

THE GETAWAY CAR

GETAWAY IN STYLE



Style, unlike beauty, is more than skin deep. So the distinctive style of motoring represented by the Scimitar SS1 goes deeper than the sleek, wedge-shaped body shell designed by Giovanni Michelotti of Turin.

The open-top sports car has always held a special appeal for motorists who enjoy their driving and regard a car as more than transport.

On a warm sunny day, the sensation of fresh air on your face, the feel of taut control through your fingertips, and the thrust of acceleration in

your back are undeniable pleasures.

But up to now these have been largely enjoyed at the expense of spartan, sometimes draughty interiors, over-harsh ride, noise and vibration.

The new Scimitar SS1 changes all that. It combines the pleasure of driving an open car with many of the practical benefits and features of a

contemporary saloon.

The car's impeccable road manners are matched by the spacious comfort of its interior. The lively performance is all the more remarkable for the smooth, quiet way it is delivered. And its sporty image is even more attractive when you know the car uses proven, reliable mechanicals, involves low running costs, and has a rust-proof body constructed from new-technology materials.

1600

The extra power may stretch the driver a little—not the car. Roadholding is made even more tenacious with wide alloy wheels and low profile tyres. And the 5-speed gearbox helps the 1600 achieve its performance with excellent economy. Top speed 110mph. 0-60 in 9.6 seconds. And 46mpg at a constant 56mph. The special wheels and tyres, tinted glass, electric mirrors and head restraints, standard on the 1600, are available as options on the 1300.



In 1300cc form the Scimitar SS1 boasts a surprising level of refinement and luxury. The well proven overhead camshaft engine develops a crisp 69bhp that takes the car to 100mph. Standard features on the 1300cc include auxiliary driving lamps, retractable headlights, digital clock and soft velour seats.

1300



GETAWAY IN COMFORT



Doors open wide for easy access to the interior. Deep, velour-faced seats, soft door inserts, ergonomically positioned controls and comprehensive instrumentation create an air of refined luxury you normally associate with top of the range saloons.



Optional extras from electric windows to choice of radio/cassette players and leather trim facings, further add to creature comforts. And for the ultimate isolation from bad weather you can have a removable hardtop with heated rear window.

The large boot easily accommodates sports equipment and a fair amount of luggage.

And the draught-proof hood erects in under 30 seconds.

But the major contributions to comfort are only evident on the move. The relaxed driving position—even for people well over 6ft. The way the gearchange and other controls come readily to hand. The way the suspension absorbs surface irregularities without noise and vibration.

Switch on the radio and let the SS1 climb to motorway speeds. With the hood down and the windows up you'll find you can listen to your favourite radio stations and cassettes in comfort.



GETAWAY WITH LOW RUNNING

Scimitar SS1 sets new standards of economy for performance cars. Not only below the surface, where economy is usually achieved through efficient engines and reliable electronics, but also, and literally on the surface. For the body is construc-

ted from individual panels which are rust-free, easy to maintain and repair. Full specifications are printed on the back of this brochure, but the main technical features of the SS1 are as follows.



ENGINE

The SS1 offers the option of either a 1300cc or 1600cc overhead camshaft engine fitted with hydraulic tappets and electronic ignition requiring minimal maintenance. The basic design strength of these engines has been proved over millions of miles on the road and in race and rally events around the world.

The in-line engine is set well back in the chassis for good weight distribution and stability.

The 1300cc has a top speed of 100mph, 0-60 acceleration of 12.7 sec. and returns 42.5mpg at a constant 56mph. Comparable figures for the 1600cc model are 110mph, 9.6 sec. and 46mpg.

TRANSMISSION

With the capacity to handle significantly more torque than required, the gearboxes and final drive have ample reserves of strength for long reliable service.

The 1300cc car has a 4-speed gearbox and the 1600cc has a 5-speed box with overdrive top gear.

SUSPENSION

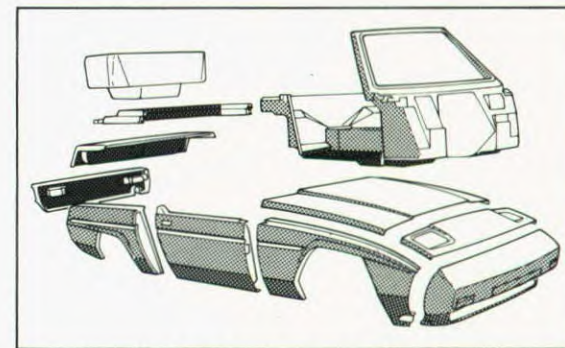
Independent all round. Double wishbones and near-horizontal dampers feed the front suspension loads directly to the centre of the chassis and allow for long wheel movement. The semi trailing arms of the rear suspension have concentric spring/damper units and anti-roll bars are fitted both front and rear.

BRAKES

The SS1 has 8.9 inch discs up front and 8 inch drums at the rear. The dual line hydraulic system is 'HI' split to leave both front brakes working perfectly in the event of failure in the main hydraulic circuit.

CHASSIS

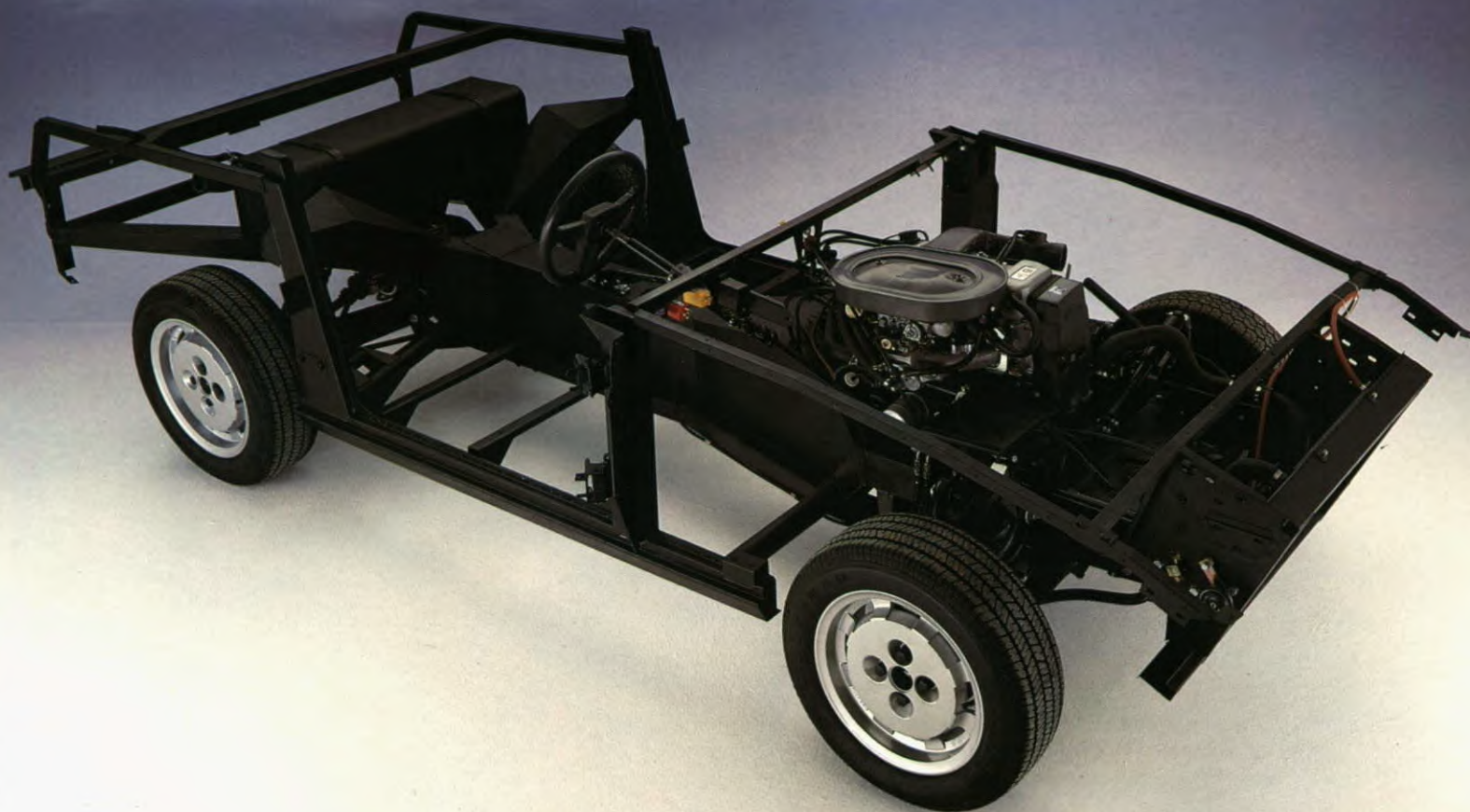
The fabricated steel chassis is wax injected against rust and corrosion. Its space-frame construction carries the petrol tank well forward, safely between the wheels, and is designed to take all the loads and stresses of the car. The SS1 could literally be driven without any of its body panels in position.



BODY PANELS

The body panels are unstressed and can be easily removed from the chassis when effecting

G AND MAINTENANCE COSTS



repairs. Not only does this significantly reduce the cost of repair work but it has enabled the car's engineers to use new technology plastics to the best effect. In other words, to specify different materials to do different jobs.

For instance, the vulnerable four corners of the car are made from RRIM polyurethane because of its good recovery from deformation and its resistance to impact damage. And while the bonnet is a complex polyester moulding on a urethane core, the boot lid is a reinforced polyester pressing because it needs to be extremely rigid.

The attention to detail in constructing the body is evident in the design of every component from the operation of the retractable quartz headlamps to the efficient distribution of air from the ventilation system.

With its inspired Italian styling, sharp performance, impeccable road manners, spacious comfort, durability and low running costs the Scimitar SS1 has started a new chapter in sports car design.



SCIMITAR SS1

SPECIFICATION DETAILS

ENGINE. Ford 4 cylinder in line CVH (compound valve angle, hemispherical combustion chambers) water cooled, four stroke petrol engine. Cast iron cylinder block, aluminium cylinder head with overhead camshaft and hydraulic tappets.

| | 1300 | 1600 |
|-----------------------|----------------------------------|------------|
| Cubic capacity (cc) | 1296 | 1596 |
| Compression ratio | 9.5:1 | 9.5:1 |
| Bore mm/ins. | 79.96/3.15 | 79.96/3.15 |
| Stroke mm/ins. | 64.52/2.54 | 79.52/3.13 |
| Power DIN kw/HP at | 51/69 | 71/96 |
| at revs/minute | 6000 | 6000 |
| Torque DIN Nm/lb. ft. | 100/74 | 133/98 |
| at revs/minute | 3500 | 4000 |
| Ignition | Electronic | Electronic |
| Lubrication | Crankshaft driven gear type pump | |

FUEL SYSTEM

| | | |
|------------------------------|--------------------|--------------------|
| Carburettor type | variable venturi | twin venturi |
| Choke | manual | automatic |
| Fuel pump | mechanical | mechanical |
| Tank capacity litres/gallons | 45.4/10 | 45.4/10 |
| Fuel | 97 octane (4 star) | 97 octane (4 star) |

GEARBOX

| | | |
|--------------------|---------|---------|
| Fully synchromesh | 4 speed | 5 speed |
| Gear ratios: first | 3.58:1 | 3.65:1 |
| second | 2.01:1 | 1.97:1 |
| third | 1.40:1 | 1.37:1 |
| fourth | 1:1 | 1:1 |
| fifth | N/A | 0.82:1 |
| reverse | 3.32:1 | 3.66:1 |

ROAD WHEELS & TYRES

| | | |
|--------|--|---|
| Wheels | 5.00 x 13 in. steel | 5.50 x 14 in. alloy |
| Tyres | 175/70R-13-80 S steel braced radial ply. | 185/60R-14-82H steel braced radial ply. |

FUEL CONSUMPTION

Department of Transport test procedure.

| | mpg | L/100km | mpg | L/100km |
|-----------------------------|------|---------|------|---------|
| Simulated Urban driving | 27.4 | 10.3 | 27.3 | 10.4 |
| Constant speed 90kph/56mph | 42.5 | 6.7 | 46.0 | 6.1 |
| Constant speed 120kph/75mph | 33.1 | 8.5 | 35.9 | 7.9 |

PERFORMANCE

Reliant computed figures

| | | |
|------------------------|--------------|--------------|
| Acceleration: 0-60mph | 12.7 seconds | 9.6 seconds |
| 0-100kph | 13.4 seconds | 10.3 seconds |
| Maximum speed: kph/mph | 160/100 | 179/110 |

COOLING SYSTEM. Pressurised radiator. Thermostatically controlled electric fan. Toothed belt driven water pump.

CLUTCH. Cable operated single disc plate 216/8.5 mm/in. diameter. Diaphragm spring type.

DRIVE SHAFT. Single shaft with Hookes joints.

REAR AXLE. Hypoid bevel differential unit mounted on separate sub frame. Differential ratio 3.92:1. Unequal length axle shafts with tripod type joints.

STEERING. Rack & Pinion type. Three spoke safety steering wheel with energy absorbing linkage to steering rack. 2.9 turns from lock to lock. Turning circle 9.14/30 m/ft.

SUSPENSION. Front. Independent double wishbone with coil springs and anti-roll bar. Transversely mounted damper units. Rear. Independent with rubber mounted semi trailing arms, concentric coil springs and damper units. Anti-roll bar.

CHASSIS. Steel space frame on fabricated centre tunnel. Separate steel armatures front and rear to support body panels: corrosion protected.

BRAKES. HI split, dual circuit hydraulic brakes with direct acting vacuum servo. Centrally mounted handbrake operating rear brakes. Front. 226/8.9 mm/in diameter discs. 4 pot calipers. Rear. 203 x 38/8 x 1.5 mm/in drums with self adjusting brake shoes. Brake lining inspection apertures.

ELECTRICAL. 12 volt IEC 225/60 battery (negative earth). Alternator, camshaft driven breakerless distributor, electronic ignition. Two retractable halogen headlamps, two halogen driving lamps, side and front indicator lamps. Combined rear units incorporating stop/tail lamps, reflectors, rear indicator, reversing and fog lamps. Rear number plate lamps. Two-speed windscreen wipers with intermittent wipe. Windscreen washers. Twin horns. Two fascia mounted interior lights with door operated courtesy switches. Boot compartment light.

FACIA AND INTERIOR CONTROLS. Hooded glare-free instrument cluster incorporating speedometer, odometer and trip mileage indicator, tachometer, fuel and temperature gauges. Warning lights for ignition, direction indicators, main beam, low hydraulic fluid level/handbrake 'on'/front pad wear, hazard indicators, seat belts, low oil pressure. Additional warning lights on 1600cc vehicle for low oil, coolant and fuel levels. Illuminated push/push switches in centre console for front driving, rear fog and hazard warning lamps and for the heated rear screen on optional hard top. Antenna controls to ISO standard. Left hand side operates direction indicators, horns, headlamp dip and flash. Right hand side operates windscreen wipers, intermittent wipe and windscreen washers. Console mounted illuminated slider controls for heater temperature and air distribution. 3 speed rotary control for heater blower. Ashtray and cigarette lighter. Provision for DIN 'E' radio cassette options. Master lighting switch on steering wheel binnacle.

Twin fascia mounted radio speakers and retractable radio aerial are fitted as standard. Trinket tray (1300cc) or glove/cassette compartment (1600cc). Dipping interior rear view mirror, twin sun visors. Digital clock. Remotely operated driver's door mirror (1300cc). Twin electrically operated door mirrors (1600cc). Inertia reel seat belts with inner mounting on seat slides.

BODY. Open two seat plastic panelled sports car body with wide opening doors, fixed quarterlights and wind up side windows. Removable polyurethane and polyester plastic body outer panels mounted on steel armatures. Reinforced Reaction Injection Mouldings (RRIM) with high resistance to impact damage are specified for the front and rear wings, front nose and rear bumper. Body panels finished with acrylic paint. Laminated windscreen. Tinted glass on 1600cc models. Fold back soft top hood with zip-down rear window panel. Hood stowage cover. Velour seat facings, adjustable seat backs with map pockets. Head restraints (1600cc). Velour door inserts and glove/cassette compartment lid (1600cc). Moulded floor carpet incorporating map pockets.

OPTIONS. Hardtop with heated rear window, opening roof for hardtop option, electric windows, push button or digital stereo radio/cassette, electric aerial, leather seat facings and door inserts etc., metallic paint. Plus the following, which are standard equipment on the SS1 1600cc - tinted glass, head restraints, electrically operated mirrors, 5.50 x 14 inch alloy wheels with 185 x 60R extra low profile tyres.

General information.

| | |
|---|------------|
| Overall length. mm/in. | 3886/153 |
| Overall width. mm/in. | 1582/62.3 |
| Overall height, unladen, soft top. mm/in. | 1240/48.8 |
| Overall height, unladen, hard top. mm/in. | 1234/48.6 |
| Wheel base. mm/in. | 2133/84 |
| Track: front. mm/in. | 1302/51.25 |
| rear. mm/in. | 1321/52 |
| Ground clearance. mm/in. | 152/6.0 |
| Luggage capacity. ltr/cu. ft. | 190/6.7 |
| Gross vehicle weight. kg/lbs.* | 1120/2469 |
| Kerb weight. kg/lbs.* | 839/1850 |
| Maximum towing weight. kg/lbs. | 750/1653 |

*depending on model and equipment.

SERVICE INTERVAL AND WARRANTY. 6000 miles for oil change, check fluid levels etc. 12000 miles for full service including above. 12 months warranty with unlimited mileage.

NOTE. While this publication was accurate at the date of printing, Reliant Motor PLC reserve the right to make detailed changes to colours, materials, equipment and specification without notice. Please confirm detailed specification with your dealer before purchase.

SCIMITAR SS1

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