

RELIANT KITTEN

REGISTER

MEWSLETTER Number Twelve



Welcome to edition number 12 of your favourite bedtime reading. I had no sooner taken the last edition to the printer, than the letter from the B.B.C. inviting us to take part in the Christmas Top Gear Special arrived. So watch out at the time and you may see me on National Television.

One thing which I have managed to remove from my "To do" list, since last time we spoke, is to write to those individuals who used to subscribe to Terry Scott's Rebel Register, and invite them to sign up here. It has taken me over a year to get round to doing that, and if I missed anyone there is not a lot of point in apologising here, because you won't see it, however if I sent you one of the letters, along with a complimentary copy of edition No. 4 (the one with the Rebel / Kitten comparison) then I do apologise, there were quite a few names on Terry's list who are subscribers to this organisation already, and I did try to avoid duplication. So far only one individual has taken up my offer, welcome Fred Heath, the other couple of dozen have been very quiet, but then again if they take as long to write back to me as I took to write to them, it will be the end of '97 before I hear much more !

The front cover picture last time was enlarged at enormous expense, only to be made too big ! I sometimes despair at my inability to get people to understand me. I had asked for the picture to be made 60% larger than the 6" by 4" original, and, as there was a good 12mm of space in front of the car in the original photograph, I was expecting to be able to cut about 20mm off the side of the enlarged copy. What do I get back ? A picture with the car filling the enlargement completely. I'll bet they wouldn't have done that for me if I had been trying to do it that way. No matter, and no you can't have one, it was a prototype of Bill Town's, called the black prince, the only one made as far as I know, and it is not for sale. It belongs to Peter Naismith of Gloucester.

The level of interest in the Register seems to be fairly constant, about two or three new enquiries a month, of which about two thirds subscribe. We do seem to have a fairly even three way split between owners who have had the car for years, some since new, those who only keep the car a few months and sell it on, or worse scrap it when they are faced with a big bill for an M.O.T. and those who have owned the car for a few years, perhaps 4 or 5.

This means that the list of 240 cars on the Register, belonging to about 140 people, only about 80 of those people are what I would call hard core subscribers to the Register, and about 30 are just passing through. The comments made within these pages last issue about keeping a note of when an individual acquired a car are therefore relevant, and I do have that information, as it is one of the questions on the application form. I just don't record that information on the database, nor do I necessarily know when a car moves on to a new custodian, unless of course that individual subscribes. Which some of them happily do. No doubt over the years a picture will emerge.

One point which I will be making to the B.B.C. is that our cars are just about as rare as some of the exceedingly valuable classics like Ferraris, and the rarer Mercs and Aston Martins, but ours make excellent everyday transport, and you can drive them almost flat out without losing your licence, and still get 50 M.P.G. All this and a turning circle any cab driver would kill for, can't be bad what? And you can still pick them up for well under £1,000. Surely we'll see an increase in values soon.

Oh, on the subject of values, Alan tells me in response to the question about whether the £1,000 for his Kitten estate included his large stock of spares, many of them brand new, that it does, not only that but his refurbished chassis too. If you have the space and cash handy.

Talk to you again around Christmas, Brian

One thing I did promise to ask you was about paint. Martin Blunn is wanting to get the tired paintwork on his turquoise Kitten refreshed, but wants to retain the original colour, and was asking advice about colour matching and paint type. Now, I don't know enough to help him – any ideas?

The suggestion that a few of you have been good enough to make about using the back of the front cover to save space has been considered, unless I use heavier paper however, the ink shows through quite clearly, but I might give it another try and see what you think of the results.

The day my Kitten broke down by R. E. Nash

In all the time I had the two Kittens on the road (about 7 years) it only broke down once. It was the alternator.

It happened one night after doing the afternoon shift, 3 – 11pm. On leaving work I got into the car only to have the flat battery trying desperately to turn the engine over. Fortunately several of the workmen had not yet left the factory and gave me a bump start. It started easily enough, but the generator light remained on, something I had not noticed coming into work during daylight hours. Suspecting a broken fan belt or faulty alternator I did not dare to look under the bonnet, as this would have meant turning off the engine in order to open the bonnet (*another man who is not good at removing keys from keyrings when one key is in the ignition Ed ! – John Blagburn has a small magnet glued to the underside of the dashboard, on which he keeps a spare bonnet key for just such occasions!*) Taking a chance that it was the alternator and not the fan belt and keeping one eye on the road and the other on the temperature gauge, I set off for home.

Once the car was going I turned the sidelights on, not daring to turn on the headlights in case it starved the engine of power. This was not too bad while in town with plenty of street lighting. I knew I was dangerously short of petrol when I came into work, and the nearest petrol station open at this time of night was about half a mile away. Unfortunately, until the Kitten engine gets warm, it has difficulty in running smoothly on choke, either flooding itself, or just stopping if the choke is pushed home too soon. On pulling up at the pumps I tried to make it tick over smoothly by wedging the jack handle between the seat and the throttle pedal, hoping the two attendants would not notice that the car was still running while I was filling up, because I just knew that if it stopped it would not restart on the key. Just before going to pay I gave the throttle a quick blip to clear the system, wedging it open again with the jack handle. On walking back to the car I was feeling quite pleased with myself having kept the engine running during this little episode. On getting into the car I caught the jack handle with my leg, with my foot desperately trying to find the throttle, only to get there too late as the engine had stalled.

I slowly walked over to the kiosk to explain my predicament, only to be told that at this time of night they are not allowed under any circumstances to unlock the door or leave the kiosk. I tried pleading with them that it would only take a couple of minutes, one of them got on the phone and I thought I had better make a hasty retreat as I thought they might be ringing the Police. (*can not English policemen push motorcars ? Ed. Ours can ! – oh, I see, they can only push light ones, not no light ones Ed!!*) I walked back to the car and pushed it out of the way of the pumps. On turning round one of the attendants was behind me, we tried to push start it, but due to the choke having been on when it stopped, it was flooded, as well as the flat battery. I told him I had a rope if he had a car handy, which he had, and after towing for a few yards it fired up again. While disconnecting the tow rope I hurried back to that throttle while thanking him very much for what he had done.

Well, away I went, still on sidelights, this was O.K. for about half a mile, till the street lights disappeared, things then got a bit hectic. As the few cars that were about at this time of night passed me, I tried to stick to their rear bumpers so that I could see a little better, and be seen by cars coming the other way. Unfortunately I was unable to remain in contact for very long due to the speed some of them were travelling at, and back I went to 20 – 25 m.p.h. until the next car came by. On turning off the by-pass to head towards my village things got even worse. Very few cars use this road at this time of night, so I was down to about 10 – 15 m.p.h. You just do not realise how dark it is till something like this happens (*you don't realise how lucky you are living in the country, some of us could drive for many miles without headlights!*) I could have used a more popular road, but I always told my wife that I will always come home by the B1145 so she would know where to look if I am late due to a breakdown (*Imagine having plans like that and the car only breaks down once in 7 years, Ed!*) The odd car coming the other way would flash their lights, just to let me know I was on sidelights, as if I did not know (*Yes, I know, takes away any night vision you might have built up since the last sod did it, been there Ed.*) I had my nose pressed against the windscreen to get the best possible view of the road ahead. After travelling like this for about 5 miles I entered the village of Layton which has a few scattered street lights, which was a welcome sight. I had almost another 6 miles to go on the B1145 the other side of Layton with very few houses between Layton and my village of Massingham. I thought that this was a bit risky to continue, if I got pulled up by the Police or involved in an accident it could take a bit of explaining what I was doing in the middle of the night on just side lights. I decided that enough was enough, and drew up under one of the street lights near the village phone box to ring home. The wife duly arrived and we set off home with her driving at a nice steady 35 – 40 m.p.h. a few yards in front of me arriving home at 01:45.

Front brake adjustment does have an enormous effect on pedal travel. We all take the self adjusting properties of discs for granted! When the estate first went on the road the pedal went right down after a few days. I adjusted all the wheels up – just bedding in I thought. A few days later the pedal went again! More adjustment showed one front adjuster needed more than the others. Regular (weekly) checks convinced me that it was slipping. *Yes, I have suspected as much myself on a number of cars, particularly those to which I have fitted new adjusters, Ed.*

I can offer no cures for electrical gremlins, only to say that the connections in the Kitten rear lamps are very cheap and cheerful, and I have had many problems with them. Also door locks are usually pretty trouble free. *(Yes, I'm just lucky – Ed)*

As far as the estate goes, I have had the windscreen seal out to seal it against leaks, but not yet done the side windows, as on the saloon, the wipers packed up and refused to work due to a damaged rack and a switch fault. I replaced the switch on the motor that usually fails *(is that the so-called parking switch – the white thing? Ed.)* The saloon has been done, and blew 4 or 5 fuses before checking the dash switch and fitting a new rack.

What I must do is touch up the hundreds of paint chips and fit a radio and speakers and longer front springs. Phil's 9" ones are short and a bit soft. *(So, not everyone loves the droop snoot Kitten as much as John Blagburn does! Ed.)*

I certainly won't be respraying the estate car after the time that the saloon took. I must have been most of the summer with the crack repairs all ground out and rematted – a textbook job! You must have one of the best Kitten bodies on a good chassis in the land. *(Yes, I know I do, why do you think I bought it!?! Ed.)*

The rear window stay is indeed Imp, but the only source is probably an enthusiast with a secondhand one. The Imp Club couldn't help.

I have now spent about £1,300 on the estate and it still looks scruffy and has gremlins at times, but we won't replace it for a long time yet.

We therefore need a club and willing volunteers to run it, to keep the parts available and to boost interest in the cars. Thanks for your efforts in this direction Brian.

All the best – Keith Parrott. p.s., an annual meet would be great!

Thanks Keith for your letter and comments, I never know when to keep quiet when you are speaking, and when to interrupt at the point where I have a comment to make – you will be all too aware of how I am always slipping personal comments into the text of most letters. I find that if I don't make the comment as I am typing the letter, I often forget, or can't find the relevant bit when I want to refer to it.

One point I did not make at the time was that as regards engine running temperature, I am a great believer that, within reason, the hotter the better, at least as far as efficiency is concerned, and when using a lubricant like Mobil 1, you can safely run a good bit hotter than Reliant intended. Provided you can get the temperature up. (One of the first things I do with every Reliant I acquire is remove the cooling fan) I do not like having to resort to blanking off more than half of the radiator core with a bit of cardboard, as it means you don't have much cooling capacity in reserve for those few occasions when you do actually need it! There was a company, in the 60's I think, who used to manufacture radiator blinds, perhaps I should investigate that option. What I should do, and had done to TOE, was to fit an electric cooling fan in front of the radiator, the big decision then is how to control it, that is do you just fit a switch, and keep an eye on the temperature gauge, or do you be clever and fit a thermostatic switch to do the job for you, and if so, where do you fit it?

On the oil and water consumption question, I did have a Reliant once that did not use any oil at all, and most of them (that I have owned over the years) have only used water if there is something wrong. The little red car does burn oil, quite a puff appears out of the exhaust when opening the throttle after a long downhill run with the throttle off, does that indicate worn bores / rings, or could it be worn valve guides or faulty valve stem oil seals I wonder? Whatever, I'm getting about 4 or 5 hundred miles to the pint. (Oh, I must learn to think in litres!), which is a lot more than I would wish, (oil, not miles) but can just about live with – it starts so well when hot, that I

really do not want to disturb anything! Coolant – well I can't remember the last time it needed any, certainly not in the last 1,000 miles or so. Thanks again to John Blagburn for curing the leak for me back in May.

As far as brakes are concerned, see the warning near the end of this edition for an interesting, and more than a little frustrating experience I had the other week.

Dear Brian

27/06/96

I have just made it back home, my job in Cambridge having ended. It looks as if my next move will be to Hong Kong to work on the new airport which has to be ready for the Chinese take over at the end of '97. So my plans for the Kitten will once again have to move to the back burner until my return. Instead of getting them ready for the road, I will have to prepare them for a longish layup.

I have already used two of your little green posters on a couple of Kittens in this area. They are an excellent way of attracting potential new members. *Not entirely my idea, but a good one none the less, Ed.*

Now we come to the bit where I have to confess, the mod I wrote about the use of the Metro distributor was in fact for an Imp. The Kitten is similar, but instead of shortening the unit, you extend it. I have enclosed two sheets, one with the correct info, and the other with a better drawing, not to scale, but I think easily understood. As I said previously, the engineering is pretty basic, but despite this it has never given any trouble in service. The units from the Metro 1300cc upwards will do :

Instructions for fitting a Metro electronic ignition distributor to a Kitten.

Remove the complete unit from any Metro using electronic ignition, cars from 1300cc upwards including MG's and GT's and the Vanden Plas. Remember to take the hold down clamp as well.

Remove the drive dog from the end by hammering out the roll pin with a suitable pin punch. This is most easily done by two people, one holding the unit with the dog resting on the slightly open jaws of a vice, while the other drives out the pin downwards through them.

The same thing is then done to a Kitten distributor.

Fit the dog from the Kitten on to the Metro unit, packing behind it with steel or brass washers until the measurement between the two faces marked on the drawing is exactly 540mm. Use 10 by 25 by 2mm washers if possible.

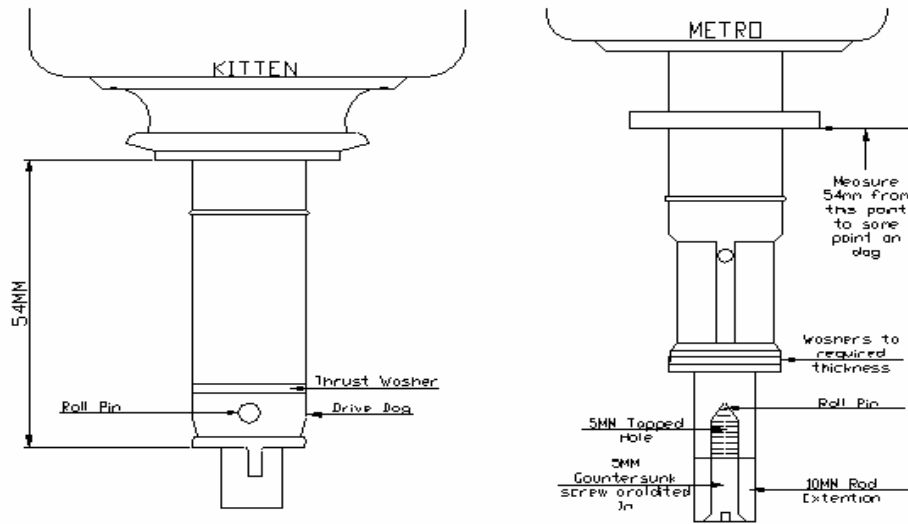
Turn the dog so that the hole through it is at right angles to the original roll pin hole, and carefully drill through the hole to form an indentation in the shaft below. A 4.5mm drill is required.

Now strip the unit and remove the drive shaft.

Grip the shaft in a vice, and as accurately as possible, drill through it at right angles using a 4.5mm drill. This is a hardened shaft, so care will be needed to avoid breaking the drill.

Refit dog onto shaft, and ease the hole with the drill to remove any slight inaccuracies.

Using the drill to hold the dog onto the shaft, not whither the shaft end is above or below the face of the dog, if above, enough will have to be cut off the shaft to leave it about 2mm below. As the shaft is hard, a junior hacksaw is probably best, finishing off with a fine file to square the end as true as possible. Putting oil on the file will help.



DRAWINGS NOT TO SCALE

Obtain approximately 6" of 10mm round steel rod, and drill into one end about 1" as near centre as possible using a 5mm drill. Counter sink this hole.

Cut this rod to a length of 110mm, and again file the end square.

Push the rod into the dog till it presses on the end of the drive shaft, then drill through the 5mm hole to leave a dimple on the end of the driveshaft.

Remove the 4.5mm drill which was temporarily holding the dog on, and drill up the centre of the driveshaft, going through the hole for the dog locating rollpin. Tap out this hole, using a countersunk bolt of a suitable length, check that everything lines up reasonably, adjusting as required.

Clean off all rags, and rebuild the distributor. Then clean any oil from all faces, coat end of driveshaft and countersink bolt with araldite and screw together.

Slide dog onto shaft and re-drill the hole through the driveshaft going through the countersunk bolt. This will lock it from turning.

Drive in the rollpin and lay the complete unit to dry for two or three days, and then fit the unit to the engine, and time as normal, switching the plug leads round as necessary.

Gordon Key – Dunfermline.

Thanks Gordon, now I'll need to find a space for the excellent drawings. By the way, if you come across any Reliants in Hong Kong, please be sure to have a couple of the flyers with you. Oh, don't you need to swap the weights and springs too? Ed.

Thoughts from our man in West Drayton

Dear Brian,

June '96

Like all those 'round-to-it' things, all of a sudden it's too late! My intentions of articles for the Mewsletter is already floundering, so I'll pick up on some of the points from number 11 and before. Proper article next time, promise! *(Aye Alan, you should not make promises like that in print! Ed)* The rust through the front suspension turret. Yes, been there, got the T-shirt, but the cost was less than £40 from local friendly garage. In and out

within a few hours, once you've got the wheel off and the suspension leg off this was easy, just had to have a few sturdy plates welded on. *Yes Alan, but we don't all have a local friendly garage, and £ 40 buys a few litres of Dinitrol or Waxoil, Ed* Whiles up the front end, steering rods, lower steering columns, the one with the double U,J.'s. It is always the bottom one that fails (*Not so Alan, I can assure you!*) so when you take it off, throw it in the usual corner, when the second one turns up with one end shot, cut and pin and sleeve and weld them together to make a serviceable one from two old ones. The lesson here though is , try oiling the U.J. once in a while. You need some spray oil, a bit thicker than WD40 please, and of course the moral is don't throw anything away. (*Can't argue with you there Alan, but I don't always have the room! Ed*)

Broken roll pins in the clutch :- this should be a thing of the past if you keep track of your clutch changes. (*and those of us with Rebels have, of course, a vastly superior, simpler and more reliable way of doing it, without a roll pin in sight! Ed*) But of course if you inherit a new plot, then who knows what you've got? First, we all know that you change the clutch plate, cover and release bearing at the same time (*Oh no we don't, I always got two cover / friction plates to a release bearing, admittedly on my Rebel, but am expecting the same from the Kitten when the time comes. My problem here is lack of experience, you see I am one of those nuts who gets 60,000 miles out of a clutch, so it means keeping the same car for a while to develop a history, mind you, my brother, also an Alan as it happens, usually only manages 20,000 miles to a clutch, and he covers that in less than a year, but then again he has a lot more horses than I do, and he does a lot of towing!*) so that all new together wear out together (near enough) but the roll pins last about a clutch and a half from my experience, and local dealers (from a while back) (*Yes Alan, I know a number of main dealers who always change the roll pins as a matter of course when doing a clutch, never have done myself mind you, but I'm relatively new to the Kitten – Rebels rule O.K ! Ed*) The answer to this is to fit stainless steel spiral roll pins. A pair 'on test' have now lasted three clutches. The point with this solution is that we can all do it. The converted thrust bearing sounds great, Mag 11 page 4, but who among us can actually do such things ? Also the standard carbon thrust pad is designed to wear at the same rate as the friction plate, so that as the clutch wears, the cable does not need adjusting. With a real thrust bearing, clutch wear will leave you with some cable adjustment from time to time.

On the what fits what question, drivers seat, forever breaking, a modestly easy fit is the Fiesta or Escort, these have the same type of track as the Kitten, but the 4 bolts are offset. So you have to work out 4 plates to pick up these points. A large sheet of cardboard shows you where to drill the holes etc. It was a bit of a squeeze, and I ended up with the Escort passenger seat as my drivers one, I had to remove a corner of the plastic door pocket, full details on request. *Yes the doors trims with the elasticated door pockets are much better from that particular point of view, Ed.*

Wiper blades are standard 15" , but you can get 17" to work with a bit of adjustment, the centre blank spot disappears! and of course 16" work well. (*I use 16" myself, Ed*)

Fans / water pumps, who is using the three bladed plastic one? Yes it's a pretty yellow, but it is meant for the Robin. (*Are you sure? I only ask because I am pretty sure that I could show you a number of 1 owner Kittens with a three bladed fan, any of you guys care to look and comment? and I can certainly introduce you to any number of Robin owners who have had their radiators damaged by the fan, three blades or four. Ed*) Yes it does work till you do an emergency stop, it chews the radiator. There is a two bladed Kitten one as well as the four bladed one, but my initial test with the two blade one is that it is a bit borderline if you have any intentions of going a bit quick. (*Methinks Alan has one of those inefficient radiators, I can't get mine to warm up below 80 M.P.H., and that is with no fan on at all! Ed*)

Seriously though, when trying to go fast with a standard camshaft you will always be chasing the temperature gauge, but changing to a Piper reprofiled HR750 not only did 'whoosh' appear, but the temperature gauge went backwards and petrol appeared to be put in the tank as you drove! Yet another story.

More what fits what :- Oil pumps, luckily these are the same, except some backward 750 ones – *sorry to interrupt again Alan, but not so, there was a batch of 850 engines built with a different arrangement, not Kitten admittedly, but with so many of us running on Robin engines these days, Ed* - and they are not a weak point, not difficult to find. But how about a higher capacity one, and at less cost? One of the Mini ones does the trick for a BLMC A series 850 / 1100, pin drive. Best to take an old Reliant one along as a sample, as there are several for the Mini. But you should be well pleased with the price. One Mini stockist I can recommend is the Mini Centre, New Southgate (London) 0181 368 6292. The part number if you are interested is CAEG414, it fits 850 & 1100 Minis and is the pin drive pump, cost £20 all in plus p & p.

Engine tuning : We could be here for months on this one, but talking to John Metcalfe an interesting starting point has emerged. John didn't want to make up, or have made, special parts which might break and be difficult to replace. He wanted bolt on goodies to improve the thing. Unfortunately this basic idea won't work very well with the Reliant engine. The first thing that is wrong with it is the sloppy way it is put together at the factory, and you really must get those sloppy bits sorted out before you start adding goodies and modify things. *Yes Alan, we've said this before, the mismatching between the manifolds and the head is really quite appalling on some engines, not too bad on others mind you, but inconsistent at best. Having said that the old maxim if it ain't broke, don't fix it does spring to mind. I have spent many, many hours trying to remove a reluctant cylinder head before now !! Ed.* Best to build a spare engine than do the one that takes you to work every day. You can do it once the other one is in the car and has proved itself.

Start at the head and manifolds, get a spare set, and see how the inlet manifold and swan neck fails to match either the gasket or the head. It all needs to match neatly. Same for the exhaust manifold casting flash, yurgh!! Get your B & D and the rotary burrs out. When it comes to cutting the gasket to the right size an old strong penknife seems to be the best thing, but don't do it with the gasket on the head that you are about to use on the car, as the bits of ally swarf from the gasket will inevitably go inside the engine, get stuck behind the valves and wreak havoc with your engine.

Raise the compression to about 10 to 1, a bit of gas flowing, *Now there's a phrase that could fill a few pages alone Ed.* and we started to move.

Why change the carb, when a few hours work gets the old one flowing as well as an 1 ¼ SU, would and the insurance company can't touch you! Have you flared the inlet from the air cleaner to the carb? I'll bet you haven't, gets rid of that stutter when you're half way across the traffic lights. Boiled the carb after the sweet / rag stop? Then you haven't fitted the carb insulation spacer have you? I could go on... (What do you mean I usually do!).

Al Osborn – West Drayton

Thanks Alan for the article, sorry for all the interruptions – must be time to get on with the next one now, Ed !!

~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.

Dear Brian,

February '96

To update the details of my orange Kitten NRA 105P (Register No. 40) its chassis is now totally stripped, shotblasted and repainted. I've fitted the 6 leaf springs and axle from a Rebel (with a little modification to the spring hangers) also moved the axle from above the springs to underslung. The engine will be fitted a foot further back than standard, and a 2 seater body made up from steel tube and aluminium sheet.

It will be used as a plaything for most of the time, but will be eligible for Classic Trialling, hence the low ratio diff, and to further increase ground clearance. 14" wheels from a Moggie (note the feline connotations) will soon be fitted, unless I find even bigger but narrower steel ones that fit a 4 stud 4" PCD hub. I feel that I should modify the top and bottom ball joints because I cannot hope to run a competitive season without spares being available at short notice *(Just what do you imagine is the supply problems with the original ones John ? Ed.)* The obvious way is to weld a plate across the radius arm and bolt a suitable flange mounted ball joint in place. Does anyone know what other car uses the same type as the Kitten? Chevettes are the right shape, but too slim. Like the wheels, the ball joints may get damaged in competition use, so they need to be easily and inexpensively replaced.

My local motor club is very enthusiastic about classic rallying and we have competed in and or run stages in all the Le-Jogs so if we can offer any assistance to would be competitors, phone me on 01274 881769.

The speedo on my 23/03/76 Kitten, not a DL, has white numbers every 10 MPH, orange marks every 5 MPH, and has no tenth of a mile digits.

I recently found another dead Rebel in a scrap yard in Wakefield. If anyone ever wants to trace all the Rebels, this one was HTU 393G, chassis number R 100853.

Regarding the front covers of the Mewsletter, I am fully aware of what a Kitten looks like, and prefer to see pictures of variants, especially as the print quality of the cover has obvious technical limitations.

John Rhodes – Bradford

John, I must apologise for you having to wait so long to see your letter in print, as you will read elsewhere I am thinking of going bi-monthly, which should help reduce such delays due to lack of space, and yes please, the Rebel plate you offered, if you still have it would be appreciated.

Cars for sale :-

Kitten Saloon V reg. DL. 83,000 miles, all original, needs a gearbox, but spare box available. Needs TLC. Alloy wheels.

Kitten estate P reg. brown, go faster wheels and engine, but laid up 2 years, engine will run, clutch stuck. Both the above cars are in Norfolk, talk to Alan Osborn

Fox bodyshell and rolling chassis, not together. Free to a good home.

Fox pickup / van all MOT's from 1987, MOT just expired July £ 400 Preston area

1978 Kitten estate 7L6/14802701 reg. no YHK 410S sound chassis, needs an engine, next to no oil pressure, reconditioned steering rack, no MOT or tax, £120 for a quick sale

Red Kitten van, with rear seat and side windows, MOT till Jan '97 new exhaust, radiator and back springs in the last 6 months £ 350

Kitten van, contact Dave Bond in the first instance the car is in Darlington. Cheap to a good home.

£ 1000 will buy you TGP 190R, a yellow Kitten estate was for almost a decade, owned and driven by the Rolls Royce, Bentley and HRG specialist Dick Watson from Forres, Alan Marshall has been its custodian for the last 4 years or so, and in that time has fitted new adjustable front dampers and springs and heavy duty rear springs and a tow bar. This one has the rear wash / wipe fitted ! There is a large stock of spares offered with the car ranging from a shot blasted and painted spare chassis through gearboxes, engines, back axles, various doors and windows and the equivalent of 3 T chests full of spares ranging from light units, through instruments and switches, to things like brand new lower ball joints. A Webber carb, radiators lots of wheels, including a set of alloys, and a pair with snow tyres fitted, steering racks, many new gaskets. The car has a big bore stainless exhaust and on a rolling road last year had 52 BHP at the back wheels. Talk to Alan if you are interested

His problem is that while he is moving to a somewhat larger house, it has a much smaller garden and garage – the silly fool !!

£ 150 will buy you a refurbished Kitten chassis with lower wishbones and track control arms, and anti roll bar complete with links. Contact Brian on 0141 8866117.

A nice brown Kitten saloon is looking for a new custodian, well kept, P reg., seized brakes due to lack of use, (owner died last year and the car has been stood still for a couple of years, but engine run up monthly) excellent chassis, even intact roll over bars ! A very original car, would make an excellent wee car with very little expense or effort. Several new spares included, contact in the first instance Graeme Shaw

You would of course have had with this edition, a renewal notice for 1997, but as you will read a little further on , I am happy that there is enough interest and correspondence to warrant another edition this year. The production and mailing of which will leave virtually no funds in the bank, but we are not here to make a profit, merely provide a service. See the last page for an idea, and a request for your views.

There follows a list, well an index really, of Reliant service information, which our man in Bideford, Ron Dark, has kindly made available to us. I have the book here, thank you Ron, and copies can be made available for 10p per page subject to a minimum of 50p to cover postage. (If you send me £ 1 you can have 5 pages, £ 2 gets you 15 and so on)

Some of the pages only contain a sentence or two, while others give concise details of an operation. There is also quite a bit of Robin information which I have omitted from the index to save space, save where I think it might be relevant to Kittens / Rebels. The first column indicates the number in the sequence, the missing numbers are all Robin information. Further information on that is available on request.

Did you know that they seriously recommend changing the hydraulic fluid every 18 months?

Yes, of course I will organise the vehicle identification pages for inclusion in here at a future date., though I have to tell you that Les Cruickshank was not far off the mark at all. The engine number identification is also interesting, you can indeed tell a Kitten engine from a Robin one just by its number, I'll wager not many people know that ! (I certainly didn't!!)

No.	Subject	Model	Mnt	Pages
	1973 Series			
1	Rebel 750 rear seat conversion	Rebel	Apr	2
2	Press moulded doors	Regal 3/30 & Supervan III	“	2
3	3/30 Van side window conversion	Regal Supervan III	July	2
4	Catalyst paste	Three wheelers and Rebels	“	1
5	Engine lubricants and additives	All models	Oct.	1
	1974 Series			
1	Emission control carburettor	Robin, Bond Bug & Rebel	Jan	1
3	Introduction of the 750cc engine	Bond bug	“	1
4	Service schedule changes	Robin & Bond Bug	“	1
8	Hydraulics – warranty claims	All vehicles	May	1
11	Front wheel hub cap replacement	Robin / Bond bug	July	1
13	Fitting shell type needle roller bearings	Robin, Bond bug & Rebel	“	1
15	Spark Plugs	All 750cc models	Aug	1
18	Reduced lead content in petrol	750cc engines	Nov	1
19	Introduction of the 43D4 distributor	750cc engines		4
	1975 Series			
8	Piston grade sizes	All 700 750 & 850 engines	Dec	2
9	Servicing of brakes (asbestos regulations)	All models	“	1
	1976 Series			
1	Vehicle identification system	Scimitar, Robin 850, Kitten. TW9E	Jan	3
2	Connecting rod modification	850cc engines	“	1
3	Pinion and differential setting tool mod	All Kittens	Feb	2
4	Prevention of air leaks (sealed engine)	850cc engines	“	1
5	Front suspension lower ball joint gaiter	All Kittens	“	1
7	Fuel pipe support bracket	Robin 850 & Kitten	Mar	2
8	Heated rear screen element repairs	Page missing	July	2
9	Steering tie rod adjustment	Kitten	Oct	1
10	Care of hydraulic system	Robin / Kitten	“	1
12	Excessive oil consumption	850cc engines	Nov	1
13	Porus engine and gearbox castings	850cc engine & gearbox	“	1
14	Fuel handling safety precautions	Robin / Kitten	Dec	2
	1977 Series			
1	Oil viscosities – temperature changes	Robin / Kitten	Feb	1
2	Gear lever engagement	Kitten	“	1
3	Tamperproof SU carburettor adjustment	Robin / Kitten	“	10
5	Water leaks	Robin / Kitten	“	14
6	Spark plugs – cleaning - setting	Robin / Kitten	Apr	1

