



Imperial War Museum, Duxford (206)

Wed, 22nd Jun 2022

Estimate: £13000 - £15000 + Fees

1968 Reliant Scimitar GT SE4A

Registration No: ORE 239F

Chassis No: 677636

MOT: Exempt

- One of just shy of 600 SE4A and B's understood to have been manufactured
- Subject to a comprehensive restoration between 2019 and 2021
- Many upgrades and enhancements during restoration
- Fitted with a Ford Essex V6 3.0 litre engine
- Factory press car with original marketing showing the car accompanying

The Reliant Scimitar series was manufactured between 1964 and 1986, Reliant's first Scimitar being a coupé based upon the styling of a Daimler SP250 prototype (renamed the SX250) and the chassis of a Reliant Sabre. First displayed in 1964, the initial SE4 was powered by a 2.6-litre Ford straight-six from the Ford Zephyr/Zodiac and to keep costs down, many components in addition to the engine were off-the-shelf items - a point emphasised for buyers of early examples in which unfolding the sun visor could involve knocking the driver's mirror out of adjustment! The engine was mated to a four-speed manual gearbox with optional Laycock overdrive. The suspension was by wishbones and coil springs at the front with a live axle, coil springs and a modified Watts linkage at the rear. Steering was by rack and pinion and braking by Girling discs/drums. The introduction of the SE4A/B saw utilisation of V6 power, with a 3-litre Ford Essex unit fitted.

This SE4A is, interestingly, one of the Reliant press cars and was featured in factory marketing activities. Fitted with an SC marked 3.0-litre V6 Essex engine allied to a five-speed Ford Type 9 manual gearbox. With known ownership history dating back to 1975 (through supplied DVLA records and accompanying logbooks), the Scimitar entered into current ownership in 2014 as a full restoration project.

Subject to a comprehensive restoration between 2019 and 2021, the body was removed from the Scimitar with chassis blasted and powder coated. The later engine is built to fast road specification and features JW Developments cylinder heads, Weber carburettor; Piper 285 Cam; Ric Wood timing gear and matched crankshaft gear; amongst further improvements. A full braking and suspension overhaul was provided with new Gaz adjustable shock absorbers incorporated. Fitment of the gearbox and mating to a Rally Design hydraulic clutch and Power-loc limited-slip differential followed, with the fibre-glass body comprehensively restored and benefiting from a full professional paint job in Iris Blue along with renewed Black vinyl interior. Disc brakes were fitted all-round, with other notable improvements being power-assisted steering and the alloy Minilite wheels.

'ORE 239F' is now worthy of close inspection and is offered with a history file that contains the aforementioned adverts featuring the car and copies of logbooks, a workshop manual, a vast collection of invoices from the vendor's ownership, an original Reliant service bulletin, a rolling road report showing maximum power of 209.8bhp at 6500rpm and torque of 190.8lbft at approximately 5000rpm, along with a current V5C document.

