



## A RELIANT SABRE AND SCIMITAR OWNERS' CLUB PUBLICATION.

One of a series of early publications from the Reliant Sabre and Scimitar Owners' Club. The series comprised early editions of SLICE, and technical information about the marque. All of these publications have been reset to a standard A5 format and will fit either in a SLICE Binder, or a Technical Bulletin

September 1972

### THE CLUB

Although the proposed club has only been publicised via a couple of Editorial mentions, there has been a steady response and we have now a small register of Sabres, Scimitars and GTE's. Enquiries have almost invariably been followed by a membership application, so perhaps we are offering what the Reliant owner wants.

Reliant's PR firm, Adrian Ball and Associates, wrote very soon after our mention in Hot Car to offer 'any help' and they may yet be taken advantage of! They produce the excellent RELIANT REVIEW in very professional fashion and we hope to get a mention in this, perhaps we may be able to circulate it to members, but this hasn't been mentioned yet.

Enclosed with this Newsheet are a couple of supplements with Membership forms. To help us along, please keep these with you and present them to anyone who looks like being interested. You will easily know them; they have the only British cars that don't rust! (I know Elans don't either, but I don't like Elans).

### SOCIAL

This looks like being possible now and I have arranged with the Manager at Silverstone Circuit for us to have the facilities of Silverstone Clubhouse on the 18th November. Both bars will be open all day; I hope to lay on a film show. The same day, the Coventry and Warwicks Motor Club is running a two-lap sprint and several members will be entering. Entry forms can be obtained from Overbeck House, please send a SAE. There is a class in which Scimitars and GTEs are highly competitive, and Sabres too for that matter. For up to 3,000cc Production Sports Cars which must be in road trim, taxed and on road tyres.

### SPARES

Salisbury transmission refuse to discuss their axles with us at all, even to give details of similarities between the obsolete early Sabre and Scimitar axles and other types. We were firmly but politely told to go via Tamworth. Never the less, Reliant now tell me that they are operating a repair service on these axles. I know that there were some exchanged units lying around, perhaps they might be persuaded to repair some of these and have them available on exchange?

I managed to get John Passmore of Triplex and my windscreen in the same place at the same time and he departed with the serial number written down.

It may be that these are more easily available than we first thought; John has a particular interest as a friend of his who owns a Sabre has a broken screen!

### TECHNICAL

This was to have been principle devoted to the technical side but pressure of work has put this on one side for the moment. In fact this Newsheet is early and another will shortly follow.

If any members have trouble with obtaining shock absorbers, particularly of the adjustable type, I can highly recommend SPAX. Armstrong used to fail every six months on the Sprint Sabre, a pair of SPAX have lasted a whole year and still are like new. They are relatively cheap and they make up special orders very quickly at little or no extra cost.

If you have any particular problem in obtaining any item, let me know - that's one of the functions of the Club; to try and solve members spares problems if any.

Robin Rew

Reprints of many back issues of SLICE are available, either on paper or electronically. CD-ROMs will in due course be published.

For further details contact the Reliant Sabre and Scimitar Owners' Club at:

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