



To all our readers and a very prosperous New Year...

RELIANT KITTEN REGISTER



Mewsletter 151

November - December 2019



Edited and distributed by Brian W Marshall, 16 Glendee Gardens, Renfrew, PA4 0AL

☎ 0141 886 6117

E-mail: info@kitreg.org.uk



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's cover car is Kyle Stone's amazing-looking Kitten Estate. Kyle is not presently a subscriber (hint!) and contacted the Register for parts to complete his rebuild – superb work sir!

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>

For technical advice, help with locating parts or other queries, contact Brian or John.

Brian Marshall, 16 Glendee Gardens, Renfrew. PA4 0AL

☎0141 886 6117 E-Mail: b.w.marshall@ntlworld.com

John Pearce, 7 Harworth Close, Mansfield, Notts. NG19 6QP

☎ 01623 400687. E-mail: john@atodini.co.uk

Dinky Cars

RELIANT SPECIALIST

**Wennington Marsh Farm, Wennington Road
Rainham Essex RM13 9EE**

Tel: 07958 246891

**SALES, SPARES, REPAIRS,
ENGINE RECONDITIONING**

Mews 151

I N D E X

Page 3	Index.
Page 4	Editorial.
Page 5	From the Oval Office.
Pages 6 – 8	Rebellious conduct – 29.
Page 9	Liege Page – thanks to Jim Clarke.
Pages 10 – 13	Annual gatherings – some thoughts.
Pages 14 – 24	Some Kitten chassis repairs – by John Bonnett.
Pages 25 & 26	Getting technical.
Pages 26 & 27	Heaven or hell, a politician's dilemma!
Page 28	Epilogue.
Page 29	A dictionary of Robins!

E & o e

A warm welcome, and seasons' greetings to you.

Right now, the week I posted you the last edition, I am hopeful of being able to share this one with you early in December – one has to have aspirations!

As you might have noticed, I am over a month late – utterly unprecedented, my apologies, so much for aspirations! A very belated Happy New Year to you and yours.

Depending on what you have sent me, you are, at this point, in danger of being subjected to the story of my recent trip south, my first time away on my own for more than one night in over 2 years! (There's life in the old dog yet!)

I must apologise to Roger Goldthorpe, he moved recently, and I had printed the address labels before I had updated the database. No problem, I ran off a special address label on my "new" label printer. I say new, I have had it for over a year now, one of those "Why did I not invest in one of those years ago?" devices, so convenient for one offs. Anyway, I stuck it on top of the one that was already on Roger's envelope, then I thought "I really ought to send him a Welcome to your new home card", and so kept his back from the nigh on 200 that went to the printers for posting – big mistake, I found that envelope on my desk 5 days later, when will I learn not to do that?!?

I instantly made an executive decision to just stick it in the post, without a card, it being late enough already – one day.... (I really need a secretary!) Sorry Roger, I hope the new place feels like home, if not already, very soon.

Moving swiftly on, as I must if this is to be with the printers in 3 weeks' time, oh sod it, forget that! It will be Christmas next week!

My plans changed, then I caught a cold. This should have been all tied up and at the printers a fortnight ago, and should be falling through your letterbox about now – 20/12/19, instead of which, it has been sat here, untouched for the past couple of weeks, with 3 pages to fill, and John Bonnett's fascinating story to tidy up. I say that in the kindest possible way, John was sending me regular progress reports, and then sent me the article, so there may be some duplication, and the pictures might not flow as well as they ought to with the text – my fault, sorry. One day I'll get organised!

Then the Honda Jazz broke down, Moira has lost faith in it, then it's exhaust broke, it needs a new cat, just too much money to spend on a 16 year old car, so I got distracted, and lost a couple of weeks sourcing a replacement. Result, we are more than halfway through January already, and this is still not at the printers! – I'll shut up now, and get this finished.

From the Oval Office

Hopefully all readers will have enjoyed the Christmas break (*Just how did you know that I was going to be late with this edition John? Ed.*) rekindled old friendships, and made new ones.

I live in an area crisscrossed by numerous minor roads, and am persistently being pushed into the hedgerows by enormous teutonic vehicles, sundry 4 x 4's, and SUV's (singularly ugly vehicles). Why are we in this race to make our cars bigger?

The current Mini is just a joke. I am sure the Issigonis grave must show signs of disturbance.

As the custodians of Kittens, it is up to us to keep them in the public eye, to demonstrate that family cars can be both practical and compact. Our cars are part of a select group of designs pioneered by the Austin 7, Fiat 500 and Mini Minor, that display design ingenuity within minimal proportions.

There is no skill involved in making something bigger.

My best wishes to all.

John.

~~~~~

I must offer my apologies to our Liege owning readers, and in particular to Andy Gambrell, who kindly send me some pictures taken on his thousand-mile trip in his Tempest this autumn, thanks Andy. I only just “re-discovered” them, whilst trying to get my in-box under control a few days before Christmas. One day I’ll get organised!

Ed.

.....

## REBELLIOUS CONDUCT 29

It has been around two years since I last reported on the life and times of my 1972 Rebel Estate, LRF 671K. For those of you that may recall this long series of ramblings, and may be concerned that this is a comeback, fear not, this really is the final episode.

After 14 years, I have parted with my faithful little friend, not without some regret either. Bought in August 2005 from the second owner, with a documented 78,931 miles on the clock. It became my daily transport to and from work until June 2014, when I suddenly found myself being retired.

Not so for the Rebel, retirement that is, it carried on being my general run about for local missions. It also became my bike carrier, with no work to go to, I started to get back into cycling. In this role, I removed all but the driver's seat, thus making it a single seater. The bike would now go in without having to remove a wheel. The bike wheel that is, not the Rebel's steering wheel.

However, 2019 has been a year of comparative inactivity for the Rebel, No longer stored at home, it became a 10 mile journey to fetch it, and another 10 when the mission was over, hardly convenient, but at least the Rebel was now stored undercover.

The thought of selling it had been in the back of my mind when I retired, but every time I drove it, the idea never moved forward. It was so useful, and such a contrast to other cars that I drive, the idea of selling it stayed firmly on the back burner. But I knew the day would arrive when it would have to go, it came with a jolt.

An on the spot decision to take it to a local classic car show at the beginning of September, I gave it a good clean up, put the seats back in, and headed off.

Just as I entered the show ground, the engine provided the jolt, quite a few jolts in fact. It suddenly became very lumpy, but still running. A quick look under the bonnet revealed that nothing was out of place, dropped off or was covered in some internal fluid that had found a way out. I left part way through the show as I didn't know if it would survive



the journey home before darkness set in, but it did. A more in depth look failed to find the cause, time for a coffee and a think. Then the dormant idea of selling moved forward. "Do I really want to go through a repair process or accept the inevitable?"

Perhaps this fateful failure was just the jolt that I needed to make the decision, it was time for LRF 671K to have a new owner. So on 2<sup>nd</sup> November, it mounted a trailer to head northwards and a new chapter in its long life. It left me with 17,281 (117,281) miles on the clock, or, to save you working it out, a total of 38,350 in my ownership.



Over that period, it averaged 43.9mpg which I reckon was pretty good. Considering the mostly commuting usage, and with the very low gearing, the 848cc engine had always proved reliable, until the final mission. Quite what is wrong with it I will have to leave for someone else to sort out.



Certainly sad to see it go, after all this time and faithful service. It has also been fun, and good to own something that so few people recognise.

Finally, my thanks to Brian and the RKR for all the support provided over those 14 years.

Terry Horler, No. 755 from Yate, Bristol.

*Many thanks for the update Terry, I hope it finds a good home with someone else who will appreciate it as much as you did. I wonder if it will be treated to a respray before it goes back on sale?*



# *Liege Page*

It gives me great pleasure to say CONGRATULATIONS, to Jim Clarke, on the successful completion of his Liege.

Jim, your brief, but very welcome and uplifting email does not, I am quite certain, begin to cover the effort, determination and perseverance involved, and I can perfectly well understand your hesitation at getting it dirty in action!

I was very tempted to hold all the pictures back till a future edition (not the next one, it's cover is organised already!) but in the spring – see, I do plan ahead!



Hi Brian,

14<sup>th</sup> December 2019

Cheque in the post for 2020 dues. My Liege is now complete and registered with the DVLA. I've attached a couple of pics.

Jim Clarke. No. 1049 from Coventry.

.....



Hi Brian,

8/11/19

Thank you for your email, sorry I've not been in touch for quite a while, time really is going too fast this year and a certain event beginning with 'C' isn't too far away (I don't want to mention it too early!).

It's a pity that more people (and appropriate cars of course!) couldn't make it to Llangollen this year but that can't be helped.

I'm not sure the reasons for the low attendance, though the earlier than usual date, and unfortunate clash with other events may, as you said, not have helped.

I agree that it's nicer to do the road run in a Reliant if possible, but, as we saw this year, others came along in modern, cars and were still able to enjoy the drive, the chat over lunch and enjoy the local attractions afterwards.

The two days are different types of days, and you don't need to attend one, in order to get the benefit of the other - the likes of Yoland and Roger, Jon Goodson et al, only attend on the Sunday, and were just as involved in the conversation and fun as anyone else.

Thousands of people travel the length and breadth of the country to attend one day events! I accept that people tend to leave early on Sunday (myself included) because of the traffic situation, but it's a bit of a 'Catch 22' situation because, if there were more people there, I'd probably stay longer. The one time I, and anyone travelling a distance, don't want to leave Llangollen, is between 5 - 6pm, when everyone's travelling home from a day out at the coast, but later in the day would probably be O.K., especially if the weather's decent.

Maybe it would help if we said that all members are welcome to attend either day whether in a Reliant or not, though we'd prefer to see their Reliant, obviously.

Thanks for sending the latest Mewsletter, the Kitten pickup conversion on the cover looks lovely, the colour scheme really suits it! John Box's Raptor sounds like a bargain to me!

Best wishes to Moira and yourself, Tony (Wiese) No. 967.

~~~~~

RKR Get-together 2020

Hi Brian,

15/11/19

I thought I would send my thinking for our 2020 get-together hoping that it might make the Christmas edition and I can get some feedback. I am thinking of the last weekend in July at the moment. I have found an alternative venue as it seemed as if it was time for a change from the museum.

The new venue is Hadley Park caravan site and equestrian centre Whitchurch, Shropshire. They have a rally field that we can use, together with an adjacent cafe.

The venue is close to the Shropshire Union canal with easy access along the canal into Whitchurch (about one and a half miles) Also a supermarket and garage with shop can be reached along the canal (about a quarter of a mile).

Camping overnight on the rally field will be possible, with toilet facilities at the cafe. There is also a 5* Shower and Toilet block on the adjacent caravan site, but due to insurance restrictions this is an adult only site, so, unfortunately, children aren't allowed in this block. As we rarely have children at our rallies I didn't think this would be too much of a problem for a couple of days.

For the run on Saturday I am planning a trip to Whittington Castle (where we held our 2008 get together), stopping there for lunch, and perhaps putting on a display for a couple of hours, before returning to Hadley Park. The venue has offered to put on an evening meal for us on Saturday, if we have enough people wishing to do this.

Detail and costings are as follows.

No charge for daily attendance.

£10 per night to camp on the rally field.

£50 per night to stay in a camping pod (minimum 2 nights booked direct with Hadley Park)

£55 per night to stay in the Shepherds Hut (minimum 2 nights booked direct with Hadley Park)

Evening meal on Saturday served about 6 .00 pm at £9. 50 per head. (we will need a minimum of 20 members wishing to eat for this to be viable for the venue to do this for us.) The menu would be:-

Cottage pie with seasonal veg.

Pasta with ragu sauce, salad and garlic bread.

As a vegetarian meal, Quiche with salad.

It would be good to know now if members think this is a good idea worth perusing or not. If we decide to go ahead, I will need to let the venue know the final numbers by the end of June.

I think that is about everything for now but I would appreciate any feedback on rkrshowpostbox@gmail.com so that I know whether I am heading in the right direction or not.

All the best, Malcolm

~~~~~

Something you may not see at Llangollen again – see the supplement!  
Thank you for the Picture Yoland.





# My Kitten Project – Part 1

By John Bonnett  
October 2019

I have always been passionate about classic cars and motor sport in equal amounts for most of my adult life, and along the way I have made some really good friends with whom I share a common interest. I'm well into my seventies and now need a project more than I need to drive, and consequently I have sold on my recent restorations fairly soon after they were finished. In the last seven or eight years I have restored a Triumph GT6, built an aluminium bodied GT6, and restored a Ginetta G15. Pics below.



It gives me great satisfaction to put a car back on the road: one that perhaps was destined for the scrapyards, or just one that has not turned a wheel for twenty or thirty years.





With the G15 sold, I needed a new project, and I fancied a Kitten. I located one that fitted the bill, borderline scrap, so just right!

I knew at the outset that the chassis needed extensive repair so the first job was to remove the body. Once that was out of the way the extent of the corrosion could be seen and assessed. It was largely confined to the front cross member and the front of the main chassis leg.



*I showed you these last time, just a wee reminder, Ed.*

The front cross member (above left) was beyond repair, so I sourced a replacement which came as a complete front end - below.



Although the bit I needed was sound, unfortunately the main cross member, with the suspension turrets, were marginally worse than the one on my chassis. So it made sense to retain mine, and just replace the very front cross member. Rather than repair the main chassis leg, I decided to cut it out from the gearbox cross member to the front, and replace it with a brand new section.



So, those were the plans, now for the action. If major sections of the chassis are to be removed, it is essential to put the chassis on a jig, and firmly bolt it down, so that no matter what happens, it cannot move.

I fabricated eight upstands to pick up on the chassis out riggers, and stand it off from the table sufficiently to allow good all round access. A sturdy support was placed under the main front cross member which is held in firm contact by steel straps, tack welded for good measure.



These gave a centre for the hole saw, and with a bit of care, and a slow speed on the drill, the tubes were drilled out.



To be continued.....

Best regards, John (Bonnett) No. 1110 from Oakhampton.



Cutting out could now commence. The side rail, “U” channel, and front cross member were removed. The very front cross member is mounted to the main one by inch and a half diameter round tube, and this needed to be replaced, which proved to be quite a challenge.



My solution was to turn up some discs with a hole in the centre, that were a good fit into the tube, and lightly weld them in place in the mouth of the tube.





I am hoping that the pictures are good enough. I have yet to discover how to access the album of high-resolution ones that John kindly set up, you guessed – One day I'll get organised.



Now that is how it should be done, he said with more than a little envy and admiration – oh to have such skills, expertise, facilities and motivation. I'll just dream on, like most folk I imagine – Ed.





Dear Brian,

31<sup>st</sup> October 2019

A few pics showing the current state of play.

Rather than mess about trying to repair the left hand front chassis leg, I'm going to replace it from the cross member forward. My local steel stock holder and fabricator has formed the chassis leg and supplied the flat closing plate that will be spot welded to the return flanges. He has also supplied a length of U channel to complete the repair.



The very front cross member is beyond repair and I have two options. Either cut it off and fit a replacement, or cut the whole front assembly off and replace it. The section I bought from Joe Mason will allow either option but, at the moment, I'm favouring replacing the whole assembly. Joe's section needs a bit of repair, but nothing too difficult.

Before any surgery can commence, I'm going to mount the chassis onto a jig so that it won't move when parts are cut out, and ensure that the front assembly is in exactly the correct position before welding. I've made eight upstands that will locate on the out-riggers, and will set the chassis off the table. Once in position, I can make fixtures that will pick up on the front suspension mounts. Photos attached.

Kind regards, John (Bonnett) No. 1110 from Oakhampton.

.....



Brian,

There was a mention in the mag from someone who is interested in how a chassis can be repaired. As far as I can, I'll keep a photographic record of what I am doing, and if you think it would be a), up to standard and b), of interest, you are welcome to use it for the magazine.

*Absolutely, on both counts John, thank you.*

I have started a google photo album which I will share with you. I believe (but am not certain) that you will be notified when it is up dated.



The chassis is now on the table and being bolted down. I have made a fixture to allow the very front cross member to be cut off and replaced in exactly the correct position. The cross member with the turrets is marginally better on my chassis than the one I got from Joe, so I'll repair mine in situ, and just replace the front one.

Kind regards, John (Bonnett) No. 1110 from Oakhampton.

PS Anyone is welcome to borrow my chassis mounting fixtures once Chris and I have finished with them.

John.

*Thanks for that generous offer John, geography is the only thing that I can foresee that might just save you from being trampled in the stampede! Ed.*

September 2019

[www.gov.uk/mot-reminder](http://www.gov.uk/mot-reminder) Or you can give your telephone number if you prefer a telephone advice.

Regards and best wishes to Moira, Bill (Brown) from Thurso.

# Getting Technical

It's worth reminding ourselves sometimes, that the needles are a service item. Reliant suggested replacement every 20,000 miles, but as most of the wear takes place at or around idle, an engine that does high mileage on the road, won't suffer as much as one that sits in traffic



This is a nonpartisan joke that can be enjoyed by all parties!

Not only that-- it is POLITICALLY CORRECT!!

My thanks to Jan Rush, who found this on the internet, and shared it with me. It really struck a chord with me, and brought a wry smile to my face, and I just really have to share it with you! Brian

While walking down the street one day, a "Member of Parliament" is tragically hit by a truck, and dies.

His soul arrives in heaven and is met by St. Peter at the entrance.

'Welcome to heaven,' says St. Peter. 'Before you settle in, it seems there is a problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you.'

'No problem, just let me in,' says the man.

'Well, I'd like to, but I have orders from higher up. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity.'

'Really, I've made up my mind. I want to be in heaven,' says the MP.

'I'm sorry, but we have our rules.'

And with that, St. Peter escorts him to the elevator, and he goes down, down, down to hell. The doors open and he finds himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him.

Everyone is very happy and in evening dress. They run to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people.

They play a friendly game of golf and then dine on lobster, caviar and champagne.

Also present is the devil, who really is a very friendly & nice guy, who



has a good time dancing and telling jokes. They are having such a good time that before he realises it, it is time to go.

Everyone gives him a hearty farewell and waves while the elevator rises...

The elevator goes up, up, up and the door reopens on heaven where St. Peter is waiting for him. 'Now it's time to visit heaven.'

So, 24 hours pass with the MP joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a good time and, before he realises it, the 24 hours have gone by and St. Peter returns.

'Well, then, you've spent a day in hell and another in heaven. Now choose your eternity.'

The MP reflects for a minute, then he answers: 'Well, I would never have said it before, I mean heaven has been delightful, but I think I would be better off in hell.'

So St. Peter escorts him to the elevator and he goes down, down, down to hell.

Now the doors of the elevator open and he's in the middle of a barren land covered with waste and garbage.

He sees all his friends, dressed in rags, picking up the trash and putting it in black bags as more trash falls from above.

The devil comes over to him and puts his arm around his shoulder. 'I don't understand,' stammers the MP. 'Yesterday I was here and there was a golf course and clubhouse, and we ate lobster and caviar, drank champagne, and danced and had a great time. Now there's just a wasteland full of garbage and my friends look miserable. What happened?'

The devil looks at him, smiles and says, 'Yesterday we were campaigning.. ..

Today you voted.'

# Epilogue

As you will be well aware, this edition is, by far, the latest of any of these that I have put out in the last 29 years.

On top of the other delays and distractions that you will have read about earlier, this is the 18<sup>th</sup> version of this edition, I usually only need three or four attempts, sometimes not even that many. Various software, and or, just possibly, operator errors, caused me to lose control of the document several times. I truly wish that I could bore you with the details, but I do not understand them myself, so you are quite safe!

Even more worryingly, Moira has been diagnosed with angina, it has come on suddenly, and is dramatically reducing how far she can walk, a worrying development that has distracted us both since November. “They” are attempting to control it using medication, on the second lot now, but surgery may be required.

My thanks in particular to John Pearce and Keith Gittus, whose efforts to help me fill this edition have, in fact, got me a really good start to the next one. Your support is greatly appreciated chaps, not to say much needed!

The article on the next page is explained there. At the time I was desperately looking for material to finish this edition, then I discovered that the document had “overflowed”, and there was duplication. I really do not recall having had so much bother producing a magazine in over 250 editions.

Worse yet, I honestly do not know if the problems are all software related, or if I am actually losing my touch, not something I wish to dwell on right now.

Right, no more excuses, on with the show....

It's all in the timing, and this Christmas card arrived a few days too late for me to be able to include it in the other magazine I edit, for the Thistle branch of the ROC, where it might have been more appropriate. That said, it was sent to us from friends who used to run a Kitten!



Just room to say that your renewal notice should be enclosed, unless you are one of our 5 year folk, or have sent this year's sub in already, in which case, if I am a wee bit organised, your 2020 card might be enclosed. Oh, and let's not be forgetting the lubrication of ball joints, carb dashpots, trunnions and the likes. Till next time, keep safe.

# GRAHAM WALKER LIMITED



28 Bumpers Lane  
Sealand Road Ind Est  
CHESTER CH1 4LT



**RETAIL AND TRADE SUPPLIERS OF  
RELIANT PARTS WORLDWIDE  
ROBINS TO SCIMITARS**

**OVER 10,000 LINES STOCKED  
MAIL ORDER PARTS ARE OUR SPECIALITY  
NEXT DAY NATIONWIDE DELIVERY SERVICE**



**SHOP BY PHONE FOR FAST MAIL ORDER  
ORDERS RECEIVED BY 4.00PM WILL BE DISPATCHED  
SAME DAY**

**ALL MAJOR CREDIT CARDS ACCEPTED**

## TELEPHONE

**Mail Order: 01244 381777 - 7 Lines**

**Fax No: 01244 381262**

## OPEN

**Monday - Friday**

**8.00 am - 6.00 pm**

**Saturday**

**9.00 am - 1.00 pm**

**WEB : [www.grahamwalker.co.uk](http://www.grahamwalker.co.uk) E.Mail : [tracey.jones@grahamwalker.easynet.co.uk](mailto:tracey.jones@grahamwalker.easynet.co.uk)**

**COMPARE OUR PRICES, OUR QUALITY AND OUR SERVICE  
FULL WORKSHOP FACILITIES AVAILABLE**

# WWW.RELIANTSPARES.COM

Contact: Joe Mason 07973470810 E-mail: [joemason@reliantspares.com](mailto:joemason@reliantspares.com)

We carry a huge amount of second hand Reliant spares.  
For Regal, Robin Mk1, Mk2, Mk3, SLX, Rialto, Kitten, Fox, Ant.  
Mail order or collection

100+ cars for spares/rebuild. 20+ complete cars for sale  
With stock changing every week. Have a look in our picture gallery or on YouTube.

We buy, sell, collect, deliver, restore, tune, hire, export any Reliant.



We also develop and manufacture new Reliant parts  
Race exhaust systems, 4-1, 4-2-1, big bore or standard pipes,  
Heavy duty race head gaskets, handbrake cables, roof linings, roof racks,  
carpet sets, Rebel race inlet manifolds, disc conversions, ball joint conversions.



How to find us: Woodend farm, Cradley, Bromyard Road, Worcester WR13 5JW  
On the end of the Malvern Hills. Opening hours 9 till 6 (ish) Monday to Saturday.  
Camping in the Summer, good Pubs, B+B and Cafes local

Home to the "Tempest of England" sports car. Complete Tempests in stock and under construction. We're also (gradually!) building Tempest parts list up.

E-mail: [joemason@reliantspares.com](mailto:joemason@reliantspares.com) Web site: [www.tempestcars.net](http://www.tempestcars.net)



RESTORATION • RE-COMMISSIONING • SERVICING • TUNING & MORE!

# CHG Classics Ltd

Two Gates, 17 Broad Drove, Wisbech,  
Cambridgeshire, PE14 0RW

**Tel: 01945 352047**

**Email: sales@chgclassics.co.uk**

One of the UK's largest stockists of Reliant Parts from the Regent to the BN Robin. We carry in stock 3000+ different lines of stock meaning we have it when you need it!



***Why not check out our new website?***

It's devoted to Reliant and all of the models from the Regal to the Scimitar. We aim to create an online museum dedicated to the great manufacturer. There's a new forum to join too!

***World of Reliant***

**WWW.WORLD-OF-RELIANT.ORG.UK FORUM FOR RELIANTS, QUADS & MICROCARS**