

RELIANT KITTEN REGISTER



Mewsletter 149

July - August 2019



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



The Reliant Kitten Register

Hon. President John Box

This month a simple group picture from the recent Llangollen get-together, about which there is doubtless more in this issue. A really enjoyable weekend with a great run-out to Bala on the Saturday, although the eating place was expensive and to be frank not that good either. Didn't ruin the enjoyment though and the scenery was superb.

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.

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

Web page: <http://www.kitreg.org.uk>

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Mews 149

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E & o e

Summer time, and the livin is - hot! I am talking to you after one of the hottest June weeks I can remember since 1975 or 6.

Even Lewis Hamilton's Mercedes found it too much in Austria yesterday!

While on the subject of F1, and Mercedes, I popped down to the borders on Saturday, (June 29th) to see Bob & Judith Riches, regular readers may remember me saying a last farewell to them just before they headed off to Australia at the end of their farewell British tour at Kenmore about a decade ago.

Well, like all the best pop groups, they are currently on their 3rd farewell tour (they did not come as far north as Scotland the last time, but this time they crossed the border, so I spent an enjoyable few hours with them on Saturday afternoon).

I shall digress yet further for a brief moment – *such digressions could be avoided if you helped me fill those pages!* - it never fails to amuse me just how small the world is when you specialize. Bob, it turns out, has known Malcolm Oliver for decades – I only found out that they knew each other during a casual conversation during which I happened to mention Jowetts, Bob's ears pricked up at that, and he told me that he knew a highly respected fellow engineer who had a Jowett, none other than Malcolm Oliver – who currently just happens to hold the post of Chairman of the oldest One Make Car Club in the World - The Jowett Car Club.

Just to top it off, when I got home later that day, the new Jowetteer (the J.C.C.'s excellent monthly publication) was waiting for me! I nearly drove the 87 miles back down to show it to Bob!

Right, where was I – oh yes, the Mercedes F1 team, Duncan, the son of Ann, the girl that Bob & Judith were staying with, worked for them In Bracknell for 7 years, until he set up his own business 3 years ago. I read Ross Brawn's book last year, and yes, he knows Ross.

O.K., enough digression for now.

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My thanks to Tony Wiese for those pictures of the locomotive in service on the Bala lakeshore railway – July 2019.

# From the Oval Office

The Saturday gathering at Llangollen was sparsely attended but the five Kittens were of the highest quality. A twenty mile run took us out to Bala Lake where Malcolm had arranged a special parking area and reserved accommodation for lunch. A narrow gauge train ride alongside the lake provided afternoon entertainment. More members arrived on Sunday and added another Kitten and Tempest to the group.

A picnic lunch was enjoyed, and Reliant related discussions lasted into mid-afternoon when all dispersed homeward except our newest heroic member from Nottingham who was all set up to spend a lonely night in his tent.

It has to be said that the poor support was a great disappointment to the organisers, who deserved a much better response from the membership. An event of this nature takes a lot of time, energy and money to set up, and while it could be said that it had all been done before, everyone brings a little knowledge along with them, bonnets open, and discussions commence and, in this way, our cars improve with shared experience. Of the six Kittens that came along, three were pristine examples of that rarest of versions, the van.

Clearly, we have to rethink the format. Should our meet be less frequent, every two or three years? Should there be a variance of location? Whatever the solution we cannot expect the same dedicated members to roll out an event that the members of the Register fail to support.

John.

~~~~~

Ahh, a very timely space, on the bottom of page 28 you will see a Triumph Herald, what you will not see is the explanation behind my thinking - I know, I need to stop that.

Once upon a time our Hon President was employed by the manufacturer of these great wee cars, and, if memory serves, he used to spend a lot of time driving all over the country advising dealers as to the best solution for curing overheating problems – some things never change – see Mark Waller's worries on page 18. Ed.

Foxes Den

And suddenly I realise that this, once regular feature, has been somewhat neglected recently, oops!

Duncan Bradford seems to be surprised, almost to the point of being upset, that he has not, **for the second year running**, had to do any work on the “Truck”, as he fondly calls his Fox pick-up, it having just sailed through its MOT with not so much as an advisory.

Duncan, either you are finally getting the hang of this maintenance lark, or you have, by chance, stumbled upon a supplier of good quality wheel cylinders! (*Duncan used to have to change at least one or two of them almost every year I believe, Ed.*)

Whatever, congratulations and well-done Duncan.

Also, many thanks for filling us in as regards the Fox camper van featured on the cover of our last edition. I am reminded of the early days, when we were almost always in the situation where I was having to tell you about the cover picture on the previous edition, it seems we are in danger of slipping back – **Oh no we won't!**

Anyway, to the point, Duncan tells me that the Fox – FOX 850R belongs to Jack Bell, who has owned it for about 8 years now. It is a very tidy Fox Tandy Camper, and that Jack, and his other half Linda, are Mr. and Mrs. Enthusiasm.

He has refined the body in various ways, such as remounting the rear number plate mounting into a very neat pod flared out from the roof, to leave the back wall flat, and so easily be able to ‘seal’ a draught-free joint with the awning; he has fabricated and built-in clever stainless ‘gutters’ immediately above the doors - having made stainless doorframes which he painted black.

Always worried about overheating, he designed a 2” taller stretch version of the Reliant radiator, which he commissioned an AliBaba member to make in alloy. This they did, for £90 I believe, and of course they now sell them on eBay. The Tandy was professionally sprayed in the current cream and blue BMW Mini colours, which suit it to a tee.

Inside it has been relined in a subtle, light-patterned board in similar colours to outside, All wood surfaces have been re-veneered, and the resulting need for wider edging strip was catered for by fitting a strip a few mm wider, and hand-paring every edge to be level with the new surface. [I guess about 125 feet + of delicate knife-work]. (*I'd have been inclined to use a small plane for that job, Ed.*)

I believe it now has a space heater, and various other helpful improvements.

They travel all over with it regularly, and often pop into rallies - they are great Microcar enthusiasts too. So the mileage must be building up a fair bit, though it had a low mileage when they took it on about 8 years ago I guess. Oh - and at one time [apparently] it belonged to Spike Milligan's brother-in-law! I'm not sure quite how amusing that is, but for some reason, whether it's true or not, it raises a smile every time!!

As for the numberplate, the only one more appropriate to the vehicle that springs to your Editor's mind, is the one on John Sawle's Liege, it is L1 EGE, mind you, to the passing public, I should imagine that the number of folk who would know what a Liege is, would only be slightly smaller than the number of those who recognise the Fox Tandy as a Reliant, nor indeed how many of them realise the significance of the 848 plus 2 number, never mind the R at the end!, but we all do, don't we? (The appropriate response is of course **"Yes we do!"**)

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The lovely Bala lake from the train.



Hi Brian,

1<sup>st</sup> July 2019

Luckily we are over the heat wave now, 41.5 degrees is a tad hot, especially when it is still 29 in the pool.

I totally agree with Tony, that today's younger MOTer's have not experienced things like steering boxes, rod and cable brakes, pneumatic windscreen wipers, and would probably fail my car for not having front brakes or windscreen washers (exempt, since the windscreen opens).

Many would not even know how to use a choke to start the car. With many of the very old cars, the owner is probably the best person to check that the car is roadworthy, however, I do worry about the later classics, where someone who has next to no mechanical knowledge could buy an un-roadworthy car, and use it, because you don't have to pay Road Tax nor have an MOT.

Until a couple of years ago, here in France, you only had to get a CT (control technique – their equivalent of an MOT) when you sold an historic vehicle. Now it's every 5 years at an approved government controlled centre, and if you sell a vehicle, the CT has to be less than 6 months old (on all cars over 4 years old). At least this gives the new owner some confidence that the vehicle is roadworthy.

After all, the current definition on what constitutes a historic vehicle has probably come about due to owners of newer certain well known 4 wheel drive vehicles cloning tax exempt older models, in order to avoid tax and test.

Our members should also be careful, since a Rebel, Kitten, or Fox, which has been extensively modified by, for example, a different engine, gearbox, back axle etc may fall foul of what is classified as an historic vehicle.

We should be o.k. with body modifications, as all our cars have chassis, but before you buy, do please check the DVLA's definition of an historic vehicle.

Regards Phil.



Dear Brian,

26<sup>th</sup> July 2019

Back in June, we (my wife Wendy & I) attended the 25th South West Rally organised by the Chard Branch of the ROC. It was held in a field owned by the Donyatt Bowls Club with the use of their clubhouse included. Not being "campers" we stayed in a nearby B & B.

The Rebel behaved perfectly on the journey down, though the rear wheels do get a bit hot - must slacken off the adjusters?? We were made very welcome, and as you will see from the attached pictures, it was a good turnout. In the evening, I was very pleased to be awarded the "Best modified Reliant" Trophy. I hope Llangollen went well, a clash of dates prevented me coming this year.



Hope you are both keeping well, John Parker - No. 301 from Bristol.

P.S. Regarding my frayed handbrake cable, do you know of anyone who can build new ones from a pattern???

P.P.S. Read John Pearce's article in Mewsletter 148 with interest. I too find that there is no feel or feedback from my front disc brakes, so I may try fitting a servo, if I can find room under the bonnet!



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Llangollen 2019

It looks as if our time at Llangollen Motor Museum has finally come to an end judging by the low numbers attending this year. It would be good to have some feedback as to whether this is because members are bored with the same location, even though in the past everybody said 'yes let's return again next year'. Or is it because the museum has started charging us for use of the field and therefore for the first time the Register has had to charge an admission fee. This situation would be unsustainable as the money collected in admission fees doesn't cover the cost of the field so the Register has to make up the shortfall. This money could be better spent on spares to keep our cars on the road. I fully intend to continue organising our get-togethers as everybody that attends seem to enjoy them, I know I do. Thanks to Yoland and Roger who have given me some alternative venues to look at, I would hope that we can continue without the Register incurring any expense.

Back to this year. Four Reliants, all Kittens, two vans, two estates, plus three 'moderns' set off on our trip to Bala. On arrival we were given a warm reception in spite of the lower numbers than

anticipated and we also benefited from reserved seating for lunch.



The low numbers did mean we could all sit together rather than in small groups which allowed a good flow of conversation. After a pleasant lunch we dispersed, some members opting for a walk to the lake and around Bala while others for a trip on the narrow gauge railway along the lake.





The weather on Sunday was much better than last year with no rain. We ended up with seven Reliants, three Kitten Vans, three Kitten Estates and Yoland's Tempest. It was good to see a couple of new faces this year.



I'm not sure what I was doing but I did hear a round of applause which I think was Mark Waller being presented with our Presidents award this year. Apologies if I assumed wrong.

Before ending I would like to say a big thank you to Tony for providing us with our plaques yet again this year, it is much appreciated. And last but certainly not least I would like to thank Brian and Moira for yet another year of dedication to the Register.

Well I think that's it for now except to say again that I would appreciate any feedback for the future.

Happy Motoring, Malcolm. (rkrshowpostbox@gmail.com)

~~~~~



The rare GN cyclecar with V-twin engine that Tony came across on his way home from Llangollen.





Us on top of a couple of welcome interlopers.

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Presidential Technicalities

Or Thoroughly Secret Stuff! Just breath!

Dear Brian,

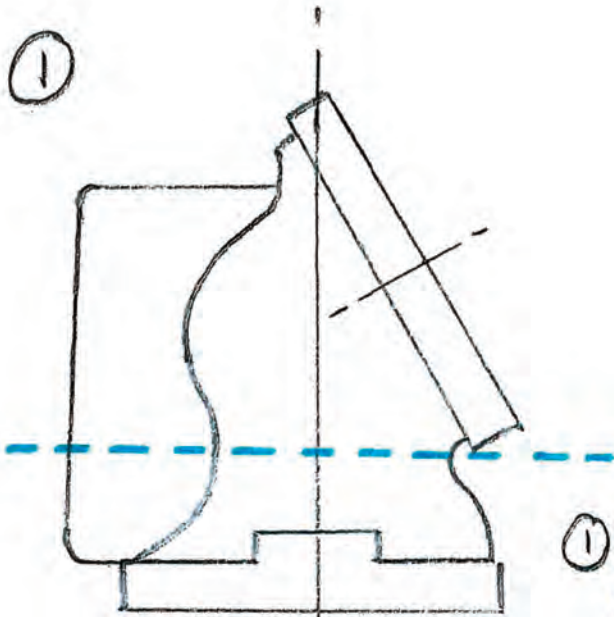
4-7-19

Just to add further confusion to the inlet manifold discussion.
This is the Thoroughbred Projects solution to its problems.

It is good for more flexibility at low speeds, and, judging by the
spark plug colours, better for mixture spread.

Best wishes. John (Box)

①

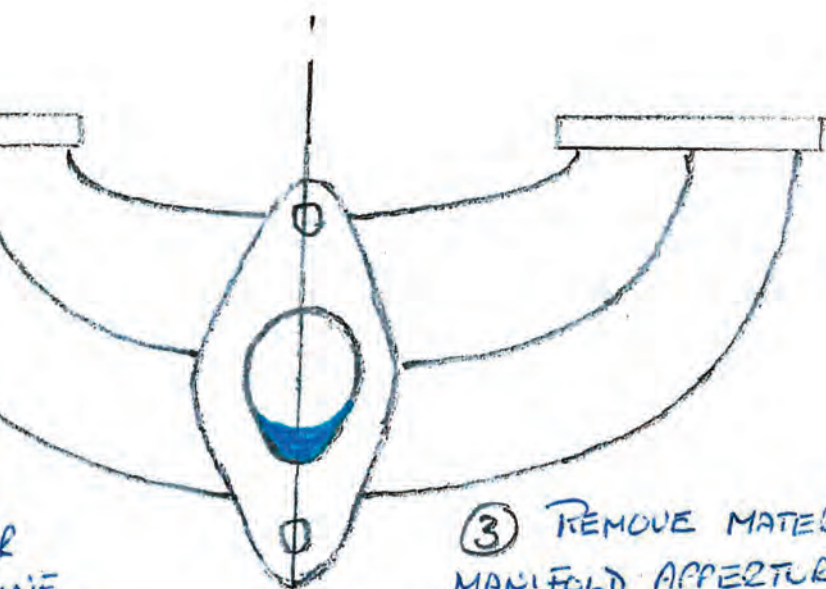


① SAW CARB ADAPTE
ACROSS DOTTED L
AND REMOVE HEAT
JACKET LOCALLY

②



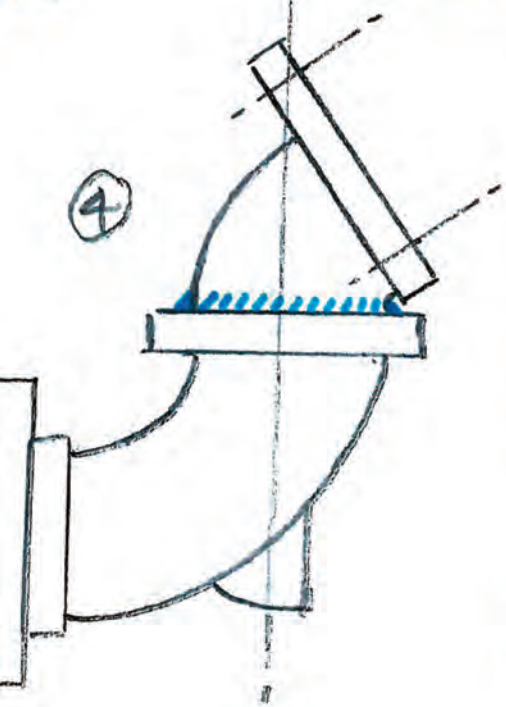
② THE SECTION IN DIRECTION OF ARROW
SHOULD LOOK EGG SHAPED.



③

③ REMOVE MATERIAL FROM MANIFOLD APERTURE TO MATCH MATING HOLE ② IN CARB. ADAPTER.

LINE
TED)



④

④ WELD ADAPTER TO MANIFOLD FACE FACING OUTWARDS FROM ENGINE AND ALIGNING APERTURES OF BOTH COMPONENTS.

USE ARC NEEDLE & ELECTRONIC IGN.

Re: Llangollen Get together

Well, what a weekend! I had already booked to go to a local steam rally that weekend – one that I had been going to for many years. Then, as I am new to the RKR, I find that the Llangollen event is on the same weekend! So I had to alter my plans, as this event is the only one the RKR has each year I decided that I had to go up to it. I filled in the form, wrote out a cheque to cover my dues, and sent it off.

The weekend came, so on the Friday I drove my little Reliant to the Steam Rally, set up my tent, and stayed till the Saturday evening. Then home to get a good night's sleep. I set the alarm for 4:00am. Ready for a start at 5:00am. On the Sunday morning. I had already worked out that the journey would be 100ish miles.

Everything went to plan on the Sunday morning, I set off at 5:15 in my little car. I had worked out the route and programmed it into my sat-nav. At this time in the morning the outside temperature was very cool – ideal to keep my little engine cool. Hardly any traffic on the roads at this time in the morning, so I made very good time.

I arrived at the Museum rear field at approx 9:00am. Not a Reliant in sight! I thought I was in the wrong place. But there was a modern “people carrier” there. John Pearce welcomed me and explained what the procedure for the day was.

Then the Reliants started to arrive. I then worked out that everyone had stayed in B&B's or Travel Lodges, and there was me in a tent!! *(Sorry about that Mark, the last few years we have had half a dozen campers, Ed).* John kindly introduced me to the others that arrived in their Kittens. So, I met up with Tony and Malcolm, and eventually Brian and John Box.

Thank you Mark, it was great to meet you. It does sadden me somewhat that you seemed surprised that the Kitten covered a couple of hundred miles in a day, trouble free. They are capable of so much more!

I look forward to seeing you again next time, as you will read, there are questions about that, fear not, we shall prevail. Brian.



Say Aaahhhh!



There were 8 Kittens there, a Tempest, and some other interesting cars. I took pictures and had good chats with many of the drivers. I gave my card to several people with a view to keeping in touch. I spent time in the Museum. I also took some pictures in there.



Between 4pm and 5pm people started drifting away. So by 5:15 I found myself on my own in the field. Not a situation I had expected. I had put up my little tent, but didn't fancy staying there on my own, so I packed up my tent and left at 8:05. It was still light at this time, and the temperature was cooling down, so my little engine was happy.

Darkness gradually came down after 9:00ish. This slowed me down, but my headlamps were quite adequate to light the roads, and I arrived home at 11:45 – just before midnight. I was so proud of my little Reliant, it had done over 200 miles in the day, and had performed perfectly.

In the morning (Monday) in my post box was a letter with an RKR sticker on the back. It was a letter from Brian detailing the Llangollen

event and a list of entrants. I could have done with this letter before the event, not after it. Seems Royal Mail are not delivering letters as they are legally supposed to!

I enjoyed the event – seeing the drivers and the cars. I have it in my diary for next year.

Best wishes to you and Moira.

Mark Waller, No. 1100 from Nottingham.

.....

Hi Brian,

16/7/19

Hope you had a good trip back up to Renfrew. It was really good to see you both at the weekend, and looking very well I have to say! Thank you for the pie, I went for rhubarb this time and it's as lovely as ever!



I left Llangollen around 4 o'clock and had a reasonable trip home. Alan was really pleased with his pie but I'm afraid it was a flying visit on the way home as I had another hour and a half's driving ahead (I go over Saddleworth Moor and via Holmfirth which is a lovely drive but a fair drag to the summit in a Kitten) and then had a few things to do before work the following morning, but it was good to see him again and have a chat on the way down to Wales.



It's a pity we didn't have a few more members show up but I still thought it was a really nice weekend, the drive to Bala and The Hub venue were a great choice by Malcolm once again. If we're not going to have campers in the future then it certainly makes it easier to find somewhere to base ourselves for a couple of days and I know Malcolm is already thinking about next year's gathering.

The following link is the modified release bearing I mentioned at the weekend. Before I saw this I wondered if a polymer such as Delrin might be an alternative to the carbon?

<https://www.ebay.co.uk/itm/NEW-MORRIS-MINOR-803cc-918cc-948cc-ROLLER-CLUTCH-RELEASE-BEARINGCONVERSION/163667947314?hash=item261b5eaf32:g:-DYAAOSwyOVcxHm1>

I took a few photos on both Saturday and Sunday so it's probably better if I put them on a DVD and pop it in the post. I'll include a couple of a very interesting car that was in the hotel car park on Sunday morning (a GN cyclecar with V-twin engine), I didn't get a chance to talk to the owner, but grabbed a couple of shots before he drove off.



All the best, Tony (Wiese) - No. 967 from Wakefield.



On the 21st of July, Darryl Dine sent the following question to John Pearce :-

Hello I have been reading through one of the pages where a guy has converted drums to discs with you name on it. Are you able to supply conversion kits and what is involved? I have a 1975 Reliant kitten.

Any help appreciated, Thank you

Here is John's comprehensive reply.

Darryl,

I converted my early Kitten to front discs several years back but it's not a "nut and bolt" conversion. That said it's well worth the effort as the improvement in stopping power is amazing. Plus the Kitten "lottery" of "which way will it pull this time" is completely cured!! Do make sure that the front lower wishbone arms are in good condition though or the much improved braking might cause them to snap if weakened by corrosion, which many seem to be nowadays.

The actual conversion was designed by Tempest Cars limited, for their Kitten/Fox based kit car. A kit can still be purchased from them but I've no idea as to the cost these days. They also will tell you that it won't fit a Kitten, which it won't without quite a few modifications.

Tempest Cars, care of <https://www.reliantspares.com/contact-reliant-spares>

The Registers' own Keith Gittus can also supply the caliper brackets too, made in stainless, to Kitten Register subscribers, as he's had a batch laser cut.

Problem No.1, the wheels. I have 4.5 x 12" (Mini Cooper) alloys on mine and the clearance between rim and caliper is sufficient, albeit not generous, but OK. Others have gone for 13" wheels (A35, A40, late Morris Minor or Sprite/Midget) but care is needed in either case to avoid tyre to body contact on lock. The trick is don't go too wide – Mine are 4.5" but I believe you would get away with 5" but no wider. The construction method of steel wheels means caliper contact problems on most steel wheels – alloys are really the best way forward.

Likewise, tyres. Original 10" Kitten tyres were 145 width, which I have stayed with, albeit in 12", but many of the 13" wheel guys have needed 135/60's. With the 12" wheels, 145/70 tyres are ideal, not expensive, and straightforward to source. You can even get "premium" tyres in this size – I have Michelin XZX's on mine, £70 each from Longstone Tyres. The most common are "Nankang's", a fair bit cheaper but actually very grippy wet or dry. Typically, £45 or so each.

All small Reliants have a 4" stud PCD.

Note: Fitting wide wheels to a Kitten for everyday use is a "mug's" game really. The light weight of the car can result in serious aquaplaning on wet roads as the tyres cannot reliably "squirt" the water out from under the contact patch if the contact patch is too big. I did fit wider tyres (165/70 x 10 Yokohama's) back in my 10" wheel days and thereafter occasionally spun it on wet roundabouts and such until I went back to standard..... Never hit anything luckily!

Problem No. 2, These wheels won't fit over Kitten hubs without having the front hub outside diameter turned down, as the centre hole in the wheels is too small to fit over it. Whilst it's possible to make the wheel centre hole larger, it won't help the disc conversion as you'll get the same problem later because the disc rotor won't fit over the hub either. The later Reliant Fox had smaller diameter front hubs, so not a problem if you fit Fox front hubs – a simple "nut and bolt" swap – if you can find any that is....

I had converted to Fox hubs earlier, to fit Fox drums, as the Fox drums are a lot thicker and heavier than Kitten ones (Foxes are a much heavier vehicle) so not as prone to go "oval" when worked hard.

You'll also need spacers as the offset of the wheels is greater – the original 10" wheels being 24mm offset and the 12" ones being 35mm. In fact, to obtain adequate clearance between the tyre walls and the rear spring leaves you really need 15mm, which requires longer studs too. Standard are 35mm long, next size up is 50mm, same studs as Mini's, easily available from Mini specialists, and cheap too. Fitting the back ones might seem impossible but it's not – just unbolt the rear brake plate and it'll move just enough to get the longer studs in. For safety's sake you really need at least 10mm between the tyre wall and spring leaf – I have 14mm one side and 16mm the other (well it is a hand-built car!! With 13" wheels, the offset can be anyone's guess – but

usually either 20mm or 24mm, but spacers are still likely to be needed to ensure adequate tyre/body clearance.

The longer studs don't actually wear the bearings anymore, because the wider wheel offset means that the wheels still rotate close to the plane of the original 10 inchers....

Now to the actual disc conversion. The kit uses VW polo rotors and "sliding caliper" Fiesta/Ka calipers (Ford branded but made by ATE). You'll likely need to get the calipers from a scrapyard, as these come in two halves, and virtually all the new ones available only supply the "moving" half. I did this, and they've been fine. Still not sticking after over 6 years now (and about 40,000 miles). Mine are mark 2, but a brand-new pair of replacement calipers I have on the shelf are Mk 4/5 – apart from the physical position of the bleed nipple and brake pipe entry, they are identical. No shortage of rusted-out Fiestas, and particularly Ka's, so not difficult to source.

I've added a servo too, as the pedal had even less "feel" after the conversion, than when it was an all-drum system. I used a remote MGB servo (the original Kitten master cylinder is an early MGB one (on the pre 1978 single line brakes) so a no-brainer.

The result is actually better feeling brakes than our family "modern" a 2011 Peugeot (but this also has ABS which I dislike intensely)!

My car will emergency stop without drama from 70+ on the motorway - dead straight too, and has had to once or twice.

Oh and pad wear on mine is minimal – I recently decided that it might be a good idea to replace mine but, on inspection, I found that the pad thickness on all 4 is 14mm – the new ones are 17mm.....

John Pearce (RKR)

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*So near, and yet so far!*

On the Saturday evening of our now annual Welsh adventure, I took a couple of hours out to visit Jeff and Sue Sharrock, thank you for your hospitality, it was great to see you both again.

I left to head back to Shrewsbury, to see if Moira was feeling better, and indeed we had a meal in the Oswalds Cross, adjacent to our Premier Inn there, our home for the 2 nights.

I had been really excited at the prospect of Jeff coming along to join us on the Sunday, in his Daimler Dart (Oh, sorry, the American's don't like us using that name, his SP 250). This would have been a really lovely touch, had it come off, as, back in 1958 I believe it was, our President was being paid by the Daimler Motor Company, where he was serving his apprenticeship, to test drive a Dart for a full week round an agreed test route, which brought him into Wales, and indeed through Bala! Another week saw him doing night testing in the Dart in Cornwall / Devon. How lucky was he?!?

Frustratingly, like John Pearce, Jeff had brake bleeding issues with the car, which were not, just like John's resolved in time.

Oh well... *Brian*

~~~~~

Unintended consequences!

Ahh, where to begin? It all started with a telephone call from Nigel at Partsworld, to tell me that a certain Mr. Halstead was selling the Vantique, you saw the pictures in the last edition.

In the event Keith (and I promised his long suffering wife Glen a mention) has done an awful lot of work on it during June and July, it was very fortunate indeed that it ended up in his expert hands, it is almost all sorted out now, pics another time.

The new problem I have inadvertently created however, is that Keith now has 5 Reliants, a single garage, and parking on the drive for just 3 cars. So, the unintended consequence of the Vantique's arrival is that the MK II Kitten may be looking for a new custodian due to a lack of undercover space – yours for a mere £6,500 I believe – see the supplement for contact details.

Ed.

Dear Brian,

22nd April 2019

Thank you very much for the mag back issues. The Kitten is a very tight fit in the garage. The top of the left hand front wing is becoming very shiny where I have shimmied across it to avoid a vice. I have now bought a box body from a lorry, and had it dropped, nay lowered, onto the drive in front of the garage. It is up a slope, so I now have to fit a winch to get the car inside the body. Space (or lack of it), dictated that I should start at the front. It has an electric fan, which although it was not seized, promptly lost a blade when I touched it. The heater motor was also seized, and although easing oil was applied to the spindle, the oilite bearing broke its retaining clip and came out, still firmly attached to the spindle.

So a replacement, courtesy of a Midget (the car, not the owner) was obtained. The front flashers came out in 2 parts, the front part and the rear part, so 2 new ones were sourced from Nicosia of all places. The bulb type headlamp units are in very good condition, less so the mounting frames which have virtually rotted away, also one of the plastic backing "buckets" is broken, so if you know anyone who has these items it would be handy.

John (Almond) No. 1098 - from Northampton.

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Well, I had to ask Christina at the printers to rotate a couple of the pictures in this edition for me. Picture manipulation is not one of my strengths, and as a result, I suddenly find we have a spare page! This gives me an opportunity to either repeat myself, or share an event with you.

I had a visit last month from Andy Gambrill from Chipping Norton. Andy was up from England visiting his daughter, who attends University in Glasgow, and lives in Erskine, a few miles from here. He had a spare hour, well, it was meant to be half an hour, but.... Welcome back Andy.

While he was here I imposed on him to put his head and shoulders up into my loft and bring down a lower steering column, which someone wanted – but – my record keeping / memory are not what they should be, and I could not remember who it was for!

I expected him to contact me, as he was yet to pay for it, but I've heard nothing since! If it was you, it is now easily accessible, just give me a ring. Brian.

Moving on to Llangollen, it was unfortunate that Moira was not at her best that weekend, and so we had to leave early on both days. This was unavoidable, and I must thank our President for stepping into the void on Sunday afternoon, and presenting Mark Waller from Nottingham with this Year's President's choice, congratulations Mark.

And so, the time has come – no, I am not Frank Sinatra nor a Walrus, and clearly not an Elephant either! However, I have to confess that I miss-placed the Epilogue, and the various compromises find me here with deadlines (I don't do deadlines, and I am reminded why – way too much stress!) still, it concentrates the mind.

Anyway, just time to remind you to be greasing those ball joints, and oil yer dashpots me 'ardys.

We will speak again, though it will be almost autumn by then – where did the summer go?

Be safe, *Brian*



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