

# Reliant Kitten Register



## Mewsletter 131

### July - August 2016



*This issue's picture is this very smart Rebel pick up conversion, owned by Sam Findlay from Rutland, now back on the road following a comprehensive rebuild. Who originally built it is a mystery, so if anybody has any information, we'd love to know. Interestingly, during the works, Sam installed a Robin axle, which should cure the chronic under gearing Rebels suffer from!*



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



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Greetings once again, I am trying (I know, very trying) to be more focused. It is the 8<sup>th</sup> of June as I type, 42 years since Moira said yes! If she had known then what she knows now....

Anyway, the printer's big machine broke down the other day, so, no membership cards or mag yet, and I am very keen to get edition 130 out, along with your membership card, and a certain booking form for an event that will most likely be history by now, or just possibly about to happen (at the end of July) my crystal ball is a bit foggy at the moment.

I left some garbled notes at the end of the supplementary sheet last time, and I am fearful of repeating myself – too often – but the matter of inlet manifold mods was at the front of my mind. After Paul Wheatley kindly gave us such a clear definition, I realised that of course that mod, milling a two great chunks out of the inlet manifold, was indeed just as Paul described it.

The other, much more subtle mod, which I think was designed to be used with an SU, was the one devised by Dick Harvey for his 750 racing engines. I think I may have covered this all before, so I will not dwell on it now, (indeed I may, in the past, have got mixed up between the two, and so been responsible for much of the confusion, by failing to point out the differences at the appropriate time(s)) but this does bring home to me the desirability of a good index of all the magazines. That is for another day, feel free to get involved with that project, and my thanks to Dick Goodall for his efforts there in the past.

Moving on then, I could (should?) sneak at least part of my March adventure into this edition, and so ensure that you get it in mid July, sounds like a plan to me!

Then again, if I really do have that much material, this is our Silver Anniversary, hmm, I wonder.... (This thinking out loud is getting to be a habit!)

Oh, Sam (Bridgeland) was asking about an Index for the Mews, well, I am not ignoring the question, see my comments above.

If you have the time and inclination to take that task on, perhaps a few individuals could tackle half a dozen issues each? Just thinking out loud again. Sadly, I do not have the time or energy.

You may recall my concerns about our increasing dependency on the internet, and the wisdom or otherwise of it all, well, the router in my house developed problems over the weekend, and, at the time of typing, Monday the 27<sup>th</sup> of June, I have no internet or email access! This when I am certain I have sold a few things on e-bay, but cannot confirm that, nor communicate with those individuals, very frustrating.

One up-side of that however, is that it gives me time, whilst I wait for a new router to arrive, to get on with this! A silver lining indeed.

Right, it is now the 2<sup>nd</sup> of July, oh sorry, it was ten minutes ago, it is now the 3<sup>rd</sup>, how time flies when one is having fun! I've decided to serialise the tale of my March adventure, and foist part one upon you now, in an effort to get this to you in July, and so get back on schedule. Must dash, I am due at Phil Hallam's in 13 hours time, and apart from getting some sleep, there is much to do before then.

## GUS 265L

*As you may be aware, I am very aware that my memory is not what it once was. Yes I can still rhyme off the key number and chassis number of my first Jowett Javelin, which I ran from 1969 till I last drove it, jammed in top gear, (as it had been for over a month by then!) on my 21<sup>st</sup> birthday, which was 1973 if you must know! as well as its registration number of course, but more recent things are a bit of a problem, to apparently random degrees.*

*This was brought home to me recently when I was asked about the history of GUS, a Rebel I used to know quite well. I'm sure that it was red when I first met it, John Blagburn had it, I think. Then it went to a Lotus enthusiast who bought it for his daughter, converted it to disc front brakes, and resprayed it blue. But then she decided she wanted a modern car, and poor GUS lay little used for a decade or so before moving on. A couple or three custodians later, and we are re-united.*

*Frustratingly this is an area where the database lets things down, as I never thought through just what the Register might be wanting to do as regards tracking the movement of the cars, it was designed to record who has a given car now, and its limited ability to record notes with individual, either vehicle or owner's records, has proved an obstacle to maintaining a comprehensive history as vehicles change hands multiple times, just like my memory, not actually fit for purpose!*

*I do not intend to dwell on shortcomings, far too depressing! I can tell you that moves are afoot however to address some of those situations.*

*This position was again brought into focus last Saturday when a certain blue Rebel van was literally dug out of the ground in Sherriffmuir, on its way to a new home and, hopefully, a more positive future, and could I remember when I first came across it?, or when it sported its rare numberplate, long since moved to another vehicle, Like S 191, SV 29 both adorned Scottish resident Rebels for about a decade, more in the case of S 191, where are they now? (the numbers, not the Rebels, I know where the Rebels are!)*

*Enough. On with the Mews..... or GUS at any rate!*

Brian,

2<sup>nd</sup> May 2016

After a busy few months and major works on my other vehicle (a 1978 Sherpa Camper) I have finally had the time to do some work on Gus, and, having for the moment given up on getting a replacement main shaft for his gearbox, I bit the bullet, and bought an entire gearbox from Joe Mason.

I have now entirely rebuilt this box, although I probably need to do it again, as it's jumping out of reverse, possibly due to a badly worn reverse selector shaft, or something I've missed, but **GUS is now back on the road.**

As he is now my main transport, this also means that I can put a bit of time and money into researching and sorting out some of his problems, and possible improvements. I may have asked before, but is there an amalgamated index for the Mewsletter? Or do I need to rely on asking you if you remember which edition to find certain info in?

I suppose I had better join the Register now.

Cheers, Sam (Bridgeland) Now No. 1030, from Fowley.

.....

Hi Brian,

2<sup>nd</sup> June 2016

I've finally got round to getting my cheque book out to join, and I realised that you are also selling a Rebel heater flap I'm looking at on bay, so I wondered if you could probably post the membership stuff along with it?

The delay in registering is largely down to GUS taking up my spare time: he's just gone through an MOT, and having seen the brake test results, I have spent time tidying up the brakes. I still need to find the parts (Clevis, adjuster etc.) to replace the bodge on the clutch, but I got distracted by the temperature gauge, which was reading C, although not at the bottom, when the engine was hot. I'm rather keen on knowing what's going on, so, having shorted the gauge and got full scale, I replaced the sender, only to find the problem remained. A bit of research lead me to believe that the Lucas 10v mechanical regulator could be



faulty, so I replaced that with some electronics, but still had the same very low reading. Applying Occam's razor suggested that this meant that gauge was correct, and the engine temperature was very low, so I got and fitted an 88 degree thermostat, and now the gauge reads dead on central. Wondering why anyone would put the lower temp thermostat in was soon unnecessary, as the weather warmed up and I had to drive everywhere with all windows open. Odd, the Rebel should have a heater shutoff valve, and GUS even had the control for it, but no valve. More research lead me to various Reliant discussions about taking the valve out as it was a bad idea to shut off the coolant flow through that end of the head; some sense in that, but. . . . I have now just done what would probably have been sensible in the first place; replaced the valve, but with a bypass rather than shutoff one, so the flow still happens, but doesn't have to heat the interior. Parts were a little complicated, but eventually I managed with a slightly adapted Taxi valve (nice solid metal one) which had 16mm rather than 1/2" connections, so I replaced the engine outlet with a 3/8" BSP to 15mm adaptor and bought a 16mm to 12mm silicone reducing right angle to connect the valve to the heater. I had to do a bit of trimming and adapting, and ended up fitting a 16mm T-piece to 1/2" hoses which is a bit naughty, so I'm on the look-out for a 12mm,16mm,12mm T. Anyhow, I now have a heating system which turns off using the original control. Phew.

Annoyingly enough, while doing this, I missed an auction for the gear leaver grommet which would stop the engine heat coming straight in, anyway.

Anyhow, I thought you may be interested.

Cheers, Sam (Bridgeland) No. 1030 from Fowley.

~~~~~

*We are indeed interested Sam, and because I was uncertain, I asked John, here is his reply :-*

Hi Brian,

14<sup>th</sup> June 2016

Yes, GUS was mine between 1995 and 1999, back then he was handpainted in BMC Tartan Red and I remember fitting a comfy pair of mini Clubman recliners, H4 headlamps, an SU carb to suit his 850cc

engine better than the original Zenith did, and a voltmeter, as the one already fitted by someone was misreading, and allowing me to think that the charging system was in danger of boiling the battery dry!

I also fitted the correct engine front bearer plate, installed new front damper/spring units, and rewired the car from the engine bay rearwards, as simply cleaning the earths had never been 100% successful in getting the rear indicators to work without interfering with the tail lamps.

I remember the day you & I went to collect the car from Robert Fairfoull's place in Ayr. We dropped into an MOT testing station along the Ayrshire coast on the way back to Renfrew, the plan being to see what would be needed for the car's first MOT certificate in a year or two. GUS passed the test, and every subsequent one when I owned him, he was probably up there among the least troublesome cars I'd ever owned (prior to my discovery of the Toyota that has just completed its first year with me, and has been utterly trouble free over the 14,000 miles I've somehow managed to cover during that time)! But I digress...

I found a picture of GUS, as seen at Doune in, if memory serves correctly, 1996:



Here's hoping that the wee scamp continues to provide reliable service for his current and future custodians.

Cheers, John (Blagburn) No. 036 from Morpeth.



*So, when filing that picture what did I find.... Others, see, there is a system! (If only I remembered to follow it religiously!!)*



*Yours truly above, J.P.B. below*



*Oh yes, that was another of John's Red Rebel estates, is it any wonder I get confused!?! These were taken in February 2007. Clearly John had been missing GUS!*

*One of the, very few, downsides to our 5 year subscription deal, is that those people are less likely to communicate with me regularly, by regularly I mean annually!*

*So I was delighted to have the opportunity recently, to hear from Rik Borgman, one of those 5 year chaps, here is a brief update....*

Hello Brian,

May 2016

It's nearly on the 18,000 KM now since the body off rebuild. Mostly local service, and hauling a little trailer regularly to the local waste point to get rid of the house rebuild clutter. So I think now nearly 25 times a trailer full of stones to the tip-point. It's doing great.



Many regards, Rik (Borgman) No. 743 from the Netherlands

.....

Brian,

20<sup>th</sup> June 2016

On June 5th - I took D566 XAV to the "Autokarna" event held at Wollaton Hall, Long Eaton.

A huge turn-out of classic cars (especially Austin 7s, but the show is organised by the Pre-war Austin 7 Owners Club). 16th Century stately home, two museums, funfair, autojumble, deer herd, camping, and hundreds and hundreds of classic cars and buses, with even the odd steam engine. A family day out - you can even bring the dog. Free entry to the public.



The photographs show the entire turn out of Reliants (although behind my blue Fox was a group of Middlebridge Scimitars). Yes the Regent is a three wheeler but it is the great grandfather of the Foxes. Entry form for next years show will appear on [www.pwa7c.co.uk](http://www.pwa7c.co.uk) in March (Pre-booking, £5 this year, is essential for all classic cars - no ticket - no entry).

June 5th – I finally took the Fox to have a new exhaust fitted. Three years ago the exhaust exploded as I drove home after collecting the vehicle from London. Welded-up, it has been like that ever since.

I did buy a new wide bore exhaust manifold/down pipe from Joe Mason (Reliant Spares) but decided to find a local garage to complete and fit a new system.



Finally I found T.J. Auto Repairs Ltd, 1 Wilne Road, Sawley, Long Eton NG10 3AL.



The new exhaust is stainless steel, has two boxes, and is slightly wider than the Reliant Spares version (few places seem to have the mandrells needed to bend smaller diameter pipes). They were full of praise for the Reliant Spares manifold/downpipe as it fitted straight on without any fettling needed.

The resulting exhaust is quiet, but delivers a wonderful rumble giving the impression of something enormous under the bonnet.

Arriving at the garage in a yellow three wheeler would be entirely appropriate, as it is next door to the Nags Head pub.

Tony Guest No. 1012 from Ilkeston, Derbyshire.

## Some CIPHER news

Simon is making progress, watch this space (or come to Llangollen?)



I understand that if he is not able to come in the CIPHER, he will be in the Kitten



Looking forward to seeing you there Simon, regardless of which car you end up in. Ed.

## *Brian's diary March 2016* - Part one

This, all being well, was to be my longest trip south for many years if not ever, at some 11 days.

All began well, if a little bit off the original plan, which had not included dropping a steering rack off with the carriers before I went for the 20 pies that were accompanying me to England this time.

Unusually there was a car parked in the lane beside the bakery, but I decided, for all the time I hoped to be there, that I would just block it in. No sooner was I out of the car than the other driver appeared, I thought there and then, oh dear, I hope this does not indicate the course of things to come on this trip!

She kindly offered to wait, realising why I was there, so 3 bakers trays were duly loaded for me. They had a sheet of white paper on top which prevented me from seeing the contents, but I have been doing this for many years and did not feel the need to actually count them, had I decided to do so, I might just have noticed that they were not individually bagged!

Off then at 09:11, the trip recorder having been reset after getting home from fuelling last night, with the engine still not fully up to temperature, the average MPG was a horrifying 26.6 as I went up the slip road onto the M8 at junction 27, past the Audi garage at the Hillington roundabout, just a couple of miles east of Glasgow Airport.

A quiet sedate run then down the A74, picking the B7076 up at Abington so that I could cruise 10 mph or so slower to help save fuel and relax. The extra 10 psi or so of pressure I had put in the tyres the other day helping me to get the very best fuel consumption possible with the snow tyres still on.

Stopping at Beattock summit to stretch my legs and watch the morning Virgin express pass on it's way south, the MPG figure had improved somewhat to 55.5, giving me great hope and expectations of getting well into the 60's by the time I was back down close to sea level at the border.



And so it came to pass, stopping as I do these days not at Carlisle, but just over the border at the BP garage and more importantly the coffee shop with toilets just inside the door, so you not only have minimal distance to walk, but you don't actually have to enter the shop itself to avail yourself of the facilities. The time on arrival was 11:21 and the economy a more impressive indicated 62.6, phew!

I actually did go into the, very quiet, shop and use a window seat while I sent Emma a text to confirm my progress, and I was back on the road by 11:39

Emma lives in a small village north of Carlisle called Glasson, and she had promised to park her Mk. I Robin in plain sight of the main road, so that I would have no bother finding her, this being my first visit to Glasson. That worked very well, living at the end of a short straight cul-de-sac of just 8 bungalows, finding her house was made very simple (the Kitten in the drive, not visible from the main road, giving me the final clue!).



A welcome plate of soup followed by the production of a nearly full packet of milk chocolate digestive biscuits made me wonder if my hopes of returning home no heavier than I had been this morning were already being sabotaged, I actually exercised some restraint and only had the one. That was not easy!

I met her timid kitten, Tiger, the one with the tail, not the one in the drive with the rusty chassis, which was a delight, she actually jumped up on my lap, which surprised Emma somewhat, as she was apparently usually very wary of strangers.

A tour of Emma's air source heat pump installation followed, before I tried to take some pictures (using a new device), of the cars. You will know if that worked by now!



On then by way of her local village shop where we acquired some paper bags for the pies, and I was off on my way to Wensleydale.

The schedule had been an easy one, and I usually take a picture of my cars in front of the Ribbleshead viaduct on the Seattle to Carlisle railway line, but had never yet, in the almost 4 years that we have had the Jazz, managed to do so. I had thought there was even enough time in hand to drop a pie off with John and Jackie, the pies would not keep till I see them next Thursday, but I foolishly followed the sat nav, and ended up coming off the M6 too far north going over some lovely windy wee back roads which brought me out just east of Kirkby Steven, no longer ahead of time I had to abandon that plan, sorry John and Jackie.

There were ominous dark clouds gathering, the pictures I hope I took of the car show glorious sunshine, had I pointed the camera east rather than west, a very different picture would you see!

I duly arrived through the mist at the Bentley residence in Preston under Scar, where Janet had prepared a lovely casserole, and we enjoyed a most welcome dinner, and shared some of one on my apple pies for pudding, custard rather than double cream might not do too much harm to my weight, hmm, we will see.

Michael had a late Christmas present that had arrived during the week, and he wondered if I would care to share it, it was late because it had been promised, but at the time was not available, a blue ray copy of "The Lady in the van". He needed the blue ray quality to be able to be able to successfully project the image the 30 feet or so to his cinema screen. That was not the first time I had enjoyed the privilege of an almost private viewing at Michael's 36 seater cinema, with just 3 in the audience including the projectionist, though the blue ray machine does rather de-skill the job. Michael does still have a very impressive library of about 1,000 movies on 35mm film. When you consider that one reel gives you 20 minutes viewing, you can imagine the size of dehumidified shed he needs to store them in I am sure.

Now I am a great fan of Maggie Smith, what a contrast from the role of the dowager countess she played so relatively recently in Downton Abbey.

While she does change her van in the film, what I had had no inkling of at all, was the fact that she needs reliable daily transport as well as the camper van she lives in, and that turned out to be a Mk. 1 Reliant Robin, by chance a van! I would say you couldn't write the script, but Alan Bennett clearly did, how he could have known that Michael would get a copy as a gift, just before I arrived there to see it with my interest in the Marque, I will never know, but truly a good omen on the first day of my trip I thought.

In spite of the windy hilly journey, the indicated MPG figure was now 61.8, not really that great, but not a disaster either.

Preston Springs House has one of my favourite en-suite bathrooms, with windows on 2 adjacent walls, but my ambitious plan to have an early morning bath was slightly spoiled by my difficulty in getting out of said bath!

A healthy scrambled egg on toast breakfast, and I was on the road, still in mist, just before eight thirty. Thanks Janet.

Heading then for elevenses with my cousin Stella, this was the first real compromise in my plans. Stella lives in Riccall, just off the A19 a few miles south of York, so does Dennis (of Michaels of Selby, now trading as West View Garage fame), and I had promised him a lift home

from work today (he is semi retired now and only works one day a week, usually a Wednesday these days). But Stella could only see me between ten and midday, so near and yet so far..... Oh well.

My compromise plan had been to spend the afternoon in the National Railway Museum, before going back to collect Dennis, but I was so close to Doncaster that I decided to call the pattern shop to see if by any chance the rocker covers were ready? They had been promised, barring delays at the foundry, for Friday. Well, they did indeed have them all there, still to be fettled, thinking he had a couple of days yet in which to get that done, so I suggested that he could have a couple of hours, but he needed three, so I agreed.

Grabbing them today would make Friday a very much easier day, and I always like to get ahead when I can.

There was not enough time however with my new plan to do the intended Railway Museum visit, so, to kill some of the now spare time, I decided to start this write-up in a lay-by on the A19 on my new laptop computer, before treating the car to a much needed wash, purchase an up-to-date road map, and have a light lunch, all accomplished on the A19 just north of Escrick.

I had never graced a "Subway" with my custom before, and I have to say that I was impressed with the food, the service, the coffee, and the price, though with hindsight I am sure they must have undercharged me.

All went wrong then however, thanks to me opting to pay the extra pound to have the car dried as well as washed. The drying frame broke the roof ariel off. I had not realised it was detachable, a lesson learned, but a bit of a downer on an otherwise great day.

Anyway, I am getting ahead of myself, after the ariel incident I headed south to Doncaster. When I was telling Mike, the pattern maker, about my plans, his son Paul disappeared into the office returning with a drawing which he gave me. It was a copy of a drawing made in May 1940 of the front of an LNER locomotive. As a child I always found it hard to understand that when we were at war, I do realise that to some extent we almost always have some of our troops in action somewhere on the planet, but six months into World War II, to think of an engineering draftsman sitting in his office making detailed drawings of a

steam locomotive, still seems strange to me somehow.

On my way to the pattern makers I found myself behind this interesting vehicle :-



After picking up the rocker covers I realised that I was in fact now short of time to collect Dennis at 4:00pm, (too long blethering to the guys) and then I came across a closed bridge involving a fifteen minute detour, (though at the time I had no idea how long the detour would take!) suddenly my relaxed plans became a mad rush which the sat nav was of no help at all with. In the event I made it with 8 minutes to spare, time enough to admire the Highland (one of the models of Microcar that they sell there these days).



After dropping Dennis off in Riccall, (Dennis, my belated apologies, I had intended letting you see the new rocker covers, but we were too quick avoiding traffic!) I was off again, heading via the A19 and then the A64 north east on to the A6 and thence to Scarborough, where I was spending the night with Adrian Hanwell.

Part two next time.



# Liege Page

Hi Brian,

19<sup>th</sup> June 2016

The Thirlestane show was first class, there were 800+ vehicles there, and over 4,000 tickets sold. Some fantastic works of art from all across the world attended.

The weather was brilliant, which also helped - I've dragged my heels on the hood/cover front, so that was a huge bonus. Like the point about the extra 10 MPH, this hadn't occurred to me! It was only a 50 min drive over the Sutra for me to get there, so not too far, but enough to give my new cooling system / expansion tank a good test.



There were 15 different classes of cars, and I seemed to be part of a smaller group of classic and original kits.

I had no clue there was judging etc., so I was really delighted to see there was a 2nd place rosette on the car when we returned from a wander. A very nice NG came first.





I didn't see any other Reliant based cars there, but it was a huge event and I could easily have missed them. I would fully recommend readers to go along to this event, lots for all ages to do and see. As per last year's show, lots of interest in the Liege (especially from the motor bike Harley types) , and a couple of folks recognised the engine, despite the "LIEGE" rocker cover.



Cheers for now..... Kevin (Clark) No. 981 from Haddington.

## Stevens Sienna- Prototype Resto Part 3.

Welding is rarely very exciting, but even more boring to read about, thus I will endeavour to keep this part of the story brief; even though it went on for weeks. The 'outriggers' attached to the main chassis were additions required to support the small running boards that were part of the original design; 1 inch box section and fairly straight forward to replace. Both sides also had a tube curving, not only upwards but also in towards the chassis; unfortunately both of ours were rotten. Although we had no issues replacing the 'outriggers with new steel, obtaining the curved shape required some 'thinking out of the box'; and the wife's hatchback. We soon realised bending the bar in a vice left it dented and slightly deformed, whereas supporting one end on various widths of wood. and then driving over, resulted in a smooth curve.



The rear support sections for the body were also cut off and used as a template for new 'rust free' versions, this was easy enough, just obtaining the precise angles slowed us on refit.



The chassis work finally drove my trusty colleague (and welder) to Egypt,





A strange thing to do at Christmas, but his departure forced me to look into the front suspension. Those who know their way around this vintage of Reliant Kitten will recognise the setup, simple yes, but also rather sophisticated, and its origins have more than a hint of Lotus engineering involved. Mine though had sat for many years, and needed more than a little TLC. Stripped out it became apparent I would be playing the ball joints and bushes game, but before that, it all had to come apart.

The front brakes enjoyed leaking cylinders, so I had a chat with Joe Mason, who supplies brake disc conversion kits, this will become important later, but he also gave some vital advice. The top ball joints had been on the Sienna since 'The Wurzels' treated us all to a song about a combine harvester, and were most unlikely to release their grip without a fight.



He was right, and the equipment that did battle included two chisels, one Dremel, one angle grinder, and a big hammer; two hours of bad language then passed before I could celebrate with a sausage roll.



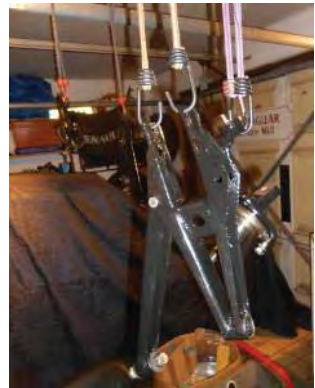
The unusual wheels that came with the car have always been a source of conversation, and being 13inch, they could also accommodate a disc upgrade.

### **Wheely Interesting.**

The Sienna was built with GKN Silverstone wheels. Now this meant very little to me, but it turns out they are not only rare, but also very desirable. The 5.5J x 13 fitment on Stevens prototype may not have been the 12in versions fitted to the Mini's that competed in the 1275GT Challenge race series in the 70s, but they are identical apart from the size.

Tony Stevens informed me that this set of alloys are as unique as the car; with his contacts back in the day, a one off set of 13s came to be, and were attached to Stevens' prototype. So, after asking my pals at Bedford Tyres in Chichester to de-tyre all five, they then 'spun them up' and confirmed none were buckled. My wheels are very light, especially considering they are over 40 years old, but they look terrible, so I ventured out for a visit to Penfold Metallising Company in Barnham, to check through my options.

The boss, Justin Ruddock, explained the blasting process, which I must confess to being more than slightly vague about; the first thing I learnt was that sand is never involved in the metal cleaning process. I was invited to spend some time with Jed Carter on the shop floor for a tour of the facilities, and to watch my wheels being given a new look. Every classic owner will require the services of companies like Penfold's, and that showed when the variety of parts awaiting the process included a complete rear axle next to a small box of headlight rims. My rims are now like new, and I have been enlightened, thanks to Penfold's.



It was back to reality with a bang when suspension parts began arriving and I had to finish painting the chassis before Alan returned from the pyramids so that work could continue.

Grant Ford No. 1023 from Aldwick. (still in West Sussex!)



Brian,

June 2016

Here are the 2 pictures I took. Alas I did not take any of it apart – simply got carried away and forgot about it!!

The “new” axle looks superb, having had 3 coats of “galv repair” spray as a primer followed by 3 of engine black, and also a coat of lacquer – this one won’t be rusting/pin-holing like the original has.....



I need to press the new bearings on to the half shafts, then refit these and then remove the old axle. I'll be cheating, in that I'll pull the hubs, remove the brake plates and pipes complete, and leave these attached to the car – the back brakes were only recently renewed complete, so are nice and shiny.....

I'll just assemble them back on to the (new) axle after it's bolted into place.

I will shot blast and paint the U bolts (and fit new nuts as I have to the axle, also the pipe clips, plus a new split pin for the axle breather. I was going to fit a Land Rover breather, but there is no point – the oil I thought was leaking from the breather on the old axle wasn't – turned out to be some rust pin-holes in the nearside axle tube.



Even though it's still bone dry, the pinion flange turns smoothly and quietly, so I'm hopeful it'll be fine. Using a protractor and a pointer, there's only 2 degrees of back lash in the new one – a tad tight, as it should be 3-5°, but it'll be fine once it beds in. The old axle measures out at 27 degrees – quite a difference!!!!!!

John (Pearce) No. 304 from Leighton Buzzard

*This is interesting, because, as you might have read recently, Keith "did" an axle for John Whitfield's Fox recently, and I am thinking, with a distinct lack of the necessary technical know-how, what we might learn from these guys?!? (I have not forgotten about yours Tom!)*

*I do, as it happens, have a protractor, though I can't remember the last time I used it, and it certainly has never been used to check an axle for backlash, or anything else these days, so much to learn, .....*

.....

## Epilogue

Once again I find myself trying to make decisions. It is the end of June in a few days time as I type. Arleen, Colin and the boys are getting a puppy on the 30<sup>th</sup>, a month before Arleen takes a year out from work, oh boy, you just know we are going to be needing a break by the time we get to Llangollen, don't you!?!

Anyway, I have tried to resolve some of the issues raised in this edition, very aware that I have been known to air questions, many of them yours, within these pages, only to have left things hanging. It is not my intention to avoid these matters, but usually because I do not have a ready answer, like the Index question for example. And what is the story of GJR 11L?

Anyway, enough of my shortcomings.

I was sad when I rang a certain nursing home in Barry in Wales last week, in an effort to find out why Harry Darby's latest Mewsletter had been returned. My fears were however confirmed, Harry died earlier this year. He was member No. 100, and, as you might have spotted on page 8, John Blagburn is Member No. 36. As I always explain to new subscribers, the numbering system has a complex history, having been re-done in the early days by Brian Millar when he was improving the database, we took the opportunity to sort everyone alphabetically, that was in about 1995.

Since then, we have just added new ones on at the end, though I have tended to re-use some obsolete numbers to try and group, some, of the magazines, advertisers and other groups that we exchange magazines with together. Well, it seemed like a good idea at the time!

Right, exercise those grease guns and oil cans please, and I'll see you at Llangollen if you can make it – he said, confident this would be with you before then! *Brian*

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