



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

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BODY PARTS

A member has recently written suggesting that one function of the Club would be to have made alternative body parts cheaper than those available from the works. Now this is a bit of a thorny one; we want co-operation from the works and we won't get this if we try to undercut their service side but there is a good case for having panels made where the works is reluctant or unable to supply them. We hope soon to have advice from the works regarding the spares position on Sabres and Scimitars, here we might enlist the help of any members who happen to have a crashed version around that we would like to mould off. Sabre bonnets, Scimitar front wings and aprons would appear to be the most needed items. My own Sabre has a non-standard bonnet so that isn't much use.

ENGINES

FoMoCo have recently uprated the 3 litre motors by fitting a new camshaft. I do not recommend fitting these to early V6 motors unless a thorough overhaul is being carried out at the same time. V6 motors are weak insofar as the standard pistons concerned and the Hepolite replacements are better able to stand up to the extra power. New cam followers should always be fitted when uprating with a new camshaft.

TYRES

Recently a considerable number of rejected E70 VP 15 SP Sport tyres have reached the market at prices varying from £5 to £6.50 each. These can only be fitted satisfactorily to 5.5" rims or larger. They have been labelled Remould quality but are brand new, their fault being that they are beyond the balance limit laid down for a VR tyre. They are very satisfactory in use and very hard wearing as I can testify.

EARLY SCIMITARS

Early Scimitars were rather prone to catching fire because of an electrical fault behind the dashboard. You can be pretty helpless in a case like this, if you can't get the battery lead off in time you may have to sit and watch the car burn, fire is a hazard with fibreglass. I have fitted a battery master switch on the dashboard of my Sabre and carry a pair of extinguishers. Perhaps someone knows the origin of these fires?

BACK TO CAMSHAFTS

I've just remembered that a member asked for my recommendation on straight-six cams. I've tried Piper cams and have had very unhappy results with reliability of cam followers and rockers, also a lot of noise. I now have the Jeffery 277 cam installed with as much or more power despite less lift and overlap, according to the figures. This is obtained via Hillside Motors who will grind the 279 cam also developed some years ago in conjunction with Jeff Uren. This is the full race cam with much more lift and a little more overlap. This does demand head modification and is only suitable for the BRM or 'Raymond Mays' head as it was called. The fitting of the 277 demands increasing the depth of the valve clearance peeked in the block; check that the valve springs aren't anywhere near coil bound at full lift. I have found that Terry's MGB Extra strong valve springs fit the Zodiac motors and easily accommodate far more lift than these two cams give.

Robin Rew

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

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