

Scimitar GTE: the owner's book of answers.



“One”

Answer to the question-When you are considering a GTE how many cars are on your short list?

It isn't easy, buying a car. How, for instance, do you reconcile the educated taste for high performance motoring with the practical, workaday necessity of humping this and that from A to B? How can one and the same car carry

four grown-ups in comfort at three-figure speeds, and turn in 22-28 mpg? It seems impossible – and it very nearly is.

You choose the GTE because in the end you can't choose anything else. No other car is like it – let alone

a hand-made, coachbuilt high-performance car, at a price that non-tax-haven mortals can afford.

There are three versions: GTE *Manual*; GTE *Overdrive* (on 3rd and top); and GTE *Automatic*.



None . . . in the same class as Reliant's GTE
AUTO ENTHUSIAST.

Something of a modern classic . . . it has no real rival.
ROGER BELL, MOTOR

Just about Britain's only true grand touring car.
MAXWELL BOYD,
THE SUNDAY TIMES

Its character is different from that of any rival.
STUART MARSHALL,
ILLUSTRATED LONDON NEWS

Very good value.
GOOD MOTORING

Excellent value for money.
CAR



SCIMITAR

GTE AUTOMATIC

1 GTE

"Speed"

Answer to the question-What is it that you don't usually get in an estate car?

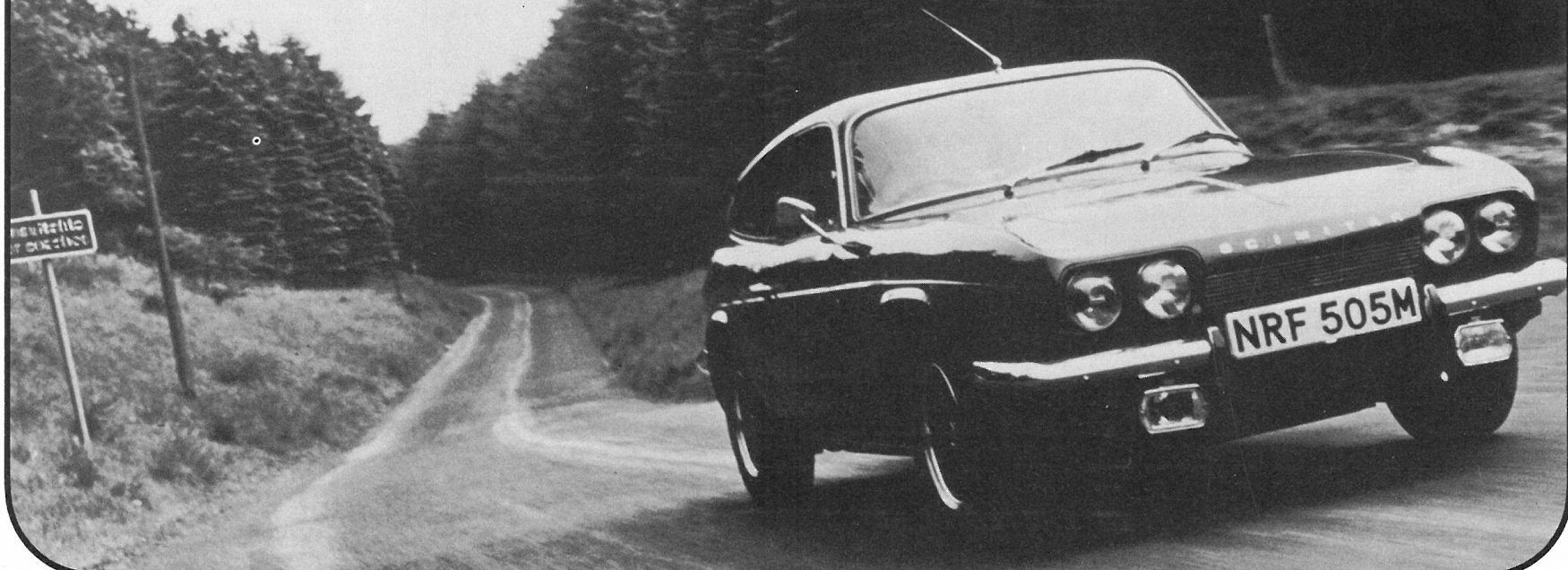
Heart of the GTE's performance is the big, lusty V6 engine by Ford.

Power-to-weight ratio is excellent. The body, crisply styled by Ogle, is glass-fibre, so the engine has only 23 cwt. (plus the contents of the car) to pull. Autostrada cruising at around the hundred-mark, you feel you are idling along.

Maximum power is 135 bhp (net) at 5,000 rpm. Maximum torque, 172 lbs/ft. at 3,000 rpm.

70 mph in top gear overdrive is at 2,500 rpm; in the automatic it is at 3,200 rpm.

Dashboard has hooded, anti-dazzle, quick-to-read dials in function-related clusters giving full information. There are piano-key tumbler-switches, hazard-warning flasher, and tell-tale panel with warning lights for thermo-electric radiator fan, brake pads, brake-fluid level and fuel reserve (tank capacity is 17 gallons). On the centre console, force-fed fresh-air nozzles for whole-car air-change ventilation.



Performance of the latest Scimitar automatic is, in a word, fabulous; and not so very much different from that of the Overdrive model. Maximum speed is just on 120 mph as against 123 mph and the 0-60 mph time is just on a second slower at 9.8 sec against 8.9 sec.

GOOD MOTORING

I read off a stable 124 mph at 4700 rpm with 0-30 indicated in 3.8 seconds... 0-60 in 8.5... and 0-100 in 23.5... Cruising at 70 mph needed only 2700 rpm and 100 demanded 3700... I got 23.4 mpg in fairly hard cross-country and high-speed use.

EVENING STANDARD

Shattering acceleration through all the gears... acceleration is still impressive to over the 100mph mark. At the bottom end of the power range the car will perform happily in top gear at 30 mph. And within this performance it returns an acceptable 28-30 miles for each gallon.

AUTO ENTHUSIAST



VOLTS
11 12 13 15

12
11
10
9
8
7
6
5
4
3
2
1

FUEL
1/2 F

550 400 300 200 M
1500 750 L

90 110 130
8 3 5 1
0 20 40 60
RPM

TEMP
90 120

OIL
0 50 100

40 50 60
0 10 20 30
RPM

GTE

SUNNET LOCK

"Safety"

Answer to the question— What else is so special about the GTE... and so important to the family man?

Safety factors: an impressive list.

Items 1-11 are called *primary* – qualities built in to the GTE to make an accident less likely; items 12-20 are *secondary* – things that make an accident less damaging, if it happens.

1. Superb roadholding.
2. Acceleration and reserve of power when you need it – e.g. for safe overtaking.
3. Sure-footed, servo-assisted brakes (discs in front).
4. Wide-section, low-profile, radial-ply tyres on extra-wide wheels.
5. Ergonomically designed seats, adjustable for rake, height and reach.
6. Anti-dazzle interior with anti-dazzle instruments and dipping rear view mirror.
7. Good all-round vision by night as well as by day; extra-powerful (quartz halogen) headlights fitted as standard; heated rear window with wiper and washer.
8. Quiet, comfortable, minimum-vibration ride to reduce fatigue.
9. Full 'early-warning' instrumentation in case of mechanical trouble – especially brake failure.
10. Hazard-warning lights fitted as standard; door-edge reflector to indicate open door at night.

And, most of all,

11. The whole GTE concept; a car designed, from the ground up, as a high performance estate car; not an adapted saloon-car design.
12. Combination of steel chassis and stiff glass fibre body; this gives the occupants substantial protection even in major accidents.
13. Glass fibre bodywork which absorbs kinetic energy, so superficial damage is localised and bodywork distortion is less likely.
14. Inertia-reel front seat belts with mountings bolted to chassis; fixed lap belts for rear seats.
15. Steering-column with two universal joints, collapses on impact.
16. Fascia fully upholstered, with crash pad.
17. Collapsible, energy-absorbing, two-spoke safety steering-wheel.
18. Laminated windscreen (optional extra).
19. Built-in rollover bar in roof.
20. Strong chassis outriggers for added side protection.

Warranty covers labour as well as materials and extends for a year or 12,000 miles, whichever comes sooner.







“Loads”

What else will the GTE carry at 123 mph, apart from four people, in comfort?

From the front the GTE is an unmistakable high performance car. From the back – the way most road-users see it – it is an equally unmistakable estate car.

The rear window is heated, with its own washer and wiper. It extends to the full width of the car, and opens at a touch on pneumatic rams.

Inside, the whole width of the car is luggage-deck.

You can arrange this in three different ways, because the back seats fold down one at a time.

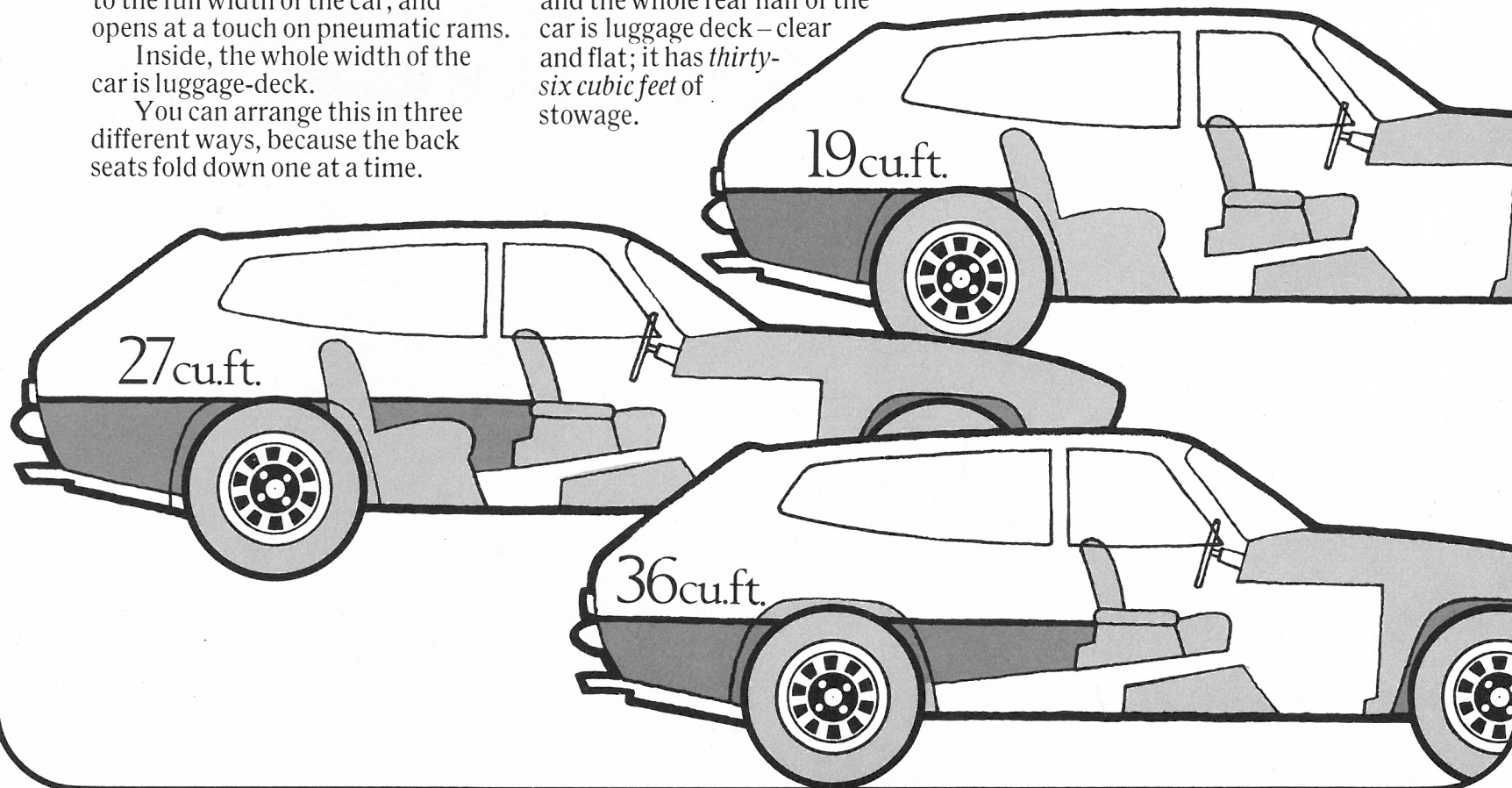
With four seats you have 19 cu.ft of luggage space.

Fold one back seat forward, and you have 27 cu.ft of luggage space; enough for a trunk as well as suitcases.

Fold both back seats forward and the whole rear half of the car is luggage deck – clear and flat; it has *thirty-six cubic feet* of stowage.

Notice, while you are at it, that the back seats are proper back seats – the GTE is not a 2+2.

And there is a tonneau cover, to keep your luggage safe from prying eyes.



A genuine four seater.

AUTOTEST, AUTOCAR

The arrangement for turning the rear compartment into a load-carrier is excellent.

LIVING WITH THE RELIANT SCIMITAR GTE, AUTOCAR

We managed to cram in a fair assortment of bulky objects that weighed what felt like a ton to load and unload without any adverse effects on either performance or handling.

AUTO ENTHUSIAST

The rear luggage compartment takes a surprising amount of clobber with either the rear seats up or folded down.

CAR & CAR CONVERSIONS

... the huge load space is almost incidental to the car's character. The GTE is for people who really enjoy driving.

PETER WAYMARK, THE TIMES



“Civilised”

Answer to the question-What sort of ride ought you to get from a high performance car?

There is nothing heroic about the GTE; it is unashamedly for comfort-lovers. Without making any allowance at all for speed, it is an exceptionally pleasant and relaxing car to travel in. Even at three-figure speeds, there is no sense of strain.

There are two main reasons for this. First, the seats: these are

designed not just to please the eye but *to contain the body* in all the changing movements of high-speed motoring. Seldom will you have felt so secure, so comfortable, so well-supported.

Second is ‘the quality of the ride’. This is a car with outstanding road-holding and cornering power. On a dry surface, it is almost impossible to unstick it, and the feeling of total

control as you drive is something you cannot mistake.

The GTE is a coachbuilt, ‘prestige’ motor car. Every copy is individually assembled, individually tested. It is gratifying, in this day and age, to see the sort of craftsmanship this produces.

Effortless cruising and over 100 mph in third...

AUTOTEST, AUTOCAR

Easy, loping performance...

CAR

A well-balanced and well-behaved car...

JAMES ENSOR, FINANCIAL TIMES

Fully equipped, well-equipped and in every sense one of the best-balanced cars on the road.

CAR

... it is quite possible to cover long distances at speed in the Scimitar and to arrive fresh at the end, which proves that there is more to good motoring than mere soft seating.

DAILY TELEGRAPH

... high speed relaxation... offers a pleasant combination of refinement and close-to-the-road feel.

IAN MORTON,
EVENING STANDARD



Scimitar[®] GTE

HIGH PERFORMANCE ESTATE

The Reliant Motor Company Limited
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This specification is applicable to vehicles manufactured
at date of printing. Prices and specifications are liable to
alterations subsequently without notice.

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Specification

Scimitar GTE Manual Scimitar GTE Overdrive Scimitar GTE Automatic

THE SCIMITAR GTE 3 LITRE combines the features of a grand touring and an estate car. It is powered by a V6 water-cooled engine of 2994 cc capacity. A large twin choke carburettor with automatic choke is fitted as standard. The unit provides for high maximum speed, vivid acceleration and economical fuel consumption (22/28 mpg).

PERFORMANCE

	GTE Manual	GTE Overdrive	GTE Automatic
Acceleration 0-60 mph	8.6 secs	8.9 secs	9.8 secs
Standing $\frac{1}{4}$ mile	16.4 secs	16.8 secs	17.6 secs
Average max. speed	123 mph	123 mph	120 mph

Seating capacity

Four adults.

Coachwork Two-door all glass fibre body, with large rear opening window.

Exterior colours available

April Yellow; Florida Green; Venetian Blue; Highland Purple; Everest White; Beaujolais Red; Capricorn Blue and Ivory Beige.

Interior trims available

Black or Tan.

Engine V6 overhead valve, water cooled. Bore 93.67 mm. Stroke 72.42 mm (3.69 x 2.85 in). Cubic capacity 2994 cc (182.7 cu in). Maximum bhp (NET) 135 at 5,000 rpm. Maximum torque (NET) 172 lbs/ft at 3,000 rpm. Compression ratio 8.9:1.

Fuel system Twin choke carburettor. Mechanical fuel pump. Paper element air cleaner. Fuel tank capacity 17 gallons (77.3 litres).

Lubrication system Full pressure feed, wet sump. Full-flow oil filter with replaceable element. Capacity of system 9.5 pints (5.1 litres), including filter.

Ignition system 12 volt coil and distributor with automatic control.

Cooling system Pressurised radiator, thermostatically controlled electric fan and water pump with thermostatic heat control. Capacity 20 pints (11.34 litres).

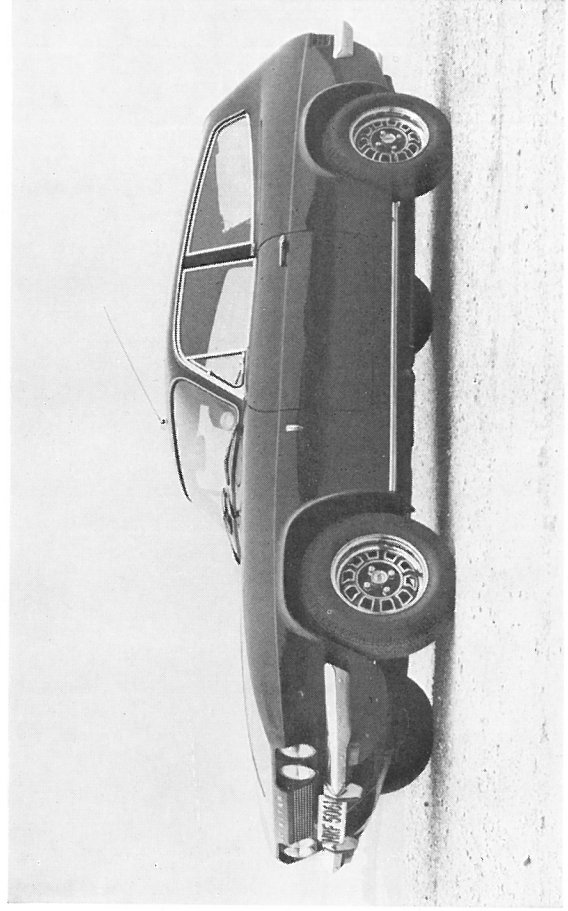
Clutch Single dry plate 9 in (228.6 mm) dia. diaphragm spring type. Hydraulically operated by pendant pedal.

GTE Manual Four speed manual gearbox with synchromesh on all forward gears. Ratios - First 3.16:1; second 1.95:1; third 1.41:1; fourth 1.00:1; reverse 3.35:1. Remote control gear lever centrally mounted on shaft tunnel.

GTE Overdrive Manual Gearbox, four speed synchromesh with overdrive on third and top. Ratios - first 3.16:1; second 1.95:1; third 1.41:1; fourth 1.00:1; reverse 3.35:1. Remote control gear lever centrally mounted on shaft tunnel. Overdrive unit ratio 0.78:1.

GTE Automatic

Automatic gearbox (fitted with oil cooler) with remote control lever centrally mounted on



shaft tunnel. Ratios - first 2.39:1; second 1.45:1; third 1.00:1; reverse 2.09:1.

Propeller shaft Open, with needle roller bearing universal joints.

Rear axle Hypoid, semi-floating.

Ratio 3.31:1 on GTE Overdrive and GTE Automatic. Ratio 3.07:1 on GTE manual.

Steering Rack and pinion, 3.5 turns lock to lock, friction damped. Two-spoke 15 in dia. safety steering wheel with energy absorbing boss and mountings.

Suspension Front: independent through wishbone, coil spring and damper units and anti-roll bar. Rear: coil spring and damper units to axle located by trailing arms and, laterally, by watts linkage.

Chassis Box section pressed steel with tubular braced cross members.

Road wheels Pressed steel disc

5 $\frac{1}{2}$ J x 14 in wheels. Fitted with 195 x 14 Cinturato HR tyres.

Brakes Vacuum servo assisted four

wheel hydraulic, pendant pedal operated 10.81 in dia. discs on front, 9 in dia. 1.75 in wide drums on rear. Lever type handbrake operating rear brakes through compensator.

Fascia Precision moulding, incorporating hooded glare-free instruments. 140 mph speedometer with kilometre scale, trip mileage, ignition and 'left flashing' indicator warning lights. 7000 rpm tachometer with main beam and 'right flashing' indicator warning lights. Electric clock. Separate battery voltage indicator, oil pressure, water temperature and fuel gauges. Switches for lighting, dual speed heater fan, dual speed windscreen wipers front and rear, windscreen washer control. Instrument console illumination level control. Combined ignition, starter switch and steering lock. Warning lights for fan, fuel level, brake fluid level, brake pad wear and handbrake 'on/off'. Hazard warning light device. Combination

control switch for horn, headlamp flasher, high and low headlamp beam, and direction indicators. Separate heater and ventilation controls. Fresh air ventilation through four large adjustable nozzles (two nozzles in footwells). Two-speaker radio.

Electrical 12 volt 55 amp/hr at 20 hr rate capacity battery, alternator, four Quartz Halogen headlamps (two dipping) with hand-operated dip-switch. Side lamps combined with outer headlamps. Front flasher lamps, rear combined stop lamps/tail lamps, reflectors, flashers and reversing lamps. Heated rear opening window. Rear number plate lamp. Self-parking 2-speed windscreen wipers front and rear. Windscreen washers front and rear. Twin horns. Clock. Two interior lights (with courtesy switch), cigar lighter. Centre console lights. Engine compartment light.

Body All glass fibre coachbuilt Gran Turismo body. Wide-opening doors with 'door-open at night' reflectors, with wind-up windows and swivel quarter lights. Fully curved, zone-toughened windscreen. Upward opening rear window with pneumatic dampers and locking with key. Fully reclining and adjustable aero type front seats upholstered in foam rubber and leathercloth. Rear seats fold to form flat floor. Detachable tonneau cover for luggage deck. Two fitted inertia front seat belts, two lap belts for rear seats.

General dimensions Track - Front 55 in. Rear 53 in. Wheelbase 99.5 in. Length 171 in. Width 64.5 in. Height 52 in. Ground clearance 5.5 in. Turning circle 36 ft.

Optional extras

Radiomobile 8-track four-speaker stereo tape player/radio; cassette stereo player/radio; laminated front screen; cast alloy wheels with chromium-plated steel rims; fog and spot lamps; leather upholstery. Electric windows, tinted glass (all round), non-standard exterior colours. Auxiliary cooling fan for arduous towing conditions available as accessory.

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RELIANT

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