



The Magazine of the



Slice 287

May – June 2019



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Cover Pictures

Front cover:	GTC #1 has been bought by Nick Babbage; See Slice 286 page 39 and this issue page 66.	Photo: Nick Babbage
Back cover:	Kevin Cooper in his GTC with the Black Mountains in the back-ground; See page 10.	Photo supplied by Kevin Cooper

Dates For Your Diaries

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CLUB and COMMITTEE CONTACT DETAILS



MEMBERSHIP

RSSOC, PO Box 67, Reading, RG6 9HH Tel: 0118 954 0725 email: club.secretary@rssoc.co.uk
The Club Secretary can be contacted by post, email or telephone (an answering machine will be in operation if the office is unmanned); I will endeavour to get back to you as soon as possible. **Please quote your Membership Number in all correspondence.**
You can Join or Renew on-line at: www.scimitarweb.co.uk or www.scimitarweb.com

WEBSITE

<http://www.scimitarweb.co.uk/> **Ian Rushin** – email: webmaster@rssoc.co.uk

MERCHANDISE ORDERS

Andy & Ann Cooper, RSSOC Merchandise, PO Box 67, Reading, RG6 9HH * Tel: 0118 954 0725
email: merchandise@rssoc.co.uk (automatically links to rssocshop@virginmedia.com)

CLUB MANAGEMENT COMMITTEE

Chairman plus **DVLA** and **Insurance Valuations**
Club Secretary

Kevin Cooper, Canberra, Church Road, Talywain, Pontypool, Torfaen, NP4 7EE
email: chairman@rssoc.co.uk or insurance.matters@rssoc.co.uk Tel: 07768 860487

John Unwin, RSSOC, PO Box 67, Reading, RG6 9HH Tel: 0118 954 0725
email: club.secretary@rssoc.co.uk **Please quote your Membership Number in all correspondence.**

Treasurer

David Lanceley, Pant Ifan, Ceunant, Llanrug, Caernarvon, Gwynedd, LL55 4HX
email: treasurer@rssoc.co.uk

Editor
plus **Noggin Secretary**
Coordinator and
Curborough Manager
Editor Designate

Terry Rickard, 11 Heath Road, Eastville, Bristol, BS5 6TU Tel: 0117 951 8741
email: editor@rssoc.co.uk or trsliceditor@gmail.com or noggin.coordinator@rssoc.co.uk

All items for inclusion in SLICE should be sent to the Editor. Whenever possible please email your contributions/correspondence. Please quote your Membership Number in all correspondence.

Jim Pace, 8 Hillview Gardens, Sunderland, Tyne & Wear, SR3 1XU
email: editor@rssoc.co.uk Tel: 01915 288241

Competition Secretary

Peter Smith, 47 Colebourne Road, Birmingham, B13 0EZ
email: competition.secretary@rssoc.co.uk Tel: 07960 037303

Committee Member

Kevin Osborne, 9 Woodstock Close, Hedge End, Southampton, Hants, SO30 0NG
email: events@rssoc.co.uk Tel: 01489 690672

Merchandise

Andy Cooper, RSSOC Merchandise, PO Box 67, Reading, RG6 9HH
email: merchandise@rssoc.co.uk Tel: 0117 230 0725

Membership Recruitment
and **Retention**

Mike Littleton, 5 Baily Close, Glastonbury, Somerset, BA6 9AU
email: SS1.registrar@rssoc.co.uk Tel: 01458 831083

Events and
Social Media

Mike Simpson, 3 Ralph Avenue, Gee Cross, Hyde, Cheshire, SK14 5RS
email: events@rssoc.co.uk or social@rssoc.co.uk Tel: 07870 272502

Advertising, Press,
Publicity and **Sponsorship**

Kevin Cooper and **John Unwin**
email: press.officer@rssoc.co.uk

NON-COMMITTEE ROLES

Archivist

Dave Poole, 7 Fir Close, Barnby, Beccles, Suffolk, NR34 7QE
email: archivist@rssoc.co.uk Tel: 01502 476575

Concours Coordinators

Keith Painter, 9 Clover Road, Aylsham, Norwich, NR11 6JW Tel: 01263 734084
Richard March, Bethshan, Rookery Lane, Wanswell, Gloucestershire, GL13 9RU
email: concours.coordinator@rssoc.co.uk Tel: 07776 400950

Rally Secretary

Chris Gallacher, 1 Brislands Lane, Four Marks, Alton, Hants, GU34 5AD
email: rally.secretary@rssoc.co.uk Tel: 01420 617334

Spares Coordinator

Paul Redington, Little Ash, Lodge Lane, Chalfont St. Giles, Buckinghamshire, HP8 4AQ
email: spares@rssoc.co.uk Tel: 07747 842341

Sabre Registrar

Tony & Jaki Heath, 11 Highwood Drive, Orpington, Kent, BR6 8HN
email: sabre.registrar@rssoc.co.uk Tel: 01689 851481

Coupé Registrar

Matt Greenly, 59 Fold Crescent, Carrbrook, Stalybridge, Cheshire, SK15 3NB
email: coupe.registrar@rssoc.co.uk Tel: 07973 867958

SE5-Series Registrar

Jim Pace, 8 Hillview Gardens, Sunderland, Tyne & Wear, SR3 1XU
email: SE5.registrar@rssoc.co.uk Tel: 01915 288241

SE6-Series Registrar

Graeme Conway, 13 Beaufort Close, Hunters Hill, Guisborough, N Yorkshire, TS14 7PW
email: SE6.registrar@rssoc.co.uk Tel: 07824 168765

GTC Registrar

Guy Betts, 3 Reading Road, Burghfield Common, Reading, Berkshire, RG7 3PY
email: gtc.registrar@rssoc.co.uk Tel: 07974 452474

Small Sports Registrar

Mike Littleton, 5 Baily Close, Glastonbury, Somerset, BA6 9AU
email: SS1.registrar@rssoc.co.uk Tel: 01458 831083

Middlebridge Registrar

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DEADLINES, HELPLINES, MEMBERSHIP, LOGIN and PASSWORD

Deadline Dates for the Next Edition of SLICE:

Contributions for SLICE 288 – Monday 01 July 2019

Adverts for SLICE 288 – Monday 08 July 2019

Slice 288 should be delivered around the beginning of August 2019

Helplines

Our continuing Helpline service is provided, for your information, by our International team of Trading Partners.

The list below is the latest and ONLY list; do not use any of the earlier Helpline lists.

The Helpline service is free, so please give the person who answers the call and/or provides help a big 'Thank You'.

If you are prepared to wait for an answer there is a very useful self-help line of contacts between owners on **ScimitarWeb** (<http://www.scimitarweb.co.uk/>). Follow the link top right to **Discussion Forum**.

If you receive help with a problem from whatever source, please write up the problem, the help/advice given and the solution and forward it to the Editor for inclusion in Slice and say a public 'Thank You' to the person providing the help.

Membership

Subscriptions are currently **£39.50** per annum (plus **£5.00** joining fee for new members) for UK and European members (includes wife/husband/partner).

UK Junior Member under **21 years*** **£15.00**. (*Evidence is required please.)

Membership outside Europe is **£44.50** (plus **£5.00** joining fee for new members).

You can Join or Renew on-line at:

www.scimitarweb.co.uk

ScimitarWeb

To gain access to the Members' area of **ScimitarWeb** you will need your **login** and **password**. If not already registered, create an account by going to the **ScimitarWeb Home Page** at:

<http://www.scimitarweb.co.uk/index.php> and the **Register** and **Login** links can be found far right near the top.

Name	Days available	Times available	Telephone numbers
Graham Walker Ltd. email: pauline@grahamwalker.co.uk	Mon – Fri	0900 – 1700	01244 381777 www.grahamwalker.co.uk
Queensberry Road Garage	Mon – Fri Sat	0830 – 1630 0830 – 1200	01536 513351 www.qrgservices.co.uk
Scimitar & TVR Centre info@scimitar-tvrcentre.nl	Mon – Sat and	0900 – 1230 2030 – 2200	+0031653431966 www.scimitar-tvrcentre.nl
Barry Herber (Bodywork advice only as now retired)	Mon – Fri	0830 – 1630	01953 454589 07802 497474
Lenham Sportscars Ltd. (formerly Vintage & Sportscar Garage)	Mon – Sat	0830 – 1730	01622 859570
Peter Pearson (ex-Larter's Garage)	Mon – Fri	1800 – 2000	01363 84281

Meet the team!

Talk to anyone at RH about what they do and it isn't long before words like 'passionate' and 'petrol-head' start to crop up.

It's not unusual for customers to ask for team members by name, because the underwriters at RH love to build a rapport and really understand each individual's needs. After all, a personal service with a policy tailored to the client is what RH is all about.



Emma Airey

At the helm is Emma Airey, Head of RH, and as much of a car-nut as any of them. *"I had a TVR Vixen when I was 26,"* says Emma. *"I began a restoration that got more and more expensive, and I ended up re-mortgaging my house to get the car finished! When I hear what customers go through, I really can sympathise."* Emma's 15 years in the industry have given her a wide experience across different fields and she found herself instantly at home leading RH. After all, she works with a team that shares her enthusiasm for the cars they look after. We spoke to three of them.

Andrew Thomas

Andrew worked on classics with his grandfather when he was a boy, and still watches every car show on TV. His reputation in the office is that of a walking encyclopaedia, with a head-full of knowledge picked up from decades of car magazines and books. Dream car? *"Probably a Triumph Stag – I was born in the 1970s and loved the one I saw in 'Diamonds Are Forever'. But money no object? A Series 1 Jaguar E-type, a fixed-head coupé rather than a roadster."*



Phil Hunt

The new boy on the team, Phil, has only been with RH for a couple of months, but he's in the right place. *"My interest in classics started when my uncle bought me 'The Observer's Book of Automobiles' in the late 1970s. I wrote to every manufacturer to ask for brochures and a surprising number of them replied. I still have them all!"* Phil's father was the man who milled out the die for casting the MGB GT V8's rocker cover... and Phil still has the first-ever alloy casting made with that die.

James Kenny

The team's two-wheeled enthusiast joined the motor breakdown section but soon requested a transfer to the RH department. At 17, James restored his first bike, a wrecked Yamaha SR125, before he could take to the road. Since then, he's had all sorts – sports bikes, cruisers, old and new. *"I had a Royal Enfield Bullet, which taught me about classic bikes," he says. 'I learned how to break down and push it home in the rain!'"*



If the team has an unofficial motto, it could be this quote from Andrew: *"We treat every vehicle owner like a VIP."*

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TERRY TRUNNION

editor@rssoc.co.uk



As can be seen by the logos above, I have been your editor for **12½ years** and have produced **75 Slice** magazines in that time, the first being **Blue 213 January-February 2007**; editing the first **21** then editing and [desk top] publishing the other editions.

I believe I have gone about as far as I can with producing the Slice magazines and have run out of new ideas, so it is time for a change and time to hand over to someone else. I am proud of what I have achieved and believe I have developed Slice to a good standard that is in a good state to handover to the new Editor, who will I hope develop the magazine further and move it forward into an even better publication for the Club.

As has been announced elsewhere in this edition, the New Editor is **Jim Pace**, who has been the SE5-Series Registrar for several years and a regular contributor to Slice. I am sure Jim will be a safe pair of hands for Slice and other Club publications. I would like to thank Jim for taking over what can be a demanding role that requires a quite a lot of time and effort to produce each edition of Slice. So please join me in welcoming Jim as your new Editor and I hope that you the membership will support him with even more material for Slice in the future than I have received in the past.

Thank you to everyone who has contributed articles and photos for Slice over the last 12½ years, be it with regular contributions or one-off articles; it is all important to enable a balanced and varied magazine to be produced for each edition.

SLICE DELIVERIES and DEADLINES

This is my last edition of **Slice** and it went to print on time and as planned just before the the middle of May, so it should be delivered towards the end of May or early in June.

Please help Jim to keep on track so that he can continue to achieve delivery of **Slice** at the beginning of the second month printed on the cover, so when you receive this edition it will be time to start preparing and sending in contributions for **Slice 288**, which ideally need to be received before the end of **June** please; and the deadline for adverts is only one week later at the beginning of **July**.

Please send your contributions in early!

See page 7 for Slice 288 articles and adverts deadline dates.

SLICE CONTENT

I had asked for a full complement of Registrars' articles for this my last edition of Slice, but disappointingly I did not receive

Please email all articles and photographs for Slice to: editor@rssoc.co.uk

Or send by snail-mail to:

**RSSOC Editor
8 Hillview Gardens, Sunderland,
Tyne & Wear, SR3 1XU**



anything from the SE6-Series Registrar or the GTC Registrar and, whilst Daryll Crosby's part 2 article was forwarded to me for Coupé Corner, I did not receive anything else from the Coupé Registrar.

Thank you to everyone who did send me their contributions and I was unable to use all of it, so I do have a few articles, etc. to pass on to Jim to help with his first edition. Good luck Jim.

COMMITTEE and CLUB OFFICIALS

There is still one vacant **Committee** posts so currently only **11** to do the work of **12**! If any Club Member has any ideas to improve the Club, and are willing and able to carry them out, then please contact **Club Secretary John Unwin**.

As stated in **Slice 284**, **Slice 285**, and **Slice 285**, we still need a new **Club**

Secretary someone to take on the combined role of **Advertising, Press, Publicity and Sponsorship Officer**.

See the adverts for these Club positions on [page 94](#).

STAR

Work continues on the rebuild and I now have all the panels finished and at home, so it is just a matter of finding the time to put it all back together. I have made good progress and both the front and rear bumpers are on and, with Dave Peeks help, have fitted the bonnet and the Webasto sunroof. *(See the photos below.)* Quite a lot of other work has been done and parts replaced, but not as noticeable as those bigger bits.

Terry Rickard, Editor





FROM THE CHAIR

chairman@rssoc.co.uk

As I write this on FBHVC Drive It Day I am planning, if the weather holds, on getting the GTC out for a run in the Welsh valleys. *(See the rear cover photo of the GTC in the Welsh hills with the Black Mountains in the background.)*

I hope you managed to get out in your Sabres and Scimitars and enjoyed the drive, and hopefully saw a good number of other classic cars out on the road.

Our International for 2019 is only a few weeks away in the area of the Cotswold, over the 21 to 23 June, base at the De Vere Cotswold Water Park Hotel. I hope to see many of you at the event and am looking forward to touring around the Cotswold, seeing the 'chocolate box' villages and cottages, plus enjoying the company of our friends from Europe that we see on this occasion.



For the Silverstone Classic 26 to 28 July, the Club once again has a stand where a number of cars will be on display. It is a great weekend of classic motor racing on the track and a very large number of classic car clubs showing off their cars, plus live music on the stage in the evenings. It is fun for all the family so book your tickets early. To celebrate the 30th Anniversary of the Middlebridge Scimitar the Middlebridge Register will have their own stand at the event this year; so two opportunities to look at our cars at this motorsport event.

SCIMFEST

ScimFest at the Curborough Sprint Course will be held from Thursday 15 to Sunday 18 August. It will be a fun weekend with the quiz on the Friday evening with Monty, then on the Saturday evening something different – a disco covering music from the 50s through to the latest hits. The Autotest will be held on Saturday morning for those who wish to try their car and themselves on the track in a controlled environment. Saturday afternoon is Sprint practice on the track then the Sprint competition on the Sunday. There will also be activities in and around the

marquee on the Saturday and Sunday, so look out for details on the notice boards in the marquee. On the Saturday morning and afternoon and again on Sunday morning we are aiming to have a couple of hours of crafts for the younger attendees in a corner of the marquee. If you are thinking of going, please think about volunteering your help, either marshalling for the Autotest or the sprint on the Sunday, or a short spell manning the gate or help with parking on the site. Please let us know in advance or see one of the Committee.

COMMITTEE

Following the request for Club officers, I would like to thank **Jim Pace** for his hard work as **SE5-Series Registrar** and to welcome **Dave Speed** to the position; we wish **Dave** all success in this role.

Jim has decided to take up an even more demanding role and take over from **Terry Rickard** as **Slice Editor**. From myself and also on behalf of the Committee and members of the Club we say a big thank you to **Terry** for editing and producing **Slice** for 12½ years.

Welcome **Jim** to the role of Editor and also onto the Committee.



Another role that has been filled is the **Show Events Coordinator**; many thanks to **Kevin Osborne** for all his hard work dealing with the event organisers and getting members great cars on to the stands to show off our cars to the general public. This baton has been taken up by **Mike Simpson** and we wish **Mike** every success in the role and to keeping up the high standard **Kevin** has set.

There have not been any volunteers to take over the vital role of **Club Secretary**, and this is again advertised in this issue. Also, there have not been any volunteers for the combined role of **Advertising, Press, Publicity and Sponsorship**. If you have an interest in either of these roles then please contact me or **John Unwin**.

We are still looking for someone to run the **International for 2020**, preferably in Ireland or mainland Europe. Please contact if you are interested and want more information.

Photographic Competition

The **Patrick Gundry Memorial Photographic Competition** is now open for next year. We all have cameras on our phones, as well as traditional cameras, so there should be no excuse for not sending in your photos. The competition is open to any RSSOC member (not a professional photographer) and for this year the photograph must be taken after 01 July 2018 and before 30 June 2019.

Photos can be submitted at any time by email to **Jerry Ree** (jerryree@yahoo.co.uk) with the title, date and where the photo was taken. The entries will be judged by a panel and the best 10 photos displayed at **ScimFest** for Members to vote for their favourite to select the winner. Look out for the display in the marquee and vote for your favourite.

The Home Fleet

The MOT for the GTC loomed just after the last issue of Slice and, having moved from Kent to South Wales, I had the task of finding a local garage that has understanding of classic cars. The first port of call was a local garage in the village just a short distance from home. Fortunately, I did not have to go any further as chatting to one of the owners, who also is one of the mechanics, reassured me that I was talking to someone who new classic cars. So the day arrived and thankfully the only problem was the slope into the garage ramp with the exhaust on the GTC just touching the edge at the change of the slope to the level of the workshop. So, an hour later and, having had a cup of tea, I left with the MOT for another year.

The Blue Dragon and the Little Red Devil are still in Kent, residing at a friend's place waiting for the move to Wales.

The other news is that I have made an offer on a house, which has been accepted, so with the house sale in Kent well underway the purchase of Penygraig House, Pontlloftyn now starts.

It will require restoring and extending, so it will be about a year before the final move. However, it does have an 8 x 10 Meter barn plus stables and a field, so I will have somewhere to store the cars and setup a workshop.

Kevin Cooper, Chairman

ScimFest

The National Sporting Weekend

15 to 18 August 2019

at the **Curborough**

Sprint Course, WS13 8EJ



FBHVC News

ENVIRONMENTAL ISSUES

London ULEZ

By the time you read this, the commencement of the London ULEZ will be upon us.

The FBHVC is conscious that a number of our members, perhaps particularly on two wheels, with vehicles which are more than thirty years old, and thus within the internationally recognised definition of a historic vehicle, but which do not yet qualify to be in the 'historic' taxation class, will not benefit from the exemption for historic vehicles that we managed to secure.

It is probably appropriate to remind readers of why the FBHVC considered it right to accept the views of Transport for London (TfL) on how the ULEZ, and its exemptions, should be applied.

The (approximately) forty year old date of entry into the 'historic' taxation class is almost accidental, representing simply the date from which the Chancellor of the Exchequer decided the VED exemption would again start to roll forward, after a period when it did not do so.

It should be recognised that FBHVC members benefit from the fact that the Government sets no technical or originality standards whatsoever for recognition of a vehicle as historic for tax purpose, something which is certainly not the case in some countries.

It was always the case that the London ULEZ was going to be enforced using Automatic Number Plate Recognition (ANPR). That being the case it was likely that TfL would wish, for reasons of simple

efficiency, to use the 'historic' taxation class, which the system can recognise from the DVLA database it accesses, as its historic vehicle exemption identifier.

The FBHVC considered that the most important aim was to secure an exemption for the greatest majority of our members, which might have been prejudiced by getting into discussions on what exactly was the definition of a historic vehicle. Thus the FBHVC accepted the use of the 'historic' taxation class.

There is one more difficult matter to address. Much of the FBHVC approach to Government and local Government departments across the board, on environmental matters, has to be based upon the argument that historic vehicles are no longer a 'means of transportation' as such. They are rarely on the roads, do limited mileage, and when in use the purpose is to move the vehicle itself, not the passengers or goods it carries, from place to place, so their contribution to pollution is minimal in the extreme. This does mean that, for newer but preserved vehicles, which would have to pay the charge but are only used occasionally, the burden would not be excessive.

This does mean that the FBHVC cannot really support the use of vehicles claiming to be historic, if they are in fact in daily use as transportation. The FBHVC recognises that this will disappoint some members, but the position has to take account of the overall benefit to the majority of members. On the other hand, FBHVC will not actively discourage others to attempt to get any improvements to the ULEZ operation they might seek.



One good thing to report is that FBHVC have now been advised that the owners of overseas registered vehicles, over forty years old, will be able to exercise their ULEZ exemption through registration with TfL. The ULEZ website will identify the portal for registration. At the time of writing, TfL was not able to advise what the detail process would be.

Rest of the UK

On the wider front, there are a number of other Low Emission or Clean Air Zones being developed around the Country. There are ongoing and intended consultations, but there is not anything that needs to be raised in this Edition.

When FBHVC make responses to consultations they are put on the FBHVC website, where you can see what has been said in each case. As FBHVC become aware that Zones are coming into force readers will be made aware of this. If readers become aware of local specific issues relevant to LEZs or CAZs, please do not hesitate to let FBHVC know.

Europe

FBHVC are quite frequently being asked by members taking their vehicles abroad, usually into the EU, where the various Low Emission/Clean Air Zones are. The simple limitations of resource have meant FBHVC could only be marginally of use. However, it is now becoming easier to identify the existence of LEZs and CAZs in Europe. The website: <http://urbanaccessregulations.eu/> is now sufficiently mature for the FBHVC to recommend. It claims to identify all sites of urban traffic restrictions in Europe and a quick check appears to confirm the claim as it relates to the UK, but it is not clear if it is always right on historic exemptions, but it is a good start and it will certainly contain more information than FBHVC have.

ROADWORTHINESS

General

Judged simply by the number of questions from members, it does look as if the roadworthiness testing regime is now settling down.

But the very light touch of the 'declaration' process, whether online or with a Form V112 (or V112G) at a Post Office is still causing a few uncertainties in wording and understanding.

However, it is worth noting that now, when you receive a reminder to tax a vehicle in the 'historic' tax class, it will contain the following words, which are different from the standard V11. These words are 'THIS VEHICLE MAY REQUIRE AN APPROPRIATE TEST' which is different, primarily in the use of the word 'MAY' from the standard V11 wording.

At the moment, in relation to the MOT, their Vehicle Enquiry Service simply says, 'No results returned'. FBHVC intend to present to DVLA the view that there is still potential for them to improve the wording of the VES so that the possibility of the vehicle being MOT exempt is at least identified. The rewording of the V11Z may point out a way forward.

The information provided by DVSA when searching MOT History online is incomplete and could lead you astray.

Firstly, if your MOT has expired you get a red warning that you might incur a fine of up to £1000. If you have an exempt vehicle, do not panic! The warning leads you to what it refers to as 'MOT Exemption Guidance'. In fact, what you then see is Form V112. This would of course permit declaration that your vehicle is exempt from MOT at a Post Office.

However, as Guidance, it is incomplete.



It does not reference what one would have thought was now the default process; namely that if you are taxing online there is an equivalent form of declaration of exemption, which is not formally a V112. FBHVC are aware that this has misled at least some members, and thus hope this explanation will set minds at rest.

See the [FBHVC Press Release](#) and [letter from DfT](#) in the following pages, which give some clarity from the police about their understanding, recognition and process of enforcement of the 'Vehicle of Historic Interest' exemption.

Reminder

This is a good place to provide two reminders about MOT exempt 'historic' vehicles:

- (a) If your vehicle has indeed undergone substantial change in the past thirty years, the vehicle is legally not exempt; neither making an incorrect declaration at the time of taxing the vehicle, nor failing to take an MOT test when due will affect the position. You remain at risk.
- (b) Everyone has an ongoing obligation to keep all historic vehicles used on public roads in a roadworthy condition. How people choose to do that, whether by taking a voluntary test or by some other method of inspection, is their judgement for exempt vehicles. Simply assuming everything is OK is not a satisfactory method.

INSURANCE

FBHVC now have greater clarity on the proposed changes to the EU Insurance Directive. (For clarity, it is not known whether and to what extent the UK will be following these EU rules in the future).

The current position is that the proposals from the Commission to amend the EU Motor Insurance Directive to recognise issues that had arisen, particularly as a result of the ruling of the European Court of Justice in the Vnuk case, have now been considered and amended by the European Parliament.

There have been two satisfactory outcomes for the historic vehicle community. One aspect has been widely reported in the press. The other, arguably of direct interest to more of our members, has not.

The EU Parliament has introduced amendments on two aspects of compulsory motor insurance of interest to members.

The first concerns competitive events on private land. The EU Parliament is proposing this be excluded from the requirement for insurance, following efforts from the FIA, supported by FIVA.

The second is the position of vehicles that are out of use, e.g. on SORN waiting restoration, or kept in a museum. Following intensive lobbying and drafting work from FIVA of the Single Market Committee (which handles this Directive) the EU Parliament has also agreed that such vehicles should be exempted from compulsory insurance.

While there is a final stage of detailed negotiation between the Commission, the EU Parliament, and the EU Council of Ministers, there is currently no good reason to expect these positions not to be maintained into the final Directive. Should this prove to be the case a lot of work, including quite a lot by FBHVC, will have proved to be worthwhile.

<http://www.fbhvc.co.uk/> ■



FBHVC Press Release



PRESS RELEASE

26 April 2019

Police Clarify Their Stance on Historic Vehicle MOT Exemptions

Following a recent incident where the driver of an historic vehicle was erroneously given notice of intended prosecution by a police officer, The Federation of British Historic Vehicle Clubs (FBHVC) has made efforts to avoid similar incidents by contacting the parties responsible seeking clarifications.

FBHVC have already made available to members through the website (www.fbhvc.co.uk) a letter from the Department for Transport clarifying the position on exemptions (*see letter in Slice 286*) but it was still the case that enforcing officers had no access to a database of declarations by owners of Vehicles of Historic Interest (VHI) as this data when supplied by owners is not recorded.

FBHVC have therefore sought and have just received assurances from Chief Constable Anthony Bangham, Lead on Roads Policing of the National Police Chiefs' Council that they are in agreement with the Department for Transport's letter of 11 January, which we shared with you earlier and now repeat.

Chief Constable Bangham has confirmed that police recognise that there is a presumption that where a vehicle meets the criteria as laid out by the Department of Transport (DfT) it does not require an MOT Certificate and any person using such a vehicle cannot commit an offence. Officers will not rely on declarations made at re-licensing times to police this matter.

Our advice for anyone who remains concerned is simply to print a copy of the Department for Transport letter of 11 January and carry it with your other documents.

See the letter Department for Transport letter of 11 January on the next page.

**Federation of British Historic Vehicle Clubs Ltd, PO Box 295, Upminster,
Essex, RM14 9DG**

Tel: 01708 223111 E-mail: secretary@fbhvc.co.uk Web: www.fbhvc.co.uk
Registered Office: The Barn, Holly Berry House, Hamstall Ridware, Rugeley, Staffordshire, WS15 3SQ Registered in
England No 3842316 VAT Reg No. 636 788683



Department for Transport

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
Tel: 0300 330 3000
Web Site: www.gov.uk/dft
Our Ref: MC/232005
11 January 2019

Mr Bob Owen
Director - Legislation
Federation of British Historic Vehicle Clubs

Dear Mr Owen,

RE: Vehicle Of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it:

- a) was manufactured or registered for the first time at least 40 years previously
- b) is of a type no longer in production, and
- c) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristic of its main components.

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory Instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on-line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest – in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely,

Duncan Price
Divisional Manager, Freight, Operator Licensing and Roadworthiness



COMPETITION

competition.secretary@rssoc.co.uk

PETER'S PADDOCK PRATTLING

TRACK TEST DAY

By the time you read this the new season will be well under way. The first outing of the season for some was the pre-season Test Day at Curborough on 19 March. This is an annual event that traditionally offers the opportunity for drivers to shake down their cars before the season gets underway. This year the event was dominated by Small Sports cars in various guises: We had Josh and Steve Oakes in their 1800DET; Ben Curry in his 1800Ti; Andy King and Phil Howard shared their SS1 1600; Jim King brought his 1800Ti, but did not manage any track time; I managed to get some testing done in my 1800Ti. The other notable Scimitar presence was Richard and James Carter in their Scimitar GT Coupé. We also had attendance from Nick Hall in his MR2. To help fund the day we roped in Steve Day in a single seater from Shenstone and District Car Club and Nigel Hodson in a MX5 from CMSCC.



It is only with the generosity of Shenstone and District Car Club that we were able to run the event this year. Looking forward to next year we will have to make an early decision on the viability of the event. I do not believe we can increase prices even further so we really need to get a bigger turnout if the event is going to work. OK rant over!

For those of us able to make use of the track time it was a very useful day.

Below: Early morning in the Paddock at Curborough.

Photo: Les Lease





The weather was a little cold, but the rain held off, so we had a dry track all day. I managed to rope in a friend of mine to help out with the timing, which gave me the opportunity to get some track time in.

Best times were as follows:

Josh Oakes	1.02
Jim King	1.14
Richard Carter	1.09
Ben Curry	1.09
Steve Oakes	1.1
Nick Hall	1.12
Daryl Crosby	1.13
Phil Howard	1.14
Andy King	1.14
Peter Smith	1.14

Jim King struggled to get his SS1 1800Ti ready and so borrowed the SS1 1600 that Phil Howard and Andy King were using to get some practice in. James Carter was setting some good times in the Coupé when he had a break failure

incident, which caused him to carry straight on after the mole hill and resulted in him disappearing into the bushes! (See the photo below.) Luckily no one was hurt, but some body work will be needed to get the car back to its former glory. On seeing the photo Phil Andrew was heard to comment, "I know we are in the middle of a field, but does that vet realise it's not a cow."

COMPETITION EVENTS

To date the only competitive event has been the double header at Gurston Down. The weather was beautiful and there was a healthy entry from Classic Marques with 26 entrants on the Saturday and 30 entrants on the Sunday. Nick Keyser was the only SSSC entrant and managing a best time on the Saturday of 38.38 seconds that gave him a scratch position of fifth on the Saturday, which equated to ninth when the CMSCC handicap is taken into account. Sunday was an even better result for Nick with a best time of 37.17 seconds putting him fourth on scratch, just six-tenths behind the fastest car, a Lotus Exige. Not bad for an SS1! This time also gave Nick sixth on handicap.

Below: The Coupé 'cow' being extracted from the hedge.

Photo: Steve Oakes





Nick Keyser in action
at Gurston Down.

Photo supplied by Nick Keyser

Those of you with long memories will remember that last year the first event of the season was held at Croft on 02 April – or rather was due to be held. There was a good turnout from SSSC with seven Scimitars entered. Unfortunately the event was a complete washout with some drivers not able to complete a lap before the event was abandoned. This year the Croft event was due to take place on 22 April, but had to be cancelled due to lack of entries.

RSSOC ACADEMY

As in previous years, the RSSOC have sponsored a novice driver. The driver receives financial support with entry

fees and safety gear. In return the driver is expected to contribute an article for each edition of Slice during the season. Keen readers of Slice will have read and enjoyed the contributions from Ben Curry and Andy Mawbey.

Many of you will already know the novice driver selected for the Academy award this year as it is Andy King. I am looking forward to reading about Andy's exploits in the car he is sharing with Phil Howard. [\(See the following article from Andy.\)](#)

Peter Smith

Competition Secretary

Right: Andy returning
to the paddock
after a lap on the
Track Test Day.

Photo: Les Lease





SSSC ACADEMY REPORT

CONFESSIONS OF A NOVICE RACER

For those who do not know me I am Andy King, son of Sarah & Jim King; everyone knows them, so we will just leave it there. What I will say is a massive thank you to my Dad who has made this season possible by building the race car.

The SS1 was one aiming for the scrap yard with a healthy green tide mark, but it was taken to the workshop, cleaned up inside and the engine was taken out. We (the royal we) replaced the engine with G97's 2018 season engine. Find out more on the car's progress on [ScimitarWeb Forum](#) under post for SS1-C686CCR.

I will be double driving the SS1 1600 with Phil Howard and it will be our first full season, so it will be interesting to see who comes out on top. I am hoping that the young head of mine will come out on top, but we will have to see.

Tuesday 19 March saw us at the Track Test day at Curborough Sprint Course, where Phil and I travelled down from Stoke-on-Trent and unloaded the car.

We drove her up and down the paddock a few times to get her up to temperature. I did not think the clutch was quiet right and it turned out I was right, so I tightened this up and we were then able to get

testing underway. We ended up triple driving our race car because Dad's SS1 1800Ti G97 did not want to play.

Before lunch I was doing some steady laps to scrub in the tyres. After lunch I started to get more confident in the car and was getting a double lapper down to one minute, fourteen seconds, which I was pretty happy with, considering that it was my first time around the track in racing mode (not just messing around mode).

After this I received the news that I will be the SSSC Academy driver for 2019, which will be a massive help to me.

I would like to thank the Committee for the chance. Even though I have been in the Club my entire life I am completely new to the sprinting side of it, so this year is going to be interesting and fun! I have always walked up and down the paddock of Curborough and wanted to be in a race suit and throwing a car around the track, saying that I will do it and this year and I have decided to bite the bullet and go for it.

My first event is Prescott Hillclimb on 25 May (three days before a trip back to the fracture clinic, due to a rugby injury.) I do not really know what to expect as it is my first one, but I will be taking the first runs steady and just getting used to driving in a race suit and helmet.

Andy King



Left: Andy's and Phil's SS1 1600 at the rolling road before being weighed.

Photo: Phil Howard



RALLY ROUND UP

rally.secretary@rassoc.co.uk

HRCR TOUR OF CHESHIRE CLASSIC RALLY

In Slice 286 I featured the new season's series of HRCR Clubman rallies, looking back on the exploits of Gavin and Carrie Rogers in their SE5a last year. So it was great to see another well-known Scimitar entered in the Tour of Cheshire Classic Rally in early March, the first round of this year's HRCR Championship. It was none other than the ex-Jonathan Amery 1975 SE5a, a much-campaigned car now owned by Mike Henney and Philip Stader from Gloucestershire. I last saw this car in December 2017 when Jonathan competed alongside Steve Joyce and me in the Sabre Six on the Vintage & Classic Rally Register's Winter Classic event in Wiltshire, and then again a few months later when the car was being prepared for sale by Iain Daniels at Classic Motorsport.

As Philip explained, after spending the last few years competing in Hill Climbs and Sprints, he and Mike decided to make a joint investment in a correctly prepared Road Rally car – and the



Scimitar hit the spot. It felt big to them, but appeared to have all the necessary rally bits and pieces and was just right for covering large mileages.

Below: Mike Henney and Philip Stader in their SE5a on the Tour of Cheshire Classic Rally.

Photo supplied by Philip Stader





Philip takes up the story:

As complete road-rally novices, aside from classroom time, mapping lessons and a practice regularity at the Ross Motor Club HRCR Navigation day, the HRCR Tour of Cheshire was our first ever event. We were apprehensive, but a few specialist navigation tools of the trade were purchased from Don Barrow, the car was serviced and we were determined to mix it with the experienced crews and to give it our best shot.

The journey from Gloucestershire to Cheshire was uneventful and upon arrival we unloaded the car, calibrated the trip-meter and queued for scrutineering. It was at this point the fun began as after 10 minutes of waiting, the engine started to misfire. The misfire slowly got worse until the car stalled and would not start and we ended up draining the battery. There appeared to be some sort of

fuelling issue, which we put down to dirt in the carburettor after a period of lay-up. To be honest we were ready to throw in the towel and give up, but a very helpful chap in a VW Golf persuaded us to push the car to Scrutineering and try to get it going again afterwards. This we did and it passed Scrutineering without any problems, so we set to work on the car – and low and behold it started.

We rushed back to the hotel, hoping to catch the end of the Novices' teach-in, and amazingly the misfire cleared itself completely. We flew back in record time, only to find that we had missed the classroom session altogether. So there

Below: Mike Henney and Philip Stader in their SE5a on a special test on the Tour of Cheshire Classic Rally. Photo supplied by Philip Stader





we were – two total beginners with a pile of instructions and maps without a clue as to what to do. However, our fellow competitors were fantastic, helping us with the plotting of the route onto the maps and guiding us through the different sections of the rally. After a lot of effort and a few red wines we went off to bed feeling relatively comfortable about the next day.

The next morning arrived and, after a hearty breakfast, we lined up with fellow competitors and before we knew it we were off. After advice we had decided not to worry about our timings, but to concentrate on the plotting and do our absolute best to stick to the route and try to hit every one of the Controls throughout the day. In fact the first few regularities were far better than we expected, with the misfire a thing of the past and Mike getting to grips with the

car's handling. The Scimitar was great at eating up the miles and the office space actually felt quite civilised. We felt good.

We soon arrived at Oulton Park for the first special test and, with our sprint backgrounds, we felt much more in our comfort zone. Mike found the rally suspension set-up on the SE5a a little softer than on our sprint cars, but had great fun and achieved some great times flinging the car around the track.

After lunch things did not fare quite so well. On one of the early regularities we were fooled by a simple grass triangle followed quickly by a left hand turn, which meant we strayed off-route for nearly an

Below: Another shot of Mike Henney and Philip Stader on a special test on the Tour of Cheshire Classic Rally. Photo supplied by **Philip Stader**





hour and subsequently ended up late for the next two tests and missed our start times. But onwards and upwards, and on to the next special test back at Oulton, where Mike really got to grips with the handling and power of the SE5a and we achieved some very respectable times

So on to the last regularity of the day, by far the longest and the hardest looking. We started behind another competitor who very quickly disappeared in to the distance, which made us wonder if we were somewhat out of our depth. Mike however drove swiftly and safely with great skill, as I tried my best to keep up with my navigation notes, and after an hour of tortuous map reading, a few reversing manoeuvres and after being overtaken by numerous cars, it was with much relief we arrived at the end of the rally.

Once back at the hotel and after applauding our fellow competitors, eating a hearty supper and sipping a glass or two of red wine, we summed up the day. It was great fun, hard work and a bit stressful at times, but we will definitely do it again. The Scimitar was a great car in which to compete and it really did eat up the miles well, being quick, smooth and comfortable – and great on the special tests.

As complete novices one of the biggest challenges was accurately plotting all the route clues onto the OS maps – against the clock in some cases – and then trying our best to drive the route precisely. Of course the simple act of plotting was not always straightforward; for instance, the route for one regularity was based upon going from one farm to the next in a defined order, but unbeknown to us there were two farms of the same name, which really confused us for a while. Next time we will know a little more about some of the tricks to look out for.

Overall the event was fantastic, albeit a real challenge, brilliantly run and very well organised. We loved it! Our thanks go to the organisers in the Knutsford & District Motor Club, all the marshals who made us very welcome and our fellow competitors who helped us with mapping and encouraged us along the way.

Many thanks for the write-up Philip and especially for giving us a novice's perspective on what is, after all, a national Championship-standard event. As you discovered, the level of competition is high, but the camaraderie

Right: Bill Moffatt and Dood Pearce at Wilsey Down Control on the Land's End Trial.
Photo: Alan Wells





amongst competitors cannot be bettered and to finish your very first event ahead of a fair few other crews is no small achievement. Well done!

I am planning to be out and about in the Sabre Six on two or three of these rallies later in the season with Brendan Gibbs on the maps, and we have just entered the East Anglian Classic at the end of June. Hopefully we will join you on a rally somewhere before the end of the season.

Land's End Trial

I received a note from Club member Alan Wells from Clitheroe, Lancashire who after a break of a few years entered the Land's End Trial over the Easter weekend in his 1934 MG PA. He and John Wells started late on Good Friday evening from Bridgewater, following the coast and covering some 270 miles before the finish at Hayle on the Saturday afternoon. At the time of writing the full results had yet to be published, so I will try to include these in the next Slice.

Alan noted that there were four Scimitar SS1 cars competing on this prestigious event; Bill Moffatt & Dood Pearce from Gloucestershire, David & Mary Lovell from Tavistock in Devon, Stuart Highwood & Chris Pickering from Tonbridge and David & Anna Robinson from Martock in Somerset. Well done all! I have checked my recent records and counted no less than nine SS1 cars currently competing in Classic Trials around the UK – and it is possible I may have missed one or two. I featured Classic Trials in Slice 281 a year ago, but given the number of SS1 cars currently active I think it is time for an update, so I will try and include this in Slice 288 along with (hopefully) a selection of action photos.

Chris Gallacher
Rally Secretary

**Below: David & Mary Lovell at
Wilsey Down Control on the
Land's End Trial.**

Photo: Alan Wells





sabre.registrar@rssoc.co.uk

SABRE RATTLING



SABRA and SABRE numbers:

Sabra/Sabre Prototype built in 1960

Sabre Four built 1961 to 1963

Sabra LHD built by Reliant 1961 to 1963

Sabra LHD built by Autocars 1961 to 1968

Sabre Six built 1962 to 1964

Total of all **Sabra/Sabre** built

1	with	1	on the Register
44	with	19	on the Register
162	with	32	on the Register
171	with	45	on the Register
77	with	50	on the Register
455	with	147	on the Register

OUR EDITOR

Terry has informed us that this will be the last issue of Slice that he will edit and publish. Thank you Terry for all your efforts over the past 12½ years; efforts that have ensured that our magazine has been published reliably every other month, and to an award winning standard. Enjoy your 'Slice retirement' Terry.

BORG-WARNER OVERDRIVE

We received an email from Phillip Mellor in February, just too late to be included in Slice 286. Phillip is a GTE owner and Club member but, in his younger days, owned three Ford Zephyrs; a Mk1, a Mk2 low-line and later a Mk3. The Mk2 and Mk3 both had the Borg-Warner Overdrives fitted. Phillip says these are mechanical units controlled by an electric solenoid and are simple units without the complication of hydraulics, and incorporating a clutch that allows the system to free wheel.

Phillip continues: "There are three ways to control the unit; a cable, which when pulled out locks the overdrive and freewheel out and is pushed in to allow the unit to operate. This does not engage the unit; it merely mechanically locks it in or out. To engage the overdrive three conditions have to be met: **1.** The cable must be pushed in; **2.** The third motion shaft must have driven the mechanical governor to reach the desired speed, which equates to approximately 32mph; **3.** The solenoid must be switched in. Once these actions have taken place the throttle pedal must be released momentarily to allow the planetary gears to engage. This all sounds complicated, but in fact is very simple. These units are bomb proof and very reliable. If they do not work it is because the solenoid is not working. Over time these can fill with gearbox oil if the O-ring has failed with age.



I always by-passed the kick-down switch and replaced it with a switch on the dash board. For more information on these units and an exploded view and wiring diagram look up:

www.hotrod.com/articles/1007sr-borg-warner-overdrive/

Get them working and you will wonder how you managed without it – and save up to 25% on your fuel bills.”

I am beginning to warm to these idiosyncratic devices. Perhaps I will look for one to fit to our Sabre Six GT, which presently lacks an overdrive.

RETURNING TO THE FOLD?

Emile, from Belgium, seems to be getting back into Reliant sporting cars. Back in the 1990s he owned two well-known Sabre Sixes; SS300130 and SS300148. He also owned four Sabras. He now has a Scimitar SE5a and a Straight Six Coupé, and frequents [ScimitarWeb Forum](#).

Below: The ex Emile Robyns Sabre Six, now in the USA.

Photo: Greg Heacock



SOLD AND FOR SALE

Terry Davis' Sabre Six has been sold and is winging its way back to the UK. As far as we know the car has resided in New Zealand since the mid-1960s. The new owner, who lives in the Oldham area, is planning to return it back to full health, an exercise that will probably include a re-spray and recommissioning of the original Borg-Warner overdrive (see above). We look forward to seeing the car in the near future.

A prospective owner from the UK has told us that he is planning a trip to Germany to view the ex-Vin Ward Sabre Six that is for sale there.

We will report any progress next time.

A very nice looking Sabra has shown up for sale in central France; search 'Sabra' on: www.lesanciennes.com

Our Sabra expert friends in Belgium tell us that this is a previously unknown car.

OUR CARS

We are delighted to be able to announce that Geoff Richards is now the proud owner of the Sabra Prototype. Geoff

borrowed the car from us to use on the 2017 Sabra Sabre meeting in Gloucester and very much warmed to it; see his report on the event in [Slice 279](#). Geoff has gone to the trouble of installing a four-post lift in his garage especially to make room for the Prototype along with his excellent V6 Coupé



(and his TVR S2). We are very happy to know that the car will continue to be seen at Club events.

Below: Geoff Richards driving the Sabra Prototype in 2017.

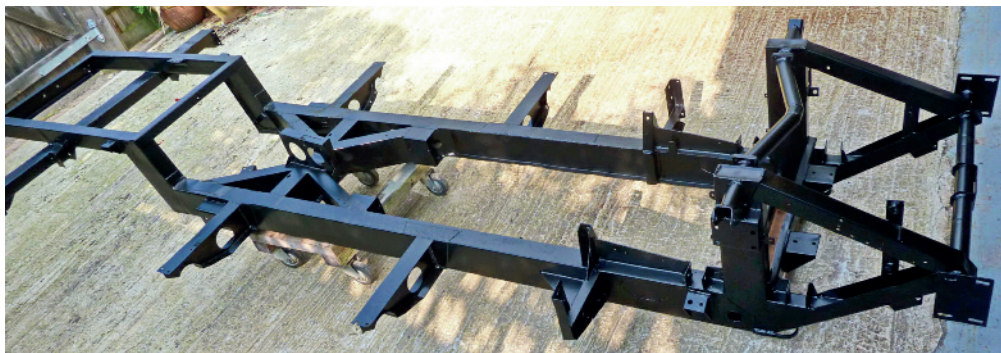
Photo: Dave Poole



Work continues on our Sabre Six GT. The engine rebuild by Iain Daniels Classic Motorsport has now been completed and it is now returned to our garage. [\(See the photo below.\)](#)



I decided to replace all the rusty nuts and bolts fixing the body to the chassis. The chassis was found to be in sound condition, but had some areas of surface rust. After some deliberation I decided to get it, together with numerous suspension components and brackets, shot blasted and powder coated. [\(See the photo of the chassis top of the next page.\)](#) Other parts I have hand painted with POR15 and I am now commencing the task of screwing things back together again. [\(See the photo middle of the next page.\)](#) Our previous Sabre Six cars had seat belt fixings at shoulder height on the B-posts, which comprised a threaded nut behind the GRP side panel that was welded to a steel



so I have made new straps using 30mm by 3mm flat bar. When offering these up within the rear wheel arches and cleaning the glass-fibre in preparation for bonding them in I could see signs of old straps, which must have rotted away over the years and been completely removed at some stage.

(See the photo bottom left.)

MOT

So far we have not declared our Sabres to be of Historic Interest at the time of renewing their tax. To be honest I have always forgotten to do so at those times. So we recently renewed the MoT for CBF (prior to it moving to new custodianship) and RUR. The process passed exactly as it always has. So the option to continue to obtain a 'professional' examination of our old cars once a year obviously still remains. Given that we are happy to continue with this arrangement, can anyone suggest any disadvantages with not declaring MoT exemption for a vehicle that is over 40 years old? This status is, of course, different from the 'Historic Vehicle' taxation class.



strap that ran through the wheel arch and was bolted to the chassis rear cross-member, but in NRE there was no sign of such fixings or straps,



I have used the same garage to MoT our classic cars for many years. They are very understanding of and sympathetic towards older cars. For example they do not bother with the beam alignment equipment that they have for the headlights – they simply observe that the lights work and that there is a noticeable difference between full and dipped beam. They always spend a lot of time just chatting seemingly to pass the time that they are obliged to spend on an MoT!

SABRA/SABRE MEETING 2019

A reminder that anyone who owns or has an interest in Sabres or Sabras is very welcome to join us for all or part of the Sabra Sabre weekend to be held in Kent in September.

If you would like to join us please contact us for further information (email: sabre.registrar@rassoc.co.uk, Tel: 01689 851481).

Tony & Jaki Heath, Sabre Registrars

HELP WANTED

THE REGISTRARS NEED YOUR HELP

As happens already, the Registrars use material from other people.

Sometimes this is sent to them by members and other times it is requested by a Registrar, as with the piece from Barbara Ganney within **Small Sports Spot** in this issue, and other pieces within other Registrars' reports – past, present and future.

Some of the Registrars are technically minded and very hands on, but others are not, so it is difficult for them to produce technical items to include in their reports.

However, it is not only technical material that they need.

General and technical model specific information is always required.

The main role of the Registrars is to collate and maintain, as up to date as possible, the information contained within each model Register.

Writing reports for Slice is an additional task and it is often difficult for them to find enough model specific stuff to include in their reports.

So, if you have some information about your or other cars, that perhaps does not warrant a full article (Technical Topic or other piece) that you think could be interesting to other members and useful for a model Registrar to include in their report, then please do send it to the relevant Registrar.

If you have a piece of information, that you are not sure could be a stand-alone article or not, then please do send it to the Editor, who will work with the Registrars to determine where best to use a piece within Slice.

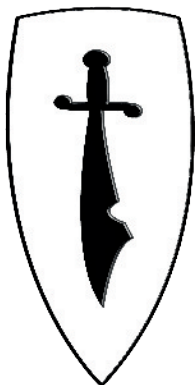
So, please send in those pieces of information or articles, and don't be surprised if it is included within a Registrars' report.

The Registrars and the Editor look forward to receiving your model related contributions for **Slice**.



COUPÉ CORNER

coupe.registrar@rssoc.co.uk



COUPÉ numbers:

SE4	(Straight Six) Coupé built	297	with	180	on the Register
SE4a	(3 litre V6) Coupé built	539	with	198	on the Register
SE4b	(3 litre V6) Coupé built	51	with	41	on the Register
SE4c	(2.5 litre V6) Coupé built	118	with	34	on the Register
Total	of all Coupé cars built	1005	with	516	on the Register

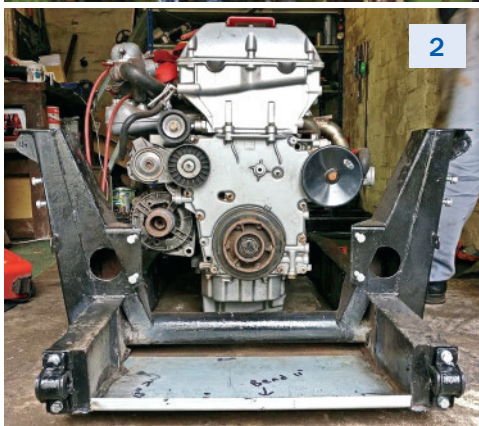
THE TALE OF A COUPÉ RE-IMAGINED – Part 2

Continuing on from the last article, in which the chassis refurbishment was nearing completion, our thoughts turned to engine choices as both donor engines were frozen and beyond economic repair. We knew wanted lots of power, but Essex V6 are very expensive to tune and become unreliable even when producing moderate amounts of power, let alone the amount we were aiming for, so that option was discounted almost immediately. Another point in our design brief was to make this car as light as possible and removing the Essex helps with this; to quote Colin Chapman of Lotus fame, 'Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere.' One of his other quotes made me laugh, 'Any car that holds together for a whole race is too heavy.' That idea has no place in our build, so we shall gloss

over that one. Initially we looked at a few V6 options, such as the Jaguar V6, but we could not find any proven and widely available tuning options and with only 250 bhp it fell shy of what we wanted. Another option was the Cosworth BOA/BOB, but I had seen that Adam Sindrey had already fitted a Saab B204 engine into his cool SE5 project. With huge tuning potential, 500 bhp on standard internals is not uncommon and some big power builds reaching 800-900 bhp we decided to go with that. Someone currently has 666 bhp on a standard bottom end and development is still ongoing. Engines are extremely cheap, starting from £150. They are robust and reliable, the only downside being the lack of a V6 rumble, but with the weight savings and huge power we can live without the noise. The other benefit is that being a 4-cylinder they are



very compact, so it fits nicely in the Scimitar engine bay. Standard ECU are easy to work with, along with huge amounts of conversion knowledge widely available – you get the point. In terms of gearboxes the standard choice is Vauxhall Omega, but given the power output we are aiming for we took the advice of several Saab conversion guys and went with a BMW E36 M3 gearbox, these are known to be bullet proof and, whilst they do need modifying to fit, it should last.



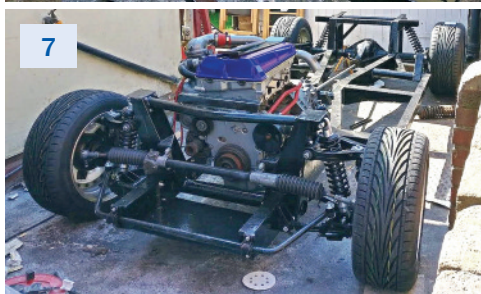


Luckily we managed to buy one directly from an M3 specialist that he had already converted. The SE5 standard gearbox mount was modified to suit and some E46 M3 engine mounts were also added to the design and built by Dad.

See photos 1 to 7.



6



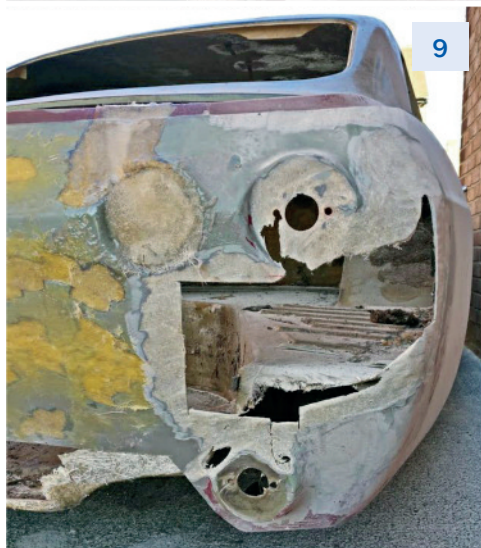
7

During that time I had also been removing the old paint down to gel coat using a heat gun and scrapper, buying a really rough car actually helped in this case as most of the paint had already fallen off. Repairing the hundreds of gel cracks and smashed areas alongside modifying the body to suit the chassis was a steep learning curve. I decided to cheat with the rear wheel arches and re-cycle those from the SE5 donor, along with part of the front valance as the Coupé's had a big chunk missing from what appeared to be a failed towing attempt. I then used the medieval crane we built to put the body back on solo – and yes, if you are wondering, we have lovely neighbours.

See photos 8 to 17.



8



9



10

The engine bay firewall bulkhead needed some material removing to accommodate the new top mounted turbo and down-pipe.



Also most of the floor needed to be removed in order to get the body to sit right on the chassis.

See photos 18 and 19.

In terms of pub figures as Craig would put it, the aim is 450-500 bhp and 850 kg so traction and braking are going to be an issue. Having tried to source a Jaguar LSD we decided to stick a brand new Quaife LSD in the 4HA axle, along with new bearings and seals, and put some wider wheels on in the form of some Revolution split rims courtesy of John Louch.





17



20



18



21



19



22

The suspension was purchased from Protech and feature adjustable spring seats, aluminium bodies and rose-jointed ends. We wanted to check how close we were to our target so we bought four 250 kg bathroom weighing scales. Dad made some little ramps and we pushed it up onto them, currently minus a roll cage, glass, wiring, lights fuel tank and fluids; we are at 550 KG so things are looking promising.

See photos 20, 21 and 22.

To be continued.....

Darryl Crosby

Thank you very much Darryl and we look forward to reading more of for this fascinating article in future editions.

Matt Greenly



SE5.registrar@rssoc.co.uk

BUNCH of 5s



SE5-Series numbers:

SE5	(3 litre V6) built	2469	with	771	on the Register	(+12)
SE5a	(3 litre V6) built	6635	with	2449	on the Register	(+24)
Total	of all SE5-Series cars built	9104	with	3220	on the Register	(+36)

Hello folks and welcome to my final 'Bunch of 5s'. Yes, that's it, I'm giving up, and from the next issue of Slice there will be a new Registrar writing about the SE5-Series cars. I have no idea whether he will continue to call this Bunch of 5s or create some new identity, but either way I have enjoyed my tenure and would like to thank each and every one of you who has contributed cars, words of wisdom or just kind words to this part of the magazine.

MEDIAWATCH

In Practical Performance Car, Simon Growcott has made further progress on the Jaguar V6 installation in his SE5.

Classic Motoring had a single page about the GTE in a feature called 'Perfect Purchases' with a photograph of Peter Churcher's lovely SE5.

In the June issue of Classic Cars Nigel Boothman has begun repairing and repainting the GRP on the front of his SE5. He has also acquired a replacement gearbox and overdrive, sourced via the Club's Facebook page, which he describes as 'excellent'.

MY CAR

I revived the Scimitar from its winter slumbers having done nothing to it since 2018 (the Anadol has taken priority). Checking the fluids, I noticed the clutch fluid level had dropped and the clutch decided not to cooperate with the engagement of gears. I filled and bled the system, but it was clear that something was amiss as the level dropped quickly; the slave cylinder was seeping (gushing might be a better term) fluid. Rather than recondition the existing cylinder, I bought a new unit and set about fitting it. It would have made sense to take the car across to North East Restoration Club and use the ramp where I could stand upright, but the fluid leak was such that I simply would not have got that far, so I set to using ramps on my drive.

My car has the earlier 2-rod gearbox on which the slave cylinder fits through a cast hole in the side of the bell-housing, secured by a cir-clip. I first disconnected the hydraulic line and drained the fluid.



I then removed the cir-clip and started on removing the cylinder itself.

It is well known that the cylinder can seize in the cast hole and it took some time before I was able to get the cylinder on the car to move at all. What I found in the end was that rotational movement helped and once the unit was moving this way, it hit a point of rotation where there was a slack point and the cylinder could be moved progressively out of its mounting. I have tried the cylinder in the bell- housing of the Anadol which uses the same mounting system and found a similar slack point and wonder if the hole in the bell housing of each car is very slightly oval.

Having got the cylinder moving, it eventually came out, but the new one was even tighter in the hole. I cleaned the hole and the cylinder and lubricated and once again found the sweet spot in its rotation before it finally fitted in place. I cleaned the master cylinder reservoir, refilled with fresh dot 5.1 mineral fluid and bled the system. I don't know if it is an illusion but, in addition to having a clutch that works, I am sure it feels a bit lighter.

Below: The old and new clutch slave cylinders.



On the subject of brake/clutch fluid, the car is due its 2 year brake fluid change, but I bought a tester recently, which showed the existing fluid had no moisture contamination, so is a change really necessary?

The car is, of course now MOT exempt and whilst I have the option of submitting the car for a test, I opted to have a safety check carried out instead. This was completed to MOT standards by the same garage that has dealt with every MOT test in my ownership. The car passed with flying colours with a stamped and dated copy of the VOSA MOT checklist to confirm the test in case of incident. I will keep this in the glovebox together with the letter stating that the car does not require an MOT. The tester commented, "It's cleaner underneath than it is on top." – I can't decide whether this is a complement to the underside or an insult to the top – after all I had just finished cleaning it!

I have also bought a set of 7x15" alloys for the car. I am not sure what I will do with them yet (they are in Derbyshire at a friend's house at the moment) but I think 7x15 wheels look so 'right' on a GTE. Watch this space.

OUT AND ABOUT

This is perhaps a bit of a stretch for 'Out and About' but we recently spent a month touring New Zealand (it is beautiful and if you get the chance go). Walking back to our hotel in Auckland we happened to come across a blue SE5a parked by the side of the road. I was taking photos of it when the custodian John Bolland arrived and we got talking. The car has some interesting modifications, including fuel injection on the original Essex V6, a modification that really interests me.



John kindly invited us for a barbecue with New Zealand Scimitar owners at his home and to stay for a couple of days. Sadly, as we had already made bookings and travel arrangements we had to decline the offer, but it makes me realise once again how kind and generous Scimitar owners can be.

Whilst in New Zealand we visited the British Car Museum outside Hastings on the North Island.

This has a fascinating collection of around 450 cars, including around 35 Morris Minors and a single Reliant (an SS1). My personal favourite was an Alvis TC21 Grey Lady.

My 2019 copy of Morgan's Rally Diary has arrived, which means that the show season has begun, starting with the Sunderland and District Classic Vehicle Society start of season show at Ryhope Engines Museum on 21 April. Sadly, I could not take part in Sunderland and District Classic Vehicle Society's Drive It Day run this year.



Above: John Bolland's SE5 in New Zealand.

...and finally

And so it's goodbye from me, or perhaps more 'au revoir' because from the next issue of Slice you will be seeing me earlier in the magazine as I am taking over from Terry as Editor and one **Dave Speed**, he of high quality Scimitar paintwork, will be taking over as the SE5-Series Registrar. I wish him the very best of luck and hope he enjoys it as much as I have. I will leave it to Dave to introduce himself; see his article on the next page.

It just remains to say that, thanks to all of you, 5 will always be a magic number.

Jim Pace

SE5-Series Registrar

All photos:
Jim Pace



Left: Inside the British Car Museum outside Hastings in New Zealand.



NEW SE5-SERIES REGISTRAR – Introduction

Greetings fellow Scimaddicts.

So, as announced in this Slice, I will be your new SE5-Series Registrar as Jim takes a on a new challenge within the Club. They are big boots to fill, and if I can be half as efficient and helpful as Jim has been then I will feel it is a job well done!

Some of you will already know me, or at least know of me, but for those that are still in the dark I will give you a quick rundown on how I got here today.

My love of cars probably stems from my Dad owning a Garage most of his life. I dabbled in selling a few cars over the years and had a few classics like Beetles and Moggy 1000. However, my first Scimitar was around 10 years ago. I had spent several years racing cars with a fair amount of success, but had got bored, plus my twin Daughters had come along and I fancied slowing things down a bit – so bought a GTE blind off eBay whilst late night browsing as it seemed a lot of car for the money. Since then I have been a bit of a serial buyer, enjoying the chase and saving a car from the brink as much as the driving or long term ownership. I think the last count was 25 passing through my grubby little mitts in those 10 years, plus a Stevens Cipher, a Rialto and a Rochdale Olympic thrown in for good measure.

Having had some body shop experience in the past and already being self-employed with a workshop at my disposal I went on to paint most of those cars myself (any colour as long as it was Yellow at one point). Before long came a request to paint an SE6b for Mike Simpson, followed by more and more people getting in touch, especially after a few mentions in Practical Classics magazine – thanks to Nigel Clark.

Now I am full time repairing bodywork and painting Scimitars (see: www.ssgclassics.co.uk)

So a chance buy from eBay turned into a hobby and now my full time occupation. I am not sure if I'm really good or too cheap, but it seems to be working out either way!

Anyway, I saw the advert asking for a new SE5-Series Registrar. Knowing how hard it can be to get volunteers, I spent a week or two with the idea of putting my name forward ticking over in the back of my head somewhere, before deciding perhaps it was time I put a little back into the Club that has given me so much. 10 years in Scimitars is nothing compared to many, but with so many cars passing through my hands (and even as I write this I am negotiating the rescue of another SE5a) I am making up for lost time and certainly know my way round one! So, a tentative email enquiry to John Unwin, followed by a weekend at the NEC surrounded by the guys running the Club Stand – and before you know it, here I am!

It might take me a while to get into my stride and I am often a little unconventional, but I am here to give it 100%, so bear with me whilst I find my feet so to speak. Expect the unexpected; from poor jokes to general waffle – anything could end up in future editions depending on that month's intake of paint fumes at work!

That is all for now – see you in the next issue.

Dave Speed

SE5-Series Registrar (Designate)



SS1.registrar@rssoc.co.uk

SMALL SPORTS SPOT



Small Sports numbers:

- 14** possible pre-production/prototype **SS1** chassis numbers issued; 3 still thought to exist.
- 9** prototype **SS1** on the Register.
- 1507** Production **SS1** built. No accurate figures for amounts with each engine.
- 2** Prototype **Sabres** on the Register; 1 still known to exist.
- 103** **SST** and **Sabre** built.
- 100** **Sabre MK2** chassis numbers issued (91 built; some unfinished).
- 782** **SS1**, **34 SST**, **15 Sabre** and **41 Sabre Mk2** on the Register.
- 883** **Small Sports** cars on the Register with information beyond skeletal serial number.

In addition to a few changes of ownership there have been three SS1 cars added to the Register since Slice 286 was published. These include a 1600 CVH and an 1800Ti. The third addition is rather interesting. When is an 1800Ti not a Ti? Mike Cottingham has recently acquired such a car in Taiwan. The third in that state I believe. He says that generally his car is in good condition. However, although it started out its life as a Ti it has had its inlet manifold modified and a carburettor fitted. One might ask why? However, Mike is looking to return his car to its original condition and has promised to keep us updated as to his progress and send some more photos. *(See the photo of his car bottom of the next page.)*

Mike Bond, who lives in South Africa, has recently been in touch too. He is gradually bringing a white Sabre 1400 CVH back to life and says that an SS1 has recently emerged after its owner died. The car formed part of a private collection and has been passed on to his son. He hopes to pay a visit to its new custodian soon and send me details of this long lost car.

Running an older car does present its challenges. Generally we are well served for parts by the marque specialists, but as I mentioned in a previous edition of Slice, one of the wheel centres of my wheels disappeared without trace on my journey up to ScimFest last year. I rather like the OZ Ruote wheels fitted as standard to some Sabres. Indeed I even have a spare set that were refurbished by Philip Andrew to a very high standard. I have kept them



in reserve as the original wheels also responded well to some paint and polish to the rims when the car was repainted. Unfortunately the centres are made of plastic and are rather fragile. They are fixed by one bolt and over tightening causes them to crack. Philip had mentioned on a Facebook post that aluminium centres were fitted to wheels that went to America and kindly provided the part number. One came up on eBay last November and I won it. It came finished in polished aluminium with a different OZ logo in the centre. He further announced that a further three were on the American eBay site one evening and, in fact, when I visited the page there were four available from two different sellers. I was fortunate and won all four. They arrived in a mixture of finishes and with different logos, but with the all-important fixing bolt, which has a taper. A further troll of the Internet revealed that a company in Portugal produces decals of the correct size with the appropriate OZ

period logo so, for a few Euros more, I obtained a set of five. See their website: <https://www.decalsn.com/> The caps are currently being painted and I look forward to fitting them in due course.

My car is due a coolant change as part of its ongoing maintenance programme this year and whilst the system is drained I thought it would be a good idea to change the hoses. Recent posts on our Facebook page seem to suggest that replacement hoses are of an inferior quality and that silicone replacements would be preferable. I made an enquiry to Classic Silicone Hoses (CSH) about a system for the 1800Ti. Their reply was quick, but negative due to their perception of the likely numbers involved. I emailed Philip Andrew requesting his advice and opinion and he too emailed CSH providing them with an accurate indication of the number of 1800Ti cars there are worldwide. He received a more positive reply than me and has agreed to

send a set of 1800Ti hoses to CSH as a pattern. They have said they need to make at least 5 sets to break even on their tooling. I will publicise the situation on Facebook and [ScimitarWeb Forum](#) in the hope there will be a reasonable demand for replacement hoses that we will be able to fit and forget.

Being a small volume producer, Reliant and Beans handbooks for the Small Sports series of cars tended to be basic. I do have the original handbook in its folder as supplied by The Heddingham Car Centre, Scimitar Main Dealers. Whilst it shows a Sabre on the front cover, most of the information and illustrations relate to the SS1 with updates being provided as and when necessary.





The later updates are poorly reproduced smudged supplements that appear to have been produced on a duplicator. However, it is nice to have them as they are part of my car's history. Interestingly they refer to themselves as 'Scimitar' main dealers. I understand that Reliant referred to the Small Sports cars as 'Scimitar' perhaps in a move to separate the sports cars from their economy range. Perhaps this explains the rather unusual titles such as Scimitar SS1 and Scimitar Sabre. On the bonnet badge, with the word 'Reliant' in very small lettering.

It appears that Beans had intended to provide a manual for the Sabre 2, which may never have been published. Long-time Club member Keith Woodward got in touch asking whether I would be interested in some images he had of a Sabre. Keith used to work for a company producing manuals and Beans sent a car as an example. Keith has since moved on, but he still has the images of this car in his possession. They show a rather splendid yellow Sabre 2 ([see the photo below](#)). A photograph of the VIN shows it does not follow the usual form and reads SCD220699 002155; the letters for the build date are missing with a gap where they would normally be. I wonder if the car was ever registered or whether it was

broken up. I have a number of photographs showing the body and mechanicals, which may be useful for anyone planning a restoration of their car.

The variable late winter and early spring weather has provided some wonderful motoring opportunities. My Sabre has performed well and remains a joy to drive, even when neglected for longer periods than I would have wished.

The show season kicked off during the Easter weekend when Linda and I attended the Weston-Super-Mare Pageant of Transport. My car was showing some of the ravages of winter motoring and I gave it a thorough clean on Good Friday. Winter salt had affected the polished rims of the wheels, but they responded well to treatment with Peek polish and fine wire wool on the more stubborn areas. We managed to ingratiate ourselves with the Bridgwater Classic and Vintage Vehicle Club, meeting up in the ASDA car park in Highbridge at an early hour. A varied and mixed convoy of vehicles, including a Rover P6 estate, proceeded to the seafront lawns at Weston-Super-Mare. The seaside venue was packed with people enjoying the amazing weather. My Sabre was the only Reliant (Scimitar) present and it did attract a lot of interest.

I have organised a Club stand at the Sherborne Classics and Supercars event at Sherborne Castle on Sunday 21 July. We will have a great line up of Reliant's sporting finest so, if you are in the area, please do come along and pay us a visit - you are assured of a warm welcome.

Mike Littleton

Small Sports Registrar





'SCIMPLY' MIDDLEBRIDGE

middlebridge.registrar@rssoc.co.uk



Middlebridge numbers:

Middlebridge Pre-Production Prototypes

Middlebridge Scimitar GTE

Middlebridge Scimitar GTC

Middlebridge Scimitar Development Car

Total of all Middlebridge cars built

2 built with 1 on the Register

79 built with 78 on the Register

1 built with 0 on the Register

1 built with 0 on the Register

83 built with 79 on the Register

HEADER TANK COOLANT LOW LEVEL ALARM

I had, in the bank, an article from Alan Timmis, owner of MB50, on replacing the header tank, which I was going to use in this Slice, but Richard Pelluet beat me to it in the last edition. However, Alan did what Richard alluded to in his article and included a low level warning. Alan's summary of how to do this is below:

Slice 286 at page 86 has an article 'Header tank Alternative' by Richard Pelluet.

Richard is very much on my wavelength (poor guy) because some time ago I did the very same thing and used same VW tank, which has low level probes built in. I did however go a little bit further and incorporate circuitry for a low coolant alarm. It is simple to do, cheap (less than £5) and suitable for any tank having low level probes, so the following is what I did:

A low level warning system comprising:

- A coolant tank having 2 low level probes;
- A controller module/ circuit board to suit the level probes;
- A low coolant alarm sounder (or warning light).

The electrical current across the probes is very, very weak and needs to be boosted to action a sounder or warning light. To do the job I bought from eBay a '9-12V Liquid Level Controller Sensor Modules Water Level Detections Sensor AC/DC' (see: https://www.ebay.co.uk/itm/9-12V-Liquid-Level-Controller-Sensor-Modules-Water-Level-Detections-Sensor-AC-DC/163537505556?SsPageName=STRK%3AMEBIDX%3AIT&_trksid=p2057872.m2749.l2649).

(See the photo of the module top of the next page.)



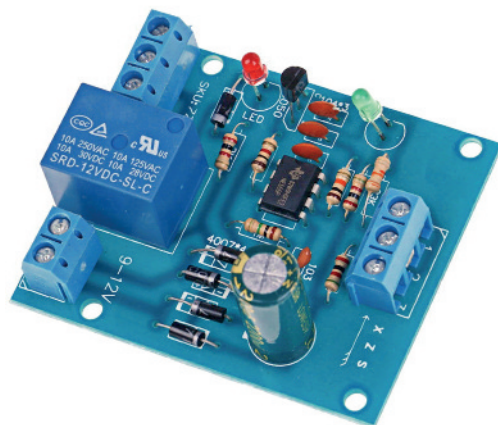
The module comes with a typical wiring diagram (see the photo of the diagram middle of this page) but we don't need most of it. The module caters for three probes, but we need only two; 'Common' and 'Low Level'.

Ignore the AC stuff illustrated in the module diagrams and go straight into the 12V DC. I wired it up as shown in the diagram at the bottom of this page.

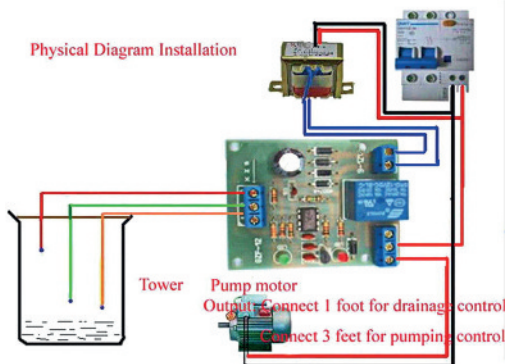
I used a warning sounder (Piezo, again from eBay for pennies) rather than a light because I did not want to be cutting holes in the dash or adding brackets for a visible light. Also, I incorporated a test switch (normally closed) to conveniently check from time-to-time that the circuit is still in good order.

My module, sounder and test switch are mounted on a board fixed to the cockpit side panel (out of sight but conveniently located to operate the test switch from the driver's seat).

Note: At less than a fiver a pop, consider buying a spare module for back-up.



Physical Diagram Installation

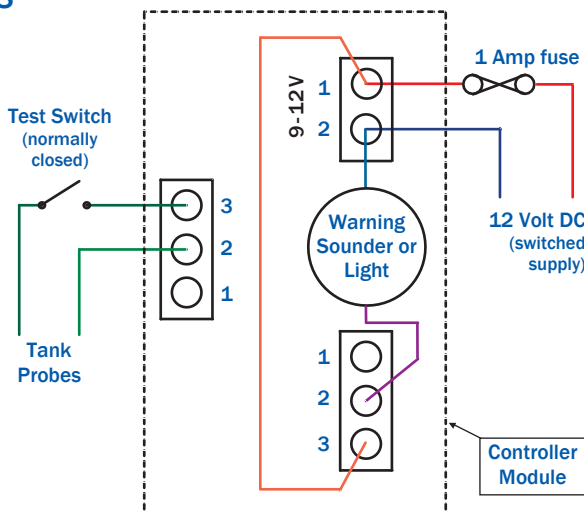


MIDDLEBRIDGE PRICE GUIDES

Dan Mitchell has been working with the classic car press for two years to get specific values for the Middlebridge Scimitar and sent me the following information:

The valuations in Classic Cars Magazine are under 4 headings, the same as those established 2 years ago and which are repeated in the June 2019 edition of the magazine:

Condition 1 Concours/dealer	at £30,000;
Condition 2 Mint	at £24,000;
Condition 3 Usable	at £16,000;
Condition 4 Rough	at £10,000.





Classic Car Buyer 10 April 2019 issue 479 have 3 different headings and their valuations are now: Condition 1 First class at £25,000 – not Concours, which would be higher; Condition 2 Good condition with MOT on the road, but may need TLC at £15,000; Condition 3 in need of work, usually major at £10,000.

We hope this information will help owners when discussing agreed values with insurers.

30th ANNIVERSARY

As mentioned last time, we have a special Middlebridge joining us at Silverstone. At the NEC last year a photo was taken of the stand by a visitor and posted on Facebook. Within 10 minutes someone had contacted the poster to say that he had just bought the car in the photo on the stand backdrop. (*See the photo below.*) This was, of course, the Reynard 89D raced by Mark Blundell in F3000 in 1989. The new owner has had the car repatriated from the USA and will have it restored in the Cadbury and Middlebridge livery for the Silverstone Classic.

Being our 30th Anniversary, Silverstone Classic has allowed us a parade lap on

the Friday and it is hoped that the Reynard will lead the cars round the circuit.

In addition to this we will have the pre-production prototype, the production prototype MB1 and The Princess Royal's MB5. Sadly Her Royal Highness will not be able to join us, but we will have visits from 'Mr Middlebridge' Kohji Nakauchi and the Middlebridge Chief Executive Dennis Nursey.

MIDDLEBRIDGE 14

Another MOT has passed with just a couple of advisories; one for a dust cover on the nearside upper ball joint, which is deteriorating and a comment on pitting on the brake discs, probably due to lack of use last year. I had to splash out on a new battery, for the first time in my ownership, as the battery that came with the car finally expired after 7 years; so not bad.

I also had the main headlamps replaced with Wipac Quadoptics as one had picked up a chip that was allowing moisture into the lamp. The fog lamps were replaced as well as the reflector on one of them was deteriorating badly.

COMING and GOING

We are still not aware of any cars changing hands, but through our contacts with owners we know there are four cars that are available although they are not being actively marketed at present. I have also been made aware that one of our longest term owners sadly died late last year and it is likely that the family will shortly be offering the car for sale.

Will Anderson

Middlebridge Registrar



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price quality is RARELY matched and never beaten.*





CLUB EVENTS CALENDAR

2019 DATES		EVENT	CLUB CONTACT
June	02	Potato Pants Music Festival (yes, really!) nr Wimborne, Dorset www.potatopantsfestival.co.uk/	James Donnelly 07768 843616
June	02	Harewood - Hillclimb (C)	Competition Secretary
June	08	Abingdon - Sprint (C)	Competition Secretary
June	09	North East Scimitar Day (Sunday only) Seaburn Show Ground, Sunderland, SR6 8DB	Jim Pace 01915 288241
May	27	Hollycombe Steam Museum, Liphook, Hants. fradgleyg@gmail.com	Graham Fradgley
June	15	3 Sisters - Sprint (C)	Competition Secretary
June	21 - 23	RSSOC International Rally (see pages 52 & 53) A Slice of The Cotswolds, England international2019@rssoc.co.uk	Dave Peek
June	22 - 23	Bristol Classic Car Show (Bath & West Showground) (Shepton Mallet) scimwilts@gmail.com / 07770546526 / 01225709473	David Asselbrough
July	07	Atwell Museum Classic Car Show, Calne scimwilts@gmail.com / 07770546526 / 01225709473	David Asselbrough
July	13	Lydden Hill - Sprint (C)	Competition Secretary
July	13 - 14	Powderham Castle Classic Car Show Powderham, nr Exeter reglander@hotmail.com	Reg Lander 01626 834085
July	21	Sherborne Castle Classic Car Show Sherborne, Dorset SS1.registrar@rssoc.co.uk	Mike Littleton 01458 831083
July	26 - 28	Silverstone Classic (see pages 54 & 55) Silverstone Circuit, Northamptonshire	Events Coordinator 01489 690672
July	27	Castle Combe - Sprint (C)	Competition Secretary
Aug	03 - 04	Loton Park - Hillclimb (C)	Competition Secretary
Aug	15 - 18	ScimFest @ Curborough Weekend 2019 Curborough Sprint Course, WS13 8EJ (RA) (CO)	Club Secretary 0118 9540 725
Aug	18	Curborough - Sprint - RSSOC/HDLC (C)	Competition Secretary
Aug	25	Harewood - Hillclimb (C)	Competition Secretary
Aug	24 - 26	Oulton Park Gold Cup (High Peek Noggin stand) Oulton Park http://www.oultontparkgoldcup.com/	Mike Simpson 07870 272502
Sep	06 - 09	Sabra/Sabre Meeting (see notice below) Maidstone, Kent sabre.registrar@rssoc.co.uk	Jaki & Tony Heath 01689 851481

If your 2019 events are not shown then please inform the Editor of the details.



CLUB EVENTS CALENDAR

2019 DATES	EVENT	CLUB CONTACT
Sep 07 - 08	Blyton Park - Sprint	(C) Competition Secretary
Sep 14	Wiscombe - Hillclimb	(C) Competition Secretary
Sep 21 - 22	Shelsley Walsh - Hillclimb	(C) Competition Secretary
Oct 05	Goodwood - Sprint	(C) Competition Secretary
Oct 19	Castle Combe - Sprint	(C) Competition Secretary
Nov 08 - 10	Classic Motor Show NEC Birmingham events@rssoc.co.uk	Events Coordinator 01489 690672

Key to Calendar:

- (C) Competition event. If you are not a competitor please check that access to the public is permitted before starting your journey.
 - (CO) Concours competition round
 - (RA) RSSOC Autotest
- Competition Secretary competition.secretary@rssoc.co.uk

CLUB EVENTS NOTICES

Sabra/Sabre Meeting – 06 to 09 September 2019

The **Sabra/Sabre Meeting 2019** will be held in Maidstone, Kent from Friday 06 to Monday 09 September. Look out for more details in future editions of Slice. Anyone with an interest in Sabras or Sabres is most welcome to join us and we would love to see you. Please contact us for more details ([see contact details on Slice page 5](#) and on the *Noggin Listings page*).

Jaki & Tony Heath

ScimFest

The National Sporting Weekend is now the **ScimFest** weekend.

ScimFest @ Curborough will have the same mix of motorsport and entertainment.

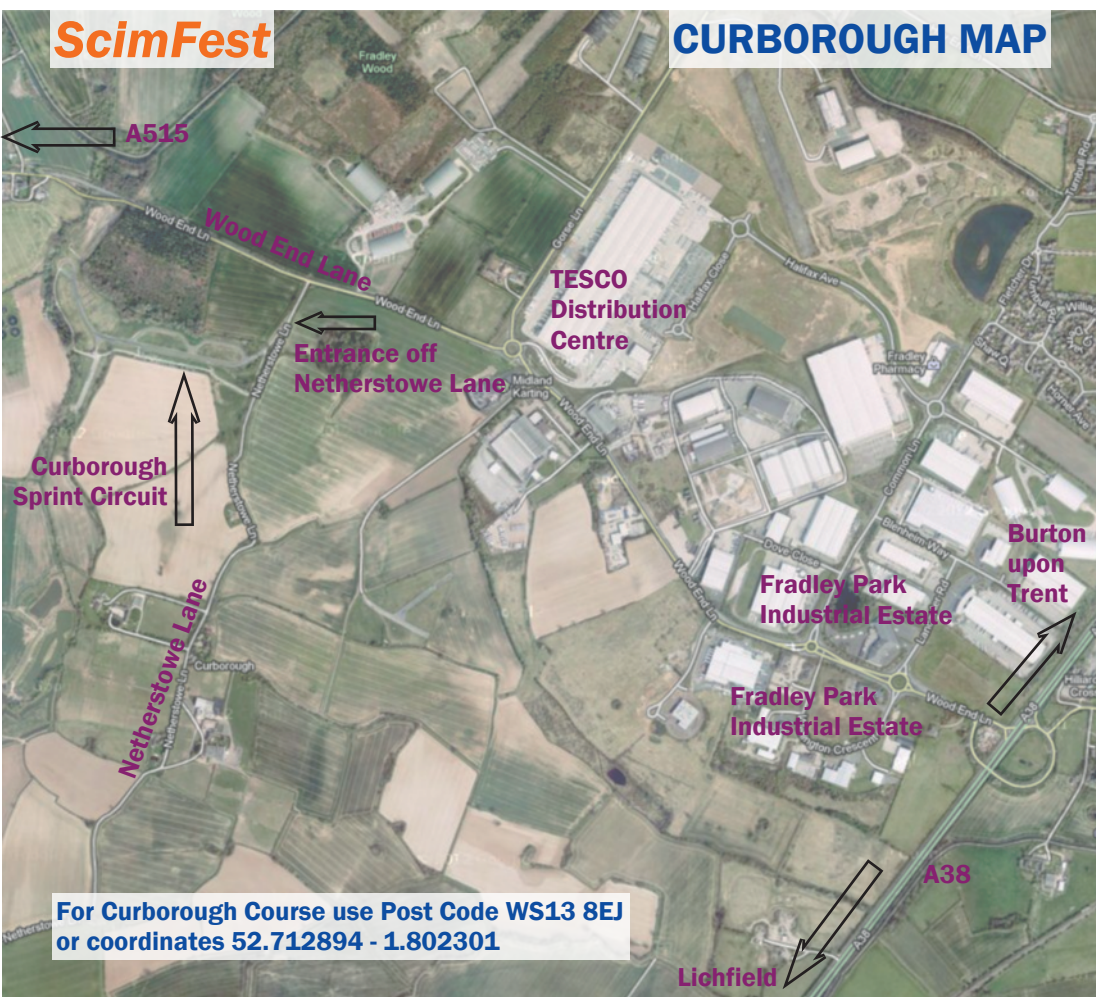
ScimFest @ Curborough 2019

will be held **15 to 18 August**
at the **Curborough Sprint Course**, WS13 8EJ

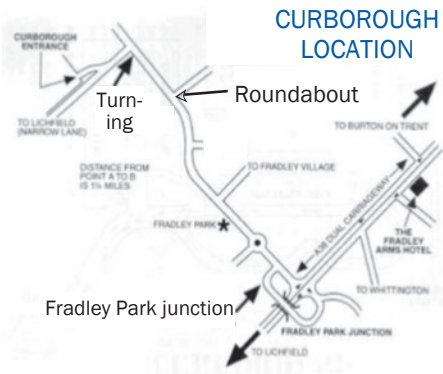
If your 2019 events are not shown then please inform the Editor of the details.

ScimFest

CURBOROUGH MAP



HOW TO GET TO CURBOROUGH



Animals (except assistance dogs) are not allowed at Curborough

RSSOC **ScimFest** @ Curborough Weekend

Curborough Sprint Course, WS13 8EJ near Lichfield

Thursday 15 August to Sunday 18 August 2019

The Curborough **ScimFest** Campsite will open at **1400** on **Thursday 15 August**.

The **Test Days** will be held all day **Friday 16 August** and the **afternoon** of **Saturday 17 August** and of course the **Sprinting** all day **Sunday 18 August**. The **Autotest** has moved to **Saturday morning**.

How to get there: Postcode is: **WS13 8EJ**. OS Map grid reference: SK 13401280 on OS Map 128. Otherwise use any good road map. Make for the A38 between Lichfield and Derby. Turn west off the A38 at Fradley Park Junction. This is Wood End Lane. Straight on at first 2 roundabouts then take the first exit off the third roundabout (Tesco Distribution Centre on right) then turn left into Netherstowe Lane (no road name is shown). The entrance to Curborough Circuit is about 150 yards on the right. Alternatively, enter Wood End Lane from the west off the A515.

← **See the maps on the previous page.**

All the following prices are the same as last year's prices for the event.

The **advance programme** price of **£8** entry per car includes **all occupants** for members and their guests to the site for the **entire weekend**. It is cheaper to book in advance, as if you attend without obtaining an **advance programme** it will be **£10 PER PERSON** at the gate.

One **ADVANCE PROGRAMME** admits everyone accompanied by a Member in one car into Curborough for the whole weekend for a much better rate than the on-the-gate entry price of **£10 per person** without an advance programme.

All non-members pay **£10 PER PERSON**.

The cost of the camping is **£15** per night (with Sunday night **£5**). Be sure to also order a programme for **£8** when booking.

If using a generator on the campsite please tick the box on the booking form.

Generators may only be run between 0900 and 1800.

Camping prices are as follows:

£15 (non-members £20) for Thursday night;

£15 (non-members £20) for Friday night;

£15 (non-members £20) for Saturday night;

£ 5 (non-members £10) for Sunday night.

Auto-jumble/trade pitches are **£25** per pitch (non-members £40) for the whole weekend. Camping tickets also required even if camping on your trade pitch. All bookings need to include **£8** for an advance programme. There is a **£1 fee** for **all** bookings to cover **P&P**.

Please support your **ScimFest** which is the main event to attend to see the Sprint Cars in action and for bargains from Club Traders and Auto-jumble stalls!

Friday's Test Day is not open to the public.

Friday evening in the Marquee for fun and a quiz for all and it is still free, but please enter numbers on the booking form as tickets will be issued so that we know attendance numbers in advance.

Saturday morning is the **Autotest** and the cost per entry is only **£20** this year, but we need more entries to make it pay!

Saturday afternoon is a '**Track Test Day**'.

Saturday evening; in the marquee with '**DJ Bryan**' disco who has 1000's of tunes and will play anything from the 50's through to the latest hits. Entry has been reduced to **£5** per person for ages 16 and over; under 16 still free. The theme is '**Pearl**' for the 30th Anniversary of the Middlebridge Scimitar.

Sunday is our round of the '**Scimitar & Sabre Speed Championship**' with practice runs in the morning and timed runs in the afternoon, plus the **Concours** competition and other activities and exhibits in and around the marquee.

All the weekend's activities will be published in the **ScimFest** programme.


See the **ScimFest** @ Curborough Weekend Booking Form flyer with this Slice.



RSSOC ScimFest

Track Test Days at Curborough

Morning and **Afternoon** sessions or
Full Day session **Friday 16 August 2019** and an
Afternoon session **Saturday 17 August 2019**



ENTRY FEES: **£70** all day Friday or **£40** each Half-Day session (**£40** Friday morning or Friday afternoon or Saturday afternoon). Shorter sessions may be available on request.

For any other information Contact:

Peter Smith, Competition Secretary

at competition.secretary@rssoc.co.uk or Tel: **07960 037303**

Photos of Curborough 2018 track action
Photos: Jerry Ree

ScimFest @ CURBOROUGH – TRACK TEST DAYS

As in previous years we will be providing opportunities for Club Members to drive their cars on the Curborough Sprint Circuit over the **ScimFest** Weekend in August. Morning or afternoon half-day sessions or A full-day 'Test-Day' will be held on **Friday 16 August** and a half-day **afternoon** 'Test-Day' will be held on **Saturday 17 August**.

Costs are **£70** for the full day Friday, **£40** for a half-day Friday morning or afternoon or Saturday afternoon.

Shorter track test sessions may be available for booking on **Friday** and on **Saturday** afternoon.

Two persons can share driving one car, but each driver will need to book and pay separately.

This is a chance to try out your car off the public road if wish to extend yourself and your car in a suitable environment

or perhaps see if competitive motor sport is for you; most competitors started like this. Experienced competitors will be available to help and advise if required.

A number of current competitors use the days to 'warm-up' for the Sprint proper on Sunday, so this can be worth watching!

All runs will follow the Double Lap 'Figure of 8' course.

Wearing of helmets is mandatory and at least one 'spare' will be available.

There is no booking form for the Track Test Days, so to book any of the sessions, or if you have any questions, please contact me at: competition.secretary@rssoc.co.uk or on: **07960 037303**

Our Test days last year proved very successful, so if interested please contact me to book your place in plenty of time.

Peter Smith, Competition Secretary

ScimFest @ CURBOROUGH – KIDS CRAFT CLUB

The **Kids Craft Club** will be held in the Marquee at the following times:
Saturday morning 1000 until 1130

Saturday afternoon 1400 until 1530

Sunday morning 1000 until 1130.

The **Kids Craft Club** is open to all children up to 13 years of age. However, a responsible adult must stay with all children under 7 years old.

There will be painting, colouring, craft and model making. Adult crafts available for those who are interested.

HELP WANTED

Adults (over 16) that have any **painting, craft, sewing, knitting**, etc. skill that they could share at **ScimFest** and help out during any of the **Kids Craft Club** sessions are asked to contact **Tracey** by email at: chairman@rssoc.co.uk (See Chairman Kevin's contact details on Slice page 5)

ScimFest Sprint Marshals WE NEED YOU!

Our sprint can not run without marshals.

We need volunteers to help with the running of the event.

There are lots of jobs to do, for example:

- Helping with signing on competitors;
- Organising the cars in the paddock to go down to the start;
- Manning the marshal posts around the track and at the finish line;
- On the start line to help stage the cars;
- Organise the parking, re-runs, etc.

You do not need any experience and all the training and kit you need is provided.

It is the nearest you will get to motorsport without getting in a car.

NO MARSHALS = NO SPRINT

To Volunteer see: www.scimitarweb.com

Or Contact: competition.secretary@rssoc.co.uk

Tel: 07960 037303

Top: Blue Thunder in the cross-over at Curborough 2018

Bottom: Sabre Convertable on track at Curborough 2018

Photos: Jerry Ree

RSSOC

Curborough Sprint

WANTED!

We need a **COMMENTATOR** for
the **Sprint** on **Sunday 18 August**

To find out more about what is involved
please contact the Competition Secretary:
competition.secretary@rssoc.co.uk

Sunday 18 August 2019

A round of the **Scimitar** and **Sabre Speed** Championship
and the **Classic Marques** Sports Car Club championship
will be held as part of our **Club's ScimFest Weekend**.

This will be as **National B sprint** over the
Double Lap Figure of 8 course.

The Sunday Sprint Event will be run by the Hagley and
District Light Car Club and the RSSOC will be assisting.
To enter see www.scimitarweb.com **Competition Forum**
for event regulations and entry form (when available).

For spectators it will be a great chance to see the
Club's Competitors battling on the track.

For any further information contact:
competition.secretary@rssoc.co.uk

ScimFest

WE NEED YOUR HELP!

The RSSOC **ScimFest** Weekend
can not run without the Members' help.

We need volunteers to help with the running
of the event over the whole weekend.

There are lots of jobs to do, for example:

- Setting up and breaking down the campsite;
- On the gate checking programme passes, collecting entrance fees and directing people where to park;
- Car Parking helpers to direct Scimitars and Sabres to their parking areas and other cars to the general car park;
- Setting out tables and chairs in the Marquee and stacking them away at required times;
- Autotest and Sprint Marshals;
- Emptying the bins all around the site;
- Keeping the toilets and showers clean and tidy and well stocked with consumables.

Most of the things above would not take up too much of your time and would leave plenty of time to enjoy the weekend.

**To Volunteer for an hour on the gate please
add your name to the list in the Marquee.**

**To Volunteer for other things please make
yourself known to any of the Committee
in or around the Marquee.**

NO VOLUNTEERS = NO WEEKEND



ScimFest BOOKING FORM



ScimFest @ CURBOROUGH Sprint Course

Thursday 15 August to Sunday 18 August 2019

Membership number: (Camping/Caravanning field opens 1400 Thurs 15 Aug.)

NAME:

ADDRESS:

.....

..... Postcode:

Tel. No.: email:

Number:	Total:
..... Advance PROGRAMME with Draw Number @ £8.00 per Car all W/E (£10 per person on the day and all Non-Members!)	£
CAMPING/CARAVANNING	
..... Camping Pass for nights (see info & prices in Slice 287)	£
Members prices: Thursday(£15)/Friday(£15)/Saturday(£15)/Sunday(£5)	
Non-members prices: Thursday(£20)/Friday(£20)/Saturday(£20)/Sunday(£10)	
Please delete non-applicable nights and unit types: Camper/Caravan/Awning/Tent	
I will be using a Portable Generator <input type="checkbox"/>	
..... Auto-jumble Stall/Trade Stand - all weekend:	£
Members: £25 Non-members: £40	
..... Friday evening fun in the Marquee: free, but please state how many	
..... RSSOC Autotest (Saturday morning) @ £20 per person	£
Saturday evening entertainment in the marquee:	
..... Adults @ £5 each (optional fancy dress - 'Pearl' theme)	£
..... Under 16 free, but please state how many	
Booking fee (to cover postage & packing)	£1.00
See Slice 287 for information, prices, directions and maps.	Total £

I enclose my remittance for the above amount / please charge my card*

*Please charge my Visa/MasterCard/Electron/Maestro/Solo (delete as applicable).

Please make cheques payable to RSSOC Ltd. Cheques should be drawn on a UK Bank.

If remitting outside the UK please make payments in £ Sterling.

Card No.:

Start Date: / Expiry Date: / Security Code:

Issue No.: if applicable Last three digits above signature strip

Signature **Date**

Please forward this form, to arrive by **Friday 26 July 2019**, to the **Club Secretary**:

RSSOC, PO Box 67, Reading, Berkshire, RG6 9HH

Tickets will be sent out during the first 2 weeks of August and not before.

Animals (except assistance dogs) are not allowed at Curborough



NOGGIN (MEMBERS' LOCAL MEETINGS) LISTINGS

Berkshire	1 Tues	The New Inn , Heckfield, Hampshire, RG27 OLE (near Reading off A33) S John Unwin 0118 954 0725 email: club.secretary@rsshoc.co.uk
Bristol	4 Mon	Civil Service Sports & Social Club , Filton Avenue, BS7 0AT S David Peek 01249 783195 email: davypeek@gmail.com
Cambs (North)	1 Wed	Crown Inn , Great Casterton, PE9 4AP. Huw Thomas 07710 357743
Derbyshire /Staffs	2 Tues	The Three Horseshoes , Long Lane Village, near Ashbourne, Derbyshire John Harrison 01332 762499 DE6 5BJ
Devon	4 Thurs	Welcome Stranger Inn , Liverton, TQ12 6JA (near Bickington on old A38) S Reg Lander 01626 834085 email: reglander@hotmail.com
Dorset		Various dates and venues ; contact the Noggin Secretary for details. James Donnelly 07768 843616 email: james.donnelly60@outlook.com
Gloucestershire	2 Wed	The White Hart , Broadoak, Gloucestershire, GL14 1JB (on A48 between Westbury-on-Severn and Newnham) Andy Luckman 01452 300991 email: glosnoggin@classicmicrocars.com
Hants (Solent)	3 Wed	The Kings Arms , 19 Havant Road, Emsworth, Hampshire, PO10 7JD Kevin Osborne 01489 690672 email: events@rsshoc.co.uk
Hertfordshire	1 Wed	The Crooked Billet , 88 High Street, Colney Heath, St Albans, AL4 ONP Alan Taylor 07506778469 / 01727568463 email: supergunner@talktalk.net
High Peak	2 Tues	Fickle Mermaid , Foresters Way, Chapel-en-le-Frith, Derbyshire, SK23 0RB Mike Simpson 07870 272502 email: social@rsshoc.co.uk www
Kent (Bromley)	1 Tues	The Rose and Crown , Farnborough Way, Orpington, BR6 6BT. Jaki Heath 01689 851481 email: sabre.registrar@rsshoc.co.uk
Kent (South/Mid)	2 Wed	The Dering Arms , The Grove, Pluckley, Kent, TN27 ORR (Pluckley Station) * Rick or Ben Sinclair 01622 8616048 email: ricks_work@yahoo.co.uk
Lake District (East) & Cumbria)	1 Fri	The Cross Keys Inn , Main St, Tebay, Cumbria, CA10 3UY (off M6 Jctn 38) Greg Rowntree 01833 637483
Lake District (South)	3 Sat	Lakeland Motor Museum , Old Blue Mill, Backbarrow, Ulverston, Cumbria, Dave Clarke 07557 538763 email: clarkeshouse@sky.com LA12 8TA
Leicestershire	1 Wed	The Gate Hangs Well , Fosse Way, Syston, Leicestershire, LE71NH www Terry Farmer 07970 422956 email: scimtel@tesco.net
Midlands (East)	4 Mon	The Feathers Inn , 118 Beacon Street, Lichfield, Staffordshire, WS13 7BA Bob Coles 01543 255338 (Feathers Inn: 01543 417029)
Midlands (West)	1 Mon	The Sun Inn , 95 Bromsgrove Road, Romsley, Halesowen, B62 0LA * New Noggin Secretary Required * Point of Contact: Dave Tillotson 0121 550 7027 email: davejt19@gmail.com
Newcastle	3 Wed	The Keel Row , Foremans Row, Seaton Delaval, Nrthmbrlnd, NE25 0QG (A192) Peter Freeman 01670 713271 www



NOGGIN (MEMBERS' LOCAL MEETINGS) LISTINGS

Norfolk	3 Wed	Village Inn , 33-43 School Lane, Little Melton, Norwich, NR9 3AD Base venue, but may vary, so contact the Noggin Secretary for details. Richard Pelluet 07752 738689 email: richardpelluet@ntlworld.com
Notts & Lincs (Forest & Fens)	2 Mon	The Queens Head , Kirkby La Thorpe, Sleaford, Lincs. NG34 9NU (A17) Malcolm Brown 07743 187145 email: scimitar70@yahoo.co.uk
Scotland (Central)	1 Tues	The Hawes Inn , 7 Newhalls Road, South Queensferry, EH30 9TA Greig Ford 01506827762 or 07969839899 scotscim@aol.com
Scotland (West)	2 Mon	Various venues , please contact Hamish for details. Hamish Cubitt 01560483709 email: hcubitt@btinternet.com
Surrey	4 Tues	The Saddlers Arms , Send Marsh Rd, Send, Ripley, Woking, Surry, GU23 6JQ Adrian Godwin 07500 541482 (B368 off A3 & A247)
Sussex (West)	3 Thurs	The Lamb Inn , Lambs Green, RH12 4RG (near Rusper & Crawley) Tony Penfold 01293 514890 dangermouse20@virginmedia.com
Teesside	4 Wed	The Fox Covert Inn , Low Lane, High Leven, Yarm, TS15 9JW Graeme Conway 01287 203073 SE6.registrar@rssoc.co.uk www
Warks	3 Thurs	The Golden Lion Hotel , Easenhall, Rugby, CV23 0JA Geoff Wright 01788 817917 email: martin@mgwright.f9.co.uk
Wearside	1 Thurs	The Farmers' Club , Ryhope, Sunderland, SR2 0PH Jim Pace 01915 288241 email: SE5.registrar@rssoc.co.uk www
Wiltshire (Moonraker)	2 Mon	The Barge Inn , Seend Cleeve, Melksham, Wiltshire, SN12 6QB David Asselbrough 07770546526 / 01225709473 / scimwilts@gmail.com
Yorkshire Dales	1 Thurs	The Myrtle Grove , 141 Main Street, Bingley, West Yorkshire, BD16 1AJ Mark Wilson 01535 655296 email: gtcse8@gmail.com

Overseas Noggins

France		Contact: Chris Johnson +33 (0) 676 912 659 or bolidenoir@mac.com for details. http://www.scimitarfrance.net www
NZ (Winter)	1 Sat	TBA (contact Paul) Members homes, Auckland – bring-your-own pot-luck dinner
NZ (Summer)	1 Tues	Nov, Jan to March – Okahu Bay, Orakei, Auckland – bring-your-own fish & chips Paul Ellwood rssocnz@outlook.com

Please inform the Editor/Noggin Secretary Coordinator of any changes, errors or omissions.

Key

www Noggin has a website, which is listed on www.scimitarweb.com

S after a listing denotes that the Noggin is a Scimaritans Noggin

1 Mon = first Monday, etc. 2 Tues = second Tuesday, etc. L Wed = Last Wednesday, etc.

All events are evening Noggins and start about 8pm (2000) unless otherwise stated.

Check with the organiser for confirmation before making a long journey.

* Denotes that changes have been made to these Noggins.

Denotes New Noggin.



NEW MEMBERS

The Club wishes to welcome the following new members.

As usual, Noggin Secretaries wishing to contact our new members may apply to the Club Secretary for details of people in their area.

John Mills	2060	Hampshire	Geoffrey Dean	2424	Leicestershire
Richard Stock	2472	West Midlands	David Bowen	2663	Aberdeenshire
David Edwards	2842	Flintshire	Jason Butterfield	2847	Kent
Tristan Bruce	2905	Kent	Anthony Hamer	2955	Cumbria
Eric Moody	2962	Lincolnshire	Jeremy Law	2985	Somerset
Stephen Harffey	2994	East Sussex	Tim Roedel	3015	Essex
Chris Pickford	3856	Cumbria	Peter Spoors	3868	County Durham
Martin Dawson	4257	Lancashire	Brian Johnston	4389	Dumbartonshire
Lisa Spencer	4443	Borders	John Bowkett	4734	Worcestershire
Susan Watson	5196	Durham	Matthew Robinson	5991	Devon
Daniel O'Brien	6173	Highlands	William Morrison	6670	Lothian
Dan Briggs	6795	Derbyshire	Bill Moffatt	6855	Gloucestershire

MEMBERSHIP BENEFITS – SPECIAL DEALS

ZX1 (<http://www.team-zx1.com/>) ZX1 Grease. *From their website:*

Protecting and prolonging the lives of metal surfaces, ZX1 smooths, lubricates and reduces friction. Reducing energy, fuel and harmful emissions.

Order online and quote code **9LGCTST65SKG** for 20% discount; also put RSSOC in the comments.

Millers Oils (<http://www.millersoils.co.uk/>) *From their website:*

Advanced Lubricants, Oils and Fuel Additives. Millers Oils are a highly innovative independent blender of market leading advanced oils and fuel treatments with a history of providing creative lubrication solutions for some of the world's best known brands. Our product portfolios cover myriad sectors including Automotive, Motorsport and Classic vehicles, Agricultural and Commercial vehicles and a suite of highly advanced products for a wide variety of Industrial applications.

10% Discount offered for Club Members; use code **RSSOC** online.

See these and other offers in the Members' only area on **ScimitarWeb** at:
http://www.scimitarweb.co.uk/index.php?p=content/02_The%20Club/08_Special%20Deals.php



NOGGIN REPORTS

BERKSHIRE

As we write this we have just completed our Drive It Day challenge, a tulip run through the glorious South Oxfordshire countryside. We may never be forgiven for cryptic clues to questions and invisible photographs, but most people enjoyed the route! Thank you everyone who supported this event. The cup this year was won by Graham and Alison, but Geoff and Shaun were very disappointed with second place as they usually hanker after the wooden spoon!

(See the photo below of the Drive It Day gang in the pub afterwards.)

The Middlebridge has not yet moved from the seclusion of the garage – much to Emmie's disgust, but Shaun's SE5 shook off its cobwebs and performed superbly throughout the rally. Unfortunately Guy's GTE did not make it and John & Angie

substituted their GTE with a BMW as John was too busy to share his spares. It's a race chaps to see who gets the invalids back up to par!

Our next outing will hopefully be to Popham next weekend where classic cars of all denominations mingle with light aircraft and autojumble. The weather forecast is invariably challenging for this event, but fingers crossed we have good weather with lots of planes flying in.

So then on with the summer and hopefully lots more Scimitar sojourns. A new one for us this year will be the Potato Pants event in Dorset, where we plan to spend the weekend. Hopefully will be visiting other nearby Noggin evenings and polishing for the Berks Concours in June. A challenge maybe for the Middlebridge!

Jill Unwin





BRISTOL

Well what a great choice to join up with the Wiltshire Noggin for the Drive it Day run. In particular big thanks to Stephen Hawkins as he had found the Three Castles and what a cracking drive out we all had.

As usual, the best of plans soon came undone. After I had emailed everybody with the meeting point at the Services, adjacent to the M48 old River Severn crossing, I received an email from Mike & Sheila saying that the old bridge was closed on the Sunday, so the meeting point was hastily moved to the Magor services on the Welsh side of the M4.

Four of us turned up; Mike & Sheila Roberts, Terry & Del Coggins, Nick Babbage and me. Nick has very recently bought GTC number 1 at auction, but he (understandably) turned up in his Vauxhall as he did not want to run the GTC as he had not had time to service and check over the car.

(See photo on the Front Cover of GTC number 1. Photo: Nick Babbage.)

We all decided to drive back along the M4 towards Chepstow and then follow the river up to Monmouth. It was a lovely morning so I had the top off and the birds could be heard singing.

From Monmouth we headed off to find White Castle, the first of the three castles, then onto Skenfrith Castle where we caught up with the Wiltshire contingent, who came at the route from the opposite direction.





After lunch we drove on to Grosmont Castle and then finally joined everybody else for cream teas before the long drive home. All of the cars completed the trip without any problems.

[\(See the Drive It Day photos on the previous page taken by Dave Peek.\)](#)

On the home front, after many years of spouting off about the virtues of the Pierburg carburettor on my GTC and genuinely never having put a screwdriver near it since obtaining the car in 2009, I thought the time had come to change to a Weber. I duly laid the ground out to Lin that the best part of £300 will be required to overcome the sudden erratic running and stalling when not fully warm. Then I thought, "Nothing ventured and nothing gained" so I removed the Pierburg carburettor, stripped it and gave it a good clean. I found jets where I didn't think jets would be situated and whilst the carburettor was off I screwed the cold idle screw in another turn to bring it up a tad more on cold idle. As I got into the task I found the carburettor easy and not something to be feared – as I had been led to believe (from the horror stories. There was no wear on the spindles and with the with useable second hand gaskets from an old Pierburg carburettor that was serviced by Andy Cooper but not used) it all went back together remarkably

well. With the carburettor refitted and ignition on for a few moments (to pump up the fuel up) I turned the key and it started almost immediately and settled at 1200 rpm cold idle. After a few minutes a blip on the throttle bought it back to 900 rpm, but still on the cold idle cam. On the test drive it accelerated without hesitation. So, problem fixed with a little bit of work – and I was in Lin's good books for not wanting the cash for a new carburettor.

I thought I would include a craftily taken photo of the interior of our Editor's car (and hope he includes it in this report ☺). The rebuild of StaR is at last coming along, with the Webasto sunroof, the bonnet and the front and rear bumpers, plus much more all fitted, but there is a lot of work to do still. Anyone taking bets on whether or not it will be seen at Curborough this year? [\(Photo: Dave Peek.\)](#)

Dave Peek



DEVON

'Un-burnt fuel creating a blue haze' was how I left it in the last Devon Noggins report. The truth was a head gasket failure had occurred, possibly by my starting the car with the new distributor cap having transposed #3 and #6 cylinder in the firing sequence, plus not having spotted at that time the breaking down of #2 plug lead – yes it started and revved well, but did not like tick over. By the time of

spotting the cause I had gone to the 'Saunter' venue for a test drive. All was OK once I was up to speed on the A38 dual carriageway, but on arriving for lunch the white haze blocked out any view of the inn and the car park. After lunch and a refill with water we headed home at a speed that with the fan on kept the engine down to 90°C. The bad news was I came up the lane to home



behind a very slow and courteous driver and the temp was up at 120°C – both for the engine and me! A top end strip and luckily the head had not warped. With all the bits and bobs out the way I cleaned the engine bay bell-housing area and of course lapped in valves and cleaned out the inlet ports. Fitting the new stainless steel exhausts manifolds was ‘interesting’ as excess length at the front box means the box hits a cross member and the support band mountings do not line up by about 2” – OK so just cut the pipe; BUT the major challenge is that the near-side cylinder bank being further back than the offside – perhaps no one told the fabricators that a GTC needs the two into one down pipes more vertical in order to clear the outrigger support by a reasonable margin. *(See the photo below.)* Rather than cut the outrigger support I gave it a slight bend using mole grips and a jack. Not an engineering solution, but sending for a replacement did not



seem to be an option as no doubt they are all off the same jig/frame. Luckily the (probably delivery induced) slight dents in the silencer cans could be positioned on the prop-shaft side, so all now looks good.

The award being presented to Alan and Jennie Gill was inspired and created by Bryan a few years after I became the Noggin Secretary. At that time we thought of it as a ‘Noggin Attendance’ recognition award, but it has evolved into a general recognition of support and uplifting actions by members. Hence some years it has been awarded when a member has helped someone else with an ongoing rebuild, or been proactive in creating a welcoming atmosphere at Car shows. As a jet setting couple gallivanting all over the place on holidays, Alan and Jennie’s attendance would not, understandably, warrant the award, but their ‘joy for life’ is very evident and uplifting, as is the quality of the cars they have. So well done and may your outlook continue to inspire others.

(See the photo top right of the next page.)

Members new and old have been welcomed in the last two months. Welcome to Brian and Maureen Cunningham, SE6a owners for 34 years, but it is now off the road, so we wish you well in your search for a good roadworthy SE6a to be the stop gap until the first loved car is resurrected. After a long absence, the return of Nigel Railton Bennett to a Noggin meeting was very timely as someone had an electrical issue to resolve. It transpired that Nigel has sold his 650cc Matchless motorcycle as he had not used it for some time. As my tendency is to just put such things to the back of a garage, Pam was inspired to suggest I sell on some things I have not used for quite a time; The Velo Viper racer gets to stay and I have re-joined CRMC in order



to justify that decision, but the Le Mans 850cc Moto Guzzi racer I now realise is too fast, and the T3 and G5 Moto Guzzi's deserve to be ridden. This mirrors 11 years ago when moving down to Devon and trying to sell off the SE5 and SE5a and then just scrapping them because of no interest! How times change, and in order to avoid future angst, I am planning to keep the other Moto Guzzi Le Mans and the special bike created by Dick Woods for the 1985 Le Man 24 hour race. Of course the GTC gets to stay.

Now, if I have a hoarding problem it is far overshadowed by Dennis & Janet with several Austin 7 and Riley cars, including a works special. 13 years putting the 'Sporting Nippy' together is difficult to



comprehend until it is judged against 30 years to partly rebuild the listed farmhouse. So well done Dennis and we hope to see the 'Nippy' complete by June; but which Year is the question.

(See the photo below left.)

For the February Noggin meeting we had hoped to see a video presentation by Geoff Newcombe about his Le Man Classic trip, but he was away. For the March Noggin meeting Geoff brought two DVDs of the RSSOC Northern Camping scene. Oh how active some have been in the past when cars and people were that much younger. For the March Noggin meeting I gave the 'feely bag' quiz the night off, but created a picture quiz; simple but effective in that cutting out pictures from the 2018 Slice editions and then creating a challenge as to 'What? Where? Or How?' or even all three, saw Bryan and Bill come out with a commanding win. They obviously read the captions when they are colouring in.

(I hope they were photo copies of pictures in Slice and that no Slice were harmed in the making of the the quiz! Ed.)

Hope the show season goes well for all.

Reg Lander





KENT (BROMLEY)

Following the closure of our usual Bromley Noggin Venue we have decided to revert back to an old favourite. The Rose and Crown was our local meeting place for a number of years, but we moved on when it was refurbished. Since then it has been taken over by another company and been refurbished again. We held our Christmas meal there last December and now will continue to meet there regularly on the first Tuesday of the month. ([See the 'NOGGIN \(MEMBERS' LOCAL MEETINGS\) LISTINGS' page.](#))

Our first show of the year will be Motorsport at the Palace. This is a two-day event on 26 and 27 May. We will have five cars on our Club stand, but only on the Monday (27 May). This is an excellent event, which is organised by Sevenoaks and District Motor Club, and combines club displays with motorsport in the form of a sprint using part of the old race circuit at Crystal Palace.

Jaki Heath

KENT (SOUTH/MID)

Hello. We (Father and Son team Rick and Ben Sinclair) have taken on the Noggin Secretary role for the Kent (South/Mid) area Noggin.

Please see our contact details on the '[NOGGIN \(MEMBERS' LOCAL MEETINGS\) LISTINGS' page.](#)

There are no changes to the meeting day or place and we continue to meet second Wednesday of each month at the Dering Arms in Pluckley. We hope to see you there.

Rick and Ben Sinclair

Welcome to the Noggin Secretary role Rick and Ben and thank you for taking it on. Ed.

LANCASHIRE

We are sorry to report that the Lancashire Noggin at The Canberra Club at Salmesbury, Nr Blackburn, has just had its last meeting where there were only Len & Kath Pennington and Alan & June in attendance. The Noggin has deteriorated over the past 18 month or so, even though we only met bi-monthly.

I have asked all previous attending members if anyone is prepared to take the helm, but with no takers.

June and I will still have involvement with ScimFest whilst our ability and health permit and we hope to see many of you at Curborough in August.

Kindest Regards to All.

Alan & June Wells

Our thanks to Alan & June for all their work and efforts over the years in running the Lancashire Noggin. Ed.

NORFOLK

Our March Noggin meeting was a very quiet affair and concentrated more on social matters and future plans.

By contrast the April Noggin was the best attended for more than a year with SE5-Series cars being the most prominent variety in the car park, including Roger's lovely specimen with enhanced engine,



etc. that is now up for sale. Some of the forthcoming events were introduced, with reminders to get early bookings in for the popular events. More local events and other events on the outer fringes of Norfolk were also presented, so there will be a variety of locations to visit, including some new ones.

The proposal to vary meeting venues was well received, so May's Noggin was scheduled at a different location, which was promulgated on [ScimitarWeb Forum](#). A report on the May Noggin meeting will be in the next Slice.

The tail end of Storm Hannah completely changed the pleasant and sunny weather in April prior to the national Drive It Day on 28 April. The North Norfolk Classic Vehicle Club organised their annual St George's Day run supporting local charities, for the 28 April. Three Noggin cars; Ian's SE5a, Andrew's Coupé and my GTC, plus Ian & Barbara in a more modern (convertible) car departed from Sheringham Station in overcast conditions

and enjoyed a 50+ mile route using 'Tulip' maps to Sandringham. However, we were unable to park all together due to the staggered start and that the organisers had two separate routes allocated to entrants. We were joined at Sandringham by John and his brother hopping over from Cambridgeshire in their smart yellow SE5a and were able to park up with the other nearly 300 classic cars. It was interesting to see the variety of cars brought out for Drive It Day. *(See the two photos of Scimitars at Sandringham. Unfortunately Ian had departed with his pale blue SE5a before I could snap it!)*

As always, please contact me if visiting the area and you want to come along to the Noggin as venue may change from that indicated in Slice. Similarly, new members of the Club in Norfolk and adjacent counties are welcome to come along – it is not compulsory to arrive in a Scimitar!

Finally, I must thank Terry for all is hard work over the years in editing submitted 'copy' into decent reports and managing to get the sense and content properly presented – well done indeed.

Richard Pelluet





WILTSHIRE

It has been an interesting period with the expected Drive it Day plus an unusual venue. We have a sizable departmental store on the outskirts of Melksham and a little while ago the Business Manager (an ex-RSSOC man) asked me in passing if I could arrange for some cars on display on Bank Holiday Monday, as you do. On the due day Wil & Lyn with his re-sprayed SE5, Val & I, Dave Peek, John & Jill Unwin, Jim & Pam and Drew turned up with their cars and enjoyed coffee and thick wedges of lovely cake as a reward for showing up for a beautiful day in the sunshine.

Shortly after we had Drive It Day and 14 members from both Bristol and Wiltshire enjoyed a tour organised by Stephen Hawkins. The route took in three Castles in Wales and ended up at the Part-Y-Seal Tea Rooms; a wonderful setting.

[*\(See the photo below.\)*](#)

I have not gone into details as I am hoping Stephen will do his own report.

Further outings were mooted earlier in the year, but have been postponed until next year.

As I am writing this I am packing for Popham Wing and Wheels. With another show at the end of the month 'normal' holidays are difficult to fit in.

The Bristol Classic Car Show has at last been organised and will be held 22 and 23 June at the Bath & West Showground.

On a personal note, I find filling the SE6a gearbox a pain and dubious if correctly filled. I remembered a previous owner and made an opening in the tunnel adjacent to the gearbox filler plug. As the driver's seat and steering wheel were already removed to access under the dashboard, it was easy to pull back the carpet and unscrew the hatch and fill the gearbox to the exact amount using a funnel and plastic pipe.

If you are not on the International we hope to see you at the Bristol Classic Car Show, which is unfortunately the same weekend.

David Asselbrough





EVENTS

CLASSIC CAR RESTORATION SHOW at The NEC

This show marks the end of an era for me personally as this was my last RSSOC event I had to organise before handing over the reins to Mike Simpson. I have been organising the NEC shows I think for the last 7 years and have really enjoyed selecting the cars for both the **Classic Car Restoration Show** and the **Classic Motor Show**, but now it is time for me to hand over to Mike who will, I'm sure, put his own mark on the show stand and have new ideas. Together with the two NEC shows, the Silverstone Classic is also on the calendar, which although totally different to the two NEC shows, is a great event supported each year by the usual 'Silverstone Usual Suspects'!

Anyway, back to the NEC. This year's show saw four cars on the stand, which were:

Trevor Shortt's red **Sabre Six**

Geoff Richards' yellow Coupé

Bill Brighton's white SE5a

Mike Simpson's yellow SE5a

Both Mike's and Trevor's cars were 'work in progress' whilst Bill's and Geoff's were the 'finished' examples. All four cars attracted much attention over the 3-day weekend (22 to 24 March) but I have to say that the number of visitors to the show as a whole appeared to be much less than in previous years. Can we blame it on Brexit? Who knows, but much rumblings from the traders I spoke with and visitors alike commented on the reduced numbers. (Funnily enough, a post-show email from the organisers claimed that attendance was slightly up over 2018....).

The Club was allocated a good sized square shaped stand, which was fantastic, but we deliberated over using the large RSSOC backdrop as this would have severely impacted the view across the stand, so it was left behind, but no doubt it will be making an appearance at the November show!





Mike Simpson was all geared up to do some work on his car over the weekend, such as carpet and insulation removal together with some other bits and bobs, but work got curtailed most days by people coming up and asking questions about the car and what he was doing to it.... How dare they!

Trevor was busy most of the weekend with punters asking about the Sabre Six and what his plans were for it. I am sure it will turn out to be fantastic if Trevor's other Reliant cars are anything to go by!

Both Bill and Geoff were also busy talking to fellow RSSOC members and punters over the weekend about their cars and the subtle modifications that both cars have had done to them. It always amazes me at the range of questions we get asked across the weekend, from size of tyres they were running, to what car did the aerials on a SE5a come from – and everything in between!



Right: Bill Brighton peering under the bonnet of his SE5a.

Below: Visitors to the Club Stand admiring Bill's SE5a.



All photos:
Kevin Osborne



I will close by saying a big Thank You to the four exhibiting car owners for their time and effort in getting the cars there and being on the stand to take questions, etc. Big thanks also go to the NEC Team Helpers of Club-Sec John & Jill Unwin, Chairman Kevin Cooper and of course 'Mrs O' who helped on the stand and kept

us all supplied with plentiful tea/coffee and cake! I would also like to thank all previous exhibitors who have shown their cars on the RSSOC stand over the years and for making my task such a pleasurable one.

Signing off,

Kevin Osborne





DONINGTON HISTORIC FESTIVAL – 04 to 05 May 2019

Well the weather was much better than last weekend, when my own show 'County Wheels Lincolnshire' was blighted by some of the worst April weekend weather for years.

We had a reasonable showing with an SE5a, two SE6-Series cars (one straight and one modified), a Middlebridge and my own GTC on the Saturday ([see the photo below](#)). On the Sunday the same basic line-up, but without the SE5a. However, to replace it we had the lovely red SE6 V8 conversion and lots of talk about what might have been! We so nearly had the Middlebridge again too, but that is another story!

As usual, quite a bit of interest and talk from people about the Scimitars they had had and (mostly) enjoyed.

We offered our usual hospitality, which we pride ourselves is some of the best on site and, as in 2017, managed to get

the event tent, table, table-cloths, food, booze, chairs, coffee table, flag and two night's luggage into the back of the GTC; bet you couldn't do that in an MGB and I know you couldn't in a TR!



Above: Inside the Event Shelter.

All photos: **Malcolm Brown**

Below: The Club Stand at the Donington Historic Festival.





On track the Drabble's red Sabre Six lapped in a very respectable and competitive 1:28 and fared particularly well against a Porsche 356 lapping at 1:37, so well done to Simon Drabble!

[\(See the photo below.\)](#)

Many thanks to those who so loyally supported the stand again and for the help in packing up just as it started to spot with rain.

This is my sixth year of organising the RSSOC Stand at Donington and, due to other commitments, I would like to hand it over to someone else for 2020.

Maybe someone from the Derbyshire or Leicestershire Noggins would like to get in touch please.

Malcolm Brown



THE LOWE DOWN UPDATES!

I never owned a car with a built in Sat-Nav. However, I do understand that updating the software is not a straight-forward business, i.e. you cannot just plug it into the Internet via an ordinary laptop. Consequently many Sat-Navs are out of date. I guess the same would go for updating the software on a driverless car; if anyone ever privately owned one.

A driverless car would come with on-board software that would probably be out of date on delivery. The software needs to understand everything it sees via on board cameras. But things change. A case in point would be direction indicators.

The software needs to recognise, or deduce, a signal on a car that 'says' changing direction; like for instance a traffic indicator on a 1936 Morris.

Manufacturers are always coming up with fresh ideas. Take for instance Audi whose traffic indicators are sequencing small lights indicating a turn. Humans can work it out but 'old software' would not have a clue – it is brand new.

If driverless cars were numerous then, in the interests of safety, instant software updates must be immediately available for every manufactures update. Practically, I cannot see it happening.



SAFETY FIRST?

The EU in their wisdom have issued up to 30 car related edicts for new cars applicable from May 2022. For instance, all new models of cars will be built with yet another 'gadget' – Intelligent Speed Assistance (ISA). This latest technology will use a GPS signal to fix the vehicle's location and (using data) will register the speed restriction on that particular road. This 'gadget' will then control the vehicle's speed and not allow it to exceed the local speed limit. However, the gadget can be over-ridden by the driver. The purpose? To save lives. But how many will be over-ridden most of the time?

Meanwhile, our Government has put forward plans to convert a further 800 miles of motorway into Smart Motorways, i.e. no hard shoulder, which will be an additional lane to reduce congestion. It just might be achieved by drivers opting for non-motorway routes to avoid these Smart Motorway stretches; in the interests of saving lives – their own.

GOOD NEWS?

It would appear that that occasionally the 'whizz kids' who design today's state of the art gadgets only focus upon the here and now. So some of us who prefer things 'as they were' are thankfully off their radar. It has been discovered that the cameras policing car parks, the backbone of ANPR and other offence detection cannot recognise non-reflective vintage number plates. What response will follow this piece of ground breaking news is anybody's guess.

PARKING 'BLUES'

Brighton has the dubious award of issuing more parking fines in 2017 than cars registered in the area. London and Edinburgh run a close second and third.

It should help the coffers of these authorities. Insurer Admiral has also issued claim figures for bumps and scrapes suffered during parking igniting an old debate. Can men park cars better than women? It would appear that of all parking related incidents processed by Admiral 10.6% were claimed by women and a 'mere' 9.6% by men. However Admiral, have not disclosed the ratio of women to men policy holders.

ALLOTTED TIME

When we insert our parking ticket and pay the appropriate fee to retrieve our car from an unmanned car park, who thinks about the time allowed to exit. None of us really hang about, but what happens if yours exit is blocked and you find yourself stuck in a stationary exit queue. Maybe panic sets in, but for others, unaware that you have a finite time to exit, wonder why the barrier will not respond when the ticket is inserted. What to do then? Alternatively if only CCTV records your entrance and exit times then expect a hefty fine in the post if your departure time was delayed for no fault of your own. Automation might be a wonderful thing, but absolutely denies any on-site provision for discretion.

'TYRED' OUT

Legally tyre safety is judged by the depth of tread. In the UK it is a minimum of 1.6 mm in a continuous band around the central three quarters of the tyre. However, the age of a tyre should not be ignored. Classic low mileage cars are a case in point. My SS1 has a very low average annual mileage, resulting in minimum tyre wear. It stands still a lot of the time, but I keep moving it to ensure that the do not suffer vehicle weight in one spot for long periods thus spreading the load. The recommended safe life of a



tyre is 5 to 6 years. So in theory I am forking out for a new set of tyres every 5 to 6 years, even though tread wear is minimal. When I drive the car I don't spare the horses, so to be absolutely safe I do need to consider scrapping a set of older, but little worn tyres with a relatively low mileage.

SCRAP YARDS

The owner driver population is divided into 3 camps. Either they do not know that vehicle scrap yards exist; know they exist, but think they are just collection points for scrap; know they exist for the re-cycling of parts and use them. The men involved at these yards know more about models, types and spares than any garage. I use these sources of cheap parts for certain replacements. Any engineer knows when it really is a 'new' whatever or that a recycled item will do the trick.

Gone are the days when you went with a tool box and removed whatever from a car perched upon another. Nowadays parts are removed and stored on shelves. Parts via the Internet using dedicated 'breaker' websites are now readily available.

Classic car enthusiasts know all about recycling and eagerly snap up rare bits and pieces. Scimitar owners are no exception to this practice.

TRAFFIC LIGHT TEST!

Do you know the traffic light sequence? Sure? So the lights are on red. What next? A recent on line quiz revealed that the majority of drivers got it wrong. Would you be amongst them? Even worse 50% of drivers did not know that you can dial 999 from a mobile phone whilst 'at the wheel' or risked sacrificing 75% of their weekly income by cursing a fellow driver. I could add a few more 'should knows' that drivers have forgotten – like sounding

the hooter whilst stationary, not parking within 32ft. of a junction and giving way on hills, etc.

SILVER LINING

These days nearly everything is 'on-line'. No 'on-line' computer and in reality you are now a 'non-person'. Maybe one day everyone will be accessing 'on-line' – but maybe not. True to form, in addition to taxing a vehicle we are now able to report a motoring incident to the police 'on-line'; particularly crashes. All well and good some might say, but it will soon devolve into the norm whereby all reportable incidents will be 'on line' only; another step towards the exclusion of those without an 'on-line' facility.

However, there are some 'silver linings'. You can now view the MOT history of a vehicle with all Pass/Fail records including all the failure points. Useful if you are looking to buy a car. Just ask Google, "Does my car have an MOT?" and pop in the registration on the DVLA website.

SPEED LIMITS

Surprisingly, half of all motorists believe it is acceptable to break a speed limit in appropriate conditions within 'acceptable limits' on an empty road. One Chief Constable suggested that the 10% 'allowance' used by most constabularies should end. I doubt it even exists.

We all have a view about speed, but one driver planned and executed a record attempt on the drive from John O'Groats to Land's End, a distance of 841 miles in September 2017. It was achieved at night in a modified Audi S5 fitted with an extra fuel tank. The time? 9 hours and 35 minutes; an average speed of 85.35 mph. I couldn't possibly comment.

Tony Lowe, 2098

email: the-cedars@ntlworld.com



TECHNICAL MAILBAG

IT'S NOT A CURE FOR HEADACHES...

Part 4 – FRONT SUSPENSION – IT'S NOT ALL FROM A TRIUMPH!

Before starting this instalment I need to say thank you to the people who have contributed to my Anadol knowledge:

Thanks first to Carl Langridge for sending me a couple of publicity photos of cars, one of which has wording across the bottom that I have not seen before announcing that Reliant intend to produce the car for the UK market. This raises an interesting possibility that my car was a prototype for UK production.

Perhaps the biggest thanks must go to Tim Hill who sent me an Anadol parts manual for the car. This is in Turkish, which of course I don't speak, but the illustrations will prove enormously helpful in the rebuild.

Finally, thanks to Dave Peek who has confirmed that the probable owner of the car in 1980 when I first encountered it was Phil Ross. My contact with the family tells me that Phil has sadly died. If anyone has any knowledge of him, I would like to hear from you.

This instalment is all about the front suspension, which according to all the available information about the Anadol A1 uses Triumph Herald parts – well, sort of. Yes, there are lot of Herald parts, but there are some significant differences. As mentioned last time, an additional problem is that I do not know what has been changed or upgraded in this car's life and the front suspension is one of those areas. It also of course differs in significant ways to the TR based double wishbone setup of the Scimitar, with which I am more familiar.

As usual, I began by stripping and checking what I had. The good news is that many components, like the brake calipers are new and in good order with new fittings and pads. Less good is that some new components have suffered over the years of storage. While some of these are recoverable, like the brake discs, which responded well to a clean-up with wire wool, others like the brake hoses needed replacement.

Where parts (like suspension) are present on both sides of a car, my policy over many years has been to dismantle and reassemble one side at a time, this means I always have a 'model' of the correct assembly, though it does take a little more time.

I began with a session in the blast cabinet, cleaning components like the wishbones and brake back-plates. Preparation of the wishbones had to include removal of the rubber bushes, which were new and pressed out easily using a large vice and suitable sized sockets. Blasting the parts was good fun (and yes, I do know how sad that sounds) and the components once done were primed and painted. I stayed with rubber bushes rather than upgrade to poly and rather than put the 'old' bushes back, I bought new as original rubber works well on the lower wishbones of my GTE and rubber bush sets are cheap.

Interestingly, the lower wishbones are mounted on the opposite sides of the car compared to the Herald. The Anadol has the anti-roll bar itself mounted behind the axle line, rather than ahead of it as



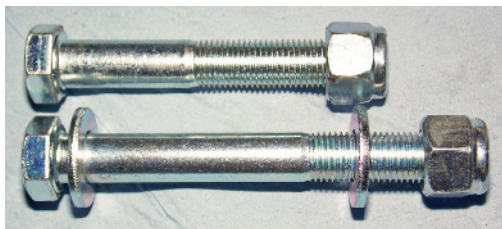
on the Herald, so they fit on the rear of each lower wishbone unit. As a consequence, the anti-roll bar drop-links are not Herald parts. (Guess how I know?) Fortunately the drop-links with the car were new and responded well to a clean-up and re-paint.

The lower wishbones are also different to those used on the Scimitar in that they are effectively a single unit with a bar joining the two halves, which are held to each by rivets (whereas the Scimitar uses two wishbones joined by the lower damper plate). The damper lower mount sits close behind the trunnion, resulting in a spring/damper unit that is less upright than in the Scimitar.

Below: The front suspension reassembled on the chassis.

When fitting the wishbones to the chassis I hit another issue. Having bought a full set of new bolts, washers and nyloc nuts all to original sizes, I was not happy with the length of the bolts passing through the wishbones to attach to the chassis brackets as they allowed the bush to pivot partly on the threaded section of the bolt and did not seem to allow enough surplus thread for my sense of security. A quick Google search brought up a TVR racer who felt the same way and was able to supply longer bolts, so I ordered a set and used them.

(See the photo below.)



All photos: Jim Pace



Unlike the GTE, the top wishbones also use metal sleeved bushes (no fulcrum bar of course) and this in turn means that the camber is set with shims behind the lower mounting brackets rather than the upper fulcrum on the GTE.

(It is sometimes necessary to shim behind the lower brackets on Scimitar. Guess how I know? On a Scimitar, shims at the top set camber and castor as required. Ed.)

The lower brackets are secured through the chassis with a single stud, rather than two as on the GTE.

I set the camber to an initial 0.5 degree positive after checking the figure in the Haynes Herald manual.

(See the photo below.)

I will check and adjust it again when the car is finished and on its wheels and the suspension has settled.

The coil spring/damper units are an oddity. They are longer than those on a Herald and longer too than those used on the Scimitar or the Triumph TR. (The rear dampers are also very long.) I have no idea what, if any other car they fit. I suspect that Reliant modified the Herald suspension to provide greater suspension

travel, probably to cope with poor roads in Turkey in the 1960s.

Fortunately, the dampers were new Sachs units, sourced by a previous owner from Turkey, but they were cosmetically challenged after storage, so I cleaned them up and re-painted them black.

Removing the springs was straight forward using the large professional hydraulic spring compressor at NERC. (I insisted when this was purchased recently that it had to be able to cope with the relatively small diameter springs used on the Scimitar, a mechanic friend has a similar piece of kit, which cannot cope with small spring gaps.) While the existing springs on the dampers were good, the car had also come with a boxed pair of brand new springs, so I opted to use these. Strangely, the Club's large spring compressor, which had happily dealt with removal would not compress the springs for refitting without the hooked attachments of the compressor binding on the damper body, so in the end I used one of my sets of manual compressors (I have three different sets – don't ask).





The bottom damper fitting is a bushed eye like those on the GTE, but the top is a rod that passes through the top of the chassis upright with rubber bushes on either side.

The trunnions are either new or in perfect condition and merely needed cleaning. I used the same semi-fluid high-pressure grease I use on the GTE and reassembled them to the vertical link. Once again, the trunnion assembly differs to that used in the GTE. In the [larger] Scimitar the trunnion bushes are pressed into the ends of the wishbones and when clamped with the through bolt form a single assembly with the trunnion, which rotates as a unit in the ends of the wishbones. However, in the Herald suspension the bushes press in either side of the trunnion itself around a bolt passing through holes in the ends of the wishbone.

The Wheel bearings are also in good order and were simply cleaned and repacked with appropriate grease. I did come across another oddity however; having bought new grease caps for the centres of the hubs I found that Herald parts are actually too small. I did some checks on line and it appears that my car has Vitesse grease caps, so some or all of the suspension and associated components look as though they are Vitesse/GT6 bits, which is an upgrade and therefore a good thing, but does mean I have bought some parts that don't fit. As another example, the Herald nyloc nuts supplied for the stub axles were ½" UNF and were too small; they are actually 9/16" UNF which, guess what, seems to be the Triumph GT6/Vitesse size. I must stop referring to the front suspension as Herald and start saying Vitesse – it might save me money!

Finally, I checked and cleaned the steering rack. This was in perfect condition (as were the track rod ends themselves, which appeared to be new) so it has simply been reassembled and greased using a sticky semi-fluid grease as advised by Mark Wilson in his series on Scimitar steering racks for Slice.

As the left hand drive cars used a steering box (probably Cortina) the steering rack, mounted as it is in a position below the engine's sump is something I will have to think about as it leads to interesting issues about positioning of the engine and engine mountings. Similarly, the routing of the steering column will need some thought as I was not happy with routing of the column in the car when I received it. I will discuss both of these in a future issue.

With the front suspension, steering and brake components reassembled and new fixings used throughout, I ordered new Herald/Vitesse front brake hoses. Problem – the Anadol doesn't use Herald/Vitesse front brake hoses!

Competition Time

Assuming that Reliant did consider producing the Anadol in the UK, what might it have been called? My car is log booked as simply a 'Reliant' without a model name and its technical designation is 'FW5'. I have no idea if Reliant ever considered a name for the model in the UK, so this is your chance to come up with ideas. The only rules are that the name has to have 5 letters and, as it is a family car it has to begin with an 'R' (as per Regal, Rebel and Robin). So, thinking caps on, a model name for the car beginning with an R and 5 letters in length. No prizes just the satisfaction, so over to you.

How about Rando or Rodan ? Ed.

Jim Pace



ZDDP – WHAT IS YOUR PPM LEVEL?

The article below, supplied by Philip Needham, is an extract of an article by Richard Long of the Southern Classics Society, which was first published in the TVR Magazine and is reproduced here with their kind permission.

Classic car petrol engines (1950 through to 1999) will by now have many years and miles under their pistons and their care is just as important as modern day units; perhaps even more so. What may be good oil for one type of engine could be an anathema for another. So what do classic car engines need from oil that is suitable for their longevity and protection?

One of the key components is the zinc level in oil and this is defined in 'parts per million' (ppm).

The zinc element is actually contained within a compound called **zinc dialkylidithiophosphate (ZDDP)** and its inclusion is a critical factor for old style engines. Through past decades the level of ZDDP has been decreasing due to modern catalytic converters and far more efficient engine design. Modern catalytic converters cannot deal or survive with the phosphorus that is also contained within ZDDP and, understandably, as a result modern car manufacturers have progressively required a reduction of this additive in oil. However, where does that leave a classic car owner in deciding what oil to choose for their classic car in the 21st Century?

It is an interesting question and a far from a straight forward topic.

So what does ZDDP bring to the oil party? Firstly we need to look at why it is an important factor. The majority of classic car owners will have tappet followers that

are 'flat-bottomed' – that is to say the bottom surface is flat to the naked eye. These followers have an extremely tough life; probably only second to cylinder head valves. As the camshaft turns, each lobe makes contact with the followers per revolution. The shape of the lobe is designed so that at its peak revolution it will push the follower up, which then pushes the tappet rod up and, via the rocker, opens the valve in the cylinder head. The valve is seated extremely tightly by single or double springs to form a gas tight seal within the cylinder head combustion chamber.

So, the force placed upon the bottom of the cam follower is significant to say the least. This 'super-pressure' contact causes friction and, as we know, friction causes component wear. This is where ZDDP plays its part. Zinc is a polar molecule, so it is attracted to steel surfaces.

Under high heat and extreme load (pressure) the Zinc reacts with the steel surface and creates a phosphate glass film that protects the steel surface by forming a sacrificial layer that covers the peaks and fills in any indents on the steel surface. Basically your flat bottomed follower really does become 99.9% flat and smooth. By forming this protective layer the cam lobes and flat bottomed followers are heavily protected against friction wear; remember friction wear can never be eliminated but much can be done to slow the process down.

So ideally to get the best protection the oil needs a high ZDDP, but modern oils of today do not contain ZDDP but rather 'other additives' which oil manufactures keep close to their chest as it is all about



marketing and protecting their 'recipe'. That is little or no comfort for the classic car owner who relies on a decent multi-grade mineral oil with a generous level of ZDDP contained therein.

Of significance, many oils that say 'classic car oil' do not actually contain enough ZDDP, or worse still a mere trace. So, what level of this additive does a classic car owner require to feel confident that the oil in their car engine is not only lubricating, but also protecting those parts under extreme pressure? Without a doubt an owner should be looking for oil that contains a minimum of 1,000ppm of ZDDP and to a maximum of 1,600ppm. In fact oil containing in excess of 1,500ppm may cause more harm than good. Oils with such high levels of ZDDP are specifically manufactured for race engines and are not oils that can be purchased off the shelf. Some classic car oils only contain 800ppm and these oils are insufficient to fully protect metallic components. Oils such as Halfords Classic 20W/50, Comma Classic 20W/50 and Castrol XL 20W/50 are below the 1,000ppm level and contain only 800 ppm. Sorry to give you that bad news, but the price of those oils may provide a clue.

So what oils provide in excess of 1,000ppm? Well, oils such as Penrite, Millers and Morris as these companies specifically manufacture their oil to be suitable for classic cars and deliver a high Zinc content.

What is odd, or perhaps not when you look at it, is that companies such as Penrite and Millers are more than happy to quote their ZDDP levels. Whereas to get Castrol or Halfords to divulge their content is another matter entirely; their corporate stock phrase will be that there are sufficient additives to meet the required standard.

So what is the required standard? Again another interesting point; as engine technology has improved over the years the requirement for ZDDP has reduced to the point that it is no longer added in that pure form. Additionally, modern oils are now either semi of fully synthetic with ever decreasing viscosity levels and higher levels of detergent. This is because modern petrol engines are cleaner and their metallic components are under less stress compared to cars from 1950 to the 1990s.

In fact for oil manufacturers to make multi-grade mineral oils with a high level or any level of ZDDP costs money and

The Table below provides a snapshot of the current ongoing list of oils:

Category	Status	Comments
SG	Obsolete	For 1996 and older automotive engines
SH	Current	For 2001 and older automotive engines
SL	Current	For 2004 and older automotive engines
SM	Current	For 2004 and older automotive engines



what would be the point in that when classic cars make up a tiny percentage of cars on the road. Additionally, as cars become mechanically more efficient, the 'make-up' of oil must correlate with those changes. The internationally recognized index for oils is the API (American Petroleum Index) and this code can be seen for all oils from multi-grade to fully synthetic.

The index started at SA, which covered engines built after 1930 and contained no additives at all. When oils are improved a new category is added (not all A-Z letters are used). Most of these improvements are with additives and the general 'make-up' of the oil.

Currently the API stands at SN:

www.api.org/products-and-services/engine-oil/epics-categories-and-documents/oil-categories#tab_gasoline

For owners of classic cars ranging from 1950 to the mid-1990s the highest API code you should be putting in your engine is SL (up to year 2004). Higher than that the level of ZDDP becomes seriously depleted or even absent and modern additives are included to deal with corresponding modern engines. These modern day additives will not contain the 'care products' that your classic car engine requires. The API codes are found on the oil container, so have a look at your current oil container and see where your oil is pitched. Ideally it should either be SG, SH, SJ or SL; anything higher or lower will not be suitable and may fail to protect component wear within the engine – not just in areas that require high ZDDP levels.

I popped in to my local Halfords to check what their 20W/50 classic car oil is rated and the API on the container shows SE, which is way down the scale of protection.

In fact the API index throws a caution in with that grade stating the oil is unsuitable for vehicles built after 1979. Although the oil will cover most classic cars prior to that year its level of protection is low. Yes it lubricates, but its actual long term critical component protection is questionable. It is green in colour and of course is identical to Comma 20W/50 oil, where the same statement above applies. The Halfords container listed various additives; nothing specific, but certainly no clue as to the ZDDP level. The same applies with Comma oil. Without a doubt you get what you pay for or can afford.

Conversely Millers Classic 20w/50 is high in ZDDP and the fact is actually stated on the container. Looking at their website technical section it shows the level to be 1,100ppm and the oil is rated SJ on the API Index; excellent news.

Another example is Penrite Classic 20W/50; again the container shouts out high zinc level and this oil is rated at SL. So Millers and Penrite are delivering exactly what you should be looking for in a classic car oil and are certainly the quality of oil you should have in your engine.

It is possible to buy ZDDP in a bottle and add that to your engine oil. However, there is a lot of controversy about this and it boils down to the fact that when oil is manufactured all the additives are gradually mixed throughout the process, which ensures that they blend properly with the oil and equally important is that the additive is in an 'active state' to react to the operating conditions in the engine. Bearing in mind the process that ZDDP works under to achieve protection, there is some concern that the 'over the counter' additive may not be as effective compared to its application and inclusion during oil manufacturing. ■



TECHNICAL TOPICS

CAM-BELT CHANGE

Tips for fitting a timing belt to a Nissan CA ET 1800cc engine.

Given the date of the engine design, Nissan's recommendation for renewal is based upon inspection; unlike more recent recommendations about engine mileage and belt age.

The belt has 95 teeth and is 0.75 inch wide. Reference OE/OEM Number: NISSAN 13028-D0100.

The job is straight forward, but does necessitate removing the front chassis member. Thankfully the bonnet remains fitted.

There is a small hole at the base of the bell-housing. Insert a suitable tool (screw-driver) into the hole to engage with the flywheel and locking the crank so that the crank shaft pulley bolt can be undone.

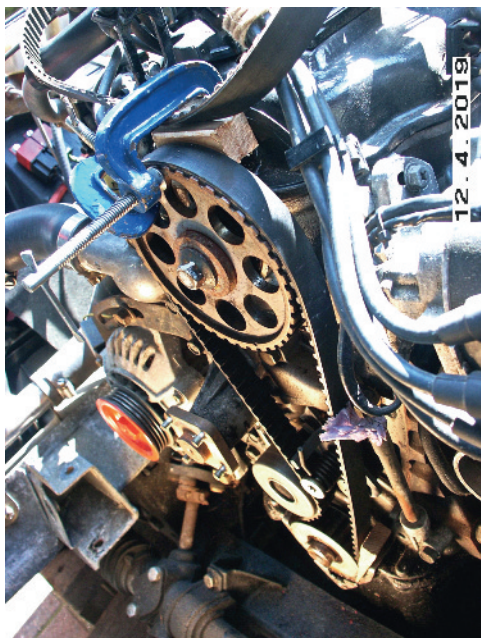
Then remove the tool (screw-driver) from the bell-housing hole.

After removing the spark plugs to ease crank rotation, the engine can be turned to align the 'dimpled teeth' on the crank and camshaft pulleys. Say nearly quarter past the hour on the crank and about 5 minutes to on the cam. I prefer to take no chances and clamp the camshaft pulley. To do this drop a small piece of wood (3/4 inch square) between the pulley and the timing case plate at the top. You need to place the new belt on top of the existing in the correct orientation before fitting the G-clamp ([see photo left](#)). Slacken the tension pulley fixing 'bolts' with a Torx key and release the tension spring to relax the belt for removal. From the nearside swap the belts within the G-clamp and align the new belt to the timing marks. Hold in place with a small G-clamp on the camshaft pulley and a small wedge at the crank shaft pulley ([again, see the photo left](#)). Reset the spring on the tensioner pulley and allow the pulley to tension the offside of the belt. Remove the G-clamps and wooden block and wedge and turn the crank two revolutions to allow the belt to settle. The belt should now be tensioned on both sides and the tension pulley fixing bolts can be tightened.

Crankshaft bolt torque: 90 - 98 ft lbs (123 - 132 Nm or 12.5 - 13.5 Kgm)

Belt fitted; now to getting the car back on the road.....

Tony Lowe, 2098





PLASTIC WASHER BOTTLE BRACKET for SE6-Series and SE8b

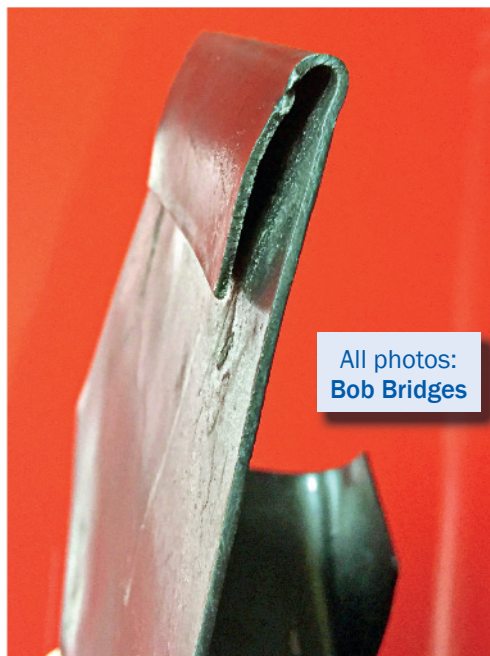
I have fabricated a cradle for the plastic washer bottle on my GTC. I do not think I have ever seen anything like this, so I thought other owners might be interested.

I have owned two SE6 and a GTC over the past 30 plus years. In this time I have replaced the washer bottle on my cars on a number of occasions. The reason has always been the same – they crack at the back along the edge of the mounting bracket. The usual fixes like epoxy resin do not adhere so they just leak. Finding a good second hand one is not easy as they are nearly always cracked in the same way. Installing a new one, if you can find one, is fine but it is only likely to fail again in the future. Having replaced the one on my GTC, shortly after I bought it, I was a bit annoyed that it failed 8 years later in the usual way.

I gave it some thought and came to the conclusion that the design was flawed as the plastic bottle was always under stress along a weak point – the fold where it slides onto the retaining bracket. The more washer fluid there is in the bottle, the greater the stress. Driving round corners and over bumps only exacerbates this when the fluid sloshes around.

There is also a fair chance you may accidentally lean on the bottle when working in the engine bay.

To overcome this I designed a bracket that would support the washer bottle from underneath without putting any stress on the plastic. I was determined to come up with something that did not need any drilling or any new brackets in the engine bay and that did not look ugly. I therefore wanted to retain the use of the existing bracket, but create a cradle to fully support the bottle.



All photos:
Bob Bridges

I decided on sheet steel for rigidity and ease of fabrication and carried out the usual design process of trial and error using cardboard patterns before cutting the steel and folding it.



I am pretty pleased with the result, which is a cradle cut from a single sheet of steel and folded to provide a rigid support underneath the bottle. It slots into the existing mounting bracket and is barely visible in the engine bay. I sprayed it with Hammerite satin black to be unobtrusive and to protect it from rust. When in place the washer bottle protrudes into the engine bay by less than a centimetre, but is at the same height as standard.

In addition, I have found a silicon sealant product that has successfully repaired the splits in my washer bottle. I used Geocel bathroom sealant that is designed to withstand constant submersion in water. It has held up for a couple of years now.



One last tip regarding the plastic pipe that runs from the bottle to the washers. The pipe is almost definitely the original, so nearing 40 years old and has seriously age hardened. It is very likely to be damaged when separating it from the washer motor and very likely to split when trying to reinstall it. Replacing it would not be simple as it runs inside the wing and up to the washer jets behind the dash. Instead, I bought some new flexible plastic pipe of the same bore and heated it in boiling water to soften it so I could then push it over the existing age-hardened pipe a couple of centimetres. This formed a watertight joint and meant I had plenty of nice new flexible pipe to push onto the washer motor spigot. ([See the photo above.](#))

I am very pleased with the results – no leaks and it looks standard.

Bob Bridges, 6933



COLLECTION OF SUBSCRIPTIONS BY DIRECT DEBIT

The Club collects subscriptions by a number of methods; cheque, credit/debit card, PayPal, standing order and cash.

Whilst all these methods work well they are time consuming and expensive to administer, both for the Club and our members.

Therefore, the Club is keen to promote the use of the Direct Debit Scheme for the collection of membership subscriptions and this option is now being offered to all members.

Once registered for the Direct Debit Scheme then the annual collection of membership subscriptions is automatic and requires no further action by the Member and minimal administration from the Club.

Unfortunately, at the moment this does not apply to non UK resident members.

The Direct Debit scheme is wholly administered online and members need to have an [email address](#) and [Internet](#) access.

We have identified 'GoCardless' (<https://gocardless.com/>) as our preferred provider of the Direct Debit facility as they offer an entirely online service with no paper form-filling and at a very economic price. This system has been in use for a while now and members have found the facility easy to understand and use.

Annual subscription reminders now include a note encouraging members to choose the Direct Debit Scheme and the member only needs to inform Club Secretary **John Unwin** by email at club.secretary@rssoc.co.uk to register.

Please quote '**SliceDD**' when sending the email to register for the Direct Debit Scheme.

All transactions are protected by the Direct Debit Guarantee, which protects members in three ways:

1. **Notifications** – **GoCardless** will notify members three working days in advance of the first payment (notification for first payment only).
2. **Refunds** – Members are entitled to a full and immediate refund of any payment they claim has been taken in error.
3. **Cancellations** – Members can cancel a Direct Debit mandate at any time by contacting their bank.

Each of the above protections are enforced by the banks and so form an intrinsic part of the Direct Debit scheme. Refunds and cancellations are processed by the payer's bank without prior discussion with the Club.

John Unwin, Club Secretary



QUARTER LIGHT WINDOW SEALS



The Club now has a stock of quality **Quarter Light Window Seals** that have been specially manufactured for the **SE4-Series Coupé** and **SE5-Series GTE** Scimitars.

The Quarter Light Window Seals are priced at £160 plus £10 P+P for Members and £200 plus £10 P+P for non-members. These prices include VAT.

To order sets of seals please contact the Club Secretary at:

Tel: **0118 954 0725** or email: club.secretary@rssoc.co.uk

John Unwin, Club Secretary

HEATED SCREENS



The Club maintains a small stock of **heated front and rear screens** for our cars, as shown in the following table:

MODEL	Front / Rear	Colour	Price (£) (RSSOC Member)	Price (£) (Non- Member)
Coupé/SE5-Series	Front	Tint or Clear	220	260
Coupé	Rear	Tint or Clear	200	240
SE5-Series	Rear	Tint	190	230
SE5-Series	Rear	Clear	200	240
SE6-Series	Front	Tint	220	260
SE6-Series	Front	Clear	210	250
SE6-Series	Rear	Tint or Clear	200	240
SS1	Front	Faint Tint only	260	300

10% Discount to members who buy a **Front and Rear screen together** in the **same transaction**.

The prices are for current stock and may change (as a result of increased manufacturing costs and exchange rate movements) when new stock is received. We currently have a good stock of all screen types, which we will try to maintain.

The prices above are for the supply of the screen only (not fitting or electrical connection to vehicles) and are inclusive of VAT.

If available, standard unheated screens are generally more expensive than the heated screens supplied by the Club.

To purchase screens please send me your contact details, preferably by email (treasurer@rssoc.co.uk) and I will confirm availability, prices and payment arrangements. [See my contact details on Slice page 5](#).

Screens can be collected by arrangement from Tamworth or delivered at modest cost.

David Lanceley, Treasurer



**RSSOC colour
Roundel Logo**

MERCHANDISE

RSSOC Merchandise, PO Box 67, Reading, RG6 9HH

New Tel: **01189540725** email: merchandise@rssoc.co.uk

Club Merchandise is available by Mail Order or online at www.scimitarweb.co.uk

CLOTHING

PRICE + UK P&P

Jacket, Softshell (RSSOC Shield logo) Navy Blue (Men S,M,L,XL)	£ 39.00 + £ 4.50
Jacket, Softshell (RSSOC Shield logo) Navy Blue (Ladies 10 to 16)	£ 39.00 + £ 4.50
Child's Bibb, small (RSSOC Shield logo) White	£ 6.00 + £ 1.00
Body Warmer, Softshell (RSSOC Shield logo) Navy Blue (S,M,L,XL,3XL)	£ 27.50 + £ 4.50
Body Warmer, Padded (RSSOC Shield logo) Navy Blue (S,L,XL,2XL,3XL)	£ 29.00 + £ 6.00
Fleece (RSSOC Shield logo) Navy Blue (S,M,L)	£ 20.00 + £ 3.20
Fleece (RSSOC Shield logo) Navy Blue (3XL)	£ 21.00 + £ 3.20
Sweatshirt (RSSOC Shield logo) Navy Blue (S,L,XL,2XL)	£ 15.50 + £ 3.20
Polo Shirt (RSSOC Shield logo) Navy Blue (L)	£ 15.50 + £ 3.00
Polo Shirt (RSSOC Shield logo) White (S,M,2XL)	£ 15.50 + £ 3.00
Polo Shirt (RSSOC Shield logo) White (3XL)	£ 16.50 + £ 3.00
Polo Shirt 50th Anniversary GTE logo Navy Blue (S,M)	£ 17.50 + £ 3.00
T-Shirt 50th Anniversary GTE logo Royal Blue (S,M,L,XL,3XL)	£ 9.00 + £ 3.00
T-Shirt (RSSOC Shield logo) Navy Blue (S,XL,2XL)	£ 8.00 + £ 3.00
T-Shirt (RSSOC Shield logo) White (S,M,L,XL,2XL,3XL)	£ 7.50 + £ 3.00
Baseball Cap (RSSOC Car logo) Navy Blue	£ 7.50 + £ 3.00
Child's Baseball Cap (RSSOC Car logo) Navy Blue	£ 5.00 + £ 3.00
Beanie hat (RSSOC Car logo) Navy Blue & Black	£ 5.50 + £ 2.00
Rally Jacket (RSSOC Car logo) Royal Blue (S,M,L,XL,2XL)	£ 40.00 + £ 6.00
Fleece (RSSOC Car logo) Royal Blue (XL,3XL)	£ 24.00 + £ 5.00
Polo Shirt (RSSOC Car logo) Royal Blue (S,M,2XL)	£ 13.00 + £ 3.00
Polo Shirt (RSSOC Car logo) Red (S,M,2XL)	£ 13.00 + £ 3.00
Polo Shirt (RSSOC Car logo) Navy Blue (S,M,L,XL,2XL,3XL,4XL)	£ 15.50 + £ 3.00
Child's Polo Shirt (RSSOC Car logo) Navy Blue (5-6,7-8,9-11,12-13,14-15)	£ 8.00 + £ 3.00
T-Shirt (Round Neck) (RSSOC Car logo) Blue (S)	£ 5.00 + £ 3.00
Tie (RSSOC Car logo)	£ 10.00 + £ 2.00

MISCELLANEOUS

PRICE + UK P&P

Sticker 50th Anniversary GTE	£ 1.00 + £ 0.75
Tom Karen – The Man from Ogle – Interview DVD	£ 12.00 + £ 3.00
Gear Knobs – Stainless Steel – (see ScimiShop for details)	£ 16.00 + £ 3.50
A4 Line drawing of Sabre, Coupé, SE5a, GTC, SS1	£ 2.00 + £ 1.20
A4 Poster Frame for Line drawings	£ 4.00 + £ 2.50
A6 version 'greeting cards'	£ 0.75 + £ 0.65
Thermo Mug (RSSOC black & white Roundel logo)	£ 4.50 + £ 3.00
Linen (cotton) shopping bag (RSSOC black & white Roundel logo)	£ 1.50 + £ 2.00
China mugs (RSSOC black & white Roundel logo)	Only available at Shows
China mugs (RSSOC Model logos and Car logo)	Only available at Shows
China mugs (ScimFest logo)	Only available at Shows
Large Golfing Umbrella (RSSOC logo) Navy Blue	Only available at Shows



RSSOC
black & white
Roundel Logo



RSSOC
Car Logo



RSSOC
Shield Logo

MODELS

Large Pewter-effect model SE5a (on base 5" long) 1/32 scale
Oxford 1/76 scale Scimitar GTE (Blue, Cygnet Grey, Red)
Mini Pewter-effect model: Coupé, SE5a, SS1

PRICE + UK P&P

£ 22.50 + £ 3.50
£ 4.00 + £ 2.50
£ 5.50 + £ 2.50

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100 Cars Britain Can Be Proud Of – **Sale - now half-price**

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Reliant Scimitar Brooklands Workshop Manual '68-'79

£ 20.00 + £ 3.00

including a buyers guide and more

Reliant factory workshop manual SE5/5a

£ 39.50 + £ 7.50

Reliant factory workshop manual SE6

£ 38.50 + £ 6.00

Reliant factory workshop manual SE6a supplement

£ 15.00 + £ 2.50

Reliant factory workshop manual SE6 and supplement

£ 50.00 + £ 7.50

Reliant manual SE6b/GTC 2.8 Cologne supplement

£ 5.00 + £ 2.50

Reliant Scimitar SS1/SST Service Manual

£ 29.50 + £ 7.50

Reliant Scimitar SS1/SST Parts Manual

£ 22.00 + £ 6.00

Reliant Scimitar SS1/SST Service Manual and Parts Manual,

including free Wiring Diagram

£ 49.00 + £ 10.00

SS1/SST manuals do not contain every element.

SE5/5a Colour Wiring Diagram

£ 4.50 + £ 1.20

SE6b/GTC Wiring Diagram

£ 4.50 + £ 1.20

SS1 Wiring Diagram

£ 4.50 + £ 1.20

Reliant Scimitar Coupé Parts Manual

£ 17.00 + £ 2.50

Buying Second-hand – covers GT Coupé, GTE, GTC models

£ 4.50 + £ 1.00

Buying Second-hand – covers SS1 models

£ 2.50 + £ 1.00

SLICE Binders, blue, holds twelve issues

£ 6.00 + £ 2.00

SLICE Back numbers are all one price

£ 1.00 + £ 2.00

Alterpart Version 4.0

£ 6.00 + £ 1.00

BADGES, STICKERS, etc.

PRICE + UK P&P

MY OTHER CAR IS A SCIMITAR cling sticker (Union Flag or plain)

£ 2.50 + £ 1.00

MY OTHER CAR IS A SABRE cling sticker (plain)

£ 2.50 + £ 1.00

RSSOC Roundel – Stick-on

£ 1.50 + £ 0.75

Scimitar key ring Leather (Black in yellow, red, blue)

£ 4.00 + £ 1.20

Black key ring (RSSOC Roundel)

£ 3.50 + £ 1.20

Tan key ring (RSSOC Roundel)

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Acrylic Bumper Badge (RSSOC Roundel – no screws)

£ 7.50 + £ 2.00

Sew-on Embroidered Badge (RSSOC Roundel)

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Coupé Car Brooch Badge (enquire for colours)

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Windscreen Badge (RSSOC Roundel)

£ 1.00 + £ 0.75

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150% of the UK P&P for Mainland Europe (Inc. Eire) and 200% for International P&P.

Visa or Mastercard accepted for purchases of all Club goods and services over £10

If attending a show (where merchandise is sold) pre-order and pick-up at the show P&P free!



MERCHANDISE

DVD For Sale

Tom Karen – The Man from Ogle

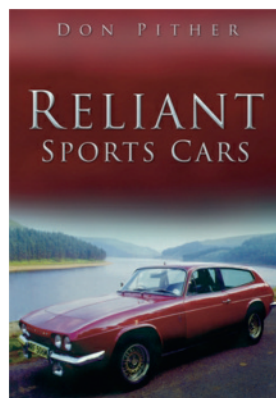
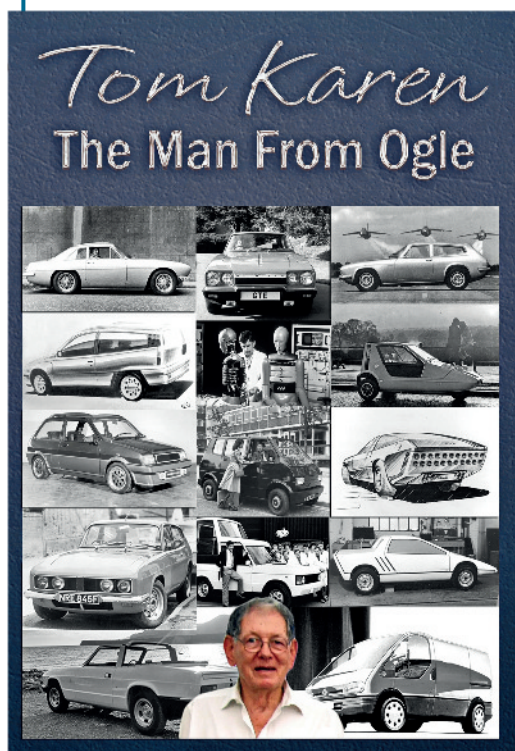
Tom Karen, Managing Director and Chief Designer at Ogle Design Ltd between 1962 and 1999, was interviewed at the RSSOC Sporting Weekend at the Curborough Sprint Circuit.

The DVD of the interview gives a fascinating insight into some of Tom Karen's work and designs including:

Ogle SX250, Anadol, Reliant Scimitar GT, Triplex/Ogle Scimitar GTS, Reliant FW7 Concept, Reliant Scimitar GTE SE5, Ogle Scimitar GTE, Reliant Scimitar GTE SE6, Reliant Scimitar GTC, Bond Bug, Ogle/Lucas Electric Taxi, Crash Test Dummies, Chopper bicycle, Wood & Picket Metro, Vauxhall Astra Concept, Range Rover Popemobile, Renault Traffic, Ogle Aston Martin DBS Sotheby Special.

The DVD is available from **Merchandise** at £12 for Members [£15 for non-members] + £3 P+P UK delivery.

See the image of the DVD sleeve left.



RELIANT SPORTS CARS

book by Don Pither
is now back in stock
See page 91 for prices



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We do not take dictated adverts over the telephone.

Make cheques payable to **RSSOC Ltd**. **Payment is required before insertion.**

PLEASE NOTE THAT FOR ADVERTISEMENTS FOR CARS BEING BROKEN, THE CHASSIS NUMBER AND THE REGISTRATION NUMBER MUST BE SUPPLIED, OTHERWISE THE ADVERT WILL NOT APPEAR.

This information is required by the Club's Registrars, so please co-operate with them.

email your adverts to: editor@rssoc.co.uk or post your adverts to:

RSSOC Small Ads, 8 Hillview Gardens, Sunderland, Tyne & Wear, SR3 1XU

Insertion of adverts cannot guaranteed. Adverts will be edited as necessary.

We reserve the right to edit, amend or delete adverts as required. Inclusion of an advert does not imply endorsement or otherwise by the RSSOC. Prices are the business of the seller and purchaser only. When advertising in SliceMart Adverts please allow time for Slice to be distributed before advertising elsewhere, which often results in cars/items being sold prior to publication; remember that Slice is bi-monthly, so please time selling/advertising activities accordingly. *Ed.*

SE6b FOR SALE

1983 SE6b. Manual O/D. Re-sprayed blue 2013, blue interior. Galvanize chassis. Lots of history and invoices. Overhauled PAS, front suspension, brakes, radiator, etc. 97K miles. MOT May 2020. £5,750 ono. email: p.a.woolley@outlook.com
Tel: 07968702667 (1418) (Shropshire)

GTC FOR SALE

1981 GTC. Manual O/D. Champagne, brown interior. 125K miles. MOT 25/05/19. SORN. Garaged; light dry summer use last 24 years. Lots of history. Hardtop. £5,750. Tel: 07767245513
email: jeremy@cheveneyfarm.co.uk
(Maidstone, Kent) (1392)

Prototype GTE. For sale by the family of Peter Misy. Contact Chairman Kevin.

SS1 FOR SALE

1986 SS1 1800Ti: Red, with leather (poor condition) seats. Galvanised chassis. Hard top. Soft top frame only. MOT expired. For sale as no longer used. £1,500. email: club.secretary@rssoc.co.uk
Tel: 01189540725 (Reading) (3700)

PARTS, ETC. FOR SALE

SE5/5a: Rear Axle; Pair side windows; Steel Wheels; Fibreglass Wheel Trims; Header tank; Manuals and much more. Nominal prices. For complete list email: john.andwendy@btinternet.com
Tel: 01179562858 (Bristol) (2528)



PARTS, ETC. FOR SALE

Garage clear-out: 7 x 15 and 6 x 14 Wolfrace wheels; Excellent S/H interior, most parts; All front and rear interior plastic panels; Various seats; Good rear hatch; All glass, tinted and clear; GTC Soft top; SE6-Series front rubber type bumper; SE5-Series and SE6-Series mirrors; Tubular manifolds and exhausts; New clutch master cylinder, etc. Most mechanical parts (vertical links, trunnions, rear brake drums, radiator, servo, overdrive switch); Most one-off parts available for all models. Part restored SE6a for sale, resprayed and chassis restored, please enquire. For details please email: gary.lyttle@sky.com or Tel: 01788578482 or 07828149956 (Rugby) (2870)

WANTED

SE5 or SE5a: Original front and rear seats. Any colour. Anything considered. email: dave_palfreyman@hotmail.com Tel: 07703 869015 or 01524 761795 (Cumbria) (5366)

MIDDLEBRIDGE FOR SALE

See Middlebridge Registrar pages and check the Middlebridge Website For Sale area, which is regularly updated with Middlebridge cars for sale: www.middlebridge-scimitar.co.uk (3498)

SS1 'KIRSTY' Rebuild DVD. 14 separate episodes covering dismantling and rebuild with several improvement modifications. Running time 120 min. £12 +P&P. PayPal accepted. Bill Sims: wgs6668@gmail.com (1421)

CLUB SECRETARY WANTED

NEW CLUB SECRETARY REQUIRED

I will be interested to hear from anyone that is willing take on the role of **RSSOC Club Secretary**. I have been in this position since the retirement of Geoff and Pam Eldridge about 10 years ago. Since then the Club has evolved and all their duties distributed among Committee members. The main duties are to ensure the smooth running of the Club on a daily basis.

If anyone would like to consider taking on this important and rewarding job, or for further details, please contact me directly, either by post or by email (see **Slice page 5**). Alternatively give me a call on 0118 954 0725 for a chat.

John Unwin, Club Secretary

VOLUNTEER WANTED

NEW ADVERTISING, PRESS, PUBLICITY and SPONSORSHIP Officer REQUIRED

This is a new position that combines all four tasks into one role.

If you want to be more involved in the Club and feel that you could do these and are interested then please do contact **Club Secretary John Unwin** to find out about what is required and what you would need to do in the role. Contact details on **Slice page 5**.

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