

Which KIT?

BRITAIN'S LEADING KIT CAR MAGAZINE

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1 February 2001

WITHOUT PREJUDICE

Dear Mr. Tanner,

Through your unnecessary and vindictive legal action against me, you have caused untold stress, worry and hardship on me and many of my staff. You have wasted a vast amount of my time and a lot of my money. You have made me extremely angry at having to expound so much energy to deal with what at times seems like a rather inconsequential matter. After all, my comment in Which Kit? was most certainly NOT made maliciously. No other kit car manufacturer would have taken the action you have, especially after seeing an apology printed.

In short, what you have tried to do – quite intentionally – is totally disrupt and undermine my life, Sally Mitchell's life and the position of Which Kit? magazine. You have relentlessly tried to damage and undermine shows promoted by Limelight Exhibitions. In all, your actions have had a drastic and terrible effect on the kit car industry. You clearly have no concern for the industry and have totally ignored the views and wishes of so many manufacturers.

After suffering so much of your evil claptrap and devious ways, I have now decided it's time to fight back.

Following my obtaining an engineer's report which suggests my Pilgrim Sumo is dangerously engineered in some areas, your case is looking exceedingly weak. I also have evidence of various other cars which have suffered chassis component failures and have of course recently been in contact with Alan Howell, who is extremely angry that his Sumo's offside front suspension fell apart at 40mph, causing extreme danger.

Mr. Howell's story is reassessed in the March cover dated issue of Which Kit? and this is just the start of a whole series of features exposing your sub-standard products and unprofessional attitude to business overall. It's time the kit car buying public is made aware of what has been going on at Pilgrim Cars. Here's an idea of what we are researching or plan to print when we get enough information...

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- 2 -

- Further exposure of Alan Howell's terrible experience.
- Assistance to Alan Howell in his efforts to get newspaper publicity about the lousy deal he got from you.
- Full exposure of my own Sumo's faults over several issues of WHICH KIT?, including printing extracts from three different engineers' reports in our possession – none of them exactly complimentary.
- Exposure of two cars with which we have direct contact, both of which suffered bent front wishbones after very few miles.
- Exposure of all the problems with you experienced by another man who is extremely unhappy with you and your company.
- Exposure of a Sumo which was a complete write-off after hitting a kerb.
- Exposure of all correct information that can be obtained about the defective Sierra based Sumos that were returned to your workshops on what sounds like a regular basis.
- Investigation into stories that many Sumos in Belgium suffered from bent wishbones and were repaired by your Belgian agent.
- Exposure of the registration document fiddle which I believe you may operate with your Belgian dealer to get cars registered over there as classics.
- Exposure of any other registration document fiddle which you may operate.
- Full investigation into rumours that a Sumo suffered front suspension failure in Belgium (or maybe Holland), crashed and killed someone.
- Contact with any interested national daily newspaper to expose the shoddiness of your operation generally.
- All information collected on this matter to be sent to Roger Cook, presenter of *The Cook Report*, asking him to carry out a full investigation. The same to be done with the *Watchdog* TV programme.
- Full information on all matters to be sent to the Vehicle Inspectorate.
- Exposure of absolutely all other relevant matters that come to our attention concerning Pilgrim Cars.
- Full information on all matters to be sent to other relevant car magazines.

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- 3 -

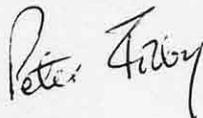
Which Kit? clearly has a duty to bring all the above matters to the attention of the kit car buying public - for their safety and well being - and will do so throughout 2001. The effect on your business may be devastating.

There is only one way all this can be avoided. It requires three things:

- You drop immediately your case against Peter Filby and Blueprint Books Ltd.
- You pay Peter Filby his costs to date.
- You pay WHICH KIT? immediately the £455.25 plus an extremely reasonable 5% interest per month, of £819.36 – a total of £1274.61 – still owed by Classic Transport (Eagle) from the days when it was run by Tony Holmes.

I suggest you do something about this very soon before too much damage has been inflicted on your business. I am still prepared to talk to you and try to reach a settlement but will still expect you to agree to the terms above. Please note that any settlement of your claim must be on terms incorporated in a formal written court order that my solicitors will prepare.

Yours sincerely,



Peter Filby