed causes a lot of damage, mine came clean through the bonnet!!! There have been many instances of this.....

I don't think the seals are available any more but complete pumps still are from dealers. If the Register cannot help, the 3-bolt plastic 3-blade types are readily available, the 4-bolt 4-blade metal types less so but can still be sourced. I know of one dealer who has some.

Good Luck

John (Pearce) - No. 304 from Leighton Buzzard

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*Obviously if you have any relevant alternative knowledge or information, do please share it. Ed.*

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## Parts

*Time to own up, I'm sorry to say that not only did I jump the gun before about door window seals, but I have failed to make progress in the quest for a suitable alternative.*

*I am a bit confused (but you knew that, didn't you?!?) the fact is that one of our readers had his Kitten resprayed, and replaced the door window seals with parts supplied by a firm who we then approached for samples, just to check things out before committing ourselves, but the first two people I had check them out said that they would not do the job! I should check, but they will no doubt get in touch after reading this, my understanding is that they are not deep enough, that is to say where they want to be pop-rivited to the door, there is not enough reach to get down far enough for the pop rivits to catch them. So, how did whoever fitted them to the resprayed car manage? Clearly I need to learn more. Ed.*

Further, getting involved with the above project i.e. door weather seals. We have a suitable supplier/part for the inside. We need to find the same for the outside. I am in need of the outside for sure, so when we can find something suitable I will fit both to my Kitty car and feed back here the result i.e. what to use, where to buy it, and how to do it. Please tell us where and what with regard to outside door window weather strips if you can?

Alan O - No. 295 from Watton near Thetford

# Federation news

## EU ROADWORTHINESS TESTING

23 August 2012

When the European Parliament Historic Vehicle Group (EPHVG) met in May, Szabolcs Schmidt the head of the EC Road Safety Unit, mentioned that proposals for revisions to the Roadworthiness Testing Directive, following a 2010 consultation, were expected 'in the summer'. In July, the European Commission published the detail which turned out to be a proposal to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Directive.

The draft of the new Directive has implications for all motorists, not just historic vehicle owners. Amongst other things, the draft includes requirements to test all trailers (which in turn implies a registration system) and requires tests to make reference to a vehicle's original 'technical characteristics'. The meaning of this expression is not defined. National governments are granted the right to make their own testing arrangements for 'vehicles of historic interest'. A vehicle of historic interest is then defined as one that

- Was manufactured more than 30 years ago
- Is maintained by use of replacement parts which reproduce the historic components of the vehicle
- Has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension; and
- Has not been changed in its appearance.

FBHVC considers this definition to be unworkable and completely unacceptable. FBHVC also rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the age of the vehicle. Modifications, alterations and improvements are all part of the history of motor vehicles and the older the vehicle, the more likely it is that it will have been altered at some stage. At present the basic tenet of a UK MoT test is that it is one of mechanical fitness. There is no database of original specifications for UK vehicles, so testing to original 'technical characteristics' is simply pie-in-the-sky.

Earlier this month, the Department for Transport asked stakeholders

for comment on the proposals. FBHVC will be responding formally to this request when further analysis of the detailed proposals has been completed. FBHVC will be discussing the implications of the proposal with the international organisation, FIVA, and through them with the EPHVG group as well as with the All Party Parliamentary Historic Vehicle Group in the UK.

It should be remembered that this is still just a proposal. It has to have approval by each EU member country before it is adopted. Some media commentary on this topic has tended towards the 'we're doomed' end of the scale. It is certainly a serious issue and FBHVC is treating it accordingly.

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## Sales and Wants - See separate sheet enclosed

Cipher looking for a new home £700 and PLG 680P can be yours. 07973 470810 Joe

Rebel estate for sale, also with Joe, propshaft through the floor!

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## Epilogue

Sometimes I wonder about what to put in the Mewsletter, stories like Roger Goldthorpe's account of the Northern Trial last time for example, are clearly Motorsport related, and as such possibly not the kind of thing that you might expect to find covered within these hallowed pages. Then I get a reaction like the one from John Graham, (see page 8) who, as you will have gathered from his membership number, has been with us for quite a while. Thanks for that fascinating insight John, and suddenly it all seems worthwhile!

John joined us back in early 1996. (Oddly enough Roger joined us the following year!) The point is that I like to surprise you, include some variety, and, as happened on that occasion, act as a catalyst (*though one is never sure just how and when that might happen, but what fun when it does!*). It works for me, and I hope for you also.

Roger and John, keep up the good work, and thank you both for taking the time to share the experience with us, it is much appreciated.

Life's little coincidences often manage to surprise me. I had a meeting to attend at the end of August which Phil Hallam had come all the way from France to host – you remember the Hallam Kitten don't you?



Well, because I am trying hard to keep the mileage down to keep the fuel bills under control, I love to tie things together. Phil lives in Stevenston in Ayrshire when he is in the U.K., and Roger Brodie, who you will not have heard of for a while since he gave up his Rebel many years ago, lives in Kilwinning, a village which I pass through on my way to Phil's.

By coincidence you actually saw Roger in the last edition, he was one of the team helping to do the chassis transplant of the white Rebel estate – page 7 (of the last edition), the one with the bare lower arms – Phil is the one with the light top on the left. (I was the one taking the pictures!)

Anyway, the point was that I had been thinking about Roger. It had been over a year since I last saw him, (I was in the Rebel that day, oddly enough on my way to Phil's!) I would be passing within half a mile of his door, I had used those pictures he was in recently, and so I was wondering what shift he would be on when I would be passing his road end next week, when my phone rang, it was Roger! He is looking to part with his huge V8 American pick-up, you could almost put a kitten in the back of this thing! (provided you can find a way of lifting it that high!) You do get a good view from up in the cab, it is higher than a Land Rover. Anyway, Roger would like a Kitten, and so he called – thank goodness I had organised those mag reprints! Coincidences eh, great. Welcome back Roger.

O.K., back to the topic of Mewsletter content. Often while thinking ahead, or sometimes when running out of room in a current edition, I will put something into the template of the next one, both to remind me, and so I don't lose it. The picture of Joe Collier's Rebel on page 21 being one such example. I'm too near the end of this edition, even though I am a couple of weeks ahead of schedule, I am not going to take the picture out now, but nor do I know where the accompanying text is, or what I was going to say about it – oops! Worse, there was also a Fox bit, (from several issues back) which should have had pictures, but I have managed to divorce the pictures from the text and can't find them, so Clive (Smith) my apologies – one day I'll get organised!

In spite of my comments about electronic options mooted earlier in these pages, subs have been increased to £20 to help cover the colour printing costs, and, going forward, the increased postage costs. It is our hope and current belief, that that should stabilise things for the next three years, possibly more, depending on the take up of the digital option. That said my comments on page 4 still stand!

John (Pearce) has been giving me regular telephone updates on his progress with the chassis refurbishment of "The Jaffa", thankfully he chose to email me the good news that the engine was running again - this arrived at 03:38 this morning (August 25<sup>th</sup> 2012).

Hi Brian,

25/8/12

Got the orange beastie running late this afternoon – seems fine. A few minor things to do but nothing that should take too long, a couple of bulbs out (number plate lamp and nearside sidelight) plus the reversing lights don't work – the switch has been a mite dickey for a year or so, it might fix itself when I actually get to drive it. If not I'll just get a new switch,

assuming I can source one. There's a minor blow from one of the new exhaust joints too, repositioning the clip should solve that.

Otherwise all is well. I ran it long enough to pressurise the cooling system but couldn't actually drive it as the (vintage) tractor blocking it in refused to start – flat battery. Should start OK this morning after an overnight charge.

Sitting here at this god-forsaken hour waiting for the hounds to come back from their nightly walkabout.....

John

***I have not really learned from past abortive attempts at predicting the future, but given that a picture of "The Jaffa's" chassis adorns the front cover of the next edition, you may well learn all about that operation next time, along with some Tempest stuff – watch this space, and if you own a Tempest, or a Jimp, please drop me a line, we are hoping to do features on them soon. Ed.***

Till next time take care, and please, lubricate things, it has been a while since I specifically reminded you to G.T.B.J. hasn't it?!?!

*Brian*

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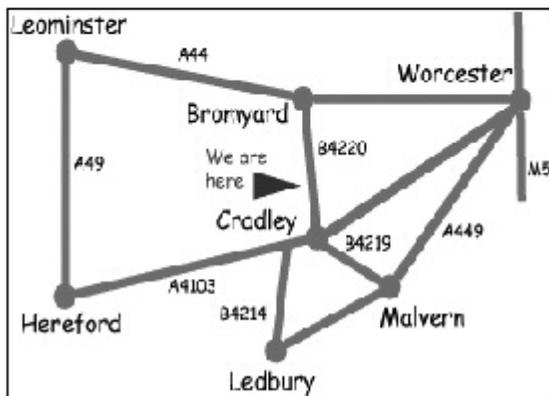
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