

Reliant Kitten Register



Mewsletter124



May - June 2015



This issue's star car is Malcolm Rush's superb Kitten Estate. Malcolm has owned this car for over 25 years and has looked after it to a very high standard, re-trimming the interior and, in 2005, respraying it in Brunswick Green, not a Reliant colour but it really suits the car. The car was originally black which appeared to be the original colour. Malcolm is the member who arranges our occasional Register get-togethers, the next being at Llangollen Motor Museum on July 19th, hope to see you there!

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: Foxes, Rebels, Tempests, Salamanders, Ciphers, Jimps, Asquiths, Vantiques and all other specials including the Liege.....



The Reliant Kitten Register

Rebel parts stock held by: - Adrian Hanwell Tel: **01723 341498**

New Kitten / Fox / Rebel parts stock held by Brian Marshall Tel: **0141 8866117**

E-mail info@kitreg.org.uk

Rebel alternative parts list contact: John Blagburn, Tel: **01670 862255**

E-mail: wirelessjohn@googlemail.com

Kitten alternative parts list: Contact: Alan Osborn, Tel: **01953 884681**

E-mail: alan@aloz.org.uk

Fox alternative parts list contact: Duncan Bradford, 6 Clabon First Close, Norwich, NR34HE.

Tel: **01603 663311** E-Mail hidunc@ntlworld.com

Our Mutual Aid Spares scheme is run for us by Phil Hallam 4, Greenhead Holding, Stevenston, Ayrshire KA20 4JX Tel : **01294 462089**

Tempest Registrar: Roger Brown, Brownhill House, Ruyton XI Towns, Shrewsbury, SY4 1LR

Tel: **01939 261121** E-mail tempest@eleventowns.com web site: <http://www.tempestregister.org.uk/>

Newsletter pictures – should be sent to John Pearce at Toddbury Farm, Slapton Road, LtBillington, Beds. LU7 9BP Tel: **01525 758171**. E-mail john@atodini.co.uk

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> or have a look at <http://www.reliantkitten.co.uk>

DinkyCars

RELIANT SPECIALIST

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

Tel: 07958 246891

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

Index - Mews 124

Page 3	Index
Page 4	Editorial
Page 6	Digital Mews
Pages 7 - 14	Readers Letters
Page 15	An interesting event
Pages 16 – 23	More from our readers, including something on Ciphers and Leige
Page 24	Numbers ?
Page 25	Parts, a shortcoming ?
Page 27	Federation News
Page 28	Epilogue
Pages 29 / 30	Adverts

e & o e

Hello again, I really feel as though I am losing the plot at times these days. Take Dean's recent communication about Fox door seals for example, it arrived on my computer today, Wednesday the 15th of April, just as I had finished making the corrections to the proof of Mews 123. Keen not to lose it, and to get a start made to this edition, I looked out the template for 124, and put Dean's information straight in, but the link to the website did not work, and what section should I put it under anyway? Fox, or Parts, or Technical, or even readers' letters? Decisions decisions, is there no escaping them??

After a little detective work, and help from Dean and Duncan, I found their phone number and correct web address, no big deal, but just another little thing in my life that was not as straightforward as it might have been – stop moaning Marshall!

As it happens that opened a whole can of worms, well, door seal reels to be precise, more on that later.

Anyway, the longer evenings are well and truly here (he said whilst typing in April). Time, if you have not already done so, to get on top of the maintenance matters that it was too cold to contemplate before – no more excuses – get on with it...

Right, it is the 21st of April now, this edition is 20% done, for once I am at last getting back on top of things - at least on this front – (or am I just delusional?) – oh no, the sun is out, I must get on with the garden!

Still on a bit of a roll now at the end of April, and now half way through this one, if only.... Oh, and just for the record, although there may seem to be a lot of comments from renewal and even late renewal notices in the following pages, I assure you you are barely seeing half of them, so no, I don't feel that I am cheating!

Looking ahead (to next year) it is quarter of a century since I started thinking about doing this, and by next year it will be that time since I actually began, when Sandy Riddoch handed me that tenner and told me to get on with it, and to stop worrying about offending Terry Scott by pestering him to widen his then active Rebel Register's scope to include Kittens and Foxes. (Something he resolutely resisted).

A lot has happened since then, but more on that nearer the time.

On the list of things to look forward to, I can tell you that John (Pearce) has the bit between his teeth, and is well ahead with a definitive work on the chassis numbering situation, Kittens and Foxes mainly, but I think possibly Rebels as well.

It has been many years since we published anything on this, and I well remember my first attempt being shot down in flames by the late Simon Chisholm, who told me that they went back to the beginning again on Kitten chassis numbers part way through. I am certain that I

published his article at the time, but I never did carry out the further investigations that I should have back then, well, John (Pearce) is on the case, and I gather that Simon was not far off!

It will make interesting reading and shatter a number of well established misconceptions, watch this space.

I have noticed that I am tending towards starting a sentence or paragraph with the word “Right,” I was going to do that here too, but I think it is a state of mind thing, and I am now calm, well, calmer than I was this morning, because this is the last page I have to fill, and there has been no need to drop an A4 sheet from this edition, as I had been seriously considering this morning, phew! (That would have been an admission of defeat, even if only of a battle rather than a war!)

All I need to do now is decide if I will bore you by continuing to witter on to the bottom of the page, or, fill the rest of this page with a picture, and if so, which picture? – there could be a competitive element to this, asking you to come up with a suitable caption for example?!?



Digital Mews

One thing I keep meaning to do, without constantly going on about it, is to highlight the option, indeed benefits for those who have the facilities and do not already do so, to take up the digital version of the magazine. Great picture quality and size are two benefits.

John (Pearce, yes, him again!) currently handles the distribution of these for me, thanks John. (I seem to have a mental blank when it comes to group mailings electronically, I just had it all worked out under Thunderbird, the system I used to use, but which helped cause me to lose all my emails and associated addresses when the computer died last year due to the unique way Thunderbird handles data), and the Windows Live Mail that I use now and I just don't have a great relationship Progress? I think not, (or is it just me?)

Anyway, as you may have noticed, I am trying to make my life simpler, the hard copies of last mag, and possibly future ones, came / may come, in a franked envelope. As it happens sending them that way not only saves me time, effort, and the need to lift two Royal Mail boxes crammed full of envelopes into the Royal Mail office half a dozen times a year, but also saves money!

The firm who print the magazines for us have a franking machine, and while 200 odd magazines completely fills their three Royal Mail zip bags, not to say takes them time to run through the machine, they seem to be happy to pass on part of the savings on postage.

Like most things in life it is complicated, they have to "top up" the credit in the machine in £200 minimum lumps, get charged £16 per top-up, but get to enjoy second class postage for just 39p. The complication arises from how much of that £16 (indeed how many of these £16 fees) do we need to pay for each mailing? and how much do they charge for their time franking the envelopes for me? One is simple arithmetic, the other might depend on a supply of apple and rhubarb pies (which cost a couple of quid each)!

Anyway, page end fast approaching and I have, not for the first time, strayed from the topic! However I am sure you get the jist of it.

I still have a Kitten saloon, VAO 514S in the back yard, and a pile of spare parts in the attic, which Cheryl wants out of the way.

The car has had a complete body off restoration which I started in 2008, and it is currently on SORN. The engine runs very well and the valve stem oil seals have been renewed, as have the timing cover and rear crank oil seals.

All the brake cylinders have been replaced as have the brake pipes using cupro nickel. Also all the lights are new, with H4 headlamps fitted.

New window and door seals have been fitted, and the headlining and interior have also been replaced.

A reconditioned steering rack was also fitted. The recorded mileage is 78,000.

So, if you are looking for a very smart April yellow Kitten saloon, with spares including 2 new top ball joints, a sump, fuel tank, spare engine (good runner with top end rebuild) a gearbox, two windscreens, 2 doors etc etc you can have the lot for £1,000, no offers. Ring Mick on 079077723385.





I'm sorry to be leaving Reliant after 40 years of ownership, but health and the need for more space have forced it upon me.

Take care, and thanks for your help in the past.

Mick No.664 from Goole

.....

As you might gather from her membership number, Trica has been with us for a couple of decades, as indeed have a number of our readers.

Dear Brian,

25th April 2015

I have decided not to renew my subscription, I'm so sorry you had to chase me; as you know I no longer have the Kitten, but I would like to say how much Raymond and I enjoyed the magazine and appreciated the effort that you put into it.

I enclose a small donation for your spares fund.

Yours sincerely, Tricia Nash No. 282 from St. Albans.

Hi Brian,

27 / 4 / 2015

I'd like to remain on the mailing list as I like your ramblings and the mag.

I'm still mopping up the tears after selling the Jim, and am still Reliantless, with too many projects to cope with - do we have a doctor who could sit us down in a dark room? because I can't find the cure – perhaps that's just retirement!!

Regards, Bev (Crook) No. 563 from Milton Keynes

Bev I remember (see, bits of this memory do still function!) meeting you at our gathering at Wittington Castle, but I can't, off the top of my head, remember when that was!!

Sadly there is no treatment available for the Reliant bug on the NHS, I'm really sorry, you'll just need to get another one!

.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.

Dear John and Brian,

April 29th 2015

Many thanks for the latest edition of the Mewsletter number 123. Keep up the good work and also look after your health Brian as best you can.

We have had numerous Volcano eruptions, first the Volcan Villarica about 800 kms due south in March, then up north some heavy floods and consequent mud slides, dragging shanty houses and small shops out to sea, all thanks to the heavy Bolivian winter, and now more recently in the Volcan Calbuco near Puerto Montt, there was another eruption and the ash fall-out finally reached Santiago 1,000kms north on Sunday, and that partially blanked out the sun until about midday.

Still the poor folk in Nepal seem to be suffering far worse, so we should really not complain.

Take care all of you, Best regards, Frankie (No. 601) from Chile

Hi Brian,

April 2015

I am a lot behind on reading, Classic Car Weekly, Mewsletter, etc, I have just read the article on remote gear change, [Mews 122] I have made two, one in the past, and this one, very basic, but works, pics enclosed. The connecting rod is thick walled steel tube with a slot cut in each end to fit by bolt and nyloc to the welded on lugs, the gear change end is mounted on a steering ball joint [ebay] the gear knob has to be attached to the connecting rod to give a positive action, leaving the rear ball joint for just support and to mimic the gear lever movement. As for the lifting for selecting reverse, I ground a small angle on the left side of the selector fork [reverse next to top] now, when one brings the gear change across neutral to the left, the selector automatically jumps into the reverse position. The whole assembly works a treat, not any different to a direct stick in a box. Project has been on the road for a month, and now has lights, see pics.







This is Ron, (a picture of a painting by Sarah, Martin's talented wife) Martin Seymour's Car. During their long relationship together Ron has spent many hours patiently parked outside churches. Being a Reliant Kitten he is very good at fitting into tiny hiding places, but here he is outside the Basilica in Venice. We did actually play the organ there last year but as Ron didn't get to come that time (it was our honeymoon) I thought I would make it up to him now. Sarah.



Hi Brian,

April 2015

All safely arrived and interesting reading especially about gearboxes. I have just replaced axle, prop, gearbox and all mounts this week all done in one long day's work with a mechanic friend Dave Yeo of Yeo's Auto Workshop in Henley on Thames. A real good find.



I've done over 100K in this present Kitten, and have a tuned engine with a Dick Harvey road head to go in sometime soon!



All the best, Martin (Seymour) No.551 from Reading

Hi Brian,

4th May 2015

Just to send you a couple of pics from today's run and show



(the Ciper nearly lost the exhaust to a speed bump - even though I'd ask the organisers to tell me if there were any on the route!!). It went really well and a lot of folk were pleased to see the kitten - the best comment I heard whilst we were crawling along to park was "wow, it's a Reliant kitten, it's great to see as they are super rare".



As you know the gap at the top of the fox door frame to bodywork is wider than the clearance of the door to bodywork. This makes it awkward when looking for the right rubber door bulb. I found that it has to be a round profile, Important that it is fixed in the center to the door frame attachment. It is able to move rather like the hinges on a door.

The square profile seal that is available gets trapped In the door hinge side. This size will hinge itself and compress when the door is closed making a good seal and fit. The top of the door frame is still compressed I bought the large rubber door seal, but there is also a jumbo version available. They are available at www.monkeydub-car-parts.co.uk I have to say I was very impressed with this company.

Their phone number is 01273 958464.

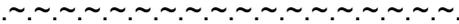
Very flexible which installed in one continuous length with a rubber mallet, leaving the joint at the sill corner where the rivet would go to aid drainage. I would have thought that this will fit the Kitten etc. One last thing, if readers are having problems with water still coming in through the top of the door frame, solution is to put a small “D” shape Self-adhesive seal in front of the top door seal (stick this to the bodywork above the door frame) this will increase the thickness, and make for a tighter seal at the top of the door.

Keep up the good work.. Dean Howells, South Wales

Editor’s note, by chance Keith Gittus was talking to me that very day, and I mentioned Fox door seals to him, he uses Ford Mondeo ones which he finds do the job rather well too.

The question now is should I get one, and photograph it beside the one Dean is talking about? Well, in an ideal world I might....

Oh, hang on a minute – see the story under Parts, a shortcoming, on page 25!



Hi Brian,

April 2015

I hope all is well with you, and thank you for the latest magazine.

I thought a few notes on Rebel remote gear change set up might be handy, got loads of scribbles on different design ideas if you fancy using them? Feel free to edit as needed.

Pick enclosed shows a Tempest remote a John Box design, (the two bars are bracing from remote to back of engine) We built these (£300), and they work well, using a cable pull to lift gearlever for reverse, over time they do seem to slacken off and possibly cause wear on the gearbox.



Also its a quite a lot of work!

The Rebel remote seems like a good option, and might save some time.

Still in the testing stage at moment, we have fitted these to three Tempests, with Eric being a brave test pilot. Have sent another one out for a Liege.



The problems are :-.

- 1 .The Tempest remote is a good 6" longer than the Rebel one, main gear rod + outer tube needing to be extended by exactly same length.
2. Later Fox/Kitten/LX gearlever tail (bit that selects gears) sit further into the gearbox than Rebel/Regal, you can fit a collar to the gear box to raise, this makes it the right height, but the remote then sits too high in tunnel.

Better off cutting bottom tail of later lever to remote.

- 3.The reverse gate needs removing from gearbox, there is a reverse gate bolted in the end of Rebel remote and a nice feature of that is, if you have box with reverse on opposite side, all you need to do is unbolt it and turn it around. Future proofing by Reliant?
4. Later gearlever tail needs to travel further to engage gears (same reason as 2) this causes the Rebel gearstick to fall off end of the reverse gate and jam, 5 mins with welder to extend gate; we turned up a batch of

levers (bit you hold on to) with ball on end and keep grinding tip down till you get a good feel.

5. Any vibration from engine is however exaggerated down length of remote to the point can throw out of gear, h a standard engine mount or pair of a frame rubbers and "U" clamp calm things down. *(Or just replace the front gearbox bearing, and so remove the most likely cause of the vibration, Ed.)*

6. Different shape to tail where it engages in box from Rebel box to later box's, back out with the welder and grinder.

When fitted they do have a nice short throw with a satisfying mechanical "snick " thru the gears, but definitely not a straight swap or bolt on goodie, considering the scarcity of these early Rebel remotes, it would be a shame to break a car purely for one.

Mini, and as Keith mentioned, Triumph all used remotes, gotta few here to play with, hey ho maybe back to the drawing board.

All best, Joe. No. 899 from Worcester

~~~~~





## Parts, a shortcoming?

I recently had occasion to be “talking” to Duncan Bradford, he had responded to an email that I had copied him into regarding the availability of alternative Fox door seals, you will no doubt read about them elsewhere within these pages.

It became clear during the conversation that the original section, albeit without the 90 degree mitred corner, which can be relatively easily created with a junior hacksaw, a mitre block (or a steady hand and eye) and some industrial superglue, is readily available.

It comes in rolls 100M long, and Castlehill Garage have plenty in stock. So too do Graham Walker, one of our longest standing advertisers.

And that brings me right up against one of my biggest dilemmas!

Part of me says that I should be telling everyone that both these dealers have the original stuff in stock, rather than telling you about alternatives. Just what is the right thing to do in such circumstances? – does price come into the equation? Is it not more important to support the diminishing number of specialist dealers out there, rather than save a few bob here and there? Did any of the folk looking to replace these parts even realise that the original section was readily available? (I didn't!)

One stockist runs a business that does not advertise in the mag. On the other hand he is a Register subscriber and active supporter.

The other, a long term advertiser, who does keep me up-to-date with monthly offers, but due to the mag frequency they would be out of date before I could get the information to you, were I to try and make you aware.

Not that I want the mag to be full of adverts mind you, oh dear oh dear, what to do.... ???

I just discovered last year, (pretty sure I've told you this already, but not everyone reads every word in every edition!) that some three

batches and over a decade later, that two Reliant dealers had, and have had for ages, new old stock lower steering columns in stock, and are still selling them at 25 year old prices, half what they cost to get made these days!! (well, I could actually get them at the same (old) price, if I ordered a batch of a thousand of them!)

Better communication is clearly needed, but I have neither the time nor energy!

I used to feel that I was good at making decisions, but in recent times inaction seems to be taking over from decision making, feel free to intervene, or at least come up with suggestions and or ideas and thoughts.

Meantime, take care, and enjoy the summer.

Ed.

.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.

Federation News

## **UK LEGISLATION**

Bob Owen

### **Roadworthiness Testing**

On the EU Roadworthiness Testing Directive, the primary issue at stake is simply which vehicles have to be tested and which will retain the current exemptions permitted by the UK. The testing itself will, on most readings, not be very different from what already applies under the MoT.

So our major concern is how the UK will be able to deal with the large number of modified vehicles within the UK, which the Directive apparently suggests ought not to be treated as 'of historical interest', but which the UK currently regards as historic vehicles. The Directive only has to be applied from 2018, so there is still some time to get this right.

We were not finding it easy to talk directly to the Department for Transport, so we decided to approach the question through the All Party

Parliamentary Historic Vehicles Group (APPHVG). Around the beginning of the year we were able to start showing members our Briefing Paper and Appendix which went to the APPHVG, so that you can all understand the case we have put forward.

That case has been established with much help from a representative group of member clubs. Our proposals recognise that the Directive will be incorporated into our laws and that its principles, which had to be hammered out to suit the various differing approaches across the EU, have to be observed. But they can be interpreted. So we have tried to produce a case on how the UK should interpret them which will support the interests of as many as possible of our members.

The much delayed meeting with the APPHVG duly occurred on 21 January. As a result we were asked, in very short order, to prepare a condensed version of the Paper for discussion with the Minister. We duly did so and Sir Greg Knight, chairman of the APPHVG reviewed it.

I am happy to be able to tell you that on 3 March we had a meeting with Claire Perry MP, Parliamentary Undersecretary of State at the Department for Transport (DfT). The meeting was attended by Sir Greg Knight, chairman of the APPHVG and our vice president Lord Steel from the APPHVG, together with David Whale, our chairman, and myself. The meeting was also attended by Duncan Buchanan from the DfT. The meeting went well and was most useful.

We presented the Joint Paper to the Minister. It was accepted as a valuable contribution to assist the DfT in its decision process regarding the treatment of historic vehicles. It provided an opportunity for the Minister to understand both where we are starting from and the issues surrounding exemption. The DfT was clear that no decisions on exemption or its extent have yet been made. We were promised that there will be a further formal workshop later in the year when the Department is nearer to making decisions but there is no doubt that an ongoing informal dialogue will now be easier.

My thanks to the Federation for these words from their latest Newsletter. Ed.

~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.~.

## Epilogue

Right, obviously I could have kept the page on numbers (our numbers) till later in the year, by which time I would have known more about the level of response to the reminders we sent out) but we are hoping to have some time off in June and beyond, so I need to get ahead this time if I am to have any hope of keeping to the already loose “deadlines” I set myself.

On top of that there are, at least for the foreseeable future, more demands on my time than for some years past, so I need to get much better at balancing things. Sounds simple enough, if only I had a clue how to go about it!

Now, if only some kind soul would come along and empty my lock-up and give me a bundle of cash, how much pressure would that take off my hands (and mind!!) Oh well, one can dream. Meantime I continue to give up several valuable hours a week on ebay selling it all in dribs and drabs, and still get into bother when I can't find things!!

That said I had my two best weeks on ebay in terms of the number of sales, (never into double digits mind you) and on both occasions I found everything no bother at all – have I finally turned a corner? One can hope. Yes Julie, you can tell Stuart that you were correct, a long story, but you are very near the top of my task list.

I sometimes wonder if the family are right and if I would find life less stressful if I just hired a skip, binned the lot, and gave the lock-up up, but I'm not there yet! (sorry dear).

On the plus side I would guesstimate that I am about a third of the way through clearing it out, (in terms of volume) that in just a couple of years, and about half of the big stuff is away so the size of parcels I need to be making should be more manageable in future, even if there are many, many more bits to go.

You may have noticed both the absence of many Liege pages recently, and the presence of a picture of a very clean looking yellow Liege at the bottom of page 22.

The former is not censorship in any way, it is just that I have not heard much from our Liege owning friends recently.

The last I heard of the 2 Scottish resident ones was that John Dillon was thinking of selling his, as he has not used it much. Yes I'd love one, but clutches and my left leg just do not get on these days. John is a couple of hundred miles up the road from me, much closer is Kevin Clark in Haddington, barely 60 miles east from here, and he is nearing completion of his build.

The yellow one on page 22 belongs to David Rush, and was visiting Joe for a disc brake conversion fitting recently.

My thanks, and those of Michelle and her family, to those who donated to Sarcoma UK in support of her marathon cycle. Wee Robin said it was the best holiday he has ever had (but he is just coming up for 5!) She has raised more than ten times as much as the (I have to say very modest) target she set herself, and is hugely grateful to all who helped, I know it gave her a big lift. The family returned from the islands last week, and Michelle is currently undergoing another dose of chemo.

Till next time, you know what to be doing with those ball joints, don't you?

*Brian*

## *Resin Rockets*

Reliant engine tuning for economy or whizz, not quite halfshaft breaking torque, but optimising the Reliant 850 so that its full potential is achieved.



Manifolds optimised

Heads tuned, including attention to valves

Carburettor gas flowed

Rockers realigned and lightened



Large selection of good used Kitten and general Reliant spares available, just ask for details. Also new wiring bits

- all the funny coloured cables and crimps with electrical advice

Al Osborn 35 Griston Road, Watton, Thetford. IP25 6DN  
01953-884681

[www.aoservices.co.uk](http://www.aoservices.co.uk)

# 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: [info@tempestcars.com](mailto:info@tempestcars.com) Web site: [www.tempestcars.com](http://www.tempestcars.com)

# 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**

**pfspare**  
insurance

**Insurance Brokers**

**for Personal and Commercial Insurance  
since 1962.**

### Is your Reliant

- worth at least £2,000?
- driven up to 5,000 miles per year?
- kept overnight in a garage or on the drive of your home address?

### Are you

- at least thirty years old?

### And do you have

- the appropriate licence for the vehicle which you have held for at least five years?
- another vehicle (car or motorcycle)?

**If yes, call us and see if we can save you money on the cost of your motor insurance!**

If no, do still get in touch and let us try to find the right classic car insurance product for you.

**Proud Supporters of**



**Call: 01530 270574**

**email: [info@pfspare.co.uk](mailto:info@pfspare.co.uk)**

[www.pfspare.co.uk](http://www.pfspare.co.uk) | [www.pluginsure.co.uk](http://www.pluginsure.co.uk) | [www.nicequote.co.uk](http://www.nicequote.co.uk)

34 High Street, Measham, Swadlincote, Derbyshire, DE12 7EB

P F Spare is authorised and regulated by the Financial Conduct Authority.