RELIANT REVIEW

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CLOSER CONTACT WITH OWNERS IS REVIEW'S EDITORIAL AIM

—a message for this first edition from Mr. T. L. Williams M.I.Mech.E., Chairman and Managing Director of the Reliant Motor Company Limited.

When I first formed the Reliant company more than 25 years ago, one of my main considerations was to keep in close contact with my customers. Today, the company is larger than I ever imagined it would be, but I still firmly believe that it is the "personal touch" that counts, and I am always glad to meet Reliant owners when they call at the Tamworth works.

"Reliant Review" forms a new type of contact between the company and the many thousands of Reliant owners throughout the world. For this reason, I am happy to take this opportunity of greeting all Reliant owners, whether they run sports cars or three-wheelers, and to wish them very many miles of satisfactory motoring.

This newspaper is the latest stage in the development of our company. Already this year we have adopted a company name more suited to our function, and next month sees the official opening of the latest Reliant factory, at Shenstone, Staffordshire.

Mr. T. L. Williams

The future prosperity of the Reliant Motor Company Limited is assured, and I would like to conclude this brief message by thanking all our staff, who have contributed so much to Reliant through the years.

Step towards production self-sufficiency

The formation was announced last month of Press Operations Limited, a company which will bring Reliant a step nearer its goal of complete production self-sufficiency.

Reliant will soon be producing approximately 80 per cent of its vehicles' components in the company's factories at Tamworth and Shenstone.

The new company is responsible for the construction of chassis members and other pressed-steel components for the glass fibre-bodied cars.

Press Operations is based at Tamworth, in premises previously used by Morson Engineering Co. Ltd. (Reliant's gear-cutting subsidiary), which has been moved to the parent company's £500,000 extension factory, now being adapted at nearby Shenstone.

Chairman and Managing Director of Press Operations is Mr. T. L. Williams, with Mr. R. W. Wiggin as Deputy Managing Director. Both hold similar positions in the Reliant parent company.

In immediate control of Press Operations is Mr. C. Fine-Thompson, Director and General Manager of the company.

Announcing the formation of Press Operations, Mr. Wiggin said "This new subsidiary is part of the logical development of the Reliant Group. Over the years our policy has been to manufacture as many components as possible within our own organisation.

"Press Operations will be available for production work by other industrial concerns in time, but its initial production will be concerned with components for Reliant vehicles."

Reliant expansion calls for change of Company's name

The parent company of the Reliant Group has just changed its name because its scope of operations at home and abroad has broadened considerably in recent years.

The Board decided at a meeting last month that recent and projected expansion, especially in the passenger car field, made the adoption of a name more appropriate to the firm's operations essential.

As a result, the "Reliant Engineering Co. (Tamworth) Ltd." has become the "Reliant Motor Co. Ltd." The existing subsidiary companies (Morson Engineering Co. Ltd., Smiths Forgings Ltd., and Press Operations Ltd.) retain their individual identity within the Group, but the company will now operate under two main divisions.

The Light Car Division will concentrate on three-wheeled vehicle manufacture and any other small cars produced by the group in the future. The Sports Car Division will be responsible for the Sabre range and other sports car projects.

Mystery car quiz

It's designed by Reliant, has four wheels, and is on display at this year's London Motor Show. Can you guess the identity of this lively family car? (Turn to back page, column 4 for the answer).

Luxury, beauty and speed . . . all combine in the new Reliant Sports car

SABRE SIX PRODUCTION MODEL DEBUT

The 1963 London Motor Show at Earl's Court sees the debut in production form of the Reliant Sabre Six—the 120 mile an hour car with the fullest possible equipment at the lowest possible price.

Its makers are proud to claim for this Rally-proved sports car that it offers the best value for money in Britain of any car in its class. Included in the specification are a host of "extras"—all fitted as original equipment.

At £840 basic (£1,015 11s. 3d. including U.K. purchase tax) the Sabre Six comes with an unbeatable specification. Standard equipment includes full instrumentation, cigar lighter, Pirelli Cintura tyres, wood-rimmed light alloy steering wheel, and aircraft-type seating.

Power is supplied from a six-cylinder, 2.5-litre engine producing 109 gross B.H.P. at 4,800 r.p.m. A four-speed all-synchromesh gearbox, with direct drive in top gear, is fitted with floor-mounted remote control.

Increased power can be obtained from an optional three carburettor conversion, and Borg-Warner overdrive is also available on request.

Other options include wire wheels, Ace "Mercury" wheel trims (for standard disc wheels), and a hard-top conversion.

Disc brakes are fitted to the front wheels, with drums at the rear.

Also being shown at Earls Court is the Sabre Six G.T., a 2/4 seater, which in common with the open model uses a one-piece moulded glass fibre body, and ultra-rigid box-section steel chassis.

The Sabre Six G.T., at £890 basic (£1,075 19s. 7d. tax paid) represents exceptional value for money. In common with the rest of the range, the G.T. incorporates many detail changes, installed as a result of the Sabre's rally experience.

The Sabre Six G.T. came first and second in its class in this year's Alpine Rally.

The Sabre Six G.T.

The Sabre Six Sports

Major award for young Reliant Designer

One of the major awards in the Institute of British Carriage and Automobile Manufacturers' annual coachwork competition has been won by Mr. G. E. ("Eddie") Pepall, a technical artist with Reliant.

His design, and sketches of the car, are being displayed at the London Motor Show. The company is proud to invite visitors to the Show to study at first hand this very unusual car of the future.

Twenty-seven-year-old Eddie's design for a two-door, two/four seat, 1½ litre sports saloon, up to 13 feet long, won him £80 and a trio to the Paris Motor Show.

The "Dostillotti," as the Pepall dream car is called, was named after Eddie's home village of Dosthill, near Tamworth.

In recognition of his achievement the Reliant directors decided to award an additional prize to Eddie —or rather to his wife.

So when Eddie left London Airport to fly to Paris on October 9, Mrs. Pepall went with him for a joint five-day visit to the French Motor Show.

The Dostillotti was Eddie's first prize winning design, although not his first entry in this very tough competition.

He joined Reliant two years ago after serving an apprenticeship with Fisher Ludlow, and studying industrial design and graphic art at Birmingham College of Art.

RELIANT CELEBRATE TEN YEARS OF PASSENGER CARS

Ten years in the passenger car market are currently being celebrated by Reliant. During this period of continued growth and development, annual sales at home and abroad have risen from 145 to almost 8,000 a year.

Today, Reliant claim that their three-wheel passenger car sales, together with those of the commercial vehicles they have been producing since 1935, make up 70 per cent of Britain's ever growing three-wheeler market.

The company's four-wheel vehicles, comparative newcomers to the British motoring scene, are also growing in popularity and Reliant believe that the next decade will witness a similar success story for the "Sabre" range.

The Reliant 3/25 of 1963, with its striking glass fibre body and Reliant-designed light alloy power unit, is the modern successor of the 1953 Regal Mk. 1, which was powered by a modified Austin 7 engine.

This first Regal engine was the same one evolved by the company's founder, T. L. Williams, before the War for Reliant's early 10 cwt. vans.

Only 145 Regal Mk. 1's were produced in 1953, but the idea of a saloon car on three wheels proved so popular that within six years production had reached nearly 2,000 vehicles a year.

With the Regal established as a feature of British motoring, Reliant set about producing a power unit more suited to the motorway era. The results of their development work were announced in October 1962, when the 3/25 model was introduced, powered by a revolutionary engine produced by Mr. Williams' team of designers.

This 600 c.c. unit was the first engine of under 1,000 c.c. to use aluminium alloy for the main castings. The use of aluminium for engine construction is typical of Reliant's policy of experimentation with new materials.

In 1953 the firm was using a few glass fibre panels in the bodywork of the Regal. By November 1956, complete bodies were being moulded from the plastic material and the Regal Mk. III became Europe's first quantity-produced car with a plastic body. Reliant is now the largest user of glass fibre in Europe.

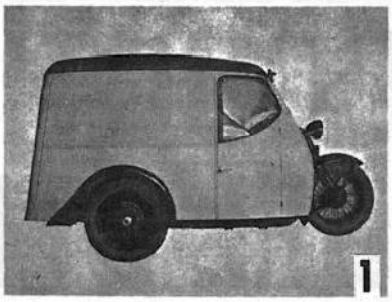
While home demand has always been sufficient to absorb Reliant's output, the company has also built up a substantial export trade to Northern Europe, the Far East, and Israel, where thousands of Reliant-designed cars are produced.

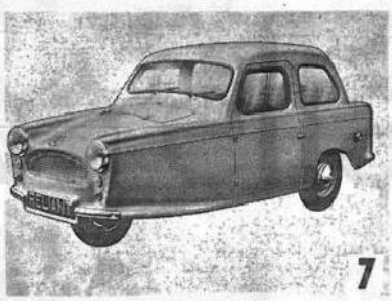
It was in Israel that the first four-wheeled Reliant vehicles were assembled in 1958, so starting a new exciting chapter in the history of the Tamworth firm.

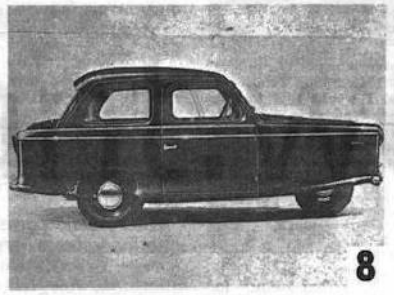
The success of these cars—assembled in Israel by Autocars Co. Ltd., Haifa, led Reliant to take the step of introducing four-wheelers on to the very competitive British market.

The Sabre sports car, one of five Reliant vehicles produced in Israel, became the basis for the Sabre which made its debut at the 1962 London Motor Show and which is now being shown for the first time in full production form.

Reliant are moving into their second decade of passenger car production with confidence. New types of cars are on the drawing board at Tamworth, while the company's production lines work at full capacity all the year round to satisfy the constantly rising home and overseas demand for the established models.







TEN YEARS OF PROGRESS IN PICTURES

1. The first Reliant van powered by an Austin 7 engine. Produced in 1938, this model was replaced by Reliant-modified Austin engined van in 1939. 2. This 10-cwt. model was introduced in 1950. Previously Reliant had made smaller-capacity vans. 3. Reliant's first passenger car, the Regal Mk. I, made its debut at the 1953 Motor Show in London. 4. The Regal Mark II, with cleaner lines and a hard-top. 5. Redesigned body in glass fibre was the main attraction of the Mark III, introduced in 1956. 6. Wind-down windows on a three-wheeler! The Regal Mark IV started the trend towards full luxury equipment on a three-wheeled chassis. 7. The very successful Mark V, introduced in 1961, this model sold in very large quantities. 8. A lengthened roof line was a distinguishing feature of the Mark VI. 9. Latest and greatest of the Regal line—the 3/25. Completely redesigned glass fibre bodywork, and the first under-1,000 c.c. light alloy engine. Already a "family favourite" the 3/25 has a cruising speed of 65 m.p.h., and fuel consumption of up to 70 m.p.g.

Reliant congratulate 400 M.P.H. Breedlove

The motoring world is still talking about the remarkable achievement of 25-year-old Californian Craig Breedlove in driving his jet-powered car "Spirit of America" across the Utah salt flats at speeds of up to 428 miles an hour.

His success aroused a feeling of special pride at Reliant, tinged naturally with regret that a British record had been toppled.

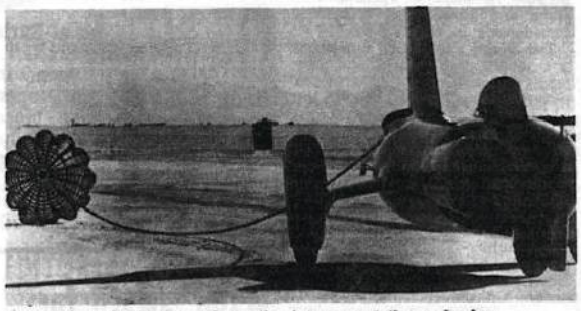
Among the congratulatory messages received by Breedlove was a letter from Mr R. W. Wiggin, the Deputy Managing Director of Reliant. Mr Wiggin wrote: "We are delighted over your success with 'Spirit of America'.

"Your average speed of 407m.p.h. speaks volumes for your courage and the advanced design of your car.

"On behalf of Reliant, who are one of the largest manufacturers of three-wheeled cars in the world, I send you warm congratulations.

"I hope this will put some critics of three-wheelers in their place, by demonstrating the safety of three wheels at all speeds.

"I have always believed that a well-designed three-wheeled saloon car like our own 3/25 can do anything a four-wheeled vehicle can do," concluded Mr Wiggin.



A parachute brake slows down the jet-powered three-wheeler.

After his 400 m.p.h. plus drive, Breedlove and **"Spirit of America."**

MOTORING CHARTER FOR TWO MILLION

A new era for British motoring has begun with the lifting of the last outdated restrictions on the nation's three-wheeler car industry.

Every holder of a full motor-cycle licence is now able to drive a three-wheeler equipped with means of reversing.

Before July 1, 1963, this category of licence-holder was not allowed to use vehicles capable of reversing, and manufacturers had to adapt their vehicles accordingly.

The change in the legislation looks like leading to a further increase in the sales of three-wheelers, of which almost 60,000 are on British roads today.

Reliant, now claiming 70 per cent of this market, have welcomed the ending of a legislative anomaly which had compelled the company to adapt 80 per cent of its vehicles so that they could not be reversed by their owners.

It is thought that almost two million holders of motor-cycle licences were affected by the concession which brought to an end the "get out and push" era of the three-wheelers.

As one member of the Board quipped: "This is progress backwards—and we like it!"

TRIUMPH IN DESERT AND ICE

Reliant models prove their worth in the world's toughest motoring conditions

A dedicated band of designers, workers, and drivers at Tamworth are doing their utmost to introduce a new word: "Reliantability".

Their aim is, simply to produce a range of vehicles which will be as safe and reliable as they are fast and stylish.

This cannot be achieved solely on the drawing board or on the production line. Cars must be tested to near breaking point in races and rallies and during proving runs in the most difficult conditions.

The stories on this page by Peter Orton describe recent examples of the company's policy of submitting its products to the most rigorous trials possible before offering them to the public.

SAHARA AND BACK ON A QUART OF OIL

A 5,211-mile proving run to the Sahara Desert has provided fresh proof of the toughness and reliability of the Regal 3/25, Britain's most popular three-wheeled car.

Technical analysis since of the model which took part in the historic "Sahara Safari" has shown that the 600c.c. aluminium engine suffered minimal wear during the 16-day journey through five countries.

The proving run to the Spanish Sahara Desert and the High Atlas Mountains was accomplished with the consumption of only one quart of oil and a pint of water.

The Reliant power unit functioned perfectly throughout, in temperatures of up to 125 deg. F and no trouble was experienced with the tyres—even in the worst desert conditions.

Reliant engineers have just completed a detailed study of the car so that the lessons learned can be used in the further development of the vehicle.

The blue saloon, 342 ENX, left Tamworth on August 15 crewed by Cyril "Flash" Rogers and Eric Hardy, both ex-racing motor-cyclists and veteran vehicle testers.

This unique trip was designed to test the Reliant's ability to deal with extremes of heat in the High Atlas Mountain range.

On their return, Rogers and Hardy reported an average speed throughout of 46.22 m.p.h., and the consumption of only a quart of Castrol XL during the run.

"The first three days of the run were completed in rain" Rogers recalled. "This, and the constant drumming of some bad French roads, made the trip through France very tiring."

The weather changed dramatically during the trip through Spain, however. "We were going through a tunnel, just outside Burgos" says Hardy, "When we entered, the rain was thrashing down. But we drove out of the other end into brilliant sunshine."

The fifth day's run, from Madrid to Gibraltar, was one of the toughest of the outward journey, according to both drivers. The 520 miles were covered in 13 hours 26 minutes, thanks to well surfaced roads.

The car was ferried to Tangiers on August 20 to begin its run to the Atlas range, and the comparatively unexplored regions of the Spanish Sahara.

Between Tangiers and Meknes, the co-drivers made their only unscheduled stop. Climbing a long winding hill road, the water temperature gauge started to flicker against the "Hot" mark, and the car was stopped to allow the engine to cool. At the time, the temperature recorded inside the passenger compartment was in excess of 105 deg. F.

Heat became a major factor throughout the Moroccan stage of the run. Rogers and Hardy were able to keep cool while moving, thanks to the heater fan and a small auxiliary fan behind the driver. But the interior of the car became almost unbearably hot when the temperature passed 125 deg. F. as they approached the Desert.

"We found the roads in Morocco the best of our trip" Rogers recalls. "Not only were they well surfaced, but the tarmac was always in good shape. Occasionally, we hit a patch where heavy trucks had dug into the surface, but these were rare.

"These trucks were enormous, and overtaking them was a problem. The job was made easier, however, because each lorry had a green light mounted on it which was flashed whenever the road ahead was clear."

The good roads vanished, however, when they reached the Desert. The crew followed their compass for mile after mile without seeing any sign of life. But immediately the Reliant was stopped to change drivers after each two-hour shift, curious Bedouins appeared from nowhere, and surrounded the car.

Rogers and Hardy spent two days in the Desert, covering nearly 600 miles. Despite the romantic associations of the Sahara, this part of the run proved to be the most uneventful. The car ran perfectly, but inevitably collected a fair amount of sand in the engine compartment.

On August 26, the crew were back in Casablanca to start the return journey via Rabat and Tangiers to Gibraltar, and then home through Spain, Portugal and France.

Between Bordeaux and Tours (with Rogers complaining bitterly that the heavy rain through which he was driving would wash off all the car's "honourable dirt") a minor incident proved the worth of glass fibre bodywork.

The car was struck a glancing blow on its left door and rear quarter by a large French vehicle. The French car suffered a badly twisted wing, but the Reliant's body only bent and then sprung back into shape. The "damage" to 342 ENX was confined to scraped paint.

Commenting on the high (42.68 m.p.g.) fuel consumption for the trip, Rogers says: "It has to be remembered that this was essentially a reliability run, with a very tight schedule.

Praise for Engine

"When I took 342 ENX through Scandinavia last November, we averaged 58.1 m.p.g. for 2,500 miles but on that occasion the average speed was lower, there was no question of loss of fuel by evaporation, and the car was not expected to make such steep climbs."

Both drivers are full of praise for the Reliant engine. Motor-cycle dealer Hardy confesses that he was worried during the run about the work which the power unit was being called upon to do.

"Several times I told Cyril we ought to slow down, after mile after mile of 90 k.p.h. driving," he recalls "But the engine seemed to take all the 'pushing' we could give it."

Part of the car's success on this trip, in the crew's opinion, was due to the engine cooling. At one point after a 250-mile run, Hardy tested the water temperature with his finger, and found that it was still merely "comfortably warm."

Before the run, there had been much debate as to whether special tyres would be necessary. But the normal Goodyears fitted to Reliants proved to be more than adequate for the conditions of the proving run.

Not only was the vehicle completely tractable in all conditions, but all three tyres survived the trip without a single puncture and with most of the tread intact.

The crew have made just one complaint to the Reliant company since their return: both heavy smokers, they found the ash tray too small for their requirements of a "Sahara Safari"!

With 300 miles of Sahara Desert behind it, 342 ENX poses with Cyril "Flash" Rogers in the heart of the Desert.

TOUGH RALLY TESTS FOR SABRE SIX

The class-winning Sabre Six sweeps through the mountains during the Alpine Rally.

A sports car can only gain a truly sporting pedigree by proving repeatedly that it is the equal, or the better, of other models in its class in the most gruelling international competitions.

Reliant's Competitions Department, in recognition of this, has already entered the Sabre Six in two major international events during its brief life.

In this year's Alpine Rally, the Sabre Six was entered virtually fresh from the design department. Two Sabres survived the mountain course to finish fifth and sixth overall and to come first and second in their class—a remarkable achievement.

More recently, the Reliant sports model has taken part in the car-killing Spa-Sofia-Liege Rally. This proved too much for the Sabres—as it did for 97 of the other 120-odd starters in the event.

A mixture of bad luck and the pounding received from the appalling roads on the route were responsible for the retirement of the three Sabres. But very valuable lessons were learned which will lead to further modifications to the production cars.

Perhaps the most important factor to emerge from the Liege Rally was the inherent strength of the Sabre's glass fibre bodywork.

Raymond Baxter, the B.B.C's motoring correspondent, who shared one of the cars with Douglas Wilson-Spratt, had real cause to be grateful for the Reliant body's strength.

Descending a Yugoslav mountain road when only three minutes behind schedule (a very creditable accomplishment in the Liege) Baxter and Wilson-Spratt suddenly found themselves confronted by a stone bollard which had toppled into the centre of the road.

Collision was inevitable, and the car bounced from the first bollard into another, which was in its proper place marking the edge of the road.

The car fell about 20 feet from the edge of the road, and the crew were surprised to find themselves with only minor injuries and a damaged, but still running car.

The most serious personal injury sustained by the crew was Baxter's bruised elbow, caused by the wheel-nut hammer which became airborne in the cockpit while the car itself was flying off the road!

"If anyone doubts the strength of a glass fibre body, I advise them to try hitting two Yugoslav stone road markers at speed!" said Baxter later.

"Both Wilson-Spratt and I were amazed that the car was still driveable after the crash.

"The only real damage was to one front suspension unit but—the body was not rubbing on the wheels anywhere."

Baxter also spoke in glowing terms of the car's power and roadability, although in his opinion the Sabre was not an ideal Liege car.

"The support team worked magnificently," he recalls, "But their efforts could not minimise the terrible roads over which we were expected to drive."

NEW FACTORY WILL TREBLE RELIANT SALES IN ISRAEL

The opening of the London Motor Show coincides with the launching of a major new project in Israel which will treble the production of Reliant-designed cars in that country.

As the first Show visitors arrive at Earl's Court, the foundation stone of a new car factory will be laid at Terah, a few miles outside Haifa. The factory, owned by Autocars Co., Ltd., Haifa, will be used for the manufacture of the "Sabra" range of vehicles.

When the plant goes into full operation next year, it will mean a three-fold increase in Autocars' production of their Sabra Sussita, Sabra Carmel, and Sabra Sports cars.

These vehicles, shipped in 60 per cent completely knocked down form by the Reliant company, have been assembled in Autocars' Haifa works for the past ten years. Today, Autocars hold more than 15 per cent of the Israeli vehicle market.

The three models assembled provide a vehicle line ranging from the utilitarian Sussita pick-up to the racy Sports. The Carmel, a 4/5 seater saloon introduced last year, provides a medium-price family saloon, of advanced technical design.

Currently, Autocars occupies three separate premises in Haifa, but the new plant will cover ten acres of a single 17-acre site. Production will be increased from the present ten vehicles a day, to a maximum of 30 cars, vans, and pick-ups a day.

First stage of the move to Terah will be the transfer of Autocars' glass fibre body shop from rented premises at Haifa. The Israeli company makes its own bodies in moulds supplied by Reliant. British glass fibre is used with locally-produced resin, catalyst and accelerator.

Curing the plastic bodies is no problem in the Israeli climate—the completed shells are carried to a "curing oven" consisting of a large open area in front of the main stores. The bodies are left to bake in the sun for about a week before being returned to the body shop for rubbing down and finishing.

Chassis components for the Sussita and Carmel are imported from Reliant, C.K.D., and assembled by sub-contractors in Haifa and Tel Aviv. Sports car chassis are shipped from England complete.

Other locally-manufactured units include trimming and upholstery. Israeli tyres are fitted to the vehicles.

All mechanical components are manufactured in Britain, and shipped by Reliant.

Currently, the best-selling Autocars vehicle is the Sussita, which is produced for home and export markets at the rate of 200 a month. One-piece van and station wagon bodies are moulded in Haifa, and until recently the pick-up was also moulded in one unit. The company now uses two main body units for the pick-up.

The Haifa firm has great hopes for the Carmel. Introduced to meet the Israeli market's demand for a 1,200 c.c. car with good looks at a reasonable price, the saloon is already attracting considerable attention there.

Ideally suited to Israeli road conditions, which include a large proportion of hairpin turn mountain climbing, the all-independent suspension on the Carmel is one of its big selling points.

Production of the car is around 30 units a month at present, but this will be stepped up initially to more than 50 Carmels a month when full production starts later this year.

An unexpected difficulty which is restricting Sabra Sports sales in Israel itself at present is the wholesale imposition of a 50 m.p.h. speed limit. In addition to the twisting nature of the country's roads, most of the main highways are of two-lane single carriageway design, and often indifferently surfaced.

One of the Israeli-made vehicles' main attractions to the home market is the availability of servicing and spares. Although 100 per cent C.K.D vehicles are assembled by two other concerns (one of them in Haifa), Autocars is the only company in Israel using a fair proportion of local materials in its vehicles.

Sussitas, Carmels, and Sabra Sports are sold with a 6,000 km. warranty through nearly 40 dealers in Israel. The vehicles have two free services (at 1,500 km., and 3,000 km.) during this time, and a system of after-sales inspections by factory-trained personnel is maintained to ensure efficient and prompt servicing after the expiry of the warranty.

Speaking of his company's prospects in the growing Israel motor market, Autocars' Managing Director, Mr. Itzhak Shubinsky, says: "We are convinced that with increased production, without increased staff, we shall gain an even larger share of the home market, within the next two years.

"With our Israeli sales already assured, we are also looking for larger export sales."

The open-air curing "oven" at Haifa.

The Carmel

IMPROVED CARMEL FOR MOTOR SHOW

Improvements to the "Sabra Carmel," Israel's latest saloon car produced by Autocars (and the page 1 "Mystery Car") can be seen for the first time at this year's Motor Show.

Interior trim has been further perfected during 1963 without additional cost to Israeli purchasers. No price has yet been fixed for the British market.

Reliant designed the car in Tamworth to meet the demands of the Israeli market for a medium-priced, 1,200c.c. family four/five seater.

Among the advanced features of the Carmel's design are the glass-fibre bodywork and I.R.S. by swing axle on coil springs and hydraulic shock absorbers.

The wide range of adjustable positions for the front seats assures driver and passenger comfort. The seat backrests can be adjusted to any of six positions, in addition to the four inches of fore and aft adjustment.

Nine-inch Girling disc brakes are fitted to the front wheels while eight inch drums are provided at the rear.

The Carmel takes its name from Mount Carmel, which overlooks Haifa—and which provided one of the toughest possible tests for the car's engine and suspension!

The four-cylinder 1,198c.c. engine boosts the car to a maximum 53 b.h.p. gross at 4,800 r.p.m.

The Sabra Sports G.T.

Sabra-luxury at 115 m.p.h.

One of the world's most luxurious sports cars, the "Sabra Sports" is being displayed by Autocars at this year's London Motor Show.

With a top speed of 115 m.p.h. and equipment which includes a complete range of instruments, electric clock, cigar lighter, Carlotti wood-rimmed steering wheel, wire wheels (optional), aircraft-type seating, and 90 b.h.p. 1.7 litre engine, the Sabra is available in soft-top, hard-top and G.T. versions.

The Reliant design for the Sabra combines the best of European sports car experience with Israeli craftsmanship. The one-piece glass fibre body has been designed to give minimum wind resistance with maximum good looks, comfort and accessibility.

The one-piece bonnet opens forward to give magnificent engine and front suspension accessibility. The 1,703 c.c. engine is fitted with twin S.U. carburettors with oil-filled air cleaners.

Among other noteworthy mechanical features are the ZF sports gearbox, with synchromesh on all four gears, and the use of independent leading radius arms with combined coil springs and damper units for the front suspension.

These suspension units, with the coil and damper units fitted to the rear axle, give superlative road-holding. Pirelli Cintura tyres are fitted as standard equipment to ensure maximum comfort and road-ability at all speeds and under all conditions.

Maximum braking efficiency is obtained from 10½ inch Girling discs at the front, and wide, nine-inch, drums at the rear.

EDITORIAL NOTE

This new publication has one, very simple, aim: to keep Reliant owners and workers in the picture about the company's products and activities.

Reliant Review is to appear initially as a bi-monthly publication, but it is envisaged that ultimately it will be published every month.

Correspondence is invited and should be addressed to The Editor, Reliant Review, 113-114 Fleet Street, London, E.C.4. (Telephone LUDgate Circus 7619/7610).

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The Sussita

New look for Sussita

Autocars' "Sabra Sussita"—Israel's most popular car—comes to this year's Motor Show with re-designed frontal styling, giving a new look to a proved vehicle. The car has the same well-tried mechanical specification as last year.

The Sussita Station Wagon, another successful Reliant design, is Israel's leading dual purpose vehicle. It has earned a reputation as the country's "maid of all work."

Used by fleet owners and individual motorists alike, the Sussita is also available as a van and pick-up.

In Israel, where motoring is still a luxury for most people, Sussitas are being produced at the rate of 200 a month.

The four-cylinder 997 c.c. engine gives a maximum 39 b.h.p. at 5,000 r.p.m. The Sussita's rear seats fold forward to give a loading area accessible through the rear door.