



Reliant Kitten Register

NEWSLETTER 83
July - August 2008



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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The Reliant Kitten Register

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Fox alternative parts list contact: Duncan Bradford

Our Mutual Aid Spares scheme is run for us by Phil Hallam

Tempest Registrar: Martin Seymour 19 Cedar court, Woodfields,

Mewsletter pictures – should be sent to John Pearce

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.

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

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Staying with this year's theme of rear quarter views, this front cover shows a working Fox! Keith Gittus (see page 12) has for a while now been trying to encourage me to run a story, mainly in pictures, on Foxes, (lucky man that he is he has 2 of them, well, perhaps his wife Glen thinks one of them is hers?!?), and what people use them for. Keith has a smallholding, and some interesting agricultural equipment. I have to say Keith, though I didn't notice it when I saw the Fox in March, that that tail pipe looks a bit vulnerable, not to say non-standard!

Keith & Glen also have what seems to me to be a lot of dogs, I know it is only 3, but they are big greyhounds! So the Fox is a really useful vehicle. I guess if I were at all organised I would arrange an "and Hounds" transfer for the back of his fleet!

Peter Hemming I will single out for a special mention this time. Peter thank you for the letter, complete with pictures which you kindly sent in June in response to my question about getting text to go where I want it too in relation to pictures. I can do that on an A4 page, but have in the past found it impossible within the template I use to produce the magazine, I have just tried



again using your helpful and detailed instructions, but either I am using a different version of Word, or I am just too thick, I can't find some of the icons you refer to, quite how that Rebel picture, taken at Burford in 2005, got in there with the one line of text beside it I don't understand, well of course I understand, I selected it as part of this test, but why just one line of text? Hey ho, at least I tried!

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I think it was John Flood who rang me up early in June to recommend Triumph Herald steering rack boots as supplied by Rimmer Brothers, who happen to be on his doorstep, as being both a good quality buy, and of excellent value – I ought to get them to send Dick Goodall a pair and let him test them for us as he seems to have to change his every year!

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I know that some people were wondering why they got the Rebel Register questionnaire with the last edition, well there were two reasons, firstly because when I am packing 260 odd envelopes it is just too complicated, well o.k. time consuming, to have different contents going into some of them, and secondly, while I know many of the people who have Rebels, I don't pretend to know everything, so it was a deliberate opportunity for any of our readers who know anything relevant, to let Terry know – it's not too late, if you need another form let me know.

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At the time of writing, June 20th we have just posted edition 82, and the aspiration is to get this to you ahead of our trip to Whittington Castle on August 10th. I booked our accommodation yesterday, so we should be there by 10:00am. Have a safe journey.

John Metcalfe, to give credit where it is due, made the suggestion back in February that I, or someone, ought to produce a "Hints and Tips" book in the same format as the Mewsletter. Now I agree that would not be a bad thing to do – any volunteers out there? I know that Dick has compiled the CD with the mags and indexes. Many car and motorcycle clubs produce such a thing. The contents would be details of the useful and popular modifications that readers have adopted over the years, including arguments for and against where appropriate. John suggests that this could be sold to members for a fiver and non-members for twice that. Such a publication would help get new subscribers up to speed quickly, and act as an aid memoir for the rest of us.

So, given that I do not disagree, would anyone care to take it on? And what specific things do you think ought to be in there? I don't mind putting the final thing together and having it printed, with a more substantial cover than the Mewsletter has, but I would like help collating the information, and how do we index it?.

O.K., it is now July the 18th, less than a month since I started this one, thanks Keith for the pictures, they arrived yesterday. Enough from here for now, on with the show...

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Rebel round up

Last time out I published a couple of pages of information which were both incomplete and poorly presented. These shortcomings were entirely the fault of the Editor. He had received the information from Terry Horler, realised it was different from his understanding, but keen to get something in the mag. before he lost it, went ahead. At the same time he sent Terry details held on file which Terry promptly used to update the details he had provided, but your Editor had had so much difficulty trying to get the figures to appear in the right place – a lack of effective tab control I expect – and because of deadline pressure, he let it go with the earlier, less accurate, details – so much for trying to maintain standards!

So, at the risk of making a mess of it again, I will endeavor to get it right, both in content and layout terms here, thanks Terry, sorry everyone.

REBEL PRODUCTION

Date	Chassis No	No Built	Running Total & Changes
19th Sept 1964	Rebel 600 saloon announced	Earliest Chassis number known (prototype)	100003, BUE 447B registered 2/9/1964
January 1965	100009		600cc Engine
EWH 265C was broken for spares in 2001,			
January 1966	100113	104	
	R100244		Earliest 'R' prefix on RKR register
	DVLA registered 19/06/1967, last update 2002		
	100307		The late Michael Ertl WNK 406E
			DVLA registered 26/06/1967, last update 1999
January 1967	100373	260	364
August 1967	R100505	132	496 700cc Engine
October 1967	R100509	4	500
December 1967	R100645	136	636 Estate introduced
	E150???		Starting number of Estate not known but could be assumed to be E150001
	E150113		Earliest 700 Estate on RKR register

DVLA registered 17/07/1968 currently running 2008

January	1968	R100655	10	646	
		R100811			Safety harness anchorage deleted from Saloon &
		E150235			Estate (Earliest Estate Chassis number in parts book)
January	1969	R100899	244	890	
		E150434			Number of Estates to this point
					not known but could be assumed to be 433.
					(E150001 to E150434)
January	1970	R100954	55	945	
		E150520	86	1031	
January	1971	R100985	31	1062	
		E150625	105	1167	
December	1971	E150663			Earliest Van known
January	1972	R101004	19	1186	Black interior trim
		E150669	44	1230	
September	1972	R101073	69	1299	
		E150791	122	1421	
September	1972	941001			750cc Engine
September	1973	941762	761	2182	Production ends

Total number is 2188 plus the 700 Estate build to E150434 (433?) = 2621 Rebels

- R prefix - 700cc Saloons. (Possibly 600 saloons from R100244)
- E150 prefix - 700 Estates and Vans.
- S941 prefix - 750 Saloon
- E941 prefix - 750 Estate
- V941 prefix - 750 Van

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Now I know I ought to have sorted this out before going to print – again! but I always thought the prefix for the later ones was S E or V 94, I see that Terry thinks it is 941, I thought the 1 was part of a 4 digit number, but right now I can't remember why I thought that, nor can I remember where any of the early log books I have might be (somewhere safe I expect) so I can't easily check them to see if there are any clues there.

Oh, and that safety harness mounting arrangement they stopped fitting in January 1968, was a very neat arrangement, but over the top in terms of what was required from a safety point of view. Several of my early Rebels had it, but I assume its demise was a cost cutting exercise. It consisted of two rods and a sturdy plate – a picture paints a thousand words – oh no – not song

titles again – I thought I had got over all that! Anyway, I don't have an appropriate picture to hand – can anyone help? I thought I had just found an excuse to visit Michael Bentley and crawl under his, till I remembered it was fitted with a new galvanized chassis, and so would not have the arrangement under discussion. Never ever in the days when I scoured the country looking for Rebel galvanized chassis did I ever think of keeping that arrangement from the old one – see dear, I am not the hoarder you make me out to be!

REBELLIOUS CONDUCT 12

By Terry Horler

Thanks to the NHS, both LRF 671K and I have been enjoying a 3 month break from the daily commute to work and back. Yes, it was my turn to have a little repair work leaving the Rebel to look after itself for a change. In truth, it was still getting plenty of miles under its wheels by way of my 'recuperation programme' this took in a trip down the M5 to Ilminster and the ROC South West Rally at Horton. I am not a member of the ROC but was welcomed to the event to find 3 or 4 Fox Tandy campers and my first real life encounter of a Rebel saloon. There would have been one other Rebel there but John and Wendy Parker's Escort engined beast continues to overheat so they took their Scimitar instead. Other than 2 or 3 Scimitars, the remaining vehicles all had 3 wheels separating their chassis from the ground. No Kittens or 4 wheel derivatives to be seen. The saloon belonged to Fred Heath, although it was not until after the event that I realized that it was Fred's red saloon. A very well travelled and immaculate example. 2 or 3 people were also Rebel owners, past or present, which provided for some very good conversation throughout the day. The Fox Tandy campers were all being 'lived' in, so any closer inspection seemed rather invasive of their privacy, so just a distant glance seemed best policy. The round trip of 120 miles worked out at around 55mpg.

Getting back to work proved all too exhausting, so after 2 weeks of returning to the daily drudge, it was time for a weekend away in Cornwall. No, not in the Rebel, but in the unmentionable (in these pages) Peugeot 406 (Oh damn, I've been and gone and mentioned it now). Whilst Jan took in a Folk Festival at Helston, I soon found a vintage Rally at St Just. This proved far more interesting than I was expecting, then an orange Kitten arrived. I soon got chatting to Lynne and Ian who told me that the Kitten had only very recently been bought by Lynne who was planning to drive it to Blackburn. It is certainly a very nice example and following a change of radio actually in the Rally field, should be ready for the big trek northwards. Ian used to own a Rebel but following an engine failure, moved onto other things.

The following weekend, I gatecrashed another club event to which I have no connection. This being the Bath Microcar Club's annual Rally at Keynsham. I did phone the organiser first to see if a big 4 wheeled Rebel with a hulking great 848cc engine would be welcomed – it was! Arriving at the Rally field, there were other 4 wheeled vehicles, a BMW 700 sports, a Zundapp and even a modern Smart. Amongst the 4 or 5 Bond Bugs, a rare 4 wheeled example. As we lined up for the road run to the East Somerset Railway at Cranmore, I infiltrated the Bug bunch. I really didn't want to follow a smokey 2 stroke and felt better placed amongst the 4 strokes of Tamworth. Guess what, the Bug I was following didn't have any piston rings left! Yes, I got a face full of blue smoke after all! The run to Cranmore was very pleasant otherwise and a ride on the train pulled by 2-10-0 Black Prince very enjoyable. The East Somerset Railway seems one of the few preserved railways where you can still visit the shed to see the engines in storage. Unfortunately, I could not return to the remainder of the Microcar Rally that weekend but found it most interesting, a very friendly bunch of people too.

One other event I attended with the Rebel turned out to be something of a disaster. This was the monthly gathering of classic vehicles at Tintern in the Wye Valley. I have to cross the Old Severn Bridge to get there – and found it closed. I try to avoid the motorway and only join at the junction immediately before the toll booths. Hence, I missed all the motorway signs that would have told me that the westbound direction was closed. I was not the only one to befall this, 2 other classics were parked at the junction, their owners discussing the practicality of plan 'B' or the whereabouts of the nearest Pub. Plan 'B' is to drive around Gloucester and down the north side of the Severn, a distance of some 60 miles. I chose plan B, the other 2 classics had a plan 'C'. This was to drive across the new Severn Bridge to the next junction, turn back and head for Tintern from the opposite direction. I still thought plan 'B' to be the best option but a bridge swing over the canal in Gloucester meant that plan 'C' was the quickest option that day. Disappointingly, only 8 cars made it to Tintern and within half an hour of my arrival, the rain started. The only good news, the Old Severn Bridge was open in the homeward direction.

On a more successful note, the Rebel acted as a setting up vehicle for an off road driving event I was organising for the Classic and Historic Motor Club. This involved a few trips to the other side of Bristol to inspect the venue and to set up all the equipment involved in such activities. The small fact that the Rebel still had bags of bunting and poles filling up the load space some 3 weeks after the event meant yet another trip to unload where I should have unloaded 3 weeks previously. Still, all this meant that the Rebel was still getting some usage despite its 3 month rest from the daily commute.

On the jobs front, I have changed the jet in the SU carb and, er, um, oh, that's it. The MOT is now looming and I know that the front nearside trunnion will need replacing. The gearbox continues to transform into a semi-automatic by slipping out of 3rd and 4th gears. I mentioned this in episode 11 and very happily, I quickly received a phone call from a subscriber in Seaton in Devon with an offer of a gearbox for a 750 Rebel. Hopefully, I will be able to report next time that I have a new MOT and a gearbox that stays in gear. In the meantime, I am looking forward to the Whittington Castle event on the 10th of August and seeing more Rebels and other small 4 wheeled Reliants.

Terry Horler - No. 755 from Bristol

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REBEL REGISTER UPDATE

The scarcity of Rebels is greater than I feared. Following the Rebel Register forms that were distributed along with MEWSLETTER number 82, only 7 Rebels now survive!

Well, that's what the latest documentary evidence provides anyway. Somehow, I suspect that there are indeed rather more than this known to RKR subscribers. By subscribing to the RKR, then I rather assumed that we all had an interest to knowing more about our Rebels and pooling our knowledge for the benefit of all. Rather than jump in by announcing 'RELIANT REBEL- ONLY 7 LEFT', I will hold back and ask again that if you have a Rebel or knowledge of Rebel resting places, then please let us know. The RKR is the only organisation that is likely to be the melting pot of all things Rebel, so please support this as only you can.

Previously, there has been a listing of a RELIANT REBEL REGISTER c/o Green Dell, Bookham, Surrey. This is now believed to be non operational following unsuccessful attempts to

make contact. Hence, it is very much down to the RKR and its subscribers to bring the Rebel stats up to date.

I have questions about my own Rebel that to date have still to be answered, from the Register forms received; others too have questions about their Rebel's history. Only by the collating of available information can we be better placed to answer the questions that arise. As the original factory records are believed lost, it is down to current owners to pool their knowledge and experience of these now incredibly rare – just 7?- cars.

My thanks to those owners who did respond so promptly. I had planned to announce some statistics in this edition but I will hold on until I have more to go on.

I look forward to hearing from you, Terry Horler

At the risk of being accused of sticking my nose in I would like to say a big thank you to Terry for his help and enthusiasm. I did wonder about the wisdom of putting the number in print, I can just hear the phone calls now, not from our subscribers, but from others 'out there' who will have heard of the above article, and will ring me up and ask "is it right that there are only such and such a number of Rebels left?" Moira says I should be very short with those individuals and tell them in no uncertain terms that if they want to know what is going on they should subscribe, and just hang up. But it is not in my nature to be rude, though there are a couple of individuals who do ring up from time to time and ask the same questions, the answers to which would be known to them if they were on the circulation list and read the Mewsletters - it can become frustrating.

Anyway, I now have a dilemma, are you one of those who either owns or knows about a Rebel, or Rebels, and have yet to find the time to complete and return the form to Terry? And if so do you still have the form? If you are and you haven't, give either of us a ring and we will send you out another one. Terry can be contacted on 01454 881770, and you know my number, don't you? Ed.

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John Parker tells me that he has acquired a set of the aluminum framed sliding side windows as used on the export estate cars for certain markets, and he would like to fit them to his car, but does not know where to get the appropriate rubber section. So, if you know the answer to that one, please let us know.

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This next bit fits neatly in between our regular Rebel section and the Foxy bit. Dave Richmond from Hayes tells me in answer to the question on Rebel annual mileage that his covered 635 miles in the year 2004/5, 360 miles in the year 2005/6, and 332 miles in the year 2006/7. Which I reckon is getting close to the minimum required to stop things seizing up. Well done Dave. He tells me that the Rebel does not come out of hibernation till after the I.O.M. T.T. races in June.

More importantly Dave is needing a pair of Fox back springs as his are nearly worn through. Can you help? or are we really getting to the stage of needing to have some made?

Foxes Den

Hi Brian, tell Sandy Byrne the wheels on Glen's white Fox are 5J x 12" superlite minilite wheels as purchased to fit a standard BL Mini. The only words of advice I can offer when viewing new or second hand is to look at the width of remaining rim on the outside of the wheel, there needs to be 25mm from the outer edge to the spoke (offset). Any less and you risk rubbing the inside of tyre on the rear spring and can be close to rubbing the tyre on the front wheel arch when turning if the offset is wrong. Tyres are 155/70/12, no spacers, no special nuts, and no mods.

Keith Gittus (154) from Norton Canes (*see below, that's Keith, Ed*)

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One thing we don't do terribly often within these pages is to recommend suppliers. Now I think it is generally well known that Dennis at Michaels of Selby is second to none for service and knowledge, but, just to reaffirm that, I will relate a small tale.

Back at the early part of the year Terry Silke had been asking my advice about mechanical fuel pumps, this was a summary of my reply :-

"I will need to check on the fuel pump position, they were about £20 delivered and I should have one. My only concern is that they have used many different suppliers over the years and so many of the pumps look quite different in shape and appearance, the only potential problem is that I think all of the recent ones require a spacer between the pump and the crankcase, (they have a longer operating lever) not all Kittens had such a spacer, and if yours doesn't I am pretty certain you will need one, that requires a pair of longer studs too, I am pretty sure that Dennis at Michaels has these, but I can soon check that – does your Kitten already have a spacer in there?"

Then this week I had this message :-

I recently had to visit Dennis at Michaels to pick up a rear windscreen for my kitten, so I took the opportunity to buy a fuel pump at the same time. My kitten has the old type of pump and Dennis kindly supplied me with both the relevant spacer and extra length bolts - what a star he is. So thank you once again for the help.

Regards, Terry Silke No. 365 from Hertford

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DO WE HAVE AN IDENTITY CRISIS?

A question from Terry Horler

Somehow, I can't help thinking that we have an identity crisis. RELIANT KITTEN REGISTER is simple and snappy enough, but sadly, misleading. Although the RKR's literature goes on to state that other small 4 wheeled Reliants and derivatives are accepted, anyone just scanning through the many 'club listings' could simply scan past the RKR not knowing this important fact.

No doubt that the Kitten population may be the largest single group, but how does this stack up against all the rest that the RKR caters for? How many Rebel, Fox and derivative owners have passed the RELIANT KITTEN REGISTER by in not realising that it is not just Kittens that are accepted?

Yes, I believe our title is limiting us; I am sure that other non Kitten owning subscribers may have similar feelings about this too. Would a change of title produce a greater level of enquiries from the Rebel, Fox and derivative sector? If so, what would be a good descriptive title?

RELIANT SMALL FOUR WHEELERS

RELIANT FOUR WHEEL REGISTER

This could then be subtitled with -

"Catering for all Reliant 4 wheelers and derivatives originally using the 600 to 850cc Reliant alloy engine"

Ok, we could still get the odd enquiry from a Scimitar owner who doesn't pay attention, but better this than not receive enquiries from the very people we do want!

Perhaps this topic has been agonised over in the past and I am only going over old ground – but are we missing out in today's terms? Most of the directories only give the organisations title and address; few go onto give a full breakdown of the models covered by that title. After all the years that the RKR has been in existence, I believe that we have less than 250 subscribers to date. Surely there must be more potential subscribers out there if they only realised what the RKR offers?

Even if a change in title was thought appropriate, I have no problem in the magazine remaining as MEWSLETTER, rather clever that I think. Besides, it is in attracting new subscribers that I think we have the problem, no one should feel unwelcomed by the title of the magazine.

Terry Horler

Right, from the top, Terry is quite correct when he suspects that much thought and agonizing went into the name. Regular readers will recall the history, I will repeat it here :-

The Register was very poorly named by Brian Marshall back in 1991. At that time Terry Scott was still running the Rebel Register, (The Rebel Register was first begun by Barry Jones of East Sussex, who passed it on to Tim Howie of Surrey before Terry Scott took it over when Tim emigrated to America. It is believed that Tim had managed to acquire the factory records from Reliant, relating to Rebels, but sadly they disappeared before Terry took over as Rebel Registrar. Terry passed the Register on to Eric Skingley from Bookham also in Surrey, but he did not advertise the fact, and has not responded to correspondence, and so it came about that the Kitten Register widened its field of interest.) though, as it happened, he (Terry Scott) was just about to sell his Rebel, and stop keeping track of those fine wee cars. Brian had been trying, unsuccessfully, to coax Terry into widening his field of interest to encompass all of the under 1 litre 4 wheeled Reliants, and indeed all of their derivatives.

So by 1993 The Reliant Kitten Register having been talked about in 1990, formed in 1991, had a number of Rebel owners as subscribers, and an invitation was sent to other Rebel owners, with the promise of a regular page in the magazine.

By this time a number of Fox enthusiasts had also expressed an interest, and when it became apparent that the specials were welcome too, it was too late to change the name !

Today, 2005, the Register has information on over 1,000 vehicles, and enjoys the support of over 300 subscribers worldwide. The RELIANT KITTEN REGISTER exists to promote the running and restoration of all the under 1 litre 4 wheeled Reliant built and Reliant based vehicles. This includes Tempests, Tandy Campervans, Vantiques and Asquiths, Salamanders, Ciphers, Jimps Lieges & the Bobcat & Sienna, as well as all the specials and of course, Reliant's own Rebels, Kittens and Foxes.

That was the blurb back in 2005 which John Pearce has helped me up-date recently. Terry's comments about attracting more readers are perfectly valid, but I don't think we have anything to be ashamed about, with a total of less than 400 vehicles on the road we enjoy well over half that number of subscribers, I know that if the same ratio related to the R.O.C. they would enjoy 10 or 20 times as many members as they do, so we are doing all right. That said there should never be room for complacency, and the identity problem, for people trawling the internet in particular, or looking through listings in the motoring press is fair comment. Perhaps a way round that would be to have a web presence for Rebels – Duncan's Fox and Kitten group covers the Fox o.k.,- and simply have a new Rebel site refer to the RKR might suffice. In the immortal words of an old teacher – Discuss! (And get back to me once you have, or better yet do so through these pages!)

I probably should make the point that Michael Bentley used in the last few years of Terry's Register, to collate the "Rebellion", as the magazine for Rebel owners and enthusiasts was aptly called, and I printed it and distributed it for Terry, so I had a mailing list when Terry stopped doing it.

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Liege Page

I know that John & Mel cater very well for those chaps, but I just couldn't resist this quote from Peter after his adventure at Mallory Park the other month :- "All four Liege looked most impressive on the track. And as I predicted in the drivers briefing "some of the smaller cars will need to come through on the corners". And it wasn't just one Liege that got past the 6000cc Gardner Douglas Lola T70 rep. through Gerard's in the wet was it!"

Will someone now campaign the 750 Motor Club to have the Liege accepted in the Trophy racing series. <http://www.750mc.co.uk/F-750-trophy.php> I am sure there are a few of us that would enjoy some Liege racing."

I am envious of such enthusiasm, can you imagine the exhilaration of passing a high performance sports car with an engine 8 times the size of yours? (And at 500bhp pretty much 8 times the power too, even if you have tuned the Reliant engine quite a bit!) Wow, I can only dream. I do recall watching a Jowett Jupiter at Ingliston some years back passing a Jaguar XK140 in a similar situation, that tingling down the back of one's neck is absolutely wonderful. Keep up the good work all concerned, and may your campaign with the 750 Motor Club bear fruit.

Following quickly on the heels of that bit of news came the word from Simon Robson as follows :-

Just a note to thank everybody who returned their voting slips (and yes, I returned ours, Ed.) regarding the possibility of using an alternative gearbox in a Reliant engined Liege and remaining in Class 7 on MCC and ACTC Championship events. I am delighted to inform you that the Technical Panels of the MCC and ACTC have considered our request and have agreed to allow it effective immediately. The "Agreed Specification" sheet for the Liege will be amended and will be available on the ACTC website. Full details are in your forthcoming "Liege News".

Oh, and then I spotted this the other day (July 13th) on the Liege website from Paul Wheatley :-

The manufacturers' marks result of the 2008 Mallory 6 hour endurance event on 16th May have been published; quite interesting.

1st: Team Lotus (Lotus Elise Rs)

2nd: Caterham

3rd: Smart

4th: Westfield

5th: Liege

6th: Gardner Douglas (6 litre, 500 hp engined cars)

Out of 26 teams, we did not do too badly at all! When is the next one, Peter?

And then Simon Robson chipped in with :-

I think it is more impressive still when we also remember that there were 2 Liege teams (each with 2 cars) entered, which means that if any car representing that manufacturer suffers an irreparable failure, as you did Paul, there is a penalty applied to the whole of that manufacturers representatives, whereas other teams having only 1 team of 2 cars do not need to fear so much.

Very well done to Geoff & Colin, Mark & Ginny, the Worsfold boys, and Paul & Chris.

Now if only it had stayed raining as hard all day as it was in the morning !!!

Don't leave it another 10 years till the next one Peter. Simon

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QUIRISITIES!

One reason that it takes me so long to do what should be simple tasks these days, is my ability to be easily sidetracked, and right now I am conscious of the desire to get this edition to the printers by mid July – one has to have aspirations! The point? when I am entering a new subscriber on the database, I also, given that they have some, add the details of their car(s) as well, first I need to check to see if we knew about their car(s) already, so, I look, and it all takes time, and if I look in a manner that might save time, i.e. search for registration numbers beginning with the same letters,(reduces the risk of a typing mistake – less characters to type = less chance of me making a mistake!) I sometimes find things out - take for example one of our most recent subscribers, Mr. Robert Aslett from Greenwich, his Kitten is XVY 439R, so I searched for cars with registrations beginning XVY, and low and behold, there was the next one! – XVY 440R, So, what do we know about it? Well, for a start it was down as belonging to subscriber number 0001, yes really! Paul Adgar. Now Paul first joined us in 1999, and while his subscription lapsed for a year in 2001, he was with us till 2003. The car however was last recorded as undergoing a rebuild in 2001, and, thanks to me being less than religious about things of less than the highest priority, that car is still logged as being with Paul. Frustratingly I did not record why he left us – perhaps I never knew! Anyway, I had the car's record on the screen in front of me, and Mr. Aslett's application form on my desk, so, being curious, I had a look at the chassis numbers on these consecutively registered vehicles – not even close!! Now one was an estate and the other a van, but even so, the last 5 digits were 03223 and 01566 respectively, the other one started 6M10, but I had it down as black – a colour they were not offered in, so part of that is of no help while the 'new' one begins 6G3, and it is yellow, and, wait for it, the dates of first registration are different by almost a week! At 11/01/1977 and 17/01/1977 respectively – how does that work out? (Come on George Mitchell, this is your field of expertise, did main dealers get a job lot of registrations to use over a period of time?) Now I do remember that there is at least one individual out there who has a very different understanding of Reliant chassis numbers from the less than perfect thoughts I have had from time to time – should I try to find out who he was, are you reading this? Whatever, it made me stop what I was doing and type this up – a case of more questions than answers I'm afraid! (As I hunt for Dick's index to see in which edition we published the chassis number story according to Brian, I know that Les Cruickshank did an article for us on this back in the early days, and Simon Chisholm too, but Dick's index is not to hand! There's a surprise!! – One day....) Ed.

Moving on from that, John Box kindly provided me with some details on chassis numbering (in general, not Reliant specific, in fact I think the Information was gathered during his time with TVR). Thank you John :-

Chassis numbering from mid 80's

S Made in UK
A
9 Less than 500 vehicles made per annum

D	Description of body	DH = Drop Head
H	Weight class B	FH = COUPE
3	Engine	
5	Size	
P	Fuel P = Petrol, or Gasoline etc.	
X	VIN Verification check digit	
F	Manufacturing year	F = 1985
B	Manufacturing plant	
O	International code designating :-	
1	Model Name	
9	Manufacturer	
X	Sequential	
X	build	
X	number	

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A word on Kittens - long overdue some might say!

Sometimes one can find that the point of a conversation drifts far from where it started, many an interesting debate I am sure has wandered far from the advertised topic, no, it's not just dementia (I hope!) and I freely admit to being guilty.

I recall saying back in the early days of the Register in regard to front cover pictures, that, since we all know what a Kitten looks like, we would lean towards showing you other vehicles in our field of interest, and so we have, though not exclusively!

However, it occurs to me that perhaps the content of this publication has also had a bias towards the unusual to the detriment of our beloved, and increasingly rare, Kittens. If you feel that that is the case, feel free to help me redress the balance!

To some degree the content of the Mewsletter is a reflection of the input from our readers, over the years we have enjoyed technical specialists, driving enthusiasts, people with questions, folk with as good sense of humor, even the odd one I simply could not put into print, and I try to strike a balance, if you would like to help, please do so. It has been a while since we had a body off rebuild story, and I know there are a number of such projects on-going. I know it takes time, but if you can find the time to put pen to paper, or finger to keyboard, we would love to hear from you.

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Lighthearted section

With apologies to Alan Shaw and others of that ilk.

A friend of mine who builds and races motorcycles and fancies himself as something of an engineer, sent this to me recently, I thought you might enjoy it. :- All of this he knows is true, he knew an engineer's mother once!

Understanding Engineers --- One

Two engineering students were walking across a university campus when one said, 'Where did you get such a great bike?'

The second engineer replied, 'Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, 'Take what you want.'

The first engineer nodded approvingly and said, 'Good choice; the clothes probably wouldn't have fitted you anyway.'

Understanding Engineers - Two

To the optimist, the glass is half- full. To the pessimist, the glass is half-empty. To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers - Three

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, 'What's with those guys? We must have been waiting for fifteen minutes!'

The doctor chimed in, 'I don't know, but I've never seen such inept golf!'

The priest said, 'Here comes the greens-keeper. Let's have a word with him.'

He said, 'Hello George, what's wrong with that group ahead of us? They're rather slow, aren't they?'

The green-keeper replied, 'Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime.'

The group fell silent for a moment. Then the priest said, 'That's so sad. I think I will say a special prayer for them tonight.'

The doctor said, 'Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything he can do for them.'

The engineer said, 'Why can't they play at night?'

Understanding Engineers - Four

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons and civil engineers build targets.

Understanding Engineers - Five

The graduate with a science degree asks, 'Why does it work?'

The graduate with an engineering degree asks, 'How does it work?'

The graduate with an accounting degree asks, 'How much will it cost?'

The graduate with an arts degree asks, 'Do you want fries with that?'

Understanding Engineers - Six

Three engineering students were gathered together discussing who must have designed the human body.

One said, 'It was a mechanical engineer. Just look at all the joints.'

Another said, 'No, it was an electrical engineer. The nervous system has many thousands of electrical connections.'

The last one said, 'No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?'

Understanding Engineers - Seven

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet.

Understanding Engineers - Eight

An engineer was crossing a road one day, when a frog called out to him and said, 'If you kiss me, I'll turn into a beautiful princess.' He bent over, picked up the frog and put it in his pocket.

The frog spoke up again and said, 'If you kiss me I'll turn back into a beautiful princess and stay with you for one week.' The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, 'If you kiss me and turn me back into a princess, I'll stay with you for one week and do ANYTHING you want!.'

Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, 'What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?'

The engineer said, 'Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool.'

Getting Technical

I'm not sure where to put this article, it is a response to Malcolm McHugh's question about CO2 emissions. Alan Shaw felt motivated enough to send in the following, and if not technical, it is certainly scientific, and not having such a page, and not planning one either, here seems appropriate.

You know, many moons ago when I was a lad, still at school, the textbook we used in our Physics class was called "Physics in fun" and, in the ably run classes by our teacher, the late Davie Orr, also a driving force in the Paisley Musical and Operatic Society (he allowed us to take acceleration due to gravity (32 feet per second per second as I recall) as 10 rather than 9.8 meters per second – the world, well this little bit of it at any rate, was thinking of going metric back then – some decisions take longer than others!

Moving on – well I would be if you would write to me more often such digressions could be avoided, but it is still June – just – and I hope at this point in time to get this to the printers by the third week of next month in the hopes of getting the finished article in the post before we head to Whittington for August 10th, so if more of you write to me before then all this nonsense can come out! (My waffle, not Alan's article)

For the purposes of the following article the / symbol means divided by or over, and the use of bold italics in a figure means it is cancelled out by a similar value elsewhere in the equation. * is multiplied by and I am struggling to find a right facing arrow, so have chosen to use the word "giving" in italics instead.

Dear Brian,

June 2008

I've been quiet for some time, but your discussion in the May mag. has prompted me to have a go at finding emissions from the Reliant 'Kitten' (An uninstructed animal lover might get the wrong idea. Sorry.)

From the Owner's Handbook,

Fuel consumption test results "Passenger car fuel consumption order 1977".

Simulated Urban Driving 38.91 mpg (7.26 L/100 km)

Constant speed Driving 49.04 mpg (5.76 L/100 km)

At 90 k/h (56 miles/h)

Taking these last values.

Check $1/49.04 \text{ gal/mile} * 4.546/1.609 \text{ L/gal} * \text{mile/km} = 0.05761 \text{ L/km} = 5.761 \text{ L/100km}$

Assume that the fuel is something like benzene C₆H₆ density 0.7 kg/L

Fuel consumption = $0.05761 * 0.7 * 1000 \text{ gram/km} = 40.33 \text{ gram/km}$

Taking the atomic 'weights' as carbon, 12 hydrogen 1 their relative proportions by mass in C₆H₆ are 12 * 6 and 1 * 6, i.e.72 and 6, and the fraction of carbon by mass is $72/78 = 0.9231$. Thus, the mass of carbon burnt per km = $40.33 * 0.9231 = 37.23 \text{ gram}$. For complete combustion C +

O₂ giving CO₂ Taking the atomic 'weight' of oxygen as 16, then 12 + 32 = 44, i.e. 12 grams of carbon burn to give 44 grams of CO₂ Hence the CO₂ emission per km = 37.23/12 * 44 = 136.5 grams

Combining the above, $4.546/1.609 * 0.7 * 1000 * 72/78 * 44/12 = 6694$

Hence grams CO₂/kilometer = 6694/mpg. Four significant figures gives delusions of accuracy, but never mind.

Applying this to "Simulated urban driving" CO₂ emissions are $6694/38.91 = 167.7$ grams/kilometer.

I have with me a newspaper ad. for a Ford Fiesta 1.25 which gives the official fuel consumptions and emissions as follows.

Mpg urban 32.5 to 34.4 extra urban 51.4 to 60.1 combined 42.2 to 47.1 Official CO₂ emission 141 to 159g/km.

The 'combined' appear to have been calculated from the mpg figures as follows. $(32.5 + 51.4)/2 = 41.95$ and $(34.4 + 60.1)/2 = 47.25$ Near enough I think.

Using the result from the 'Reliant' calculation together with these we obtain for the emissions $6694/47.25 = 141.67$ and $6694/41.95 = 159.97$ again close.

Thus 6694/mpg seems to give CO₂ emissions in grams/kilometer as nearly as anyone needs.

A. Shaw

Alan, thank you. I considered trying to just copy the neatly typed A4 page that you sent to me on into the mag., but instead elected to type it in, so everyone will need to excuse any confusion regarding the symbols – one day I will master the software – and a comment like that is surely sufficient to have me committed as delusional!

Without in any way wishing to detract from Alan's work and expertise, and being a naive soul, I would like to think that the government, who have no doubt spent millions of our pounds coming up with an 'official' version of the above formula, would take into consideration the weight of the vehicle, its wind resistance, and possibly rolling resistance – or do these comments show just how little I understand about such matters? That said I doubt if the end result would vary significantly from what Alan has come up with.

Then the following arrived from long time Rebel owner and user Fred Heath, thank you Fred.

Hi Brian,

July 11th 2008

In answer to the query, 'CO₂ emissions from a Kitten' from Malcolm McHugh (Mewsletter 82), see the following list, hope this helps.

85mpg, 88g/km

74.3mpg, 99g/km

67.3mpg, 111g/km

62.8mpg, 119g/km

61mpg, 108g/km

60.1mpg, 123g/km
60mpg, 115g/km
57.6mpg, 129g/km
55mpg, 135g/km
43.5mpg, 172g/km
41mpg, 164g/km
40mpg, 185g/km
34.9mpg, 214g/km
26mpg, 255g/km

The foregoing is a mix of petrol and diesel emissions from the manufacturers quoted figures for latest cars. Diesel engines emit more CO2 despite being more fuel-efficient. Cars with catalytic converters also emit more CO2 than non-cat cars as nitrous oxide, carbon monoxide and unburnt hydrocarbons are converted to CO2.

A non-cat car giving 50mpg would emit approximately 130g/km although the other pollutants would be present also.

The pollution generated during the manufacture of a new, more fuel efficient car, would be the equivalent of continuing to run a non-cat car for 15 – 25 years depending on how it is driven.

All the pollution from the manufacture of a new car would end up in landfill, water courses or the atmosphere. As older cars have already been manufactured, pollution wise, it would be kinder to the environment to keep them running until beyond economical repair.

How much we will all be paying for our road tax in future is open to some conjecture at the moment but ever upwards appears the best guess.

Regards, Fred Heath (Membership No. 177) from Tonbridge in Kent

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## Parts

We are fast approaching a re-order level for front suspension bushes, that is to say one of the four we carry is at a re-order level, and another is almost there. I have long struggled with parts, and do have a concern. As regular readers will be aware I do not keep all the stock here, a small and elite band of individuals helps out by keeping a number of parts for us. That said one such individual has failed to respond to correspondence since not renewing his subscription last year, and our stock of original anti-roll bar links has disappeared with him. It only was one pair, but none the less is very frustrating, and reminds me that I need to be very selective when choosing such individuals. Now I do have a man in mind for the bush stock, and, if I get my act together in time, I may be able to name him in here, but reliable people will be needed in the future, not wanting or prepared to put all our eggs in one basket, but equally not able to carry much to the Post Office these days, and not prepared to wait in all day for a carrier to call, I hope / plan / intend to delegate more of that responsibility in the future.

If you are interested in helping out, the space required is not great, and though I have underestimated the task in the past – sorry Duncan – the very worst it is likely to involve you in is making up and posting a parcel a month on average, probably more like three or four a year. (My

experience is that you do nothing for months, then three or four in a week, but that is the relatively wide range we do keep here, any individual helping in future will have a maximum of 10% of that!) So, if you are up for that, and are confident that you will not lose the bits if they lie dormant for a year or two, please let me know. I am not just so able to get up into the loft these days, and I do not envisage that situation improving. So I need to plan ahead and delegate more in future.

Still on the parts front, it would seem that exhausts are becoming a problem. As with front springs, if we are to become involved, I would be looking to come up with a solution that will be able to be used on both Kittens and Foxes. That would involve a three piece system as the Fox silencer and tail pipe are very different from the Kitten, but the front pipe is, I believe, the same.

There will be great debate about quantity and material, but I can't see the quantity being less than 10, (how many Kitten and how many Fox though?) and I can't see the material being anything other than good quality stainless, your thoughts awaited with interest. Ed.

Then there is the matter of Fox back springs, we are at a re-order level for Kitten ones, so perhaps now is the time to see if they will help us out.

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## Us

From time to time I am tempted to fill a small part of the Mewsletter with a list of new subscribers. Many if not most of the clubs I belong to do so, and, were I ever to achieve my long held ambition to publish a membership list, that would be, I guess, a good time to start.

This of course is not a club, but a Register and I always like to be different. That said a good idea is a good idea, and ought not to be shied away from.

Membership of the Register has long defied clear definition, I am always confused / bemused by the number of people joining us, leaving us, for a variety of reasons, or just late renewing – had another of them today, and very welcome back you are too – July the 7th! Then there are those who leave, and re-join after an absence of a number of years.

I had a chap on the phone in June, wanting to know if he could buy back the Kitten he sold through an advert in the Mag. (he left us after selling the car about 4 years ago,) and he couldn't remember its registration number. He now has the time, space, and funds to look after it, and wanted it back – if he calls again I will see what can be done, but I really need more to go on.

The way I define membership numbers any time I feel the need to do so, is simply to run the "current member address label" print feature of the database, it prints 21 labels to a page, and I do not need to print it off to see how many pages there are. So, while the 21 times table was never my strong point, it is not a difficult sum (especially since there are only 12 pages of it just now!). Then I just deduct the complimentary ones, remembering our advertisers, and the other groups we exchange mags with, and I get a number – right now that number is 242, yet we had about 40 non-renewals this year, and last, and while we have signed up just the 16 souls in the first half of this year, as I have remarked in the past, I am impressed at how well our numbers are holding up, given the number of cars still on the road.

Speaking of calls I receive, (previous paragraph) I had another interesting one in July, I again failed to make a note of his name, his other phone rang and he had to go, saying he would call back later, my phone was quite busy that evening, and I have yet to hear from him again. He was ringing on behalf of someone who was wanting to take a wee Reliant permanently to the Irish Republic, and wanted me to provide information relating to emissions in order for the vehicle to be registered over there. I don't know if I can help, and I seem to think they have a problem with fibreglass bodied vehicles over there – watch this space!

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Brian Wiggins was asking recently if I could give him an idea of the value of an Asquith van, (which I don't know). Indeed if I remember correctly so was Terry Wheeler. Brian tells me that a Malvern florist sold hers a few years ago for £5,000, and has asked me to advertise his, and also his Fox, so if you are in that market, Brian can be contacted on 01452 840552

## Sales and Wants

For Sale :- Fox, contact Brian Wiggins Gloucestershire

For Sale :- Asquith van contact Brian Wiggins Gloucestershire

Wanted :- Back road springs for a Fox, either new or in good order. Contact Dave Richmond if you can help.

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## EPILOGUE

It is now the last day of June, this edition is half done, and I still aspire to get it to the printers in a couple of weeks time, and in the post to you before we set off south on August the 8th to see you all at Whittington on the 10th

7th of July now, thanks to Terry Horler we are now up to  $\frac{3}{4}$ 's of the way to completion, and not a single picture yet, so I am still hopeful of making my deadline.

One of our most recent subscribers was asking about contact numbers and a parts list, also if we had a Kitten forum, all of which are on my to-do list. So I will begin with a parts list in the next edition, though for all the size of it, we have :- front dampers and springs, rear springs, bottom wishbones, Kitten front struts, lower steering columns, steering racks, ball joints, anti roll bar links, anti roll bar bushes, wishbone bushes, rear spring bushes, handbrake cables, throttle cables, speedo cables, fuel tank sender units, engine mountings, headlights, alloy rocker covers, steering column bushes, Kitten rear light assemblies, water pumps, thermostat housings, and a few other things like a set of kitten door hinges, light switches and so on.

A couple of things I missed were to thank Fred Heath for his input on the emissions question, and to do more research, that Mallory Park day that Peter Davis organised, there was a Reliant team entered, they finished in 17th place, and I have yet to discover who and in what vehicle(s). Oh yes, one other point, Terry Horler's hard work on Rebel production, I forgot to mention that about 1,000 of them were exported to over a dozen countries. Oh and yes, I do know how to spell curiosities!, just my sense of humor.

As ever I hope this finds you and yours well, do keep up with the greasing and lubricating, the cars too, and I will talk to you again in a couple of month or so's time. Do please remember to send in any stories or pictures that you can, remember "Your Mewsletter needs YOU!"

Till then take care, enjoy the cars, the summer, and take and send me some pictures please, digital for preference.

**Brian**

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