



NEWSLETTER 113

July - August 2013

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This unusual camouflage green 1984 Fox was the property of Mike Cammack when this picture was taken, posed beautifully on the corner of Fox Lane. By the time you see this, the car will have been sold on, hopefully to an owner who will become a subscriber too. Mike has promised to tell the new keeper about the Register...

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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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

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>

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

Issue 113

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On the one day I'll get organised thinking, I know I had a less than appropriate cover picture on the last edition in relation to the magazine content, why oh why could I not have had a Tempest there? I'll tell you why, I was thinking about it, but we had the covers printed 6 months in advance and I was not planning far enough ahead – besides, there is a Tempest planned for our Christmas edition thanks to J.S.B. providing a very appropriate picture, thank you John.

Once again I am caught out, the possibility of us getting away for an extra day has just arisen, midday Monday the 24th of June, is it worth the re-planning to get away 20 hours early – OH YES IT IS!!!

So, without further ado, I'm out of here (all this because when I came to do the index, the last bit I do, with so many big articles I saved a few lines on the index page!! Bye bye.

e & o e

Hello again and welcome. I am just recovering from the turmoil of trying to complete the last edition before the second May bank holiday weekend, when I had the frustration of initially failing to acknowledge an article contributor because I had included the well titled pictures of his Fox roll over bar repairs so many months before I completed the magazine that I had forgotten who it was that sent them in! Then, disaster, it turned out that two of the pictures in the document I took to the printers became corrupted, and I had to decide if I could omit them, in which case what would I put in their place? or replace them? The problem with replacing them was that, not remembering who sent them in, or exactly when, that was going to be, in my mind at any rate, needle in haystack stuff! I receive about ten emails a day,(and given that my scanner has not worked for ages I was sure they would have arrived as attachments to an email) and while most of them are filed, it is my filing system that, until recently, has been somewhat lacking in organisation to the extent that trying to find one that arrived months ago and probably covered a number of topics would be filed where?

For the past few months I have taken to copying many of my incoming emails and filing multiple copies, one in each folder on the subject(s) that the content touches on. At least that way I have several chances of finding any given one – I think!!

The sender's name does often not help when trying to identify these, never mind my memory, as a number of them come through the website these days, and they all show the sender as being the Kitten Register – not a complaint John, (John, and Susan, run the website for us) merely an observation.

Anyway, back to why I am telling you this, I today decided to include the snippet about progress that you will see further on in this edition. I put it in before I forgot during a free listing weekend on ebay, (when I should have been getting organised to do more on that front!), so, here I was, and wow, I had forgotten just how far ahead I was with this one, it was more than half full already – on the 25th of May!

Right, it is now 06:46, I have been sitting here for over an hour, far too long, getting stiff legs, time for the first coffee of the day methinks. Then I must take some pictures of things I want to list on ebay, and there are the hanging baskets to be planted, I usually sit beside Moira and hand her things when she does that job, but she is on door duty at the church today, so we will be later getting back than usual, (being on door duty includes staying back to help with the count after the service) and there is a certain

motor race in Monaco I want to watch – thank goodness for television!, decisions decisions – compromise strikes again!!!

O.K., before I forget, it was Les Smith from Ashford in Kent who kindly provided the pictorial Fox roll over bar repair series of pictures we enjoyed in the last edition.

Les also tells me that Screwfix Cold Galvanising Spray (acrylic based) can be overpainted when dry with acrylic, cellulose & epoxy paints...just to "brighten it up"... Does exactly what it says on the can!

Thanks again Les

Right, enough, on with the show..

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I was meant to ask (never mind the fact that I ought to know such things!) what the current position is as regarding supply and availability of brake master cylinders, or at any rate suitable alternative ones in particular for a single circuit Kitten.

I had promised Peter Wellington that I would ask last time, I think for George Hilliard?, but I forgot, apologies.

I know we have looked at this before, but information, indeed parts availability does change over time, and needs to be updated a lot more often than I have been doing, so anything you can tell me that is current would be appreciated.

~~~~~

Righty, a small leftover space to fill. You may have noticed the absence of anything about old Rebel number 0003 for a while. This is because I have been pondering and delegating, a lot!

The fact is I am not able to look after a car myself these days, and so the time has come to acknowledge that, and find the car a new custodian.

The car is unique, mechanically sound, lots of new parts including a set of five tyres. MoT'd till next June, but in need of a respray (after a lot of preparation). Offers in the region of £2,000 are invited, give me a ring. Brian 01418866117.

~~~~~

## **Rebel Resurrection Revisited**

### **1 year on...**

It's hard to believe that it's been a year since I put my Rebel 750 saloon 'Jellybean' back on the road after she had spent 15 years lying neglected in a damp garage in Grimsby.

In that time I have managed to paint the bare roof a nice shade of cream which seems to compliment the turquoise of the car quite nicely. Also the bonnet is sporting a fresh coat of turquoise paint, thanks to Autopaints of Brighton who mixed up a couple of aerosol cans of the correct colour. It's not a perfect match but it certainly improves the appearance of the car. I had no luck fixing what I suspect was a stuck float on the fuel sender unit. The gauge would move a little bit and then stop at 'E'. My attempts to remove the fuel sender failed because the screws were too rusty and seized. I decided to just fill up the tank regularly and keep an eye on the mileage. I hoped that with use the sender may free itself.

Mechanically the Rebel has been mostly trouble free.

For the first few weeks on the road, I only used her for local journeys until I had built a bit of confidence in her.

A minor leak from the water-pump started within the first couple of days of driving her. I replaced the original water-pump with one of the spares I had and all was well again.

She certainly handled the snow in February with ease, proving herself to be more sure footed than my Kitten in the white stuff.

Her first longish journey was a 56 mile round trip to visit my parents. The journey was completed without any problems. Then a 90 mile round trip to the ROC club night in March, again no problems.

I was now confident that I had a reliable little car.

This was confirmed when I drove her from London to the N.E. Branch ROC Rally at Ripon (240 miles away) in April and, apart from needing a slight clutch adjustment on arrival, I had no problems. Including a couple of road runs whilst there, 'Jellybean' covered around 800 miles that weekend. It was nice to see 4 other Rebels at Ripon too.

Another successful 130 mile round trip to Hastings with my partner just a week after Ripon and I was beginning to think that my little Rebel was invincible.

'Jellybean' was also present at the Nottingham Branch ROC Rally early in May and again she made the journey there and back without any problems. Whilst at the Rally I even took her on a late night drive to Hunstanton with 3 adult passengers and a steady 60-65mph all the way there and back.

Unfortunately on the way to the National Rally in late May/June, I suffered a minor fuel pump issue (I blame modern fuel). Fortunately I wasn't too far from home so I managed to nurse her back and change the pump. I still arrived at the Rally that day, albeit a few hours later than planned. There were a total of 5 Rebels at the National too; they seem very common at the moment. John, the car's previous owner, also attended the National Rally. It was good to finally meet him and I took him for a little drive in 'Jellybean'. I was really chuffed to pick up the trophy for 'Rescued Reliant' whilst at the National.

An oil leak developed at the front of the engine after the National Rally. This was down to the usual timing cover seal. I replaced the original leather seal with a modern rubber one. This proved to be a quick and easy job on the Rebel because of the good access to the engine. I wonder if the modern seal will last 39 years? I think not...

The Rebel attended a few classic car shows last year too and seemed to get a positive reception. Plenty of people seemed sure they knew what it was until they got closer and then had to read the badge or ask me. In June I entered both my Reliants into a local transport rally in Kent. I drove the Kitten and Maggie, my partner, drove the Rebel. Maggie enjoyed driving it and said it reminded her of her old Mini.

The Rebel also seems to attract a lot of attention when out and about. A number of people have approached me to ask about the car. One lady was insistent that it was an 'Austin A40', assuring me it was and that she had owned one. On another occasion a man asked "What is it?" when I said it was a Reliant, he laughed and said "No, really, what is it?"

In July I treated her to a pair of black/silver number plates which I think really enhance her looks.

Late in August, I noticed a small amount of oily residue was present in the radiator, an indication of head gasket failure. Because of this I decided to take my Kitten to the Tamworth Gathering in early September.

I decided to change the head gasket the week after Tamworth.

I have struggled for hours with Reliant heads in the past and was expecting this one to be well and truly stuck. To my surprise the head came away from the block without any real issues. Thanks again to the ease of access to the engine in a Rebel she was running again within a few of hours.

In late September, I managed to convince Maggie that we should use the Rebel to go on holiday. We had planned to visit some historic and industrial sites in the North of England as well as taking in some nice walks etc.



We headed North via a planned dinner stop at 'The Olde Trip to Jerusalem' in Nottingham, apparently the oldest Inn in Britain (one of the

many) and well worth a visit.

The next few days were spent in and around Derbyshire visiting some mills, stone circles and (flooded) river walks. We popped briefly into North Wales to visit the 50's Museum near Denbigh and found some abandoned Reliants there including 4 Mk1 Robins, an Ant, a Fox and another Rebel. All were outside and looking very sorry for themselves.

Then north through Cheshire (more industrial stuff) into Yorkshire and visited the Ribbleshead Viaduct and then Abbeydale Industrial Hamlets in Sheffield as well as a couple of old Abbeys near Rotherham.



Another day was spent touring around Cumbria in less than sunny conditions although the scenery was still breathtaking, and some of the roads were heart-stopping.



We even managed a quick hop over the Scottish border and visited the Ruthwell Cross near Annan.



By the end of our 10 days away, we and the Rebel had covered some 1,750 trouble free (apart from clutch adjustment) miles and successfully tackled some very challenging roads in Yorkshire, Cumbria, Scotland and Wales.

After a fuel stop in November, the fuel gauge suddenly started reading  $\frac{1}{4}$  tank, the most it's ever read. Had the float finally started freeing off?... Yes, was the answer. On my next fuel fill I actually had a gauge that said 'Full'.

The best things come to those who wait...

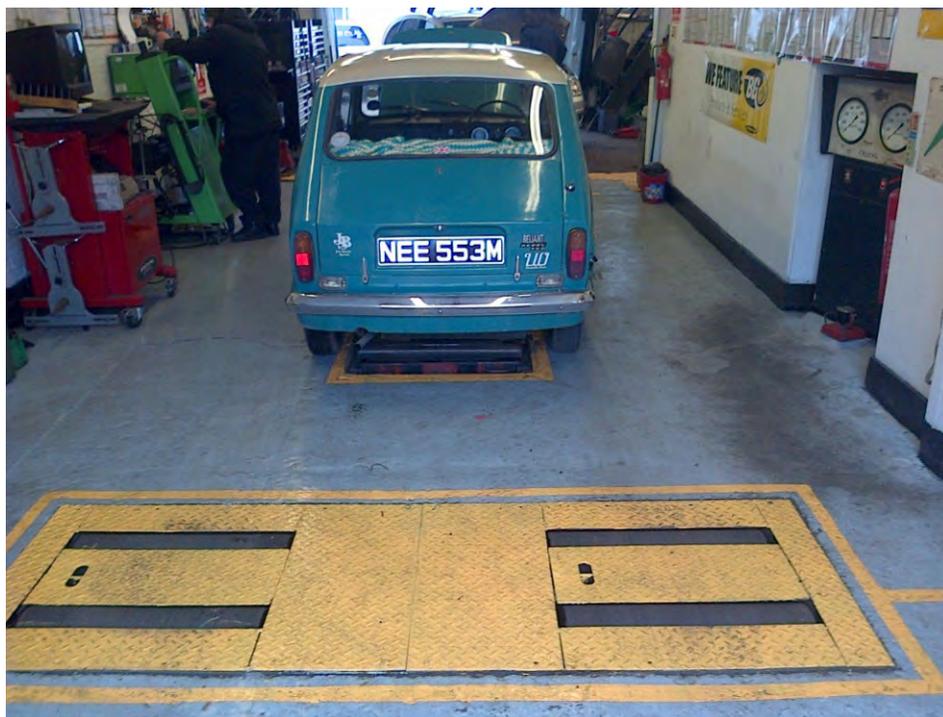
In December a trip to Retford in Nottinghamshire for a Christmas Road Run to Bolsover Castle and Christmas dinner with fellow Relianteers rounded out the year nicely. Once again 'Jellybean' behaved faultlessly on what was a 400 mile day trip.



The only concern that I had with the Rebel all year was the frequency at which the clutch needed adjusting (every 500 miles or so). She had almost reached the end of the adjuster so I decided, just last week (January 2013), to fit a new clutch. Upon inspection, the old clutch was just about holding together and the thrust bearing was worn well beyond its limit. Having spoken since to the previous owner, it would seem it was the original clutch for the car. It had lasted 40 years and covered almost 40,000 miles... Not bad really.

She has just sailed through another MOT without any problems and what with the rallies, holiday and countless trips to Brighton, Worcester and Burton-on-Trent to visit friends and fix other Reliants, she has covered over 8,000 miles since being put back on the road.

I've enjoyed every journey I've made in the Rebel, she really is a fun little car to drive. I'm looking forward to another year of Rebel-ing



Simon Hodges from London RKR Member #881

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Dear Brian,

Wonderful to hear from you recently - thanks ever so much for putting me back on the list. I must confess that I totally forgot to renew last year; unfortunately I 'enjoyed' a four month work break to Afghanistan over the renewal period, and in all the excitement of getting back (and then buying a house) I'd forgotten to renew. Roger is actually my other half's father and kindly took it upon himself to sort it out for me - he is an agricultural engineer and quite into anything with wheels so I think the car is interesting to him!

Well, where to start? I guess the last time we spoke I had just picked up a white Kitten saloon from Muir of Ord to convert into a racer... Well, after a few months living up here in Moray and having only got as far as stripping the white one down, I was offered a great deal on an ex-'Wendy Wools Special Saloons' race Kitten that was up in Turriff. David the seller

had bought it to go sprinting but unfortunately time and a house project got the better of him, and he decided to sell. What with Turriff being quite a way from the nearest racetrack, he was struggling to find a buyer but I made him a cheeky offer and after a little bit of thinking on his part, I became the owner of a 4000cc V8-powered spaceframed Reliant Kitten!

Since then I've gradually been taking it apart and rebuilding it, and have been out racing in it a few times down south. Hopefully this year I will be competing in both the RAF Motorsports Association Race Challenge, and also the Classic Sports Car Club 'Special Saloons' series, time/work/money permitting as ever. So most importantly, the car... Contrary to popular belief, there is some original Kitten in there (roof and rear, cut-down doors, lights, steering column) but most is custom. The engine is a Rover V8 which has been worked-on by a chap called Graham Nash and currently puts out around 330bhp with 330ft/lb of torque. This is mated to a ZF gearbox from a Lotus Sunbeam, and is transferred to the wheels by a Jaguar E-Type limited slip diff. It runs 16" slick tyres that are 10.5" wide, and can best be described as 'a beast' to drive! Great fun though.

Anyhow, best get back to work but thanks again for sending me the recent Mewsletters. In case you were wondering what happened to the white car, I briefly toyed with building up the shell as a spare racer but on closer investigation quite a lot of the fibreglass needed extensive repairs and it wouldn't have made a very good base - so it went to the big GRP graveyard in the sky. The rest of the trim and mechanicals was given/sold to other Kitten people in order to keep some other cars on the road! I have taken the liberty of including a few pictures in case you would like to use them in a Mewsletter - the green pictures are from 1987 when the car first appeared on track. The white/blue/yellow livery was on the car throughout the 90s when a chap called Brian Scholey was racing it in the North-West Sports and Saloons series. The red/yellow pictures show her as she is now - including the firebreathing one from a race I did at Mallory Park in Leicester last September. Of interest, there was another race Kitten in the 80s in Special Saloons; this one a blue estate run by a chap called Ginger Marshall. It ran either an Imp engine or a Ford BDA depending on which season you are talking, and by all accounts Ginger still has it in a garage and is toying with rebuilding it, so maybe mine will be joined on track by another Kitten shortly!

Best regards, Si Frowen



And what did your editor do with the captions – I really would consider replacing him if I were you! *Please!!!*





And again!!





At least we have consistency!!



Dear Brian,

7th April 2013

Thank you for your recent letter and the enclosures relating to the Reliant Kitten Register, the magazine was a great read, so informative and yet so friendly (which to my mind is how a magazine for like minded enthusiasts should be). I've completed what I can of my Kitten van's details but I don't know the chassis number or engine numbers yet, I'm hoping to pick it up at the weekend so I can send you those details later if that's o.k. I admire you for putting the old Mewsletters online, most clubs would take the opportunity to charge for back issues of the magazine.

Until recently there was a very nice Rebel saloon in my area, I saw it out and about a few times but never managed to bump into (not literally!) the owner. However I understand he's now sold the car to someone on your side of the border, and he now has a Kitten van. - How strange is that, 2 in the same town when there are so few remaining?

I understand my van has been fitted with a new engine which was originally coupled to a fire pump. I've done a bit of digging online and found some spec sheets for the Angus fire pump, one seems to be dated 2005 so I'm assuming they are o.k. to run on unleaded petrol? I've been reading various posts on a Reliant forum regarding unleaded fuel and I understand the valves seats are fine, but the rubber valve stem seals can be affected by it (or rather the ethanol in the unleaded) so, I was wondering if it would be o.k. to use an additive (such as Millers EPS) which only offers protection from ethanol rather than being a lead replacement?

I guess that's about all for now, fingers crossed I'll be a proud Reliant owner on Saturday and it'll be a trouble free journey from Devon to Yorkshire (yes, you were right, I'm buying it from Scott Mann in Torquay).

All the best,

Tony (Wiese) from Wakefield No. 967

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## A First Reliant

As you've probably guessed from the title I'm not a dyed in the wool Reliant enthusiast, a pretty bold statement to make in a magazine read by so many keen and knowledgeable Reliant enthusiasts I have to agree, but

now that I own one of Tamworth's best, it's certainly growing on me! I decided some time ago that I'd like to buy and show a small commercial vehicle, one or two ideas sprang to mind including small postwar vans (eg Morris Series Z) and more modern offerings such as the Daihatsu Midget and Nissan S-Cargo, but whatever it was it had to be 'different', reasonably easy to get parts for, have a good club following, and ideally be more than 20 years old. I already had some involvement in the classic vehicle scene as I run the website for The Mechanical Horse Club, which is a small club dedicated to preserving the small 3 wheeled trucks built (mostly) by Scammell for use by the railway companies, breweries, local councils etc. One of the non-Scammell vehicles which fall into the 'mechanical horse' category is the Reliant TW9/Ant due to the articulated ones which were used by The Isle of Man Steam Packet Company, Manchester Council and others. I've liked the Ant for a long time so that was also on the list and would seem to be a logical choice, but how often do classic vehicles and logic go together?

Whilst searching on ebay and looking through various magazines I saw a very interesting article in Classic Van and Pickup about Eddie Kelly's lovely Kitten Van; I was immediately taken by it but what were the chances of such a rare vehicle coming up for sale? Then, by some strange chance, or maybe as a result of the article, a Kitten van was seen for sale. It wasn't original, having been fitted with a later engine, and resprayed in metallic red, but the seller assured me it was generally sound, especially the all important chassis. The only slight problem was the location of the car - it was in Torquay, so quite a way from my home in Wakefield!

Having decided I wanted the car I arranged to pick it up on April 13<sup>th</sup> (superstitious? – me?) which involved catching a 6.15 train from Wakefield, arriving in Torquay nearly 6 hours later. The seller met me at the station and took me to the garage where the car was stored, then after sorting out the paperwork etc I was keen to get away and start my long journey back up the M5, M42 and M1. Unfortunately, about 20 miles into the journey the engine started running rough then misfiring quite violently so I pulled into a layby on the A380. I checked to ensure the ignition leads were all firmly pushed home but even when the engine started it wouldn't run for more than a few seconds. So, it was time to ring the breakdown recovery people, for the first time in my life (and I've been driving for more than 30 years) – welcome to Reliant ownership Tony! The chap who came to fix it/recover it found there was no spark at the plugs and thought the coil might be at fault so he tried changing that but it was no better, so he went off into Exeter to buy a new condenser – and that did the trick! Unfortunately he lost one of

the spring clips that hold the distributor cap in place so had to use a cable tie to hold it in place, not good but it worked!

The remainder of the 300 mile journey was trouble-free, the temperature gauge doesn't work (seems to be just the sender unit as the needle goes to H when you connect the wire to the sender) so I stopped a few times at service areas but the engine felt fine, not hot at all. I also felt the hubs at each stop to make sure nothing was amiss. The really surprising thing was that despite having a 'dodgy back' I had no back pain at all when I arrived home. However, replacing the seats is on the 'to do' list as an adjustable backrest, at least, would be preferable. One thing that did become clear was that the speedometer isn't correct, fortunately I realised long before the camera monitored roadworks on the M5, keeping a constant distance from the cars in front the speedo was showing about 40mph, and I'm assuming they were travelling at the 50 limit. Since joining the Register both Brian and John (Pearce) have been very welcoming and most helpful. John informed me the speedo should be 1000 revs per mile, the number being located at the bottom of the dial, but unfortunately mine is marked '1120' which John suggested might be a Fox one. This certainly explains some of the error, but seemingly only 12% (if my maths is correct), so I'm also wondering if the differential is the correct one for a van? I'm hoping to find a correct speedo at some point but for the meantime I've acquired a GPS speedometer which should keep me out of trouble!

The van seems to be basically sound but does want the carb setting up and all the ignition parts replacing, I've bought standard items for the time being but may go down the electronic ignition route in the future. The chassis looks to be very good so I'll treat that to a good coating of black Waxoyl during the summer, and then grease the nipples, adjust the brakes etc whilst I'm under the car. Inside the van is OK but I want to make it tidier and improve the restoration by giving it a few more finishing touches, filling in holes in the dashboard etc.

I hope to go to some local events this year then maybe go a bit further afield next year, and of course look forward to seeing other Reliants and their owners - see you soon!

Tony Wiese (967), Still from Wakefield

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Liege News

NORTHERN TRIAL 16th FEBRUARY 2013

Friday morning chores completed I set off for Bridlington in Artura to pick up Alan my bouncer and by 10.45am we were on our way heading off for Carlisle. The weather was sunny but cold as we progressed over the snow clad Yorkshire Wolds across the vale of York and into the Yorkshire Dales to Masham where we stopped for lunch. Then it was on to Leyburn, over the top into Swaledale and up over the Pennines. As we crossed the watershed the weather changed from bright sun to dull cloud but this cleared towards Carlisle where we were to stay for a couple of nights. After booking into the hotel we prepared Artura ready for the morning.

Up and away for an early start at Wigton and with scrutineering and signing on out of the way we then tucked into our breakfast sharing a table with old friends. Breakfast over it was into the cold where we met up with the other Liege entries Julian (Jules) Lack/Ian Mandley who had dragged Goober up from Stoke on Trent with an A frame and John Child/Robin Childs who had trailered Feisty across from Sheffield. Also at the start we met Kevin Clark, a new club member, who is looking for a Liege and had travelled down from Edinburgh.

Our start was inauspicious. The route was being run in the opposite direction to last year, which confused Alan (the 'sat nav') who sent us in the wrong direction. Back on route we arrived at the first section 'Carlislegate Lane' and joined the queue some ten places lower down the running order. The section was rougher than last year but we drove through clean, as did Jules and John. We dislodged the exhaust tail pipe clamp necessitating the removal of the tailpipe before it detached itself and became a feature of the National Park.

John also had problems of a different type on his way to 'Carlislegate' when he was stopped by an irate individual who accused him, and his kind, of destroying the countryside!

On to 'Leesrigg Observed Test' where Jules and John both went clear but I under-steered off in the slime for a fail.

'Allhallows Colliery' was no problem and was a clear for the three of us.

A one-way system around 'Leesrigg' and 'Allhallows' had been adopted and avoided the frustrating delays that we experienced last year when the single track of muddy ruts had been used for both entry and exit.

Leaving 'Allhallows Colliery' we then travelled across the flat lands to the north of the Lakes before reaching the Lakeland Fells and entering the forest at 'Peil Wyke.' Then it was on through the forest to 'Routon Romp' where all the cars joined the queuing motorcycles that were waiting their turn to tackle the section and where Jules was busying himself pumping air into a deflating front tyre having picked up a puncture en-route. After a long wait and creeping forward little by little it became impossible to engage any of the gears with the engine running due to clutch drag. This only became apparent as we reached the start of the section. Had it manifested itself sooner we could have made the adjustment while waiting in the queue. We failed the restart but were not alone as no one in Class 7 achieved this.

'Falcons Crest' was next where we adjusted the clutch before tackling the section. Jules was the only member of class 7 car to go clear here. We did not make the sharp turn towards the end and picked up a 2.

'Follow signs to Brown's Challenge' was the instruction in the route book, so off we drove down the hill through the forest only to meet several cars coming in the opposite direction. We all stopped for a conference, as no signs could be found. It was decided to retrace our tracks back to 'Falcons Crest' and try again. We met John coming towards us and pulled up to find out if he knew where we should be aiming. "Downhill" was his reply. So we turned around and set off again. Arriving at a 'T' junction we were fortunate to meet the marshal who had set out the very signs that had eluded us. He pointed us in the right direction, as it would appear that a person or persons unknown had removed the signs.

Eventually we arrived at 'Brown's Challenge' where John and I didn't make it off the line. Jules was the best in class 7 with a score of 4.

'Little Cockup' saw both Jules and I go clear here.

'Lothwaite Side' was the next challenge where Jules was the only class 7 car to make a successful restart to go clear.

After 'Lothwaite' we left the forest and joined the Keswick road running along the side of Bassenthwaite Lake. Turning off at Braithwaite it was up over Whinlatter Pass into Winlatter Forest and on to 'Darling How'.

We were making a spirited climb over the rocks towards the end of the section Artura jumped out of gear resulting in a 4. John and Jules were both clear.

Next it was on to 'Sheepfold' where John scored 11, with me one better on 10. Jules again was the only class 7 car to go clear.

The approach to 'Lords Seat' is along a narrow ledge high up on the fell side. This year's rains had scoured out a deep channel and to avoid this meant driving with the off side wheels on the very edge of the ledge with a sheer drop of over 1000 feet into Bassenthwaite Lake below. The section this year was benevolent and all three of us went clear.

'Ullister' stopped all cars but Jules made the best climb of all with a 1. I made a 2 but on reversing out of the section became entangled with a tree. After a struggle we managed to extricate ourselves only to become 'beached' with Artura rocking around on her diff. Extraction from this indignity took a lot of muscle provided by marshals and following competitors so thanks to all of you and apologies to those who were plastered with mud from Artura's spinning wheels. John was held up here, a Marlin was atop a tree stump causing between half to three quarters of an hour delay while competitors and marshals manhandled and dug the car free assisted by a Suzuki X90 pulling on a rope and chain using a tree as a pivot.

'Telf's Challenge', named after Mike Telford, a valued member of the 'Fell Side Auto Club' who sadly died in a motor accident last December, was next up and stopped all class 7 cars except for Jules who went clear.

'Black Hole' was next and stopped all of us in class 7. Then it was on to 'Watch Hill', a new section consisting of a slippery climb on to a level top followed by a slippery downhill. Points on this section were also deducted for touching markers. We were clear but the section was cancelled 'because of inconsistencies on the start.'

Out of the forest and across country to 'Sandale' leaving the Fells behind. 'Sandale' is *the* section to clear, a long steady climb, lined with banners and cheering spectators, through axle deep mud with a restart for our class. This time I was the only class 7 car to go clear.

On then to 'Greenrigg observed test', a timed lap around a field of slime with a line at mid point to cross then reverse back over before rushing

on to stop astride the finishing line. Test over, it was back to 'The Stockman' to sign off change the wheels and drive back to Carlisle and to a hot shower.

We had a most enjoyable day's trialling and are looking forward to next year. It was good to meet up with old friends both drivers and marshals who were manning the sections. Standing all day in the cold is real enthusiasm and our thanks go to them and to the organisers.

Sunday morning we were up, packed, breakfasted and on the road by 8.45am. Just like last year it was a spectacularly beautiful day with the low sun casting shadows over the rolling landscape and highlighting the snowcapped peaks of the Lakeland fells beyond. We chose to drive home by way of the A6, A66 and A1 as it is faster than the drive through Swaledale, though less pretty and Liege friendly. Dropping off the Pennines the view over the Vale of York was one of fog with just the tall trees and buildings poking through into the sunshine. As we descended into the fog with it came bone chilling cold. The A1 changes to a motorway at Northallerton and I made the decision to stay on the A1M in order to put in some fast miles. We left the motorway at junction 50 then on into Thirsk where we found the road was closed with a diversion in place taking us back to Northallerton! Returning to Thirsk we stopped for a coffee and a warm up before continuing on up Sutton Bank into the sunshine and on to Malton where as last year we became entangled with the 'Riponian Stages Rally'. I dropped Alan off in Bridlington then drove back home.

When the results arrived analysis of these threw up the usual ifs, buts and maybes. Jules finished 1st in class I was 3rd with John 6th. To put Jules performance into perspective he was 38 points clear of the second placed Marlin.

Should we be celebrating Jules success now that 'Goober' has been fitted with a Suzuki engine? He may still qualify as one of us though as the uprights, hubs and steering are still Reliant/Kitten. Over to you on this one Brian!

Roger Goldthorpe. No. 156 from Driffield

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## Progress?

I have long thought that, (sadly), that “progress” is the only four letter word I know that has eight letters in it, certainly in most cases when I come across it at any rate.

I was reminded of this belief recently when I read that today British Airways claims that their current flights from Amsterdam to London can take up to 75 minutes, whereas back in 1958 when their predecessor BEA was using planes with propellers spun by piston engines it was taking 70 minutes to do the same journey. Aye, progress indeed! It does occur to me that bull is another four letter word, and it really does have four letters in it!!! (see, I can count!)

~~~~~

Right, the lack of wit in here is down to my shock at being so disorganised last time that I could not remember who had sent in the Fox roll over bar repair photographs. (thanks again Les) This edition was 80% compiled in May, so, now in mid June I was getting nervous that I might fall – or indeed have a while ago fallen – into the same trap. I think we are o.k.! So, I have made the executive decision to finish early, and, all being well, you will be reading this in July rather than August!

~~~~~

Right, decision made, it is now the 24<sup>th</sup> of June, we go away on holiday tomorrow for 6 days, We have both a wedding and a funeral in the next couple of weeks (the same family!) and while my ebay adventure (thanks again Phil for being such an excellent catalyst) is effective (even if not going to work within a timescale of months, but rather one of years, the journey of as thousand miles and all that....) and lucrative, it is also tiring and time consuming, so I feel it is not only appropriate but essential that I get this edition in the pipeline before we head off tomorrow!

Our next edition will focus on the Cipher, and I must thank Simon Fitch for his excellent work in obtaining several unique and interesting articles for that – another edition I have had to do hardly any work on myself, a tremendous help (long may that trend continue!)

# Federation News

**EDITORIAL** by Geoff Lancaster

It seems to have been a particularly eventful few weeks since the last Newsletter. Undoubtedly the highlights for the Federation and of great significance to the Historic Vehicle movement in general, were the publishing of our latest economic impact studies relating to last year's Beaulieu International Autojumble and Goodwood Revival.

These studies are undoubtedly of great academic interest but for the Federation they are the lifeblood of our efforts to influence parliamentarians and legislators. They provide us with an independently researched body of facts to back our assertions of the value to our economic as well as cultural life of the use and preservation of historic vehicles. The numbers are quite surprising and I hope you will be interested in the feature on this research in this issue.

Owners of classic vehicles received a boost in the Budget. Classic vehicle tax exemption has been moved forward by a year, so vehicles built before 1 January 1974, will now qualify for a free VED disc. Previously this applied only to cars built before 1 January, 1973. This to take effect from 14 April 2014.

In addition anyone wanting to declare their vehicle as being off the road will no longer have to do so on an annual basis, because SORN declarations are now open ended.

~~~~~.

I thought that the following extract from "Scenic Tours, an update" by Simon Fowler, the MSA's Competitions and Clubs Manager, might be of interest to some of our readers, indeed anyone organising an event at all should find the table over the page a really good guide to just what their responsibilities are. The full article can be made available on request or through the Federation's website.

MSA Clubs

In addition to noting the above, *(the bit I have omitted from this extract – Ed.)* any MSA recognised clubs who organise a scenic tour will require a Certificate of Exemption which is a type of permit. The MSA term these types of event as touring assemblies and they have to be non-competitive to comply with the MSA General Regulations.

| | Non-MSA Registered Club | MSA Registered Club |
|---|--------------------------------|----------------------------|
| TOURING ASSEMBLIES | | |
| Is an MSA Permit/Certificate of Exemption required? | No | Yes |
| Route Authorisation required | No | Yes |
| Do I need to contact the Route Liaison Officer? | No | Yes |
| TREASURE HUNTS (12 CARS OR FEWER) | | |
| Is an MSA Permit/Certificate of Exemption required? | No | Yes |
| Route Authorisation required | No | No |
| Do I need to contact the Route Liaison Officer? | No | Yes |
| TREASURE HUNTS (13 CARS OR MORE) | | |
| Is an MSA Permit/Certificate of Exemption required? | No | Yes |
| Route Authorisation required | Yes | Yes |
| Do I need to contact the Route Liaison Officer? | No | Yes |
| CONCOURS | | |
| Is an MSA Permit/Certificate of Exemption required? | No | Yes |
| Route Authorisation required | No | No |
| Do I need to contact the Route Liaison Officer? | No | No |

As a postscript - FBHVC legislation director, David Hurley has observed that the interpretation of what makes an event ‘competitive’ under the legislation may require further examination, particularly for those clubs not recognised by the MSA. The Federation will seek to clarify this in the next issue.

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## Epilogue

O.K., so I clearly need to calm down! After including the pictorial story about repairing the Fox roll over bar in the last edition with no text other than the well marked up pictures, (thanks are of course due to Les Smith for that) this time I use the correspondence from Si Frowen (I don't think it would be a breach of the official secrets act to tell you that Si is a Flight Lieutenant with the RAF, and so used to handling just a little bit more power than that produced by our wonderful Reliant engines!) this time, but I failed to put details in with the fascinating pictures of his rather potent Kitten - those fast becoming immortal words – “One day I'll get organised” spring to mind. I'd be looking for a new editor if I were you!

Speaking of getting organised, we are well over a year (possibly two or more now) into Royal Mail's “new” pricing structure, and I am frustrated and bemused by the number of envelopes I get every month with the wrong postage on them. A surprisingly large number of people are either intimidated by or afraid or just unsure of the weight and size limitations of a first or second class stamp. I get quite a few envelopes in with a “Large” stamp on them when in fact the weight and size do not warrant it. I am firmly of the belief that Royal Makes more money out of such errors than they are losing (not that they do, as they charge a pound plus the correct postage) for any items that are too large or heavy to go by standard post.

Just for the record (though I don't doubt they will move the goal posts now that I have gone into print) the limits currently are :-

1<sup>st</sup> or 2<sup>nd</sup> class, up to 100g in weight (Moir's kitchen baking scales make checking that easy), up to 5mm thick by 240mm to 16.5mm.

The magazines I send you are well within that weight, but a bit close to the thickness unless they are tightly folded! I usually squeeze 120 or so of them (once packed) into a Royal Mail box overnight to make sure they are well compressed before posting them.

“Large” gets you up to 750g and up to 25mm thick by 353mm by 250mm. TTFN.

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