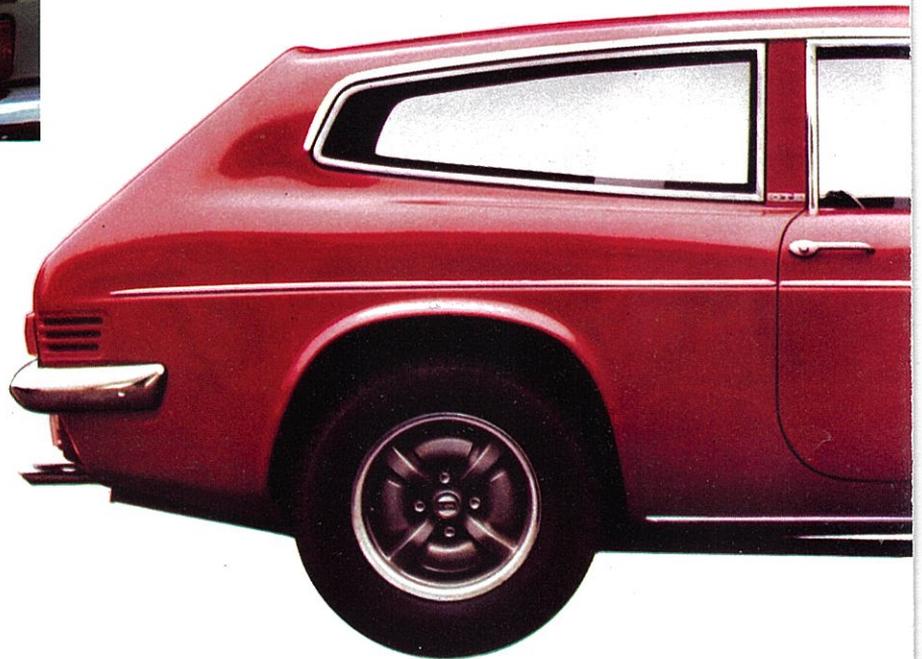
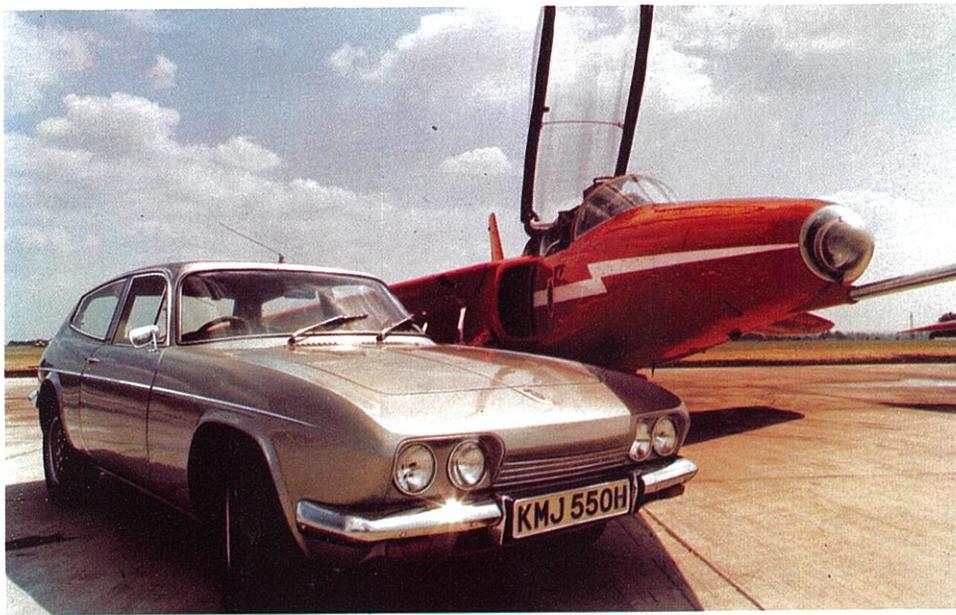


# SCIMITAR GTE



120 mph  
3 litre V6  
Automatic or manual



Gran Turismo  
Ogle styled  
Lightweight glassfibre body



Takes 4  
long-legged grown-ups and  
abundant luggage



# 120mph 3 litre V-6 Automatic or manual

The Scimitar GTE is like no other car on the market; because although it looks like a sports car and certainly motors like a sports car, it has a carrying capacity which puts it fairly and squarely in the estate car class.

At the same time, it is an authentic Grand Touring car, built to cover long distances at great speeds in an extreme of comfort and safety. It is a very practical, very civilised, very finely developed piece of work.

## Power Unit: The Ford V6—3-litre

Heart of the GTE's performance is the big, lusty V6 engine by Ford who power nearly all the successful Formula 1 cars. It is renowned as being 'unburstable' and because it is a Ford engine, spares and service are no problem.

Power-to-weight ratio is very good indeed. The engine has as little as 22.7 cwt. (plus the contents of the car!) to pull along. Even at three-figure speeds, there is no sense of strain.

## 25 m.p.g.—at speed

Maximum power is 144 b.h.p. (gross) at 4,750 r.p.m. Maximum torque, 192 ft. lbs. at 3,000 r.p.m.

Acceleration is excellent: 0-50, 7.3 secs; 40-60, 7.9 secs; 0-100, 33.5 secs; standing quarter-mile, 17.5 secs. It is sparkling performance—yet the GTE will give you 22-28 m.p.g.—*even at speed*;

and with a 17-gallon tank, you can do single-hop journeys of 400 miles or more (Cherbourg to Bordeaux for example).

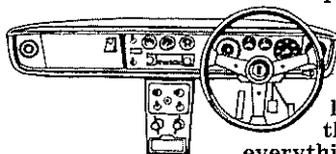
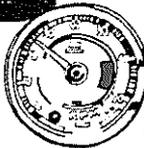
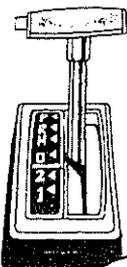
## Comfort at speed

Some sports cars are for heroes. Not the GTE: it is unashamedly for comfort-lovers. Without making any allowances at all for speed, it is an exceptionally pleasant and relaxing car to travel in.

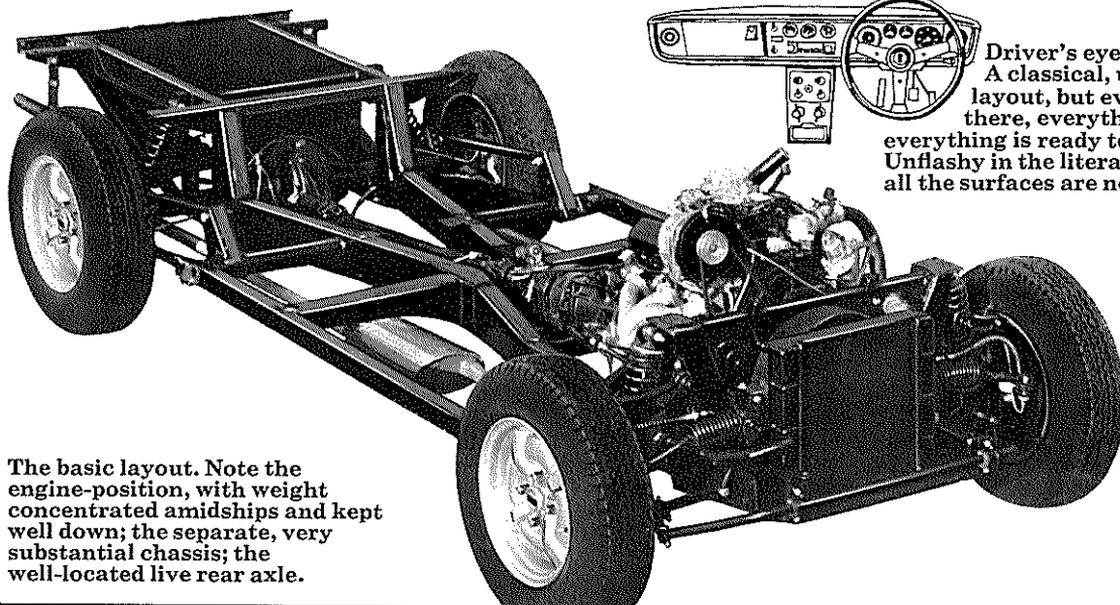
There are two main reasons for this. First, the seats: these are designed not just to please the eye but to *contain the body* in all the changing movements of high speed motoring. Seldom will you have felt so secure, so comfortable, so well-supported.

Second is 'the quality of the ride'. This is a car with outstanding road-holding and cornering-power. On a dry road, it is almost impossible to unstick it, and the feeling of total control, as you drive, is unmistakable. (Chassis and suspension were designed by John Cross-thwaite, late of BRM and designer of Formula 1 and Indianapolis cars both in Britain and the U.S.A.)

Maximum power; not too many revs. Cruising at around the hundred-mark, you feel you are idling along. 70 m.p.h. is a mere 2700 r.p.m. in top overdrive.



Driver's eye view. A classical, uncluttered layout, but everything is there, everything is legible, everything is ready to your hand. Unflashy in the literal sense, too—all the surfaces are non-dazzle.



The basic layout. Note the engine-position, with weight concentrated amidships and kept well down; the separate, very substantial chassis; the well-located live rear axle.

# Gran Turismo, Ogle styled lightweight glassfibre body.

## Hand-made, coach-built

Because the GTE is a limited-production car, and its body is glass fibre, every 'copy' is individually made, individually assembled, individually finished and tested. It is refreshing, in this day and age, to see the sort of craftsmanship this produces.

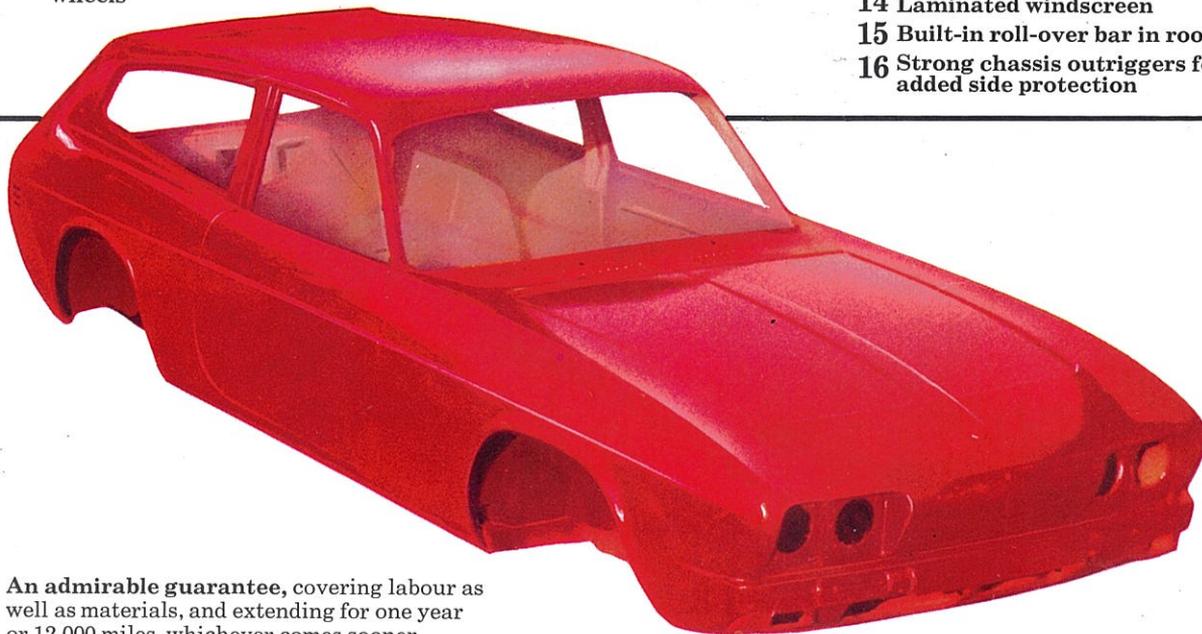
The glass fibre body, with its light weight, is one of the reasons for the GTE's performance. But it has other advantages, too: it will not rust; it will not deteriorate; and glass fibre *absorbs energy*, so damage in minor accidents is localised and repairs are cheaper and easier. Also, some people think it gives a more opulent *ker-lunk* when you close the door!

## Safety factors: an impressive list

Items 1-8 are called **Primary Factors** - qualities built in to the GTE to make it less likely that you will get into an accident.

Items 9-16 are **Secondary**: things which make an accident less damaging.

- 1 Superb roadholding
- 2 Acceleration and reserve of power when you need it - e.g. for safe overtaking
- 3 Surefooted brakes (discs in front)
- 4 Wide-section, low-profile radial-ply tyres on extra-wide wheels
- 5 Rally-type seats, adjustable for height and reach
- 6 Anti-dazzle, all-black interior with anti-dazzle instruments
- 7 Good all-round vision, especially through the rear heated window, which has its own wiper and washer  
*and most important of all*
- 8 The whole GTE concept: a car designed, from the ground up, as a high speed estate car; not an adapted saloon-car design
- 9 The combination of steel chassis and glass fibre body, proved to give greatest protection in an accident; this gives the occupants a greater measure of safety even in major accidents
- 10 Inertia-reel seat-belts bolted to the chassis
- 11 Collapsible steering column
- 12 Collapsible, energy-absorbing, padded steering-wheel
- 13 Dashboard padded above and below
- 14 Laminated windscreen
- 15 Built-in roll-over bar in roof
- 16 Strong chassis outriggers for added side protection



An admirable guarantee, covering labour as well as materials, and extending for one year or 12,000 miles, whichever comes sooner.