

How can we sell you the Scimitar 3 or 2.5 litre?

We **know** that a Reliant Scimitar is the best buy for the motorist who wants a fast, luxurious and safe car for 1969. But how can we prove that to you in an eight page brochure?

Should we talk about the speed of the Scimitar? (The 3 litre is capable of more than 125 miles per hour and its flexibility allows acceleration without faltering from 10 to 110 mph in third gear when using overdrive. And the 2.5 litre, with a top speed of 110 mph, is not far behind its bigger sister.) Our photographer produced this striking shot of the 3 litre speeding along a quiet country road. But we decided it did not capture the mood of today's motorist. **Sheer speed is taken for granted** by anyone who knows the Scimitar range – the first in the line, the 2553 cc Scimitar GT, was capable of an effortless 120 mph. Young moderns are not swept off their feet merely because a car does a ton-and-a-quarter...

sheer speed? NO



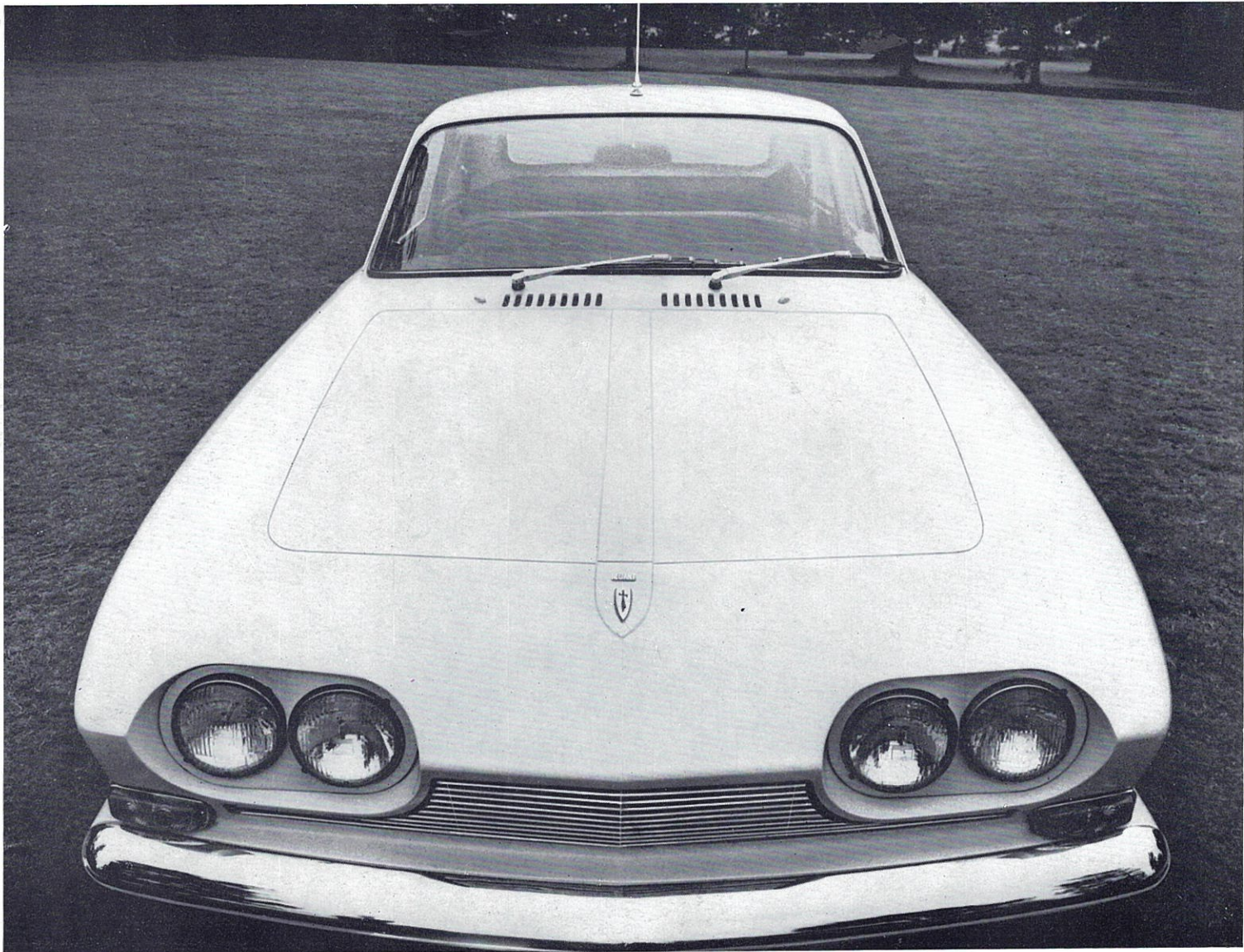
The man with the camera tried next to capture the elegance and beauty of the Scimitar and posed it in suitably plush surroundings – well groomed girl, immaculate butler and all. We had to tell the poor fellow to try again – pictures of that kind went out with the 1960 Motor Show, or thereabouts. Today's customer for a grand touring car like the Scimitar **takes the good life as a matter of course.** He wants something more than mere opulence and fashion ...

stately home touch? NO



Our patient photographer next produced this shot and said it demonstrated the wonderful power beneath the bonnet of the Scimitar 3 litre. (He told us that if we looked at it carefully we would begin to feel the great surge of power developed by its 2994 cc V6 engine which produces 144 BHP at 4,750 rpm.) Yes, we agreed, it demonstrated that the Scimitar was a powerful brute with four very attractive and purposeful headlights. But we told him that freak photographs of this type were a few Motor Shows old – **something different** was required for 1969...

the Detroit look? NO



Desperate now to please, our photographer took a delicious blonde into the country and posed her on a toadstool admiring the light, stronger-than-steel glass fibre coachwork. (He also, obligingly, produced shots of her in bathing costumes and tight trousers.) Both models showed up well, but once again we had to tell him to try another approach. The girl was a sweetie, the car looked rare and beautiful, but **sex is out of date** these days in selling high performance cars. The discerning motorist wants something more than flowing curves – on car or model ...

sell it with sex? NO



'Rather creative' was the way our cameraman described this mysterious study, captured at vast expense at an unearthly hour following a cold, dawn vigil. He had a point: the Scimitar is **strikingly different from any other car** in appearance and handling. Its remarkably low cost and modest petrol consumption (up to 28 mpg for the 3 litre and 32 mpg for the 2.5 version) are just as magical. But our expert on these matters said 'creative' shots went out of date with the 1964 Motor Show and, anyhow, today's drivers were not seeking the magical touch. So we ordered the shivering fellow to make one last try ...

a touch of magic? NO



While our photographer pondered in his dark room on the ups and downs of modern commercial life, we did a little work on our own account and produced the specifications below for both Reliant models. Of course, these facts will tell you all you want to know about **two of the world's best engineered cars**. But we were still not satisfied. All the facts and figures in the world will not sell a car on their own account, so we bid our man to pick up his camera just once more...

dazzle you with facts? NO

THE SCIMITAR 3 LITRE is powered by a V6 water-cooled engine of 2994 c.c. capacity. Large twin choke Weber carburettor with Automatic choke is fitted as standard. The unit provides for high maximum speed (125 m.p.h. plus), vivid acceleration and economical fuel consumption (22/28 m.p.g.).

The four-speed, all synchromesh gearbox can be combined with an overdrive unit (optional extra) of 0.82:1 ratio. The overdrive unit, controlled by a fascia-mounted lever switch, operates on third and top gears. Standard rear axle ratio is 3.58:1 (other ratios available). **Seating Capacity** Three adults or two adults and two children.

Coachwork Two-door all glass fibre body. **Exterior Colours available** Golden Sands, Silver Streak, Manhattan Blue, Exeter Green, Down White.

Engine V6 overhead valve, water cooled. Bore 93.66 mm. Stroke 72.41 mm. (3.69 x 2.85 in.). Cubic capacity 2994 c.c. (182.7 cu. in.). Maximum b.h.p. 144 at 4750 r.p.m. Maximum torque 192.5 lbs./ft. at 3000 r.p.m. Compression ratio 8.9:1.

Fuel System Weber twin choke carburettor. A.C. Mechanical fuel pump. Paper element air cleaner. Fuel tank capacity 21½ gallons.

Lubrication System Full pressure feed, wet sump. Full-flow external oil filter with replaceable element. Capacity of system 9.5 Imperial pints.

Ignition System 12 volt coil and distributor with automatic control.

Cooling System Pressurised radiator, crankshaft mounted fan and water pump with thermostatic heat control. Capacity 22 pints.

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

Gearbox Four speed synchromesh with overdrive. Ratios—first 3.16:1; second 2.21:1; third 1.41:1; fourth 1.00:1; reverse 3.33:1. Remote control gear lever centrally mounted on shaft tunnel. Optional overdrive unit ratio 0.82:1.

Propeller Shaft Open, with needle roller bearing universal joints.

Rear Axle Hypoid, semi-floating. Ratio 3.58:1. Alternative ratios available.

Steering Rack and pinion, 3 turns lock to lock, friction damped. Two-spoke 15 in. dia. leather-covered steering wheel.

Suspension Front: independent through wishbone and 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.

Road Wheels Pressed steel disc 5½J x 15 in. wheels. Fitted with 165 x 15 Cinturato tyres.

Brakes Vacuum servo assisted four wheel hydraulic, pendant pedal operated. 10⅝ in. dia. discs on front, 9 in. dia. 1¼ in. wide drums on rear. Lever type handbrake operating rear brakes through compensator.

Fascia Precision moulding, incorporating hooded glare-free instruments. 140 m.p.h. speedometer with kilometer scale, trip mileage, ignition and "left-flashing" indicator warning lights. 6000 r.p.m. tachometer with main beam and "right flashing" indicator warning lights. Electric clock. Separate ammeter, oil pressure, water temperature and fuel gauges. Switches for lighting, heater fan, dual speed windscreen wipers, windscreen washer control and central console control panel illumination. Combined ignition and starter switch. Combination hand control for horn, headlamp flasher, high and low headlamp beam and direction indicators. Separate heater and ventilation controls. Fresh air ventilation through two large adjustable nozzles.

Electrical Two 6 volt 57 amp/hr. at 20 hr. rate capacity batteries, alternator, four headlamps (two dipping) with hand-operated dip-switch.

Side lamps combined with front flashers. Stop lamps, tail lamps, reflectors, and twin reversing lamps.

Rear number plate lamps. Twin flashing direction indicators.

Twin self-parking 2-speed windscreen wipers. Windscreen washers. Twin horns. Clock. Interior light (with courtesy switch), cigar lighter. Engine compartment and luggage boot lights.

Body All glass fibre coachbuilt Gran Turismo body. Wide-opening doors, with wind-up windows and swivel quarter lights. Fully curved, zone-toughened windscreen.

Opening rear quarter lights, curved rear window. Aero type seats upholstered in foam rubber and leathercloth. Rear seat to accommodate 1 adult or 2 children.

General Dimensions Track—Front 51.5 in. Rear 50.5 in. Wheelbase 92½ in., length 168 in., width 62¾ in., height 50½ in. Ground clearance 5½ in. Turning circle 35 ft.

Optional Extras

Radio

Sliding roof, manual or electric.

Heated rear window.

THE SCIMITAR 2.5 LITRE is an exciting addition to the Scimitar range. It features all the distinction of line and luxury of the 3 Litre. It is powered by a 2495 c.c. V6 engine which develops 119 b.h.p. gross (104 DIN) at 4750 r.p.m. This unit gives the Scimitar 2.5 Litre a maximum speed of 110 m.p.h. and acceleration to match with exceptional economy (25/30 m.p.g.). The 2.5 Litre employs the same Ogle-styled body as the 3 Litre (only the identification badge on the boot is different). The all-black, luxurious interior is identical, and all fittings are exactly as on the 3 Litre Scimitar.

The mechanical specification of the 2.5 Litre is identical to the 3 Litre with the following exceptions:

Power Unit V6, 2.5 Litre, four main bearings.

Maximum Speed 110 m.p.h. plus.

Fuel Consumption 25/30 m.p.g.

Engine V6 overhead valve, water cooled.

Bore 93.67 mm. Stroke 60.35 mm. (3.69 x 2.38 in.). Cubic capacity 2495 c.c. (152.2 cu. in.).

Maximum b.h.p. 119 gross (104 DIN) at 4750 r.p.m. Maximum torque 146 lbs./ft. (18.3 M kg DIN) at 3000 r.p.m.

Compression ratio 9.1:1.

Fuel System Zenith 38 IVT downdraught carburettor. A.C. mechanical fuel pump. Paper element air cleaner. Fuel tank capacity 21½ gallons.

Road Wheels Pressed steel disc 5½J x 15 in. wheels, fitted with 165 x 15 (590 x 15) tyres.

Optional Extras

Cinturato radial-ply tyres

Otherwise as for 3 Litre.

At last, our man opened the doors of a Scimitar and took this view. He told us: 'Safety at any speed is the great demand for 1969'. (To prove his point, he showed us the fully padded fascia with crash pads top and bottom; the all-black interior trim to avoid dazzle; the steering column incorporating two universal joints which would collapse on impact; and many other features.) He was right, and the Scimitar **has this virtue to a greater degree than any other car in its class.** So we rewarded the fellow by letting him take the girl out for some more photographs...

Reliant's 3 and 2.5 litre Scimitars have been designed for those who require elegance and performance with an **absolute premium on safety**. The aim is to give the driver complete confidence at all times—in accelerating, braking and cornering.

Thanks to advanced suspension and superb brakes, the Scimitar can be offered to the 1969 motorist as safe as modern engineering and design can make it. But not at the expense of excitement and the sybaritic pleasure of GT motoring...

safe at any speed? YES!

