

Purchased Lotus Europe for testing, of course, the first car imported to Japan, CAR graphics, has continued accurate and rigorous road testing since its inception. In order to make it even more complete, it is not enough to rent a car for a short period of time. This plan is far from being feasible, and the target must be focused on. This plan has been implemented since last year. First, Toyota Corolla 1100, then Bluebird 1300. The latter test continues today and night. This Lotus Europe is the third in this series

I don't think. But as roads improve and speed increases, the number and type of cars of this type will continue to increase after a short time. Let's briefly explain why we chose this Lotus. ○ Tomorrow's GT cars, CAR graphics should experience the movements of tomorrow's sports cars and feed them back to your readers through sadness! I think. Having decided to purchase Lotus Europe, the race-specific sports or sports prototypes became the mid-engine type developed from formula cars without exception today. However, it is only recently that this type of car appeared on production sports cars for practical use on public roads. But in the background of O Lotus Europe, such as the Ford GT40 and Lamborghini Miura, they are tremendous high-performance cars or high-priced cars, and they can't be handled by the enthusiasts. Lotus Europe appeared there. From that starting point, Colin Chapman, an amateur friend of light-pockets, has marketed a so-called popular version of the Midenjin sports car in the name of Europe. Speaking of cheap Lotus in Japan, it may sound like a killer, but even with the expensive Elan S3, if you consider the unparalleled verticality, it can still be said that it is relatively cheap, Lotus-Ropper is an engine, This is a price version that uses Renault 16 transmissions to reduce costs everywhere. As the name suggests, Lotus Europe was originally planned for export to the continent of Europe (mainly France). In Reims, if you are 10km away from the center of Paris, it will be a group. It is this lotus road that has been spread over the whole country and is restricted except for the urban area, and the cooperation of Renault Corp. with the engine / transmission. . It is the amount that was born. The plan began about three years ago and was devoted to Derek Sleh (deerek Sleh) as the lead designer for a period of just 18. months, and was announced in December 66. The plan is the Lotus standard. But it wasn't long before the whole lotus factory was moved from Baghham's Chushunt to Norwich, Norfolk, but that's why it could be in the hands of our amateurs, and the group 4 sports, etc. It is the future practical sports that it is hard to resist that it is possible to experience the same design of the same design as the 2-seater racer of Kira 7 and that it can be used practically on the road. Every car is going to be a de-engine vehicle, and the new factory is in operation and production is started at the same time. In the short term, it was called 46 after the start of production).

Even if a love line was taken, a shortcut was taken. One example is the use of a 0 HV1.5 liter Renault 16 engine / transmission. All 500 units produced in the first year (67) are to be exported to France (Japan's Lotus dealer Tokyu Corporation has brought two of them to Japan forcibly. CAR The graphic car production picker is 460167, probably the 167th car). The release date in the UK is undecided. ○ Backbone Chassis and Suspension At first we bought a roppa, disassembled it separately, and planned to reassemble it after studying the structure in detail. One of the characteristics and tradition of Lotus is that it is sold in the form of an amateur and can be obtained much cheaper than a finished car with simple tools and fun labor. In Europe this time, I didn't doubt that it was possible until I looked closely at the actual product, but this plan was out of sight. As will be described in detail later, European shanks and bodies cannot be separated. The European chassis was almost the same as that of Elan, and a 16s.w.g. When viewed from above, it is a Y-shaped closed-section pack bone, with the engine mounted on the branch of Y, the front cross member inscribed in the front, front suspension, steering, etc., the backbone is its The trunk has a very solid structure with a depth of about 30m and a width of about 15cm. The branches are tapered and the rear end is only about 5m deep. The front suspension is the same double wishbone and coil as the Triumph Herald, and the rack and

inion steering uses the same parts. This part of Herald is light and compact, so not only Lotus, Brabham is also used for F3, the front 9.75" brake disc and hub are also for Triumph GT6 / 2 liter Vites, brake caliber is The rear suspension made by Garling is a Lotus-specific design meter, and the hub carrier attached to the steel plate is supported laterally by a fixed-length drive shaft and a long lower transverse link of about 500 mm. It is controlled by a radius arm after melting a very long closed section steel plate. On the geometry, it is based on a radius arm and a lower transverse link. The bottom surface of the Poda, which is only 10" above the chassis center line. The cover is covered in this way, except for the top of the photo and the star notch. The back pawn frame is inserted in the production. The bottom of the key body tail, the tight arm, the lower transverse Perth Link and the rear, which is a member of the drive length of the Seki-cho, the Supashon and Pac-Bourne Chassis are related to the Y-shape at the rear. Pointer, Larmsen coil / damper unit of square vip is anchored

Work efficiently releases heat to the low pressure zone of the Eel Arch as an electric fan controlled by a thermostat. A is stored flat in the nose. Behind it is a "spinning room" which is made by FRP. This is not just a load, but there is an electric fan for the heater / ventilator at the wall of the t part. The flap valve on the wall between the east and the east is slightly blocked, and the door window with a large carp can be taken in by taking in warm and cold air by opening and closing. An effective ventilating system is indispensable, and the cooling water is passed through the back gine by a long hose. In addition, all control mornings such as piping and gearboxes all pass through this backbone. Passing through (e.g., sidbrake and throttle wire, passing through the car ratio). Wouldn't it be a wishbone type? And with a reverse 4 Yanba of time. The coil / damper unit is attached to the lower end of the hub / carrier (continuously lower than the wheel rim) and the outer end of the cross-damper bolted to the rear of the Y-shaped frame. Even if a person rides, the body is much better, but the camber angle of the rear wheels is very small. Suspension pigots are all rubber bush or nylon and do not need to be greased. The rear brake is an 8" warp drum. The wheel is the same 4" rim 13" diameter as Elan, and the tire is designated 155-13 radial. Our car has a Firestone F100 tubeless. OFRP Nothing has been certified on the body side made of 32. The price tank is on the right side of the engine and the optional left-hand movement is a two-seat coupe body, all made of FRP (glass fiber reinforced plastic), already mentioned. The body cannot be separated from the Rayleigh in fact, the body is not only bolted via rubber at some point against the back pawn chassis, but also partially bonded with FRP. This is how this long and bulky frame was put in the coupe body, as you can see in the photo, except for some working holes. Extremely re-lined packet seats have a body-to-lay pace that allows the pedal to adjust the reach, and the length of the steering post can be expanded and contracted, as well as that of Triumph Herald. The safety design that shrinks when received is the same. To prevent unnecessary cost increases, the available parts are almost covered by sales, and the frame can not be put in from the bottom. The only possible method is the front cross member I pushed the Y-shaped frame before attaching it from the ponnet of the body rear ability. After fixing it to the fixed position, I probably welded the front cross member to the frame. It seems that the work holes in each part have also been stuck to the FRP board with adhesive or rivets. The service necessary for the minimum is of course possible, but the frame is almost the same as if it was contained in the body, so repair would be a big job if the frame was deformed due to a severe accident. All Lotus were sold in assembly kits, but only in Europe, they are all sold as complete cars. The FRP body is not manufactured by Lotus, but by a specialized manufacturer called Specialized Moldings. For example, the front bumper is the Ford 7 Glia, the rear is the Cortina, the side flasher is the Luthere lamp for the Lancia Flavia Zagato, and the engine of the Renault 16 engine / transmission coater / Front-wheel drive vehicle-16 was selected for transmission. There are various reasons. Sales in France with the backing of the great No Corporation. In addition to the political reason that the service is very advantageous, the economic advantage of

performance will be decisive. Of course, there are many technical advantages. First of all, because it is very lightweight, it is a block light alloy, so it is only about 90kg, except for Giagics. Tuning of the handy engine that the suction boat is Siamese (non-independent) is done in Renault, only fighting in Lotus, displacement does not change, 1470cc (76 x 81mm is good, but about 5mm depending on the location. Various thicknesses from 1 to 2 are used, and pigments are already incorporated into the glass fiber, which should eventually eliminate the need for finishing, but at least at this stage, lacquering should be applied. The body was designed by Elancoube designer Dhn Freyling, but wind experiments were an important part of the sculpture decision, with an air resistance coefficient of only 0.29. It's in the tail, and only 35mm in height says which spoilers make a big contribution. Air to the engine room enters from the front of the rear wheel arch. From a stretcher panel with a wire mesh, part of it is removed from the air vent hole provided on the ponnet. The radiator is still a long stroke that can be placed on the side of the front comment), but the compression ratio is increased from 8.5. The camshaft is a fairly sporty new design with a valve timing of 35° -65° -65° -35°. Although the lobe remains the same, the intake is increased in diameter, and the intake manifold and AF were produced. There is one downdraft 2 Staylex 35 DIDS. The shape of the firing chamber is aligned with the centripetal valve in a row of wells relative to the cylinder center line. The camshaft is in the block part and is 22

The bush rod is therefore very short. The crankshaft is a solid structure with 5 bearings. As a result of this tuning, the output increased from 631H / 5000rpm of Renault 16 to 82 middle / 6000rpm, while the maximum torque dropped by 1000. It became 10.6mkg / 4000rpm from 10.8mkg / 2800rpm. The maximum rotation speed that can be used continuously is 6000rpm, and 6500rpm is allowed for a short time. In order to protect the engine body, the valve crash is set to 6800rpm. The clutch used was the Renault 16 diaphragm. This is because the car weight is less than half of Renault, so it was considered to be enough. In the Renault 16 front-wheel drive arrangement, the gearbox is at the tip, but in the Lotus, the engine / transmission is mounted in the opposite direction. If this is the case, it will be 1 step forward and 4 steps backward. This was easily solved by moving the final crown gear to the opposite side of the pinion, and the gearbox ratio was not changed at all. The final reduction ratio is 3,56, which is faster than Renault 16, and the top gear front wheel is the same as Triumph Herald's double Willebone hub and brake disc, which is the same as the Vitesse 29 utter. The speed per 1000rpm is 28.5km / h. The dry plane is a fixed length that forms part of the suspension member as described above. Provide normal cross joints at both ends. The maximum speed is announced at 185km / h. Lotus Europe is a popular acid midden GT car, but the racing model Lotus 47 was also announced at the same time. The engine is the same DOHC Ford 1.6 liter as Elan, equipped with Lucasport type fuel injection. The output is said to be 190P. The rear suspension is also the same layout as the formula car, unlike the caroppa. That is, it has an upper transverse link, a lower wishbone, and a double radius arm, and the drive shaft has a metallastic joint. The brake is a disc with all-wheel servo. After removing 50 or more rear wheels, the rear brake appears to belong after the 8" diameter drum and the gap clearance of the body. Therefore, the Y-shaped rear hub carrier is manufactured, and the coil / damper unit at the bottom. The lower transverse link is connected, and the upper tank is a fixed drive shaft. There is already an order from Japan, and Tokyu Shoji said that the price would be about 7 million yen, compared to 1.95 million yen in Europe. The O Road Impression total height is only 108mm. As soon as I closed the light but thick door, it was in the mid-engine cockpit. One of the reasons is that the cockpit is like an air quiet in a closed room, and the outside sounds suddenly move away. The reclining bucket rate is related to the front and adjusts the pedal and the steering, but this is not something that can be done on the roadside easily. In the case of our test where drivers with different heights ride one after another in the knowledge time, it is faster to adjust the rate by increasing or decreasing the cushion 23

There are no grease points. Even if it turns, you can just turn the straight arm you gripped at 9:15 to the 6 o'clock position. Caster action is yes, so if you turn it, you have to get it back. Is the disc / drum brake still unfamiliar? It works well. The power is disproportionately heavy with the vehicle weight. I thought there was a servo, especially in a town that needed a rake. As for the Lotus, the suspension is generally soft, including the F2, the spring is so soft that the body sinks even if one person rides. However, the ride is not as much as expected, and it feels awkward on the road surface. At least much harder than Elan. The minimum ground clearance is 165mm when empty, but when two people ride, it sinks a lot and the manhole is a little raised. I use a lot of nerves. However, in reality, there seems to be a surprisingly clear clearance, and there are no adjustments that have been jacked up and rubbed. In a crowded city, there is a handicap of limited visibility, and it is never an easy car. The ride on a good road picture is completely stood, and the noise from the road surface is also cut off relatively well. At 100km/h, the engine noise is not too noticeable, and the body is completely windless. There was no further sense of speed, and there was no driving attitude that was awkwardly similar to a formula car with a speed changer. This was the first experience, but it was surprisingly very natural and comfortable. The pedals and steering are a bit too far away for the tall person in the current position, but the driving position itself is really good. Although the seat is low, the scuttle is also low, so the front view is very good. The rear view with the extremely shallow backrest and rearview mirror, nicknamed as a mailbox, is much better than expected, but what you can't do is the oblique view behind. I didn't have a fender mirror on this day yet, so the angle of view behind me was equal to zero. It was really inconvenient in the town. It is a completely new car and we are not used to it, so we decided to run it below 4000 for the first few days. It was the low vehicle height that was recognized on the road. The ride cushion is about 25mm from the road surface, and it looks as if you are sitting directly on the road. The light truck driver looks into the Lotus from above, just like looking down on the passenger car from the dump truck. The position of our eyes is about the height of the tail lamp of the crown that runs ahead. What happened was that the sound of the engine spinning just behind the ears wasn't heard as expected. Of course, it may be because I ran for a while, but the engine noise was unexpectedly low. The clutch is as heavy as the Mini Cooper S or the old 11CV Citroën, but the connection is smoother for the passenger car. The gear shift with a short lever cannot be considered a handicap as a new car. C / G Lotus Europe is named after the Renault engine that wrote this manuscript. The body is being repainted to Gordini's Frelacing Blue. It's hard to say that this car's beauty is long-in enough (it's a big job, because it's hard to run through the town and the car stops and doesn't leave immediately) and then takes it seriously into consideration. The engine is still out of tune. I didn't turn over to 4000. I don't want to say anything about performance. The wonderful and agile steering that I'll be reporting in the next month's road test report will be noticed as soon as I turn the first town corner, and it's terribly light. I'm going to do a 90° corner. Expect the next issue. 24

8DSMRA engine 4 gas OHV 76mm 8mm 1470 Hell 3.56: 1 chassis body plate-type backbone frame, FRP 2-seat tarbe body front double wishbone coil. Stabilizer, rear radius arm, transverse link. Constant c pressure knitting ratio 10.25 821PA000pm 10.6mk / 4000 Rex 3500SA Captorter transmission dry carboard lalat, 4-stage gold synchroax 3.61, 2.25.1.48.1.03, R3.08. F Live Shaft, Rack & Pinion Steer, F1346mm / 1346mm 38mm, Gold Height 1079, 3994mm, Overall Width 16 Ground 16Sn Small Aring Prakeger Ring 9.75 Disc / 8'F Ram, Servo-less Wheel 4m 15513 Radial Heavy Weight Wheel SE + 86 7m, 9 R61 Pace 2311mm, Trebbouncey is about to be at its base. Laeter is in the genus. With the phone, the door is in the air on the top, and when it comes out, the electric d Auto Adcen