

RELIANT KITTEN REGISTER MEWSLETTER Number 14



Happy new Year, one thing I must get off my chest is to thank those, not forgotten, but not mentioned either, people, to whom we owe so much. Alan Marshall, for his efforts in keeping the magazine production costs under control, John & Susan Pearce, for being good enough to treat us to the colour front cover, Robert Andrew, who proof reads every edition for me, and Johns Blagburn and Box, who, as someone pointed out to me after receiving the last edition, share the same initials! It was, as you would of course have gathered from the name on the sketch, John Blagburn, who wrote the article on anti-roll bar bush mods, and John Box is the man behind Thoroughbred Projects, who has done much to offer advice and support to various subscribers in the past year; indeed he even made an appearance on BBC.'s Top Gear recently, though not, I have to say, in connection with Reliants

To those others whom I have no doubt missed, my thanks and apologies also. Perhaps now that this is to be more frequent, I might be less inclined to forget things, as the gap between starting an edition, and putting it in the post, should only be a couple of months at most.

The increased frequency might also enable me to give credit where it is due for the front cover picture, so often in the past I have written this page long before deciding which picture should grace the front of the edition, so, rather than risk getting it wrong, I only mention it in the following edition, hardly professional, so I will try to do better in future. If the front cover of this edition is in colour, and if it is a yellow Kitten pick-up, then it belongs to a man who does not subscribe to this organisation, I must chase him up ! He is one Norman Wiseman from Brechin in the North East of Scotland. He did not carry out the conversion, but did build a new chassis for it a few years ago.

The green estate car on the front cover of edition 13 was briefly mine, at least some of you will recognise it as the one which I rescued from Coventry last year, and the picture, which I thought with the green and coloured flowers, had a certain Christmas flavour, was in fact taken at the home of the man who advertises on the back cover of this magazine ! I will endeavour not to, oh - why not, I can't resist the temptation, sorry John, but we seem to be Thoroughly Boxed in, and I don't mean bread boxes either

One decision which I did make for you was to comply with the wishes of the few, and include a more up-to-date version of the registered cars in this edition, so don't be upset if you have written to me, and I have not printed your letter yet, just lack of space, I will get there, honest.

I feel that an opportunity must be made to thank those of you who responded so magnificently to the renewal notice which was enclosed with the last magazine, it is, as I write, Christmas Eve, less than 10 days since I mailed the magazines, and no less than 32 renewals have been received so far - to be honest, with the Christmas post, I had really only hoped for a handful by this time. (The Post Office do considerably better than I had imagined they would at this busy time!) Thank you all for your support, and comments, it all leaves me with a warm feeling of satisfaction, which, while always welcome, is particularly gratifying at this time of year, and fills me with fresh enthusiasm for the coming year - thank you again.

I did feel that the following was worth including, as it reflects so well one of the problems which I face quite often - I have borrowed it from the S.W.T.V.C. Ltd.'s (Scottish Western Thoroughbred Vehicle Club Limited's) magazine, "The Bulletin", but I understand that their Editor found it in Readers Digest, so perhaps some of you will have seen it before - it goes like this

I have this spelling checker,
It came with my PC,
It plane lee marx four my revue
miss steaks aye can knot sea

To leap completely onto a different subject, Dave Richmond (Thanks for the call Dave, I probably sent one edition too many ! Ed.) was asking in the last edition a question about Rebel ride comfort, and did the saloon and estate have different rear springs, well, yes they did, have a different number of leafs, I knew that at the time, but could not remember how many each had, nor have I yet had the opportunity of checking, but the saloon did have one or two less leaves than the estate and van.

I will probably mention this next topic several times, to make up for failing to be able to let you know in time last year, The Cumbria Classic show is the thing, one of our number is particularly involved in setting it up, and has invited us to come along and take part. It will be held on the weekend of the 21st / 22nd of June 1997, and sounds like an excellent weekend, you certainly can't get more daylight than that John! (Moir, my lovely wife, and I were married on the 21st of June a couple of years - what do you mean decades dear? ago, and I am assured that not only is it the longest day of the year, but the shortest night also !!) Anyway, back to the weekend event, John Graham is the man.

On the subject of events, I am very aware of the general desire to have an annual get-together at some point, and I offer the following, and above, options for your consideration

2. The National R.O.C. rally at Shugborough Hall on the 23/24/25/26 of May.

3. The Derby Motorshow '97 on Saturday 14th & Sunday 15th June, which, the organisers boast, is the largest outdoor event of its kind in the East Midlands attracting, so they tell me, 50,000 visitors.

4/5. Two different Pubs, both with camping facilities adjacent, have been recommended by George Sampford.

The Moonbeams, on the A5 close to the M1 & M6. I gather the landlord is keen to attract wheeled visitors. There are facilities for caravans and tents, and even chalets in the back garden. Secondly, and not so easy to find this time, the Folly, at Napton in Warwickshire, ah yes, wonderful Warwick. The food is excellent I am told, and he has a 20 acre field for us to play on / camp in, even a canal on site.

I will have approached the organisers of those events / establishments by the time you read this, and, depending on their reaction to us tagging along, and any response from you, shall we perhaps make 1997 the first year in which a group of Kittens (and other 4-wheeled Reliants) get together from all over the place? - there must be an appropriate descriptive term, and the first person to mention rubbish (as in litter) is *out!*

Another subject close to my heart, and some of yours I know, is that of regular, local, say monthly, meetings. To this end - what am I letting myself in for this time - well, I am a volunteer, I will try to replace the colour column in the register details, which will make up about half of this edition, (hasn't it grown since last time !) with the postcode of the owner, you can then see who is in your area, and if you send me an s.a.e. I will give you a note of the addresses whose postcodes you request, indeed, if no one has any objections, I will pass on those telephone numbers which I have also. I know that some individuals requested that I do not pass on personal information, and they will appear as "private" entries on the list, and of course I won't issue their details.

I will include details of people who have not subscribed, but who I know of, in the hope that some contact with them, might encourage them into the fold.

Right, another apology, Walter Van Oploo again, as you may remember from the last edition, I was apologising for failing to keep in touch, and I've almost done it again, because I felt the need to write to him with an explanation / apology, his magazine is still here (19/12/96) so I'll stop this right now, and write to Wouter. -- O.K. that's that taken care of, see, it does not take long, mind you it is lunch time now! What was I saying again? Oh yes, apologies, well, I am going to adopt a New Year resolution, and stop using space in the magazine with apologies, so - please don't be offended, - but no more saying sorry. On with the mag

On the Rebel front, I may have sold one of my estate cars, but it was needing front brake cylinders, and would you believe it, I could not get them easily. (I did think that I had them in stock, but like many things I have, I can't find them, !) Must get that cross reference parts list under way, or at least make up-dating Adrian Hanwell's list a higher priority. All the vehicles which I thought had the same cylinders, like Bedford vans, HA Vivas, even MKII Escorts, were no longer listed by my local supplier!!

Brown Brothers to the rescue £7.53 + the dreaded v.a.t. anyway, I have been quite taken with the care and thought that has gone into my current transport, a Rebel estate car -XWA 369G, it has a 700 engine, but while it is quite an early car, EI50132, it has been fitted with a later chassis, and gearbox.

The exhaust pipe broke just at the manifold flange the other week, resulting in a very noisy journey home. I was anticipating all kinds of problems, would the studs at the manifold shear, if not, would they have any tread left - when I got round to doing something about it, I was wondering why my 1/2 AF spanner would not fit, no they were not metric, they were bolts into opened out tapped holes in the manifold the next size up, so a 9/16 spanner was required, in fact a socket did the job, remember the pipe was broken off completely, so it was not in the way

Just you Kitten people talk amongst yourselves for a moment, while us connoisseurs of fine vehicles get down to discussing some interesting technical modifications -

This car has had some new outriggers fitted, and the one at the front passengers side, through which the exhaust pipe passes, has the bit below the exhaust pipe cleverly manufactured so that you can unbolt it, and drop the pipe straight down Much simpler. The hole, rather than being round as the original one would have been, is square - no, I am not going to do you a sketch, tempting and all as it is to do so - but it all works very well indeed.

The car has an S.U. carb fitted, on a manifold which, were the water hoses connected, and the missing core plug replaced, would be a heated one, making me wonder if it had an 850 head fitted. It has a B.M.C. 1100 radiator, a Mini air cleaner, oh, I could go on - tremendous oil pressure, so much so that I suspect a high capacity pump must be in there. It is not all good news, the gearbox drops out of third if you lift your foot off, and the brand new master cylinder is not the right one, I suspect it is meant to be used with a servo unit, the pedal pressure required to slow the car down is much too high, and the brush paint job makes it the scruffiest Rebel I have ever seen - the interior is not too bad, mind you, but there is not a lot of compression, especially on number 1, number 2 is not bad, and 3 & 4 are about 120. It did have the wrong plugs fitted, but it starts first time, every time, hot or cold, the steering is a delight, and it is an estate car - must do something about that master cylinder.

The Wee Red Car is giving me problems at the moment, John had a loan of it for a couple of weeks back in October / November, and he rang up one day to say it wouldn't start, and would I come up and take it away, as he has something of a vandalism problem, and did not want to see my newly resprayed (a Glasgow taxi damaged the passengers side of the car back in September, and I elected to have the whole car resprayed while the repair was done) Kitten damaged. Right enough, it would not start, but it did fire occasionally, so he pushed it, and away it went, ran the 11 miles home no bother at all, but was reluctant to start the next morning. On checking things, I found that every cell in the battery was low, and so we jump started it, drove it to my brother's, and left it in his garage overnight with the, now topped up, battery on charge.

That helped, but it still cranks for a long time before starting first thing, though once it has been run, it always restarts fine, provided it has not lain for more than about 6 hours. Indeed the last couple of times that I have tried to start it, it would not fire at all. Which is a great pity, as Moira had been using it, and this has put her off. I suspect that I may be looking at a number of faults, but it has fuel, makes sparks, but does not start without a jump. I have substituted another coil, no difference, and it is too cold and wet out there to do much more at the moment - besides, fixing the Rebel took priority - because I knew exactly what was wrong, and had a good stainless exhaust available to replace the broken one

I did manage to crack a couple of ribs (when compression testing the Rebel would you believe !) which cramped my style more than a little during November and December, and perhaps explains why I have not tried harder to keep the Kitten on the road. Watch this space for future developments

Right, I am sure that you have heard quite enough from me for this edition, especially since 6 or 7 pages of it will be devoted to the register, may I just take this opportunity to wish you and yours all the very best for 1997 - as far as the register goes, we learnt of 100 new cars in 1996, and signed up 70 new people, so our future looks secure. The response to the renewal notices has been excellent, more than half of you have renewed within a month, those who have still to do so will, if I can find them, have

another purple notice in with this mag, if I don't find them, please just send your payment with your membership number on the back of the cheque -if you can't find the form from last time

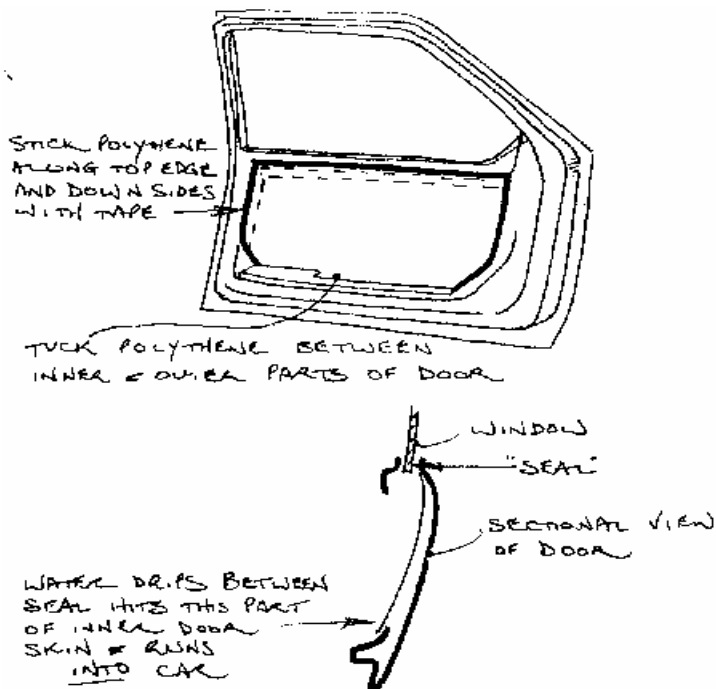
The Phil Hallam story - continued

It is almost a year since we heard from Phil, and in fairness, he did give me the following article back in September, but there really was not enough room in the last edition. (besides, it has sketches, and it was the sketches, or my inability to reproduce them to a sufficiently high standard, which kept the last edition back till December!)

Phil's Kitten special, has now covered over 9,000 miles with very little in the way of problems. He has had it at a couple of the Thistle branch R.O.C. meetings, indeed he has often said to me that the only chance he gets in a month to open it up a bit, is on his way to the RO.C. monthly get-to-gether in Glasgow

Right, I have dodged the issue long enough, here is Phil's article, sketches and all

Well Brian, this is supposed to be the last part of the red Kitten rebuild, However! I've always thought that you get a lot of water into a Kitten, and it can't all come through the leaky screen rubber. Having fitted a new screen rubber to the yellow estate car, the car still leaks, but I don't think it is through the new screen rubber, it's through the doors -what, porous fibreglass ???



Not quite, water runs down the side windows past the seal and into the door cavity; now there should be a plastic sheet in there to stop the water getting onto the door trim. Similar on most cars, however, on the Kitten it ducts the water to the bottom of the door, and so, through the drain holes in the bottom of the door, outside. If this plastic sheet is torn or missing, or folded over on itself, the water drips to the bottom of the door, and runs into the car!

At the base of the door the plastic sheet must be pushed between the outer and inner door skins. This is probably why (when the plastic sheet is placed correctly) some cars, even with tatty window seals, do not leak water into the car, but only into the door bottom, and so straight out through the drain holes onto the street. If your Kitten leaks, take off the door trims, and have a look at those plastic sheets.

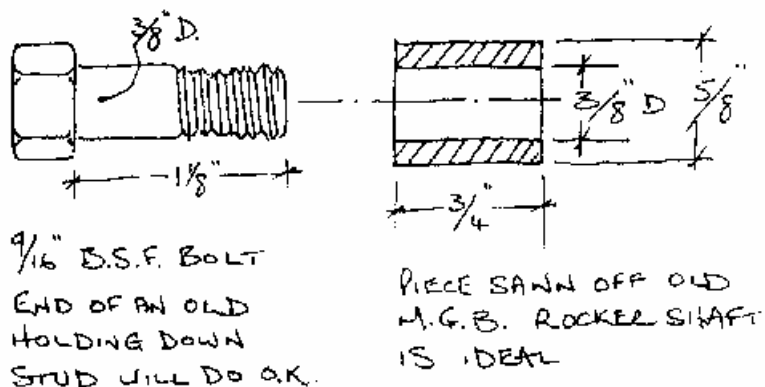
Phil

Thanks Phil, for those word's of wisdom, I have tried i4 not recently, but it is best done indoors, or on a

dry day, because the plastic sheet (to be honest I thought it was polythene - or is that, like Hoover, just a well known trade name ?) anyway, the flexible waterproof membrane, is attached in places, to the door, with sticky tape, and sticky tape does not work well on wet surfaces - so, like I said do it indoors, and or, on a dry day - I think I remember them / Ed.

Harry Derby, our intrepid land speed record holder from Cardiff (well, so he tells me!) did send me the following information way back in July '96 -thanks Harry - morn sketches, oh, sorry Harry, drawings !!

Brian, here's a drawing of the gimmick I was trying to describe to you on the phone tonight, for easy fitting of these horrible "C" washers that hold on the rear brake cylinders.



Readers Letters

Dear Brian,

Our Kitten has been fitted with a replacement engine - 5G/B/24841. Could you please tell us if this is a Kitten or a Robin engine. Thank you.

Margaret Johnston

Right Margaret, as I said at the time the information is available, one day I will find the time to plough through it all, or even remember what I have read - basically the answer is, its neither ! As far as I can gather - all Kitten engine numbers were in the range from 100,000 upwards, the first one being 5G/85/100001 and so it sure ain't one of those ! On the other hand, Robin engines should be something like SJ/85/26198 which would have been a September 1975 Robin engine.

The B in yours puzzles me, I would have expected the figures 85, signifying an 850cc engine, to be in there. I guess there is still more to learn

The identification goes like this

Oh no it doesn't, I'm running out of room, suffice to say that the first Robin 850 engine number was 5J/85/25866, which is a higher number than yours. I'll try and make space for more comprehensive information on the company's engine numbering system next time.

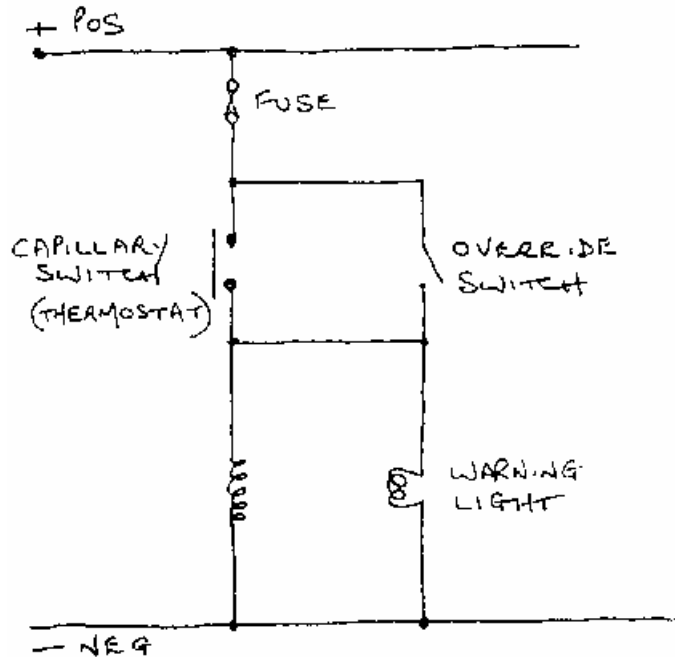
My thanks to Phil Ayres from Warrington for the following information.

Dear Brian,

7/10/96

Thank you for your letter of 21st September, on reading through the winter magazine, I note that you had problems getting correct brake slave cylinders, well I have just replaced all my brake slave cylinders and shoes, this is the correct Veco parts list.

		Qty.
Rear cylinder	VQ003	2
Rear shoes	VX519	4
Front cylinder LH.	VQ005	2
Front cylinder R.H.	VQ006	2
Front shoes	VX532	4



On your thoughts on electric cooling fans, I too prefer this system as it only runs when it is required, where as the mechanical one runs all the time, and uses almost 1hp to do so (what a waste of power).

I use the Europa CF305 capillary thermostat switch (£ 23.45 + vat) which has proved very reliable. (The capillary fits into the top hose), I also fit a manual switch across the capillary unit and a warning light. The reason for the switch is, in hot weather seeing a traffic hold up, I call in the fan before a quick rise in the engine heat occurs.

Thanks Phil, it all sounds good to me, though I must confess to having had the mechanical fan removed from the wee red car way back in April or there about, and we have run it all through the, very warm, summer, with no problems at all, except when Moira left it running to pop into the bank and got held up, sorry, make that delayed and came back to a steaming wee red car! We were lucky though, and seem to have got away with it. The point being that I have yet to fit an electric one - yes, no fan at all, save the one which warms the inside of the car, i.e. the heater blower

Dear Brian,

8/10/96

Just to keep the register up to date I now have another Kitten estate (derived van), brown, erg no. LOJ 334X

I have done the routine maintenance on this car for the past 6 years. The previous owners moved to something a little bigger - the 4 letter F word, and we are not talking Fiat here

I have not the room for two vehicles, and would like to part with the red estate in one piece if that is possible (with some spares)

Alan Kavanagh - Huttons Ambo

Dear Brian,

13/10/96

Many thanks for the Mewsletters and other information, I enclose application form and cheque.

I have a Reliant Fox parts book, but the only manual that I have is for the Kitten, produced by Haynes. My aim is to keep the Fox going for as long as is practicable, for not many vehicles can cope with this climate. We are the most westerly house in Lewis, so that salt spray is in the air most of the year. The Fox has a no nonsense working like appearance that I like. It has done many journeys carrying fence posts, fencing wire, stays, bags of cement and other croft requirements.

I am very pleased to have come across your register, it was Bill Watson of Midas motors in Edinburgh who gave me your name.

Best wishes with the good work.

Jim Wilson - Isle of Lewis

Thanks Jim, HELP, Jim 's point about not having a Fox workshop manual, like him, I have copies of the factory parts list, but not of the FOX WORKSHOP MANUAL. Does anyone out there have one which we might copy for the benefit of other subscribers ? I do, as you are I hope aware, have the Rebel and Kitten workshop manuals and parts books available at £ 10 each delivered.

Dear Brian,

Dec.'96

After being a member of the Register for a year, I thought I would like to tell you about my Kitten. I was fortunate enough to be given the Kitten by a friend.

The car had been stood for 4 years, having been parked up with a brand new M.O.T. following a chassis restoration. The car was not used during this time, because the owner had too many other vehicles. Earlier in its life it was used regularly to travel from Oxfordshire to the Isle of Wight, where it was first registered. It was then used regularly for trips to Ireland.

After 4 years of standing, it was only necessary to free the brakes and clutch, inflate the tyres and put on a charged battery for it to start. After a few run ups it failed to start up again, but it only needed points and a condenser changed!

It now requires further work on the brakes and a few minor repairs to satisfy the M.O.T. requirements.

I would be most grateful if you could place an advert in the Mewsletter requesting any trim parts as most of mine have rotted away -these include, for example, seats, carpets, door cards.

Robin Clarke – Oxford

Well, can anyone help Robin with his trim bits? if so the number to contact is 01608 810608

Dear Brian,

21/12/96

Thank you for the Mewsletter, I read it immediately it arrived - *I often wonder how many folk are late for work or other appointments when it arrives ! Ed* - Please, whatever you do, do not change the name of the magazine. You might be pleasantly surprised to hear that, even outside Reliant circles, the Mewsletter has been heard of and read. Lets not create any confusion, why change a winning formula,

keep the name and the latest format.

It's most unfortunate that the success of the 'Mewsletter' has prompted Geoff Eldridge's decision to drop the Kitten Corner article from the "Slice". While it is gratifying that Kitten owners currently subscribing to the "Slice" will be urged to join the Kitten Register, in practical terms the register may well gain some - *has gained many, Ed.* - very welcome enthusiasts, but will lose the wider readership. It's this wider readership that helps to keep our smaller cars in the public eye, and it is from the public that the bulk of our new members will be gained. I regret the loss of such a large readership, albeit in another club magazine.

Yes Fred, I quite agree, as I said last time, it is a very mixed emotion, the results of this recognition, the only small, and it is very small, consolation is that Geoff did have articles about the Register in two consecutive editions of Slice, and it has been a long time since his Kitten Corner was a regular thing, indeed I believe it only appeared in 3 out of the previous 10 editions. The other potential consolation is that he has agreed to publish anything I feel would benefit from wider readership, so we do still have access to the pages of his wonderful magazine, imagine having to fill 96 (AS) pages every other month J, and all those colour pictures too - one could get really excited.

On a lighter note now that my Rebel is road tax free, I can use it all the year round, and save money on petrol as well, though I may have to raise my insurance mileage limit to 3,000 miles.

Since respraying the car red over the winter I have attended the Southern Area Reliant rally at Henley on Thames in June - *I seem to remember a picture of no less than 6 Rebels, taken at that event a few years ago, Ed* - and the Birmingham Reliant rally in August, taking "Car of the Day". From Birmingham I commenced my tour of Cornwall for the second year running. On the way home at the end of August I called in at the Severnside Reliant rally near Weston-Super-Mare. The enthusiasm of the Reliant Owners knows no bounds since at these events I met the same staunch enthusiasts who had travelled from as far as Durham, Plymouth and Maidstone to attend each event.

At the Surrey branch of the Reliant Owners Club, of which I am a member, each club night is very well attended, often having between 30 to 50 members present. As well as the newer generation of Reliants being well represented, the older Regals, Rebels, Robins, Kittens and Foxes are usually present in some numbers.

Over the winter I am continuing my running restoration, now I'm on the interior, using, where possible, the original seats and panels. Matching the original fabric is proving to be a real headache however. Anyone with some new old stock of gunmetal grey coarse weave hessian pattern plastic cloth, can name their own price

That's all for now Brian, except to wish you and all my fellow readers, the compliments of the season, and to look forward to a successful year ahead.

Fred Heath, Ifiled, Crawley

Thanks Fred for your letter, and those others, too many to mention, who have written in, I have enough material for edition 15 already, but please do not put off writing, the more the merrier

I have an interesting story about the Cipher from Thomas Touw, who has two of them, complete with pictures, if I can reproduce them satisfactorily any chance of the scanned pictures on a 3.5" floppy disk Thomas?

Also an article from Phil Hallam, who is now a Rebel owner / driver as well! on how to fit an oil cooler to your Kitten, complete with comprehensive parts list I believe - next well be wanting to fit oil temperature gauges!!

Mike Cowie, who has to be about the best engineer I know, has designed and built a Reliant Reluctant cylinder head removal tool which he used last week to remove a head for me. Mike can do unleaded head conversions, and indeed any engine work you like, to the highest standards. The only possible problem is the distance, but modern carriers are quick and not really expensive when compared to the cost of an engine rebuild. Mike trades under the name of Blane Precision Engineering, and can be contacted on 01360 550492, Mike is one of those individuals who is normally in the workshop by 7.00 am, and so you should be able to catch him on cheap rate ! Just mention the Kitten Register if you are talking to him please.

Cars and things for Sale or Wanted

Our man in Norfolk, Alan, has the following goodies available

Reliant 750 cylinder head, decoked and ready to run, partially tuned. £ 25.00

Also two Kittens are being broken for spares

Free to a good home, Alan also has a saloon rear hatch glass, black plastic headlamp surround, rubber bumpers and a Robin steering box.

Alan has copies of the book "750 Racer" by Herber & Harvey, The what happens and how to do it book on 750 racing, includes lots of tips on tuning the Reliant engine. £ 19.00 incl p&p.

All the above are available from Alan (also now in Norfolk !)

Yes, two different 'phone numbers I know, but that just gives you twice the chance to get him, I gather calls will be diverted to the current number from the time of his move - isn't technology wonderful

The tidy brown Saloon, lying in Glossop in Derbyshire, is still looking for a new home, contact Graeme Shaw in the first instance

Kitten saloon, breaking for spares :- Contact Dave Smith

Jim Spence's Fiat 1600 powered beast is looking for a new custodian, as Jim is about to embark on a new project - he's growing up at last, and getting a Rebel ! Talk to the man if you are interested

Speaking of Rebels, and remind me to tell you about the Rebel Racing story some time, but I have this brand new galvanized Rebel estate chassis, which, while I do have an estate car with a very rusty chassis, I really am beginning to doubt if I am going to live long enough to actually do anything with it. If you would like to take the situation out of my hands, feel free to negotiate - the chassis will cost you about £ 300, and I will throw in the body and running gear for about another £ 200. Can deliver if required, contact Brian on :- 0141 886 6117

A really nice Fox caravanette first registered 01/07/85 is coming on the market in Stockport. Complete with heater and fridge. The whole thing appears to be in excellent condition throughout. Offers in the region of £ 3,000 to Arthur Smith

Charlie Cross had a Fox for sale - £ 800, but when I was checking up to see if the advert should be continued, I discovered that he is in America till February, but the Fox is believed to still be for sale.

A Fox complete with reconditioned engine and a new exhaust could be yours for just £500. Contact Geoff Pearn

A Kitten salon is being broken for spares, free to a good home, contact Watty Brown.

WE ARE HAVING A BATCH OF REBEL STAINLESS STEEL FUEL TANKS MADE, COMPLETE WITH THE NEW TYPE SENDER UNIT. £150 - DELIVERED TO YOUR DOOR Ring Brian on 0141 886 6117 NOW

Come to think of it, it would probably only need a bracket on the front, and a shortened filler neck for them to fit the Kitten, any takers ?

Wanted Tow bar for Reliant Kitten Also Jimp handbook, parts list drivers handbook_ or any other technical information, also source of spares such as windscreen rubber surrounds and windscreen wiper arms and blades

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105, Cardigan Road, Bridlington,
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We are open for Xmas

Still Wanted Cosmic alloy wheels, contact Bob Britton at the Waverley Hotel. (above !)

Kitten estate bodyshell with recent new windscreen rubber. Also refurbished chassis, and rolling chassis, engine gearbox etc. New clutch fitted, new ball joints etc. and also spare engine and gearbox. If possible I would like to sell all these parts together, and would accept any reasonable offer for them.

One totally irrelevant bit of information, perhaps even a question for any quizzes that you might be writing in the near future - I just had a lazy Boxing day, saw the Austin 7's off on their annual run from Stirling, just 7 of them this year, and then I was dozing in front of the box, half watching "The Italian Job" when a thought struck me there was a digger trashing a couple of E type Jags, and a lovely Aston Martn convertible getting the same treatment - they used three Minis as the get away vehicles, remember? Well this is the question? _ What do these three vehicles have in common with our beloved Reliants, apart from their country of origin? - Answer - they all use S.U. carburettors, don't they (unless you specially ordered your Aston with the Weber option) So incidentally, I believe, did the early Supermarine Spitfires !! (Which is probably why they could not do outside loops as smartly as the fuel injected ME109's!)

NOTES

George Burdett is looking for a Kitten saloon heated rear window, that works! (I guess a Robin one is the same) can anyone help?

Ken Bull would like to know what the correct tyre pressures are for his Fox - they have 12" wheels, just like the Rebel which is meant, when shod on radials, to have 18 p.s.i. all round, though I always run mine at 20 to help fuel economy - I would guess that with the Fox being about the same weight as the

Rebel, 20 p.s.i. would he about right, does anyone have the correct information 7 If you do know, please let Ken know on the above number - thank you.

YES, YES. YES, alright, alright, I get the message. the Mewsletter it is and the Mewsletter it stays. my thanks to all those who wrote to me in defence of a clearly well loved old friend.. (Boy do you lot let me know when I veer from the straight and narrow!, but seriously. thanks for the response, sometimes the silence is worrying) Bill and Win Lonie, take a bow - the name was their idea in the first place, credit where it's due. Mind you. when I remember who it was that suggested that we have a 'Rebel round up', and a "Foxes den" I will thank them officially for helping me get round this index dilemma which I have.

Talk to you again in April.T.T.F.N.

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Burton in Kendal
Lancashire LAG 1NQ
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