

# *Reliant Kitten* *Register*

**NEWSLETTER 57**

**March – April 2004**



The Register caters for all the under 1 litre Reliant 4-wheeled vehicles plus all of their derivatives: Rebels, Foxes, Tempests, Salamanders, Ciphers, Jimps, Asquiths and all other specials including the Liege.....

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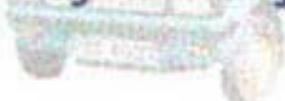
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# The Reliant Kitten Register MEWSLETTER 57

*I am grateful to the following individuals:*

**Rebel alternative parts**

**Kitten alternative parts**

**Fox alternative parts**

**Our Mutual Aid Spares scheme**

**Mewsletter pictures**

**Our Electric Kitten man** is Peter Lingard, and he can be reached on 01254 813157

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.

Our front cover is graced on this occasion by a Tempest, this one belonging to Denis Baggaley from Werrington near Stoke on Trent. Of absolutely no interest at all is the complete coincidence that Dennis' membership number of the Register is 544, have a look at the registration number of his car again! We are devoting a lot of this edition to the Tempest, since its inception back in May 1987 the project has changed hands twice, and production continues. There are, as far as we are aware, 29 Tempests in existence, some of them still under construction, and more are planned for the future.

web page :- <http://www.uk-classic-cars.com/kitten.htm>  
or have a look at <http://www.reliantkitten.co.uk>

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It should be noted that opinions and ideas, information and advice printed in this publication are as recommended by our readers and others, and, while believed to be accurate and correct, such information is given in good faith, and it does not necessarily have the approval of the Reliant Kitten Register, and cannot be guaranteed by either the Editor, or the Reliant Kitten Register. Owners must satisfy themselves as to the suitability of any suggestions made within these pages, as no responsibility can be accepted.

Hello again, and welcome. More good news on the Kitten selling price front, no sooner had I got the last edition back from the printers, than I learnt of one that sold for £2,600, yes really. It was completely rebuilt with a new engine, and many other new parts, indeed the total rebuild cost exceeded £4,000. So it just shows you that prices are moving upwards, and some folk are prepared to spend serious money on them.

As you know, I am constantly fighting a battle with bits of paper on my desk, and I have come to realise that even the computer is becoming contaminated! I try, not always successfully, but try never the less, to record information in the computer, rather than on bits of paper – but that still leaves me with the problem of what to do with the information? Where for example should I store the news that Stephen Vokins at the National Motor museum at Beaulieu is writing a book on unusual cars, and wants to contact the jet powered kitten chap, and can I help? Well, Ivon Cooke from Scunthorpe was the man back in 2000 / 2001, but I do not seem to have a contact number or address, can you help? Also James Tatel from a motor racing firm whose name I failed to record, is doing a racing Rebel for a customer, using a motorbike engine, he rang me to ask a few Rebel related questions on March the 15th, so what? Where do I keep that information – should I bother to keep it at all?

Don't get me wrong, it is all interesting stuff, but with a fun weekend to get to early in May to play with a Liege, an event to help organise in Pitlochry in June for over 50 mainly pre-war cars, this magazine to get out, and a certain involvement with the Thistle branch of an Owners' Club, not to mention those lock-ups – it's all a bit demanding at the moment, all this, and my mum has decided to move house after the best part of four decades in the same place, can you imagine?

I know that I seem to say this every year, but I never fail to be surprised at how many new subscribers we attract, which this year is just as well, because we have seen the poorest renewal rate since I began this back in 1991. Happily we have signed up over 40 new folk since the beginning of December, and very welcome you all are too. Many of you have acquired vehicles that belonged to some of the people who have left us, so that is fitting and proper, and I know that the number of vehicles out there, on the road at any rate, is still diminishing all too rapidly. Normally by this time of year, mid March, I can relax in the knowledge that over 80% of last year's folk are still with us, this year however, that figure has dropped below 75% for the first time, and even our record number of new folk does not redress the balance. I let the label print run produce labels for everyone, before setting the "current member" flag to "N" for those who have not renewed, and while you are reading this, they will be throwing the note I sent to them instead of the Mewsletter in the bin, or just perhaps letting me know what has happened!

## **Rebel Round up**

Five days in the life of a Rebel

A story like this was written for publication in another magazine, it however was in fact written the day before the event actually took place, in order to meet a deadline – this is what really happened!

I have lived a happy and sheltered life this past 9 years with a gentleman who lives in the sky, a place called Ayr I am told, that said, it is very close to the sea, I can hear the waves breaking on the shore when the breeze blows from the West!

My master has looked after me well these past three thousand days and nights, he had my body resprayed some years back, and has never worked me hard or taken me far from home.

Then last year a couple of chaps called Sandy and Brian, came along in a green estate car, like me, but with a back door instead of a boot, and I had to go with them on what was for me, an epic trip, almost back to England, the land of my creation.

There we met a matching stablemate of mine who lives in a place called Crawley – sounds a bit creepy to me.

So, this Sandy & Brian had caused me to cover more miles in a day than I normally cover in three or four months. Then a huge new car arrived last week. I knew something was up, half the shelves in the garage were removed over the last couple of weeks, and all the stuff moved out to goodness knows where. Then the Brian chap arrived again, and he drives me away after asking my master if he wanted a last picture, what is a picture anyway? The 'new' car sounds a bit iffy mind you, it's a Bentley, I don't know about you, but I'd be reluctant to buy anything that was bent at all.

Suddenly I am allowed some proper exercise, lots of revs in the gears, my speedo sitting at a full 50, even touching 55 on some of the downhill stretches of the number 77 road, heading, according to the signs, to a place called Glasgow, wherever that is.

We got within a few miles of this Glasgow place, and then I thought we might be going home again, because I saw the word Airport on the signs, and what with me living in Ayr this past while, and the sea being near and all that, I thought.... Well, it was not to be, because we ended up in a place called Renfrew. A Royal Burgh I believe!

So it came to pass that my fuel tank was filled up with the green stuff, I was concerned because in the old days this green stuff didn't exist, we used red stuff, but it seems O.K., and the Ayr man (his name was Robert) always used it.

After a couple of days, we head off again, so early it is still dark! I have never started a journey in the dark, well, not in the past 9 years at any rate. Somebody called Arleen was following behind in a noisy blue car, I think it was foreign, it was called a Peugeot.

We crossed a big bridge, high up over a big river, we even had to stop and wind my window right down while this Brian chap handed something to a girl in a booth, all seems very odd to me. Then we gradually left the houses and street lights behind, and moved out into the country. Then there was a big lake – but the Brian chap called it a Loch, whatever that is. We followed it for what seemed like a long time, certainly longer than I am used to running for. There was a Jaguar holding us back on a twisty stretch of this road, but the Brian chap declined an invitation from the Jaguar's left hand indicator to pass, muttering that the Jag would soon speed up when we reached Glen Falloch and the road straightened, and you know, he was right!

Then, we stopped, in a place with an unpronounceable name Crianlarich it was called, was this to be my new home? – No, he was only marking up the log, now I thought a log was a part of a tree, has he turned to vandalism?

Off again, through a place called Tyndrum, up a hill between big hills, huge they were, he called them mountains, and said this was a Glen, whatever that is, I think it was a sports Glen, because it was called after that well known sportsman, Seb Coe.

Arleen in the noisy blue car certainly thought it was a sports glen, she wizzed past us, and I was doing almost 60!

This Glen seemed to go on forever, and it was a long climb, there was a sign that said Rannoch Summit 1141 feet, now I remember feet!

Ahh, he opened my throttle wide coming out of that last bend, his right foot crushing my accelerator pedal to the floor going past Coe village, and we are up to 70, and past the noisy blue car we go !!!!!!!

After that the going became easier, and a more modest 60 was all that was asked of me. It was daylight now, had been since the bottom of the Loch. Then we reached a castle, well a Fort actually, not before we crossed another river on another bridge, it sounded like a slang wax light, I know them as candles, but he called it Connel. For the benefit of those living south of Carlisle, "connel" is Glasgow slang for candle, as well as being a village in Argyll where a bridge now takes you over a stretch of water that you used to cross by ferry. Ed.

Anyway, as I as saying, we arrived at this Fort belonging to this chap called William. Truth be told I didn't see a Fort anywhere!

Here we stopped again, a hundred miles in just over two hours, boy was that a long run, surely this must be where we are going. It sounded secure enough "Safeway" the sign said.

No, after a short break we are off again, must still be north, because the sun is on my left, on the few occasions that we get a glimps of it through these clouds, just how far does this island extend?

Then after quarter of an hour we turn into the sun, well when I can see it through these clouds, my wipers were on for the first hour of the journey, they have never been on for that long as far as I can remember, and we began to climb again, on and on, will this never end?

We pass a place beside water where there are houses with funny shaped roofs, they really do speak a different language here, Great Glen water park it is called, now they can't have it both ways, if a Lake is a Loch, how can a Glen, which we had just decided was a valley between hills, mountains if you must, be a water park?

On again, just what is happening to me? Off we go up more hills, that one was full throttle for 4 miles, mind you there are long downhill stretches too – wheeeee...

Then we turn and pass a big dam, I thought that was a bad word, but this Brian chap seems polite enough, and he said it was a dam, then another of these Loch things, but he said it was a res of wire – I do wish he'd make up his mind, first a Lake is a Loch, now it's a thing of wire, I'm really confused, but it has been a very long day, and it's still only 9:00 o'clock in the morning! Still that noisy blue car is behind us.

I must admit that the scenery is wonderful, and the air clear, and this green petrol seems really good, we touched almost 65 coming down that last hill – this is really fun!

Wow, that's quite a palindrome, Glenelg, but we passed the road end, and he stops and parks me up. Locks the door and abandons me! It looks like I am to be abandoned in this cold and windy place, and that rain has turned to sleet now!

Then he returns an hour later in the noisy blue car, and we are off again, a brief stop for some more fuel, "Inveranate", what kind of a name is that for a place? And now we are heading for another place with a funny name Kyle of Lochalsh, what an odd name for a place.

Oh my goodness, that is a castle, but another funny name, Eilean Donan, another bridge, more water, and all that blue sky, hang on a minute, there is even a sign for the sky, but they call it Skye up here – oh this is all very confusing.

Back there on the right he said is the place called Dornie, where that man called Sandy used to live, it seems as long way to me.

On and on, another bridge, another stop and down goes the window again, what is that he is giving to the chap in the booth?

Over another river, though he says it's the sea to Skye, now I'm really confused.

He mutters something about not long now, and still that noisy blue car is following close behind. The roads are awfully narrow here, and we are finally going at what for me is a more normal speed, 40 – 45, more relaxing, but it was fun to feel a 60 m.p.h. breeze through my grill.

The tops of the mountains are all white here, and he did stop to take some of those picture things, glorious sunshine now.

Ah, a sign for Portree, now he said we were going to catch a ferry, I have heard of fishing, and I was brought up to believe that ambition is a good thing, but catch a ferry – he'll need a big net to do that I'll wager.

We pull off the road here to meet a chap called Tim, what a lovely view, that was another brief stop, we are off again.

Hang on a minute, we are stopping again in the town square, who is that man looking at me, a Doctor you say – I don't need a doctor, and what are these clucky feathered things? Heellpp!

*I should explain that the car, Robert Fairfoull's red Rebel saloon, was on its way to Benbecula, and is now the property of the local doctor there, where it comes first, well, first alphabetically at any rate, he also has a Rover and a Vauxhaull. His wife had bought a couple of hens to take home, and they were to be transported from Portree to Benbecula in the Rebel, Ed.*

*Arleen and I called in to see Dudley de Chair on our way home, he has built a new workshop since I was last there – very nice it is too, and you'll get to see his car, the Dragoon, in the next series of Monarch of the Glen.*

*We made it back to Renfrew just over 12 hours after we left, and Arleen's car had covered 480 miles that day in all weathers, except, thankfully, fog. Ed.*

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*Still on matters Rebellious, three of them have changed hands in Scotland during the third month of 2004. All three of them moved through Renfrew, mine, Den & Edna's old estate car, left for the borders, where it is now in Ian Johnson's custody. Robert Fairfoull's red saloon, as you have just read, went to Benbecula, via Renfrew and Portree, and Jim Spence's*

*black saloon (well I think it was actually Sandra's car) moved from Uphall to Renfrew – nothing to do with me, other than the fact that I introduced Thomas Mitchell (our most recent subscriber, as at 24/03/04, and subscriber number 700) to Jim Spence.*

*Moirra suggested that I could make up a suitable slogan for such situations, like Rebels Rapidly move through Royal Renfrew Regally (Renfrew is a Royal Burgh you see), but I'm too tired, feel free to help me out!*

## **Foxes Den**

Dear Brian,

22nd December 2003

I thought that you might like to hear the saga of my Fox restoration project for the Mewsletter. *We certainly would, Ed.*

I first saw an advert in our local free ads newspaper (I am normally banned by my wife Debra from reading this paper, she says there is too much temptation Brian) Two Foxes for sale in nearby Herne Bay, about 10 miles up the road. Well believe it or not, I had never seen one let alone two, so I called my nephew James, my chief engineer, mechanic, dogsbody, and best mate to go and have a look (just looking Debra – honest).

When we arrived I could see immediately why they were still for sale, they were filthy with holes and gouges in the fibre glass bodies, broken and cracked bumpers, windows hanging out where the metal frames had rusted away, and this was the best bit – both engines were blown, with only 50 odd thousand miles on the clocks. Both clutches were so bad you could put the vehicles in gear with the engine running, then walk way, in fact I did this much to James' amusement.

They had also been used for storing rubbish, they were full to the brim, and smelt like you would not believe, now I am all for a good challenge, but as James succinctly put it – Sod that for a game of soldiers, lets go!

We were just leaving when a really elderly man arrived, the owner, and he muttered those really magic words "They are dirt cheap lads" (Me a lad – that shows how old the owner was) I saw Debra cringe, she had been here before, and knew what was about to happen, "£50 each lads" he said, so James and I went into a huddle to discuss this new development, whilst Debra fell to her knees, hands clasped tightly in prayer, but it was all to no avail, she must have upset someone in a previous life, she'd lost, and I can tell you her tears still stain the pavement outside a small cottage in Herne Bay.

We had to tow both vehicles home, well, to my niece's house anyway, as my own house driveway and garden are already full of Reliants. I was allowed to use Caroline's garden on the promise that it would be short term, silly girl, what is short term in the life of two twenty year old Foxes? As Debra said later, she's young and naive, but she won't get caught again.

We started the restoration in February 2001, but it was immediately obvious that the newer "D" registered Fox was way beyond reasonable economic repair, so it was scrapped for spares – no, it wasn't any good for the Tempest boys, he had somehow managed to buckle the chassis and front suspension unit on the offside front, but it did give me a lot of useful spares. *Comes under the heading "justifiable homicide", Ed.*

We removed 15 bin bags worth of rubbish, plus both front seats and the carpets from the B registered Fox, I removed all the bumpers for repair, then James and Caroline's partner Martin removed the engine, replaced the clutch, and fitted a replacement engine I had stored from old MUFFY, a previously loved, but now scrapped Kitten.

Since then I have repainted the interior, fitted new stays, hinges and wiper system to the rear door, re-carpeted throughout and fitted a whole series of new extra gauges, volt meter, clock, water temperature, vacuum gauge, and oil pressure gauge – When you get older Andrew, you will come to realise that, nice as such instruments can be to look at, they are just worry meters, and I am quite sure that we all worry quite enough, without additional metering to help us! Ed.

James cleaned and welded the metal window frames, and these were repainted and refitted.

I fitted 2 new front seats from a Ford Sierra 4x4, a tighter fit, but so very comfortable – Don't all go getting excited people, remember this is a Fox we are talking about, and they are a full two inches wider than a Kitten, Ed. Then all the holes, scratches, chips and bumps, dents whatever, have been filled and sanded down, and James and I finally got to spray it in early September in an aubergine purple colour, by this time it was looking very good indeed, so Debra fitted black go faster stripes down the sides, and the Reliant and Fox name stickers were replaced.

I then refitted the bumpers which I had repaired and resprayed, I removed all the wheels and painted them, checked all the brakes etc, and finally finished off the job with a new set of wheel trims. I now have a remarkably useable little van, and I have already turned down half a dozen offers to buy it. Not bad for a £50 litter bin.

Since finishing the job in October, nearly 2 years later, I met somebody in Ramsgate who recognised the Fox, and told me that it had been purchased new by the Gas Board at Ramsgate, and that it was them that made and fitted the lightweight alloy roof rack that is fitted, so that they could carry pipes etc. on the roof.

It has gone straight through the M.O.T. and returns better M.P.G. than MUFFY my old Kitten did, though it is slower of course because of the axle gearing. The only real problem I have had is a bad water leak through the windscreen wiper grommets that I can't seem to stop leaking, anyone got any ideas?

The most important thing though is that Debra loves it so I finally get some brownie points, but I am still banned from reading the local free-ads newspaper, so you can't win them all.

Andrew Hudson - Kent

*Thanks for the update Andrew, I 'm delighted that you finally made it, even better that Debra likes the end result too – well done, Ed.*

*Hannah Cave has yet (January '04) to re-home her Fox, though she is hoping to coax James of Katy the Kitten fame (Mews 54) to make it his next project. So if anyone else is interested, best get in touch with Hannah promptly 0151 220 2658, and just leave her your number, she still works shifts, and so may not be awake or in when you call.*

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## **Kitten Alternative parts list person.**

Right, this edition is pretty full now. This heading was left in so that I would remember to do something about this, and I haven't, in spite of various generous offers of help! Watch this space, or feel free to remind me of your kind offer.

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## **Membership Matters**

My thanks to the 225 individuals who have seen fit to renew their subscriptions this year. If you are not one of those people, and are lucky enough to be reading this, please get in touch immediately, you will have been flagged as not renewing for 2004, and can not expect further communications as a matter of course.

Plans for the future! Don't forget that Dave Price has kindly offered his services as regards the matter of planning something for the Kitten's 30th anniversary, in this regard, Dave writes as follows :-

Dear Brian,                      Reliant Kitten 30th Celebrations                      March 2004

Having only received the one telephone call re the proposed 30th Anniversary do, I assume that there is not a lot of interest, or are members frightened to get involved?

I am happy to do most of the arrangements, but I would be happier if folk would let me know what they want, and where we should hold it. Is it camping that most want, over a weekend, or just a one day affair?

A small committee would be good, and we could make ideas known by e-mail or post. Perhaps members could let me know. It may be that a simple question and answer sheet could go out with a Mewsletter for members to make their wishes known. It certainly could, Ed.

Come on folks, don't let Brian down, he wants to see 100 - 4 wheeled Reliants together, and this would be the best way to do it.

Dave Price - Gloucestershire

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## **The Tempest continues**

Tempest Cars, Unit 11, Rectory Farm Workshop, Bisley, Stroud, Gloucestershire GL6 7AS

As you are aware the Tempest project was taken on by us late last year (2003), a few snippets were requested so here goes!

When the deal with Steve Campbell was struck, the first task was to move many hundredweights of Kitten parts, jigs, tooling and sundry items, some of which I'm still not sure have any relevance to the project, time will no doubt tell.

Original Intentions :-

At this point I would like to express my gratitude to John Box for his generous loan of the original factory drawing archives to enable more sense to be made of a seemingly random collection of tubes and jigs, also his patience in answering a number of lengthy phone calls about the intended construction of the car.

Several other members have also been generous with information and help about the Kitten / Tempest, my thanks to them also.

The Demo car is on its way, it will be finished by mid spring, work permitting, bearing in mind that the Tempest is a "1 day a week" project, and a living has to be scraped meantime.

The intention is to be able to offer kits "Ex-stock" so the traditional wait for a car will hopefully be a thing of the past. Jigs and tooling have been proved, and where necessary, modified, the Demo car being the result of these efforts.

Many photos have been taken, these will provide enough information to enable a build manual to be compiled.

Various modifications have been made, in particular to the door catch / hinge alignments, and seat belt anchorage positions, in anticipation of future regulatory requirements.

Some of the less recent mods have been converted back to John Box spec., and the fun goes on.

I'm really looking forward to driving around with the top down, it's over 20 years since I drove a Kitten in Anchor Avenue, the excellent handling and road manners remain fresh in my mind to this day.

Yours, Mike Philips.

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## **Tempest Tales**

Just a few lines to let you know a little more about G999TKN the purple and black Tempest which is used off road for production car trials by myself and my son Chris. I purchased the car from Dave Smith in 2001. The car took some getting used to coming from a Dutton Phaeton to the Tempest, the driving styles involving a totally different technique. At the last P.C.T. of the 2002 season I entered Chris in his first trial at the age of 15, he had never driven a vehicle before and had lots of encouragement from the other competitors; dad sat along side him with hand ready on the handbrake prepared to stop the car if I had to. Too late ! He hit a tree, missing all the bodywork, but bending the near side upper and lower wishbones, we got the car home and stripped the suspension. Luckily we have a press at work, and the wishbones were repaired easily and refitted the next day. Things have got better since then. I won the Association of Central Southern Motor Clubs Clubman Championship in 2002, and with two overall wins, a few first and second in class awards, but the bonus was at the end of the 2003 season when I had the class win in the ACSMC championship behind Dave Smith's overall win, and Chris winning the Clubman Championship.

G999 TKN has let us down only once, and that was the last event of the 2003 season. The roll pin which holds the main pin through the differential sheared, allowing the main pin to drop and the sun and planet wheels dropped into the bottom of the axle casing, causing some damage to the Sun gears and the diff carrier, but the axle was easily repaired with some spares we had in the garage. What a testament to these great cars, being used most weekends off road, on rough rugged surfaces, with a minimum of maintenance and repair in between events.

Best Wishes, Ian Lawson - Windsor Feb. 20th 2004

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### **I did it My Way Modifications** *Or Another tempest is born and Modified*

Apart from a hood, the Tempest was finished, MOT'd, Taxed and insured, so we went to our first Production Car Trial (PCT) firmly believing that all new cars need sorting out, I entered a fairly low key club trial with my passenger Graham, with the Stroud and District Motor Club.

A beautiful summer's day saw us at a wet hilly field near Stroud. At the foot of the first hill I gently let out the clutch, travelled about ten feet and stopped. I looked at Graham and said "What's going on?" "You have stopped, Dave" said Graham!

The next hill was not a lot better! Eventually I realised that the diff ratio was too high I had not expected that, we put in a 4.5 diff expecting it to be about right. Was it the right ratio? Was it 3.7 not 4.5?

After the dinner break I started the hills with plenty of revs, and gunned the Tempest to the top of most hills, not a pretty sight rushing up the hills, not in full control. After a few hills there was a loud thump followed by a lot of banging.

We had torn off a shock absorber mounting, and I thought that was the cause of the banging.

Back home, I looked at the rear springs, and could see that they were becoming 'S' shaped, and the axle was clearly winding up with the grip we were gaining from the very soft rear springs. Not wanting to change the springs and lose valuable grip, I decided to make a pair of Parallel Links to stop the axle twisting. ([pictures available, Ed.](#))

The links are made from stainless steel tubing with Rose joint at each end. The chassis was drilled just in front of the rear axle, and thick walled tube was welded into the drilled holes. A new axle was made up with brackets to locate the links and the shock absorbers to connect to, and a 4.5 diff is now fitted to the car.

The old diff was removed, only to find that it was 4.5 and therefore not my answer. That morning, the November / December Mewsletter landed on my doormat with the news that Jack Williams runs 5.3 diff in his Tempest. At least I know it was not me. Out with my car mags, and after many phone calls I locate a 5.3 diff.

The new 4.5 diff is now removed and the new 5.3 replaced into the rear axle ready to try. As yet I have not tried it in competition, but will let you know the results.

Dave Price

## A Journey and a half.

We had been living in Tenerife in the Canaries for about six months, and we thought to bring our Tempest over here. It had originally been built by Stephan, except for fitting the tyre valve capos by me, and has been stored in North Wales for some time. The decision was made to bring it to Tenerife for a while. So, stages included getting a one year M.O.T. and a green card (you try that on a kit car – Wow) so that we might stay for up to eleven months. Then, to make sure that the Tempest was OK for the North Wales to Tenerife run. This was to be via Chester, Birmingham, Oxford and Southampton. Then to Cherbourg by ferry, down the west coast of France via Bordeaux and across the border into Spain at San Sebastian, via Madrid to Cadiz, and by ferry to Santa de la Cruz. Finally to Los Realejos.

The journey in the U.K. was mainly through the day of 2/3/2004, and was quite rainy. No problem with the car.

Due to high winds the following day, the ferry was delayed. We arrived about 7:30pm, in the dark, in Cherbourg. Some 40 miles away we found a hotel at 9:00pm in the evening where the restaurant within the hotel was about to close, we did, just, get a meal that evening.

Naturally, as it was in France, the food was beautiful. The following day the weather was not cold, and sunny, so we got in some miles. With the number plate MOI 2409 interest in the Tempest was enhanced. Similarly, on the way to San Sebastian the weather was getting a little warmer and the Tempest ran beautifully again. Yet another meal and overnight stay in France which was really great. Then into Spain via the Basque region where we found the people so kind and interesting. At times the food in Spain can be very variable. Sometimes the “Mediterranean dish” gives the impression that the Mediterranean is a sea of oil! Then we had to take on some climbs, and the Tempest was well up to these.

At this point I should mention that the Tempest had been fully prepared by Stephan, he had fitted a pneumatic advance and retard to the distributor, the exhaust had been replaced with a tuned pipe, the inlet manifold, valves and head had been really polished to enhance gas flow, but no twin carbs or turbos which had been considered and rejected.

The idea was to have reliability, not high performance. Thus the top speed is about 85 MPH (we are a bit uncertain about this as quite a bit of general vibration sets in.) It will cruise at 70 mph quite happily for long periods. The acceleration seems a bit better than our Ford Ka (which we have for general usage, up to about 40 miles) However on the hills and for long uphill stretches (over 5 miles) third gear was mainly used, as we were quite fully loaded. Actually we couldn't have been more fully loaded.

Going through Madrid, or around it was quite difficult, and we were delayed by several “fatal” looking accidents.

The journey across the Spanish high plains was characterised by the bumpy roads, and we thought that if there was a risk to the Tempest it would mainly come from vibration. It was! One of the wing mirrors fell off, and that was the only problem we experienced. Some epoxy, and tightening up the fixing screws cured that.

When we arrived very close to Cadiz, at Jerez. Where they make the cherry and the Lepanto brandy. Now we aren't advertising, but that is really something. We stayed three nights, in the Hotel Jerez. That was a mistake, although clean, the beds were very hard, and the food poor.

Getting to the boarding point in Cadiz was quite difficult, but we had time to 'recce' it, so all was well. The journey from Cadiz to Santa Cruz took over 36 hours, but whilst rather boring the weather was calm and very similar to the dry sunny conditions we had experienced on the journey so far. We felt very lucky since the whole thing had been done in March.

We had been afraid that the paperwork might have been a serious problem, but whilst it had its moments, we managed it. How we can stay out here for the eleven months until the next MOT is due has yet to be worked out.

In Tenerife the Tempest attracts a great deal of attention. Children start yelling upon seeing it, horns are always tooting, people on a Zebra crossing stop in front of you to look at the car. One man at a lights controlled crossing, looked at the front of the car, walked around it and then in front of it again.

The biggest adventure was due to parking where there was a big green van with [www.24-6.com](http://www.24-6.com) on it. People approached my wife in a very florid manner. The outcome was that they wanted to use the car as a series of adverts. So we went to the Symphonia in Santa Cruz. That is a big supa dupa design like a birds beak in startling white. This was to be a contrast to the Tempest's black and chrome. They paid us for that, but we thought our reward was in meeting such dynamic people who were so friendly and interesting. By the name 24-6 derives from them being closed on Sunday.

For some of the hills (mountains) in Tenerife, a steep climb of 7,000 to 8,000 feet, it is best to approach by being gentle on the throttle in second gear. The 'torrent' of hairpins particularly require this approach. Overheating is slight, but not a problem. Getting to the top of Teide, which is the highest mountain at 3,717m (12,120 feet) in Tenerife involves about 1,000 bends and stops before the last 2,000 ft., which you can go up by cable car. Whilst the temperature is often up to 30 degrees at sea level, there is snow on Tiede. To sum up, the Tempest was superbly built some 18 months ago by Stefan, and was so well prepared for the 'journey and a half', by him, that all went well. Naturally, our thanks go to him, and whilst we have known him for about 15 years, a fairer car mechanic, but above all, gentleman, you would go a long way to beat.

The tempest attracts much attention, but the Spanish people don't see too many two seater cars, never mind one that looks like the Tempest. In the North of Tenerife the German population who outnumber the 'Brits' by about 4 to 1 do show interest, but they are not as voluble as the Spanish. All in all a lovely little ambassador for the U.K.

Peter and Pauline Morton - Sheltering from the Welsh winter in Tenerife

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## **Tempestuous (or Bobcat's offspring)**

The Bobcat story has been told in an earlier issue, it should perhaps have been called "Tomcat" as it produced about 30 offspring in the form of Tempests and Vantiques (how many other sports-cars had a van version produced ?), and even more followed.

The Tempest was conceived and produced by the combined efforts of Ian Foster of Trafford Brake services of Burscough (also of Teal Bugatti fame) and John Box of

Thoroughbred Projects of Burton in Kendal. Tempests were sold both as kits and ready made cars, full or partially built options were available.

Based at first on the Reliant Fox chassis and running gear, later embracing Kitten chassis when new Fox ones were no longer available. To date no cars have been built with hard tops (to my knowledge) although this option was discussed between Steve Campbell and myself.

Speaking of Steve Campbell, Steve of Sportsman Limited of Birkenhead, entered the scene in the 1990's after a friend of his purchased Tempest ESU 486, Steve fell for it straight away and eventually coaxed it from its owner. It was at that time the most expensive Tempest built, from all new parts at a cost believed to be in the region of £10,000.

Before Steve purchased ESU 486, he had acquired the rights to the Tempest from John Box, not before John had authorised the production of two more Tempests by Dave Price and Dave Smith in 1999 / 2000. Dave Smith then purchased one of the early John Box kits that had never been finished, Kit No. 2 we are told, and put it on the road three months later in 2003, it now lives in Shrewsbury. Dave has also owned the original John Box demonstrator, the yellow one, F562 VFR (Very Fast Reliant) several times over the years, it now belongs to Howard Wadsworth just outside Clitheroe.

Steve Campbell's plan was to put the Tempest back into production in both kit and turn key car forms, incorporating a few of his own modifications.

Unfortunately his main company (now called Hatchbag Ltd) is part of the volatile motor industry, and upheavals caused by a well known German car producer turning Britain's car industry upside down, meant that he had to preserve his employees' jobs, and was unable to devote enough time to Tempest production. It has now been sold on, as related in another item in this magazine.

Steve does still own MNC 140P (Tempest Kit No.1) based on my old Kitten which sat in my garage for 15 years as a Tempest. Steve then, on my instructions, stripped it down to its last nut and bolt to examine its construction. It is soon to be completed.

Although the work done on MNC 140P was excellent, I fell for ESU 486, and I sold MNC to Steve, and purchased ESU 486 from him in 2002. It has only covered 6.700 miles since new in 1990 – spoilt or what!! – Due to my back problems which led to me being retired early after a road accident whilst on duty with B.T. my doctor and physio tell me that I should not really be driving a low sports car, so Tempest ESU 486 should really be sold on – if you are interested in becoming its new custodian, 0161 4830692 is my number.

I also bought the Bobcat from John Box back in the 1990's, and ultimately used it as part payment for the Tempest that Steve was doing for me, Steve subsequently selling it on to John Pearce who produces these wonderful front covers that you see on the Mewsletter for us.

Joe Boulderstone-Salthouse - Tempest Registrar, Stockport.

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## Liege Page

The name Stevens is at the forefront of my mind at this time, for two reasons, I read in an e-mail last week, that Chris and Christine Stevens had been successful in getting Liege number 30 through it's SVA test first time back in February I think it was, or possibly early March. Anyway, the point was that I had a telephone call today, 15th March, from the professor himself, Tony Stevens, of Cipher fame. Now Tony and I have not spoken or corresponded for a few years, so it was good to catch up again. For more information on the Liege, why not join the Liege Car Club, and you will then receive their well produced quarterly magazine. "Liege News". For details contact John Swale and Mel Brown at:

Liege Car Club  
Beacon Cottage Farm  
St. Agnes  
Cornwall  
TR5 0NH

[melbrown@ukonline.co.uk](mailto:melbrown@ukonline.co.uk)

Tel 01872 552347 or 01872 553491

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## WHAT A SWELL PARTY

Did you hear the one about the big-name science Christmas Party? The invitations were sent out and here are the reactions that came back.....

Pierre and Marie Curie were radiating enthusiasm. Einstein thought it would be relatively easy to attend. Volta was electrified. Archimedes was buoyant. Ampere was worried he wasn't up with current fashion. Ohm resisted the idea at first. Boyle said he was under too much pressure. Edison said it would be an illuminating experience. Watt reckoned it would be a good way to let off steam. Stephenson thought the whole idea was loco, and he might receive a rocket from his wife.

Wilbur Wright accepted provided he and Orville could get a flight. Dr. Jekyll declined - he hadn't been feeling himself lately. Morse's reply - "I'll be there on the dot. Can't stop now, must dash". Heisenberg was uncertain if he could make it. Hertz said that in the future he planned to attend with more frequency. Hawking said he'd try to string enough time together to make a space. Darwin said he'd have to see what evolved. Mendel said he'd put some things together and see what came out.

Newton was moved to attend. Gauss was asked to attend because of his magnetic personality. Kelvin declined in the heat of the moment. George Simon turned down the invitation yet again because, as he said "Der ist no place like Ohm". Doppler couldn't come because of the effect it would have on his work. Fahrenheit was unable to come - he had a temperature. Kepler didn't turn up because of trouble with his motions. Copernicus declined because he didn't want to appear to be the centre of the Universe. Gallileo would drop in if events didn't accelerate before then. Faraday said he'd motor along if his current workload allowed.

My thanks to Les Garrett for the above, and no, I didn't get them all right away either, just shows my ignorance! Ed.

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## Readers Letters

Dear Brian,

2 December 2003

Please find enclosed subscription for the very good and interesting newsletter which I always look forward to. Also I would like to let the Fox owners know that I have been using Austin A30 / A35 wheels with 135\*13 tyres for some years now. I find they make the Fox run well, and look more to scale with the body. In fact the same 13" wheels were used on the Reliant Regal from 1962 to 1971, the only difference is the A35 has two brake adjusting access holes.

I have also used Ford Corsair stainless full hub cover caps which I found at an autojumble for £1 each, and they look very smart, and are easy to clean too.

That's all for now, I enclose a photo James Lambert - Hull

P.S. Wanted – Fox Motorcaravan body

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Hi Brian,

Wednesday 28/01/2004

I enjoyed our little chat, and hope that you made it home O.K. from your snowy trip to Yorkshire.

I enclose a cheque as discussed for 4 kitten models, along with my subs, please put the balance into the spares fund or whatever.

The Saga of the windscreen

My windscreen story is like a carry on saga, the sealing rubber had been perished and leaking for longer than it really should have been, and had yours truly attended to it during the summer! though we don't always, do we?

So I arranged for a mobile windscreen fitter to come and do it, he arrived with a new rubber from the local agents, whips out the old screen and rubber in two ticks of a 'whatsits thingy'.

Only problem being the new seal was about a foot short - oh dear – who should have checked it then? We still don't do we?

Not to worry, he quickly puts the old lot back in and embarks on his merry way 'not rejoicing', leaving me to arrange for the correct seal to be found, and then ring him.

Off we go to the agents, another seal, checked the length this time, then phones the fitter "Ill pop round on Saturday morning, no problem buddy". Eventually Monday arrives and still no windscreen fitter

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## What Katy did!

Firstly can I introduce the Kitten in question? Meet Katy! DUY 666S and an orange colour that the man from Tango would die for! Katy is a 1976/77 Kitten van and was restored by myself and my father (Tony) over last summer. This is just a little story detailing the first six months in her rejuvenated state.

The maiden voyage: Once roadworthy, MOT'd, taxed, insured and after a quick trip around Dartmoor, Katy was loaded with climbing gear and two young fools for a two and a half hour drive to the granite cliffs of Lands End. The drive was smooth the fuel consumption low and a very happy kitten lay basking in the warm September sunset in Cornwall. On the return journey a lack of charging was noticed... nothing stealing the alternator from dad's kitten (YLE 240S, a liege to be!) couldn't fix!

Soon after I packed up for my final year in Reading university... disaster struck! One heavily laden kitten pulled over outside Exeter and a swift fine from a 'not very nice' policeman for obscuring a letter from her number plate (have they nowt better to do?). None the less the journey from Exeter to Reading flew by in a couple of hours and one kitten in Reading! Once in Reading duties were lessened, only the occasional jaunt to Oxford climbing wall packed with gear and friends!

In the last week of October, Katy, myself and my girlfriend Donnala made our way from Reading to Holyhead. 265 miles, one stop and no refuelling. Six gallon tank so over 44mpg laden! With some laps around Snowdonia and a bit of maths she averaged 51.3mpg throughout the weekend!! Not bad going for her age. n.b. Katy has an inline fuel converter fitted and runs happily on unleaded fuel.

The big one! In mid December Katy left Reading at lam with a heavily caffeinated driver and arrived at Fort William (western highlands of Scotland!) by midday! With a few beers and a jog up Ben Nevis departure was made for Carlisle via Glasgow (and a wave towards Renfrew) to see Katy's friend Trish. Another quick drink and the journey to Reading flew by! 48 ½ hours and 1,100 miles!

With a quick shoot home (Dartmoor) for Christmas Katy spent the new year in Reading with her friends and readied herself for the really big one....

Departing Reading at 10.15pm and being shift driven by myself and Donald (a friend of Katy's since the Lands End trip) she arrived in Perth by 7am. A quick stop on the A9 north ensued when a metallic noise started under the bonnet. Fearing the worst she was examined carefully and the problem found. The bottom bolt on the alternator had sheared and as a result the adjusting bracket snapped! Bolt stolen from the master cylinder and fixed well enough to make Aviemore. But the noise was there on starting up! One of the bolts on the starter motor had vanished... sabotage? Who doesn't like a Kitten? Starter motor removed and bumped Katy to get to Aviemore and some shops. Some swearing, three pints of Stella, cold hands and loud music later the starter motor was re-bolted, alternator working and Katy roadworthy again! A quick weekend of soloing ice climbs in the Cairngorms and the return journey made to Reading. 1,220 miles and an average of 47mpg. God bless the little orange kitten!

Katy is nearly due her next service and is still happily sat in Hatherley Road Reading (though the moors are preferred - better view!) and will remain in Berkshire until the next trip. Just shows what a well loved kitten is capable of.

Watch out for the continued adventures of Katy... what Katy did next...  
James Clapham - Somewhere between Devon and Reading.

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## **Getting technical**

Al Osborn

4th April 04

[www.aoservices.co.uk](http://www.aoservices.co.uk)

### **Techy Tweaks**

There wasn't too much to answer in the last Mewsletter, there was another radiator / fan coming together, but as it happened, my thoughts re original plastic / metal fans was covered.

Pinking – now I did have a bout of this at the end of last summer, and last Mewsletter I tended my action, i.e. retard the ignition and carry on. Then a month or two ago we had some head bolts come loose! No don't ask me how or why. The symptoms are as per a blown head gasket, coolant in the cylinders and a hydraulic lock when you come to try and start. Put the car into gear and rock it back and forward a few feet clears the coolant out of the cylinders, restart the engine, and go home slowly and fix the thing. While the head is off, change the valve stem oil seals. I had been burning oil for some time, it gave a bad smell, but no smoke, and didn't fail the M.O.T. as that only picks up fuel particles.

So after curing the oil problem, reinvestigate the ignition timing, still retarded. Return it to the correct position and what do you know? Quite lively performance returned, and no more pinking. Although we don't have hot weather at the moment, I'm pretty sure that the pinking in this case was due to the oil being sucked in instead of some of the fuel air mixture.

### **Federation of British Historic Vehicle Clubs**

If you were watching this slot recently, then there are a number of points that you might have picked up on, like End of Life vehicles, Disposing of scrap vehicle parts, Trailers, all of which have legislation in the pipeline.

If you have a burning interest in all this, you are no doubt a member and so on the mailing list of the Federation's well written newsletter. If however your interest is not quite that keen, feel free to get in touch and I will either copy you the relevant item, or chat you through it.

That's it for this time, keep those wheels turning, Al.Osborn

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Tales from Tore

Dear Brian.

23/02/2004

Nothing desperate, but I wonder if you have heard anything re the following.

During recent repair work my garage took the old clutch out of YHK on Friday and found that one of the four springs in the friction plate had come adrift and was floating about in the works. So they fitted the new clutch, which I had in provided, got the engine running, and then found

that the clutch would not free with the new parts fitted! Adjustment had no effect. So out with the new clutch and they inspected it. The carbon bearing and friction plate looked the same as the old ones. But the new cover (pressure plate, that has 6 springs, not a diaphragm as usually supplied now) was deeper than the old one.

By chance at this point I arrived to see how things were going, and we decided that on Monday they would try the old cover with new friction plate & carbon bearing, due to the delivery delay in getting another new clutch.

I was a bit miffed with myself about this, thinking I should have acted on my instincts and sent the parts back when I first got them, having noticed the fact that the design had changed at the time. Anyway I just wondered if you have heard anything about these clutch parts, or if I am unlucky enough to have the only dud one in a batch?

I got YHK back in working order this afternoon. The idea of trying the old cover did not work due to excess judder, the broken driven plate must have distorted the cover. So, out with the engine again. This time Roy, the mechanic, tried an old dodge he had not used for years, adjusting the nuts on the release fingers of the new cover plate to make the plate overall height the same as the old one (old type, 6 springs and 3 fingers). He had success at the 3rd time of engine replacement. I have to return on Friday to see if it goes OK.

I went to a motor factor today looking for a pair of Kitten track rod ends. The number I had was QR1072S. The factor supplied me with Motaquip VTR118 and the Kitten Alternative parts man might like to note that supplier and part number.

Dick Goodall No 157 Tore

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## **Still Technical**

Handbrake levers - again!

Ahh, isn't life wonderful? I really thought we had put this to bed, then John Swale wrote an article in his Liege Car Club magazine without perhaps being aware of all the facts, and basically said "just add half an inch". So I eventually dug out and sent him the factory mod details that you all saw a few years ago when I actually published the page in the magazine, but then again that was a number of years ago, and the take up of my offer to new subscribers of the back issues is not all it might be, so the fact is that many reading this may be unaware of the situation. Then Pat Collins wrote me, within a week of my having sent the Reliant article off to John, with details of the AP Hydraulics information sheet on Rover / Mini handbrake modification to the handbrake lever sub assembly to improve performance of the handbrake of vehicles built since June 1991. Their kit reference number by the way is LPP 117.

The Mini Shop in Enfield Middx were able to supply a pair of these for just £10 plus v.a.t. Mini-Spares ref for them is "SMN 10005", so now you know. I did contact AP, spoke with a very helpful chap, one Ken Ewers, and while he did ring me back, twice, the local supplier he recommended 'up here' was less than helpful. (Must ask John Box about them, he recommended them in relation to something else last year).

So, it is perhaps time that we visited this again, and compared Reliant's old and new, with the Rover / Mini new, and see what the actual dimensions are – oh jings – more work!

Right, thanks to Pat, I have the dimensions of the new Rover / Mini one here, their new lever section has increased in length from 3.29" (83.57mm) to 3.570" or 90.70mm if you prefer – what we really need to know of course is not so much how longer the blooming lever is, but rather how far apart the various holes and brake shoe actuating recess are, and their drawing does not give that information – hang on, measuring stick out – daa daa! Blast, I had hoped the drawing might have been full size, but it's not – Why is life never simple? Anyway, the 3.570 dimension is exactly 3" in their drawing, now that may be a simple conversion for you, but at this time in the morning it is not easy for me.

Mind you, if the drawing is not full size, dare I assume that it is to scale at all? Guess I'd better order a pair up and we can see exactly what the dimensions are. The Reliant update sheet – now where did I put that after I'd copied it and sent the copy to John – I'm getting worse, honestly ! Quick call to John to see if by any chance he has his copy handy – no one in, mind you I thought he had an answer phone, but no – did I ring the right number - try again – ah, they do have an answer phone. Quick glance over shoulder, still no men in white coats!

Right, back to specifics, and very specific he is to, Ken from AP Hydraulics that is, the distance between the centre of the pivot rivet and the hole where the handbrake cable attaches is 59.225mm and the distance between the pivot & brake shoe operating centre line is 13.465mm – don't you just love working with engineers – all I asked him for was an approximate size, the nearest millimeter would have been fine – then again, I should have been more specific! My fault!! The overall length is 89.95mm. As I said, all I need now are the corresponding sizes from the later Reliant one – I wonder if Rover group copied Reliant a couple of decades down the line, or if they went further still?

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Re Kitten wishbone failure (Mewsletter 56)

Sometimes, a surface imperfection is the starting point of a hairline crack which extends progressively under a fluctuating load until there isn't enough connecting metal left. Then the break occurs. This is "fatigue" failure.

It is unmistakable. Each joint face reveals two quite distinct areas. One is smooth, this marks the extent of the crack just before final catastrophe. The other exhibits the granular structure of the material. The smooth look is the result of the crack opening and closing under the varying load, the faces bumping together.

A widely held misconception labels the granular area as that where "the metal has crystallised and failed". The metal has indeed crystallised (all true solids are crystalline) at least twice by now, once when the ingot solidified, and once after hot rolling into plate or whatever. It broke there, because there were not enough crystals left sticking together to support the load.

The weakest point on the wishbone assembly is probably where the lower part is joined to the strut (which is only a strut when reversing, when going forward it's a tie). Does it look as if that's where the bends started? A lot of things are happening here, section changes, welds, holes, concentrated loads under bolt head, nut and spacer.

A successful bolted joint "in shear" is one where the bolts are tight enough to prevent relative movement of mating faces. Reliant's original spacer was too small, it collapsed a bit, and dug into the wishbone a bit, and the bolt tightness could not be maintained. One of the

first mods I made after obtaining my Kitten (24 years ago) was to fit 3/4" diameter spacers and add substantial washers top and bottom. The original bolt size 5/16" is adequate, but 5/8" wouldn't hurt.

Nothing but regular and frequent attention will hold back corrosion in such a weather washed situation. It gets under pigments (and the thicker the coat, the further it travels before the coat starts to come away), removes any thin chemical treatment, and sneakily enlarges the tiny pits in a sacrificial (galvanised) coat until, suddenly, it all gets big rusty patches.

EVERY TIME the ball joints are greased – once a month minimum – W.D. 40 all over the wishbones, not forgetting the pit where the anti roll bar link goes.

A. Shaw 28.02.04

*Alan, thanks as ever for the definitive word on the situation. Of course we have all opened out those holes and fitted bigger washers, thicker walled spacer tubes and 5/8 bolts just as John Box advised us to a few years back – haven't we boys and girls? I do know that Reliant did effectively cure the larger washer situation on the Fox, by spot welding reinforcing plates to the lower wishbone at that point, that said, the spot welding causes problems, because moisture eventually gets between the two pieces of metal, and corrosion gets a grip – again !*

*Having said all that, was it not a top wishbone that failed and caused this correspondence in the first place? I know that my experience was with a top one "folding" a bit due to corrosion – it was considerably less than half the thickness it should have been! Ed.*

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## **Sales & Wants**

For Sale :- Fox 1984 re-sprayed in Blue with cream hardtop. Good mechanics. New factory exhaust. M.O.T.. Only 30,000 miles £875

For Sale :- 1972 (Tax Exempt) Rebel 700 Estate. A reluctant sale - very good original condition, requires minor chassis work. Please phone for further details/pictures. Carl Langridge

For Sale :- 2 Regal vans, one of which is taxed & tested, one for spares. A 1979 Robin estate, complete, requires slight attention for MOT. Large stock of spares including at least 10 engines, offers to Robin Also a Bond Bug for spares, and a Salamander.

For Sale :- '77 Kitten Estate in yellow. Nearly M.O.T.'d when stored 4 years ago. Fitted with unleaded head, alloy wheels, Fiesta front seats, electronic ignition, new front shock absorbers, stainless steel exhaust. Needs to be tidied up and used. Offers to David Wright

For Sale :- 1976 Kitten DL estate XCA 361R stainless exhaust. Also various spare parts, only 60,000 miles from new. M.O.T till Aug, taxed till end of Feb. £400 O.N.O. contact Jean Turner

For sale :- Kitten Saloon P registered "Utterly Butterly" 86.000 miles sweet engine, no tax or test but runs well

For Sale :- Brian Radford still has various Kitten parts available including an engine, gearbox, axle, back door and various lights

For Sale :- Kitten estate, yellow, spare glass, axle, 2 engines, 2 gasket sets, and various other spares. New back springs fitted 500 miles ago Spares or repair reasonable offers for the lot

For Sale :- Kitten in bits two chassis, good engine several gearboxes and numerous other parts. 01904 426862 Bill Callaghan

For Sale :- 4 doors, ex three wheelers – will fit a Kitten. £ 20 each Contact Ralph Erwin

For Sale :- I have various parts from a Reliant Kitten car – willing to sell – I have too many to list, please ring for details on Sheffield, Yorkshire M. Edwards

For Sale :- two leaf springs, one 3 leaf, the other 4. A pair of S/H front wings, a new front panel (with a small part removed) front and rear seats (S/H). Second hand door panels (black). Contact Graham Annetts

Free to a good home, Andrew Norman still has that Rebel windscreen, please give it a home. Andrew does not have a Rebel, (and he has mastered the NO word), he only got involved to preserve the thing for someone who might need it.

Wanted :- a Kitten Estate, don't mind if it needs some work, but must be cheap and fairly local. Red Skelton

Wanted :- Working fuel gauge for a Kitten, the later type with the white needle, contact Donald Nicholson

Wanted :- Bruce Jones needs an early Rebel gear lever extension, give the man a ring if you can help please

Wanted :- A galvanised Rebel Estate chassis, contact Steve

Wanted :- Wash / Wipe control for a Fox. Contact Dave

## **Epilogue**

I was just talking to Richard Plaxton there, and he tells me that the place to get longer wheel studs, different nuts, spacers and the like is Trackstore who can be contacted on 01325 261336 or on the net at [www.trackstore.co.uk](http://www.trackstore.co.uk) Thanks for the contact Richard.

My thanks too to Mike Barker, and the others, who were good enough to put me right regarding the "Utterly Butterly" Kitten that I mentioned in here last time. It belonged to Tony Drayton. Oh and though it probably belongs on the previous page, you are aware I trust that should you feel the need to own a Tempest, that Oldham Reliants have one for sale, it's not cheap, but hey, how can you put a price on such pleasures ? Oh, and Joe is selling his black one too, see article on page

Can't remember if I mentioned this recently, but on the basis that it is better to repeat myself than lose the information completely, Kitten door hinges the side doors that is, are handed :- Top right hand (drivers) one is a 25845, top left one a 25840, lower right (sound just

like a dentist, don't I?) 21969, and lower left is 21970, so now we all know – just memorise those number please, so that when I forget, I can ask you!

While on the subject of my memory, and all this e-mail stuff, there are still, in spite of my best efforts, people out there who use Duncan Bradford's Fox and Kitten web group, who are not yet subscribers to the Register, so why do I even mention them? Well, every now and then someone comes up with an answer to a question that one of our folk asked – now you know what my memory is like, so who was it that was looking for a Fox transfer? Anyway, Philip Andrew wrote back in December 2003 that "I have for sale some Fox front (?) decals, they read fox custom and are in black, I'm asking £5 each for them....." Now I will feel really silly if Philip subscribes before you read this, but hey, I can live with that. No, of course I don't have a contact number or address, I told you, it was an on-line contact through Duncan's Fox and Kitten group – let me know if you are interested, and I will find a way to put you in touch.

There are also folk who use Brian Radford's Reliant Kitten web site who I struggle to keep up with, struggle so much in fact that I have nothing recent to report – it really is quite a big enough job doing what I do, without trying to police a variety of internet groups as well.

Dave Helmsley also deserves a mention, not because he is a Bug man, who happens to own a Kitten, but because he is still in business dealing in Reliant Spares in Hastings, and if you are in that neck of the woods you could give him a try on 01424 446078.

On the model Kitten front, they have been ordered, received and dispatched, unless your name is Frank Haynes – my apologies Frank, I don't know why exactly, I just thought it might be safer to give them to you when you are over, rather than risk them on such a long journey. We have two left, and can order more now that the mould exists.

Right, that really is about it for this edition, as ever, keep lubricating things – when last did you actually remove the carburetor dashpot and check that there was fluid in there – I use automatic transmission fluid – what do you use?

**Brian**

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—————<

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