



# NEWSLETTER 111

March-April 2013

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*In celebration of the 25<sup>th</sup> anniversary of the Tempest we thought we would treat you all to this picture, taken at Stoneleigh in 2008, of three fine examples of the model. The proud owners of these are (l-r) Yoland Brown, Dave Price and Dave Smith.*

*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**

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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.

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

# Dinky Cars

## RELIANT SPECIALIST

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**SALES, SPARES, REPAIRS,  
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# I N D E X

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Wow, whoah, this is like running too fast, you can start tripping over your own feet (he said pretending he could remember the days when he could run at all!) Seriously, it is the 19<sup>th</sup> of January, Phil and Ursula were a huge help yesterday trimming and encapsulating membership cards, folding inserts, sticking on address labels and stamps - I decided to use up some of the old first class ones as I really had too many of them – note to self, change instruction on renewal notice to read second class, not first – for next year! Anyway, ten man and woman hours later I was within sight of the finishing post. John Pearce was, quite rightly, chasing me for information to let him update the web site, (thanks Bob (Neal) for your help with that) and I realised that I might have forgotten to push the electronic version of the mag. If you are considering that and would like a preview, just drop me an email through the web site ([www.kitreg.org.uk](http://www.kitreg.org.uk)) and we will send you a copy for evaluation.

e & o e

Typically, no sooner had I written the comment about a lack of new subscribers last November, than I was bombarded with enquiries the first week in January, sending out no less than 5 invitations that first week!

Historically we have a high rate of conversions from enquiry to actual subscribers – I'll keep you informed.

One can become set in one's ways, and I am oft frustrated by little things that I feel I ought to be able to control – I know, just delusional, imagine thinking I could control much at all!

The database I rely on to help run the Register had been void of development for a decade or so, that is until I coaxed my son-in-law to adapt it to cope with our five year subscribers. Ten years after we introduced such an option! The potential of only producing one membership card for them every five years became really attractive, as a lot more folk took that option up last time, the savings would be greater. In particular in time and effort of your lazy / aged (feeling) / decrepit / - delete or highlight as appropriate! administrator!

Then, with the recent advent of some digital people, the need to produce address labels for everyone every time I did the address label print run diminished, more changes needed, and son-in-law Colin rose to the challenge.

As a result I have 3 new boxes to complete on the screen, but how the system interprets them (boxes on the screen generally, not the three new ones specifically) has at times confused me, I shan't bore you with the details – hard to do as I am not entirely sure what they are, only what I thought they were, but from time to time the system does something I did not expect, healthy because it stops me becoming too dependant on it, and I am aware that, for whatever reason – yes, often inconsistent keyboard input, it does surprise me sometimes – good to be on toes kept!

Enough, enough, I could not run things without the computer and printer. Thanks Colin.

Help! My memory has failed – again! Who was it that needed repair sections for the roll over bar at the bottom behind the doors? Keith kindly made me up a pair months ago, but I can't remember who it was that asked! They have been lying here since before Christmas – please help me tidy the hall!!

Ed.

One thing I do need to understand is are they different on a Fox and a Kitten? Keith's ones are not handed, but Alan Shaw kindly did me a drawing (which you will get to see eventually, thank you Alan) and on the Kitten they are handed – I need to understand if Keith has found a clever compromise that does either side or both, and if there is a difference between Kittens and Foxes in this regard. The quest for knowledge continues.

Oh, just one other thing, who was it, on holiday in Cornwall or Devon early in October? that spoke to me about a fuel tank? I did locate a good second hand one and left it with the pattern maker at New Edlington just off the A1 near Doncaster, but I can't remember who wanted it, it was a rebuild project in the east of the country I think, Hull / Yorkshire area possibly? Help!!

New tanks are not currently available from Reliant Partsworld.

To bring you up to date on that, I collected the tank during my trip south in March this year, so it is here now!

Something else I should share, Classic Van and Pick-up are doing a feature on the rebuild of a Kitten Van in their April edition, which I understand comes out at the beginning of March. It is Eddie Kelly's, you know the story, this may be a different slant on it.

Ttfn Ed.

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*I recently had an internet enquiry from a chap looking for a Kitten, this was my response :-*

I always feel a bit awkward when presented with this situation. We are always keen to meet new Kitten, and Rebel and Fox enthusiasts, but there really is no way I can give new enquirers priority over long standing subscribers!

Kittens are few and far between these days. We have details on file of hundreds of cars, close on a thousand in fact, but there are only a couple of hundred Kittens on the road these days, and a similar number of Foxes, and a couple of dozen Rebels. That said there are numerous restoration projects under way.

There is a good sounding Kitten estate advertised in our new magazine, which I will be posting to our 240 or so subscribers on Monday all being well, it is not on the road, but does come with quite a number of new spares.

I think the best plan would be for you to give me your address and I will send you out the package, which includes the current magazine.

Regards, Brian. Registrar and Editor.

*Now I know from past experience that some people take offence (he didn't, he was very understanding) at the apparent unhelpfulness of that kind of reply. But the fact is that is how I feel, and I see no point in pretending otherwise.*

*Am, I wrong? Feel free to pass comment.*

~~~~~

Steven Clough has two Jimps, one of which is on the road, lucky man, well done Steve. No. 847 from Fradswell. And no, I can't remember why I am telling you that!! Ed.

~~~~~

## Correspondence

Hi Brian,

8/1/13

On the sorting things out front, I've just done the road tax online for Marmaduke - so we're all good for another year. Actually the day has been an amusing one, my wife borrowed the kitten for work whilst the Octavia is in for its major service. She was highly amazed by the "street cred" the kitten got at work - however she perhaps should have expected an appreciation of good engineering since she works with a bunch of engineers! Still, I strongly suspect the kitten is going to be "borrowed" more often now.

Many thanks as always for all the help,

Best wishes, Simon (Fitch) No. 939 from Warwickshire.

~~~~~

Dear Brian,

19/12/2012

There's a short feature on a Rebel van, in Classic Van and Pick-up. Have a good Christmas. Best Regards,

Andrew Norman. No. 291 from Shrewsbury

~~~~~

Simon Fitch listed on his renewal notice no less than 15 modifications that he has done to his Kitten in his first year of ownership.

I probably shouldn't say lest I raise hopes in vain, this memory of mine, but I think that car was damaged at the factory or early in its life, to be repaired and became the daily runabout for the wife of one of the directors or senior managers at Reliant for years before Richard Prosser got it for his wife to use. Richard is into 1960's Sunbeam Alpines and Reliant Sabres.

~~~~~

Fred Heath tells me he has graduated from the Rebel to a Scimitar SS1, but we won't hold that against you Fred.

No. 177, from Hastings.

~~~~~

Dear Brian,

7<sup>th</sup> January 2013

Thank you for your insert for Rumcar News. I have slightly edited your text to save a few words, and if you could send me a high resolution digital image to accompany it I will be pleased to include it in our next issue.

**At some time it would be nice to have an article from you, or one of your contributors, setting out the range of cars covered by the Register, as many of our readers will not be familiar with Ciphers, Asquiths and Salamanders. Also the range of Reliant 4 wheelers. With a special mention of those with 600 / 700 cc engines, which I could include in a future edition of RCN.**

Thanks again, Chris Thomas, Rumcar News

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Feel free to help me with that article – Ed.

Hello Brian

I hope you are keeping well and thanks for the Mewsletter which I received yesterday.

Some pictures to show progress as I have now started on the bodywork. I have repaired and reinforced the back seat mountings and back stops as these were showing signs of wear and tear (seemed a bit of a weak design) and also altered the spare wheel strap bracket as this must have been right for a ten inch wheel and I have twelve inch wheels! The drivers and passenger door hinges were quite worn so I have rebushed and pinned them although the rear door hinges will need sorting as well. A few knocks and cracks in the bodywork needed repair but very little filler needed after repairing the back of a couple of cracks where there had been a knock with mat and resin.

The rear brakes are completed and I have fitted a new pinion oil seal obtained from John (Sparesman) the picture shows something organic had been growing behind the pinion flange.

I haven't done much on the car today as it's a bit nippy in the garage so thought I would catch up with some paperwork.

If you could let me know how much you need for the anti roll bar polybush kit I will pop a cheque in the post.

Kind regards, Derek No. 945 from Lincoln

~~~~~

Brian & John,

I have to say that your responses (both of you, Brian and John) have been truly fantastic, whatever questions I've asked have been responded to within a very short time, I can only thank you both.

Today (Sunday) I started investigating the 3/4 of a kitten (blue saloon UCC 453T) that I bought. I enclose a couple of pictures of "slight" corrosion. The most impressive is the length of cunifer Bundy tube that someone had obviously "lost" under the drivers seat, the tubing is perfect, but one tube nut is almost non-existent. The car (a DL saloon) had a 1997 tax disc and has covered 57992 miles, it was registered on 01/04/1984 though was declared as manufactured in 1979.

The seat belt mountings are awful, and where one of the rear

window stays was fixed to the body stiffening tube, the tube no longer existed. All in all the car is in a terminal state, having been pranged numerous times on each corner and both ends, there being a veritable field of loose strand mat in many corners. However I've learnt a lot about the superb construction of the hull, and quite frankly the chassis looks almost superfluous, with all the nice boxed in sections and double skinning. I'm intrigued as to why the A post stiffener was not welded to the screen hoop, still I'm sure there was a good reason. Another thing that fascinates me is that the car is not heavier.

Once I've studied the estate I'll let you know about a front suspension kit of bits, if it is as awful as this one I'll need to start on chassis repairs, but I hope not.

Best wishes to you both.

Neale Shepherd - No. 947 from Ashby De La Zouch

~~~~~

The recent custodian of what was John Beardmore's Rover V8 powered Kitten advertised it for sale back in December 2012, He had owned for nearly 10 years, since 2004 it has had a full nut and bolt rebuild and is fitted with a Chevy Is1 engine which has turned it from a quick car into an absolute monster. There is so much potential in this car. Its fully road legal approx 4 months tax and 10 months MoT. On the York raceway it ran 10.86s at 120MPH and 0-60mph in 2.88s in full street trim shifting 5500rpm because the engine is totally standard, if you just add a cam or taller gearing it will easily do the run in under 10s.

The spec includes :- A full spaceframe chassis / rollcage. Chevrolet all aluminium IS1 V8 5.7 engine. A Holley 650dp carb. TH350 transmission fully built with red eagle parts and hardened input shaft. A shift improver kit. Volvo/Dana 30 rear axle, narrowed with 4.10 gears

Revolution wheels with Michelin 135/13 on front and 26/12.5.15 Mickey Thompson Sportsman pro's on the rear

Brakes are dual master cylinder with Capri brakes at the front and 240 Volvo rears. So it stops well too. £9,500 complete or £5,000 without engine and transmission. And no, I don't know if it sold!

07912201977 is the number you require

Hello Brian,

25<sup>th</sup> November 2012

Just a few pictures from Schijndel of the new carburettor arrangement on my Kitten.

The car runs very nicely, a very steady idle and pulls very good.

I had to alter the main jets, even on the secondary stage , they had to be a little bit bigger.



To my surprise I must say because the carburettor came from a 1400 cc Volvo engine and was made to fit a 850 cc engine.

To some extent one would say that the jets are too big for such a little engine but that was not the case.

I even fitted the original complete air filter set up of the Volvo.

I can only conclude that those Volvo engines are starving of fuel.

I must say I had to do a lot of measuring and trial and error fitting before everything fitted nicely under the bonnet without interfering with

anything and using as many original Reliant parts as possible.



This had to be done because if the Weber set up wasn't working properly I had to fall back on the original SU again.

Until now I haven't measured the fuel consumption yet but I think it's not worse than with the SU fitted.

I also haven't yet checked the top speed but it must be definitely a little bit higher because the engine is revving more freely and higher.

At the same time I fitted a four branch exhaust manifold complete with a stainless steel exhaust a little bigger in diameter and an electronic ignition system.

I have to say that I noticed a slight reduction in torque in the lower revs but that's only slightly and is mainly caused by the manifold and exhaust.

Also blueprinting the engine has helped a lot.

A few weeks ago I had to remove the gearbox because both of the clutch pad pins broke and I had no clutch anymore.

At the same time I took the opportunity to cure an oil leak on the rear crankshaft oil seal.

I also fitted the new bushes onto the rear springs so the rear end steering was gone, at the same time I adjusted the castor, camber and toe in of the front wheels because the car has had a bad accident some time in his life.

The body repairs done were extremely bad, fortunately the chassis was still good.

Then again I also had to deal with water leaking in the car, front, side and rear window and the estate rear door aperture, all due to hardened window and door seals.

Well Brian that's all for the moment.

Regards, Wouter (van Oploo) No. 412 from Schijndel in the Netherlands

~~~~~

Alan, (Osborn)

Thanks for your comments, I think that if the modified inlet is an unproven mod then your point is quite relevant, however as it was in bits I thought I'd see what happens. I suppose some flow bench testing followed by a dyno run is what is required using two identical heads, one fitted with the opened out manifold and one with a standard unit. Any perceived (or actual benefit) may actually be due to a greater cross-section of runner area being available to the head when it can draw on both at once. I've still not had any feed back from Michaels regarding the bores of the valve guides, I may just get hold of some bronze ones and use those when I start on refurbishing my spare head. As I have no prior knowledge of Rebel Racing, this aspect has no influence on my thinking, and I agree that just because it works in racing does not mean it will work for the road, especially if it is a stand alone feature.

Regarding balancing, well this engine is just a bitsa, and was needed to get a running motor, so I was not going to invest further money in it at present, in fact you seem to suggest that your engine isn't balanced either. I do not have the money or feel the necessity to fully prepare a crack tested, balanced, etc bottom end just now.

Concerning exhaust ports, exhaust manifold matching, is, I believe from those with flow bench and dyno facilities, no longer regarded as crucial, because as long as the exhaust manifold has a bigger port than the head, the degree of turbulence thus caused is often more than offset by the greater reluctance for flow reversion. Some manifolds made by Janspeed actually used a short stub inside an oversize initial pipe at the start of the tubular manifold to further reduce flow reversion, I think that this is actually a patented idea, under the title of Controlled Vortex.

I'd put the valve springs with the closer coil at the bottom, to, as you stated, reduce moving weight and inertia, and was mainly questioning why no mention is made of this in the manual.

We seem to be in good accord, regarding 4 - 2 - 1 exhaust manifolds, and I quite agree that large bore pipes, due to low velocity can produce adverse effects, as can an incorrect transition from two pipes to one. When I next get any laser cutting done I may get some manifold flanges cut so that I can experiment in this area, if so I'll let you know.

Sadly, too many producers of exhaust manifolds never take care that the internal flow is not marred by poor welds, this is especially true of

stainless piping when often a degree of "coking" can ruin the flow. On several occasions I've had discussions with the producers of beautiful, very exotic and expensive manifolds regarding their choice of internal purge gas during fabrication, and when I've suggested an Argon Hydrogen mix they have admitted to using nothing at all, not even pure argon, citing it as being too expensive!!! All this on £400+ manifolds, quite strange, as it would give them a performance edge over their competitors

Best wishes, Neale Shepherd No. 947 still from Ashby de la Zouche

~~~~~  
**HOW MANY LEFT – 2012**

So, how many of our wee cars (as someone might say) are on the road or known to DVLA by way of Statutory off Road Notice (SORN)? The useful website "How many left" reveals that the figures for 2012 are as follows –

<b>KITTEN</b>	Licensed 2012	SORN 2012	<i>Licensed 2002</i>
Kitten DL	82	71	146
Kitten	66	81	155
Van	12	16	36
<b>Total</b>	<b>160</b>	<b>168</b>	<b>337</b>

<b>FOX</b>	Licensed 2012	SORN 2012	<i>Licensed 2002</i>
Custom Van	44	56	93
Pickup	0	0	2
Utility	14	13	25
VAN	12	16	36
<b>Total</b>	<b>70</b>	<b>85</b>	<b>156</b>

<b>REBEL</b>	Licensed 2012	SORN 2012	<i>Licensed 2002</i>
700	12	11	23
750	2	8	11
Rebel	19	12	26
Van	5	2	4
<b>Total</b>	<b>38</b>	<b>33</b>	<b>64</b>

The model categories for each type are as listed by DVLA. Errors and omissions in originally registering the exact model type leave us having to guesstimate the true numbers by model divisions. However, the overall (total) numbers should be accurate as to Kitten, Fox and Rebel types. It is interesting to see the decline in numbers since 2002, if the rate persists, we may not see any on the road at all in another 10 years time!

We should not forget all the 'wee cars' lost in the woodwork, under a hedge or long lost barns before SORN was introduced in 2007. There must be many more out there hiding from DVLA but will they ever see the road again?

Terry Horler No. 755 from Bristol

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### *Tempest News*

If you haven't sent the details of your car yet, please spare a few minutes to do so.

John Box has advised that 2013 marks the 25<sup>th</sup> anniversary of the production of the first Tempest. We can't let that pass without some sort of celebration. The suggestion is that as many cars as possible gather at the International Kit Car show at Stoneleigh on 5<sup>th</sup> and 6<sup>th</sup> May is a good opportunity for Tempests to gather to celebrate the 25<sup>th</sup> anniversary of the marque. Club space has been booked by ShACC, the Shropshire Alternative Car Club, on pitch 27C where Tempests will be most welcome. and perhaps have a barbeque on the Sunday evening. Put the dates in your diary. However, please let me know if you intend to come and on which days so we can plan the available space.

Entrance for kit car drivers is free but the passenger pays £10. Go to the main entrance (not the public car parks) and go to 27C (they should give you a map on the way in). If you come on Monday don't be too late as people start to go during the afternoon. Also, it is a very big show with lots to see.

The Register has had significant input since the last note, in particular information on several cars from Joe Mason. There are now 38 Tempests and the 11 Vantiques registered. How many more are there?

It is possible that one Tempest is double counted — which highlights the fact that we have far from full data on many of the cars. Also, we only

have photos for 10 cars. So, once again, a request for any information and pictures that have not yet been sent.

Roger Brown (contact details inside front cover)

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Hi Brian,

Thanks for the newsletters, good reading.

Just a few photos of my Kitten pickup which I have made using the rear of my old Rialto, the rest for spares.

It passed the MOT test first time. The DVLA wanted photos to change the log book to pickup. This was O.K., Log book returned pickup.

Now the insurance company want to see photos and to know if any of the chassis has been altered or modifications made.

I made it into a pickup as it would be more useful for me as I have retired from work.

Thanks for now, Jim (Lambert) Hull No. 639

*My apologies to Jim and you too, a combination of time and space pressures have – again, prevented me from showing us all Jim’s converted Kitten – one day I’ll get organised! Ed.*

~~~~~

Dear Brian,

5<sup>th</sup> January 2013

I must confess that I have just finished working through my back log of newsletters - two years worth in fact!! Finding time to sit down and read them has proved difficult, even more so getting out there and working on the car! My then girlfriend and I bought our first house 2 years ago, which launched me into a world of DIY, and before we were anything like finished on that we started planning our wedding. We got married on 10.11.12 - so things are starting to return to normal now!! On top of this I have been continuing to develop my Scimitar SS1 hill climb car, and even fitted in a few events along the way.

I've now got time on my hands to hopefully finish the Kitten, the SS1, and continue hill climbing in anger. The Kittens almost there, needing a few carb and exhaust tweaks, a front suspension & brake rebuild the last of the wiring, amongst other little jobs. It's the last 10% that takes 90% of the time, as they say.

A few things I noticed whilst reading the newsletters;  
I think that the brake drums (pg45, mews 100) are front and rear, rather than early and late. I don't have any to hand to measure at the moment but I don't think the slimmer 'early' drum will clear the wider front brake shoes at the front. I've also only ever seen them on the rear. Hardly scientific but the late kitten ones have been on the front of all 3 of my kittens (1976, 1978, and 1981), with the 76 and 81 cars having 'early' drums on the rear. I would guess that around the time they changed to dual circuit (certainly between '78 and '81) they also changed the drums to be the same all round. Unfortunately this is all theory, but next time I have a front wheel off my kitten I shall try an 'early' drum on the front.

There was some mention of availability of single circuit master cylinders and using an MGB unit with some modification. I thought you would be interested to know I used a Wilwood unit on my car (picture attached) from [http://www.rallydesign.co.uk/index.php?cPath=562\\_582\\_981](http://www.rallydesign.co.uk/index.php?cPath=562_582_981)) unfortunately I can't remember the bore off the top of my head.

All I needed to do was wind a bit more thread onto the actuator arm for the wind on clevis. It hasn't been road tested yet but I have a good firm pedal, and it works well when manoeuvring around the yard. The pic is the best I have - Ignore the two brake lines, I had originally planned to convert it to twin circuit when I had trouble finding a replacement single circuit cylinder. They are around £50 but can be found for less on eBay.

Is there a list of the parts available new or refurbished through the RKR? I'm about to start the front suspension (well, in the next few months hopefully) and it would be nice to know what's available and what's not. There seems to be a lot of parts available but I never know if I should drop you an email or start hunting for an alternative - I guess I should always email first!

I've popped a cheque in the post for my belated renewal (sorry!) and feel the extra £5 is well justified given what the colour pics bring to the magazine. You can also mark me down to receive the newsletter as a PDF.

Kind regards, Nick Keyser - No. 763 from Petersfield

## **The Reliant that Reliant Never Produced**

I am grateful to the ROC for inviting me to exhibit my Liege, Julia, on their stand at the NEC. I had a fabulous week-end in excellent company and surrounded by proper motor cars – just like a kid in a sweet shop.

The Liege was the brain child of Peter (Lee) Davies who put his thoughts about a small sports car down on paper in the 1980s. A car that could be driven to work in the week and then used for something a little more exciting at weekends in the style of a 1950s special. It was designed round the running gear of the small Reliant. The 850cc aluminium engine, gear box, prop shaft and rear axle from the Robin or Kitten and the steering gear from a Kitten. There was a new A-frame chassis, with a live rear axle and swing arm front suspension, which was clothed in a curvaceous fibre glass body tub with cycle wings.

It took shape and was shown at one or two Kit Car shows in the mid '90s to test the market. In October 1996, having just changed the front suspension to double wish-bones, he set off on a 6,500 mile proving trial across France and Spain to Morocco. This successful trip was publicised in a two page article in the Motoring Telegraph in December 1996, where it was proclaimed as the 'New Reliant'. Peter had been in discussion with Reliant about them producing the Liege as a 'turn key' car, unfortunately nothing came of this and so the Liege went on to be manufactured as a kit car.

Sixty kits were produced between 1997 and 2005 and about 45 of them are on the road. They have proved themselves to be very adaptable sports cars, racing, rallying and general road use but seem to be particularly popular for trialling. There has always been a search for more power, a super charger was one of the original extras. Twin SU's and a Webber carburettor have been tried. Recently engines have been changed. The most popular and that approved by the factory, is the 3 cylinder 1litre Suzuki engine coupled to a Suzuki five speed gearbox.

What might have been: if Reliant had continued to develop their BRM engine, we could have had a Liege sports car made by Reliant and powered by BRM!

Beware, damage isn't always visible, nor is it what it seems.

The damage list at the end of my Edinburgh Trial was easy to



compile, off side front wing removed following a mudguard stay breakage on the first section a re-arranged exhaust system and a bent wheel rim. That was until we set off from the 'Bull i' th' Thorne' after signing off. On starting

the Liege there was a strange noise that sounded as if something was catching on the fan belt or associated pulleys. With no hearing in my left ear



and the right ear requiring a supercharger (hearing aid) I'm not able to locate the source of sound and have to rely on others to point me in the right direction. Peter, my bouncer, was at a loss to locate the said noise, and when I thought all was lost, George Osborn arrived in his Rialto. I called him over to tap into his Reliant knowledge. Peter and George both stood there looking puzzled but as the engine seemed to be running ok concluded that I should just set off.

So off we went and all was well until I applied the brakes resulting in more strange noises. Peter was unable to offer any suggestions but as the brakes were working ok with no vibrations or pulling to one side or the other I pressed on. Back at base I parked up and went indoors for a hot shower where I had a 'light bulb' experience. It was just like the comic strips where a bright idea is illustrated by a light bulb. This experience came as I walked beneath a light fitting and heard a loud buzzing.

What had happened is that I had accidentally switched my hearing aid on to the 'T' (telecoil) setting, probably when pulling my woolly hat around my ears. On this particular mode the microphone is switched off and the

hearing aid then picks up a magnetic signal from a loop wire. What I had been hearing was electrical interference from the engine and static from the brakes! No wonder Peter and George had been so puzzled!!!

Roger Goldthorpe No. 156 from Driffield

~~~~~

## ***Winter Boots***

Did you hear about the teacher who was helping one of her class pupils put on his boots?

He asked for help and she could see why.

Even with her pulling and him pushing, the little boots still didn't want to go on.

By the time they got the second boot on, she had worked up a sweat.

She almost cried when the little boy said, 'Teacher, they're on the wrong feet.'

She looked, and sure enough, they were.

It wasn't any easier pulling the boots off than it was putting them on.

She managed to keep her cool as, together, they worked to get the boots back on, this time on the correct feet.

He then announced, 'These aren't my boots.'

She bit her tongue, rather than get right in his face and scream, 'Why didn't you say so?' like she wanted to.

Once again she struggled to help him pull the ill-fitting boots off his little feet.

No sooner had they got the boots off when he said, 'They're my brother's boots. My mum made me wear 'em.'

Now she didn't know if she should laugh or cry.

But she mustered up what grace and courage she had left to wrestle the boots on his feet again.

Helping him into his coat, she asked, 'Now, where are your mittens?'

He said, 'I stuffed 'em in the toes of my boots.'

She will be eligible for parole in three years.

~~~~~

There follow a series of pictures of a less than pristine Kitten or some bits from it!



Just a few pictures to show how bad things can get!





These are just to let you see the other side of the story



Makes a bit of a change from the beautifully restored pictures we usually share with you, don't they?



Those were of Neale Shepherds Kitten – before...

~~~~~

***Interesting letter reorganisation  
from an email sent in by Phil Hallam***

- |                          |  |
|--------------------------|--|
| <b>PRESBYTERIAN :-</b>   | rearranged becomes :- <b>BEST IN PRAYER</b>  |
| <b>ASTRONOMER :-</b>     | rearranged becomes :- <b>MOON STARER</b>     |
| <b>DESPERATION :-</b>    | rearranged becomes :- <b>A ROPE ENDS IT</b>  |
| <b>THE EYES :-</b>       | rearranged becomes :- <b>THEY SEE</b>        |
| <b>GEORGE BUSH :-</b>    | rearranged becomes :- <b>HE BUGS GORE</b>    |
| <b>THE MORSE CODE :-</b> | rearranged becomes :- <b>HERE COME DOTS</b>  |
| <b>DORMITORY :-</b>      | rearranged becomes :- <b>DIRTY ROOM</b>      |
| <b>SLOT MACHINES :-</b>  | rearranged becomes :- <b>CASH LOST IN ME</b> |
| <b>ANIMOSITY :-</b>      | rearranged becomes :- <b>IS NO AMITY</b>     |

**ELECTION RESULTS :-** rearranged becomes :- **LIES - LET'S RECOUNT**  
**SNOOZE ALARMS :-** rearranged becomes :- **ALAS! NO MORE Z 'S**  
**A DECIMAL POINT :-** rearranged becomes :- **TM A DOT IN PLACE**  
**THE EARTHQUAKES :-** rearranged becomes :- **THAT QUEER SHAKE**  
**ELEVEN PLUS TWO :-** rearranged becomes :- **TWELVE PLUS ONE**

**AND FOR THE GRAND FINALE :-**

**MOTHER-IN-LAW :-** rearranged becomes :- **WOMAN HITLER**

~~~~~

**Federation News**

*As part of my attempts at keeping you in the loop, I thought that the Chairman's introduction to the first magazine of 2013 from the Federation might be helpful. Ed.*

Welcome to the first newsletter of 2013, the first of our 25th year and the first in a new design. I explained all about the Federation's five year strategic plan in the last issue and this newsletter launches the new logos and designs in time for our 25th anniversary year.

By the time of publication we expect our re-designed website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) to be up and running and we hope that everyone will find it easier to navigate and will take advantage of the vast amount of information provided on legislation, fuel, heritage, trade and skills, events and FAQs on many subjects.

Once again we will be at Gaydon for Club Expo and will be providing speakers as well as manning our exhibition stand. We would be delighted to see members (and potential members) there on 2 March and will be delighted to answer your questions on all aspects of historic motoring. Please do come along and meet us.

Drive It Day is approaching and we will be helping clubs to celebrate this day and hope that it will be bigger and better than ever. Keith Gibbins, our new director for heritage and culture and his team will be masterminding the

plans for this as well as for Heritage Open Days later in the year.

David Whale - Chairman

### **DVLA Warns Motorists to check the certificate of entitlement for a personalised registration number**

DVLA has warned motorists to check the Certificate of Entitlement (V750) when purchasing a personalised registration (number plate) from a private seller after 900 blank certificates were stolen. Motorists are advised not to purchase the registration number if the serial number of the V750 certificate falls within the range 5930101 to 5931000. The serial number is located in the top right corner of the certificate.

### **Post Office® Wins Contract to Provide DVLA Services**

On 13 November the Secretary of State for Transport announced the intention to let the contract for the Front of Office Counter Services (FOCS) to the Post Office. The current arrangement between DVLA and Post Office expires on 31 March 2013. A new seven year contract will run from 1 April 2013 until 31 March 2020, with the option to extend by up to three additional years.

The Post Office has provided face-to-face counter services for Vehicle Excise Duty (VED) collection since 1972 under a series of contracts with DVLA, mainly for VED collection. In 2010 the contract was extended and the Post Office was able to check details and collect a customer's photograph for the 'Ten Year Renewal' photocard licence transaction.

The scope of the contract is for existing and new FOCS, including applying for tax discs and driving licences. The Post Office will also provide some services currently available through DVLA local offices, such as, the provision of duplicate licences and licensing of heavy goods vehicles. These additional services will become available through designated branches of the Post Office network giving greater accessibility to motorists.

DVLA also provides for a further extension of services through this contract. For example, further driver transactions and, possibly in future, road tax refunds and other vehicle transactions. The contract also gives scope for the winning bidder to provide FOCS for other government departments, an expressed intent of Government for some time.

Savings to DVLA are expected to be in the region of £13 to £15 million per annum and wider savings are possible through economies of scale for similar services across Government in the future.

## Parts

Hi Brian, I have been cataloging :- needing to find a home for :-

2 complete Rebel passenger doors, 4 Rebel boot lids  
2 front wings pair, 4 bonnets, 3 drivers door less frame  
2 passenger doors less frame, a pair of door frames and glass  
Rebel seat blue, in reasonable condition.

I should find dash boards somewhere, kitten dashboards 3 but only 1 good.

Phil 01294 462089

~~~~~

## Epilogue

From Yoland Brown, Jan 2013.

A government warning said that anyone travelling in icy conditions should take a shovel, blankets or sleeping bag, extra clothing including a scarf hat and gloves. Also a 24 hour supply of food and drink, a de-icer, rock salt, torch & spare batteries. In addition they should take a Safety triangle, tow rope, petrol can, first aid kit & jump leads...  
I felt a right prat on the bus this morning!

~~~~~

I really am struggling, not in a bad way, just so well ahead thanks to the input from both those whose stories you have just read, and others that are in the pipeline. I cannot remember a time when I enjoyed so much material, thank you those concerned, you know who you are.

It is now five in the morning on the 17<sup>th</sup> of February, I have spent the past hour or so answering emails, realise that there is no room in this edition for some of the articles I wanted to put in here, and so I am well ahead with the May / June edition. Is this the start of 7 years of plenty I wonder?

The unique and very tidy Kitten hatchback that young Scott had on ebay for £3,500 recently looks like what a Mk II Kitten should with the full hatchback. How did that one escape our attention for so long? Scott kindly sent me some pictures, but when and where to use them, we already have the covers organised till the autumn! Indeed, thanks to John Box, our Christmas cover is sorted too! Have you got a good picture of a Kitten that has not been on the cover yet that we could use for the one remaining cover we need to fill this year?

Our daughter Arleen, won a wonderful prize from her employers last month, and has just gone to the airport to start a long journey to Siam, sorry, living in the past again, Thailand. She will be visiting Bancock, the Petronas towers, scuba diving, 5 star hotel life for a week, and gets to enjoy Samsung hospitality on the pit lane both on qualifying and race day in Malaysia this Saturday and Sunday for the F1 Grand Prix – yes, clearly we are all paying far too much for our mobile phones!!

Anyway, the point is that son-in-law Colin is taking a week off work to look after the boys. So we get a grandchild free week!

I ought to use the time to clear the loft and lock-up, and much gratitude is due to Phil Hallam, Thomas Mitchell, Cameron Aitken and John Johnstone for their efforts in helping me with those tasks, still a very long way to go, but a start made, thanks guys.

Straight Eight Logistics Ltd. Frequently cart vehicles the length and breadth of the land, and are very good at letting me know on the odd occasion that they have an empty vehicle returning, but I usually only get few days notice of such potential opportunities. They are a business and I guess I ought to invite them to advertise, but I really do not want this publication to become filled with adverts – decisions decisions.

We are trying to contact a Tempest owner from the Carmarthen area Joe Litherland, if you know him please help by putting us in touch.

Right, I hope to be better organised in future, the supplementary sheet should cover anything I have missed in here.

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