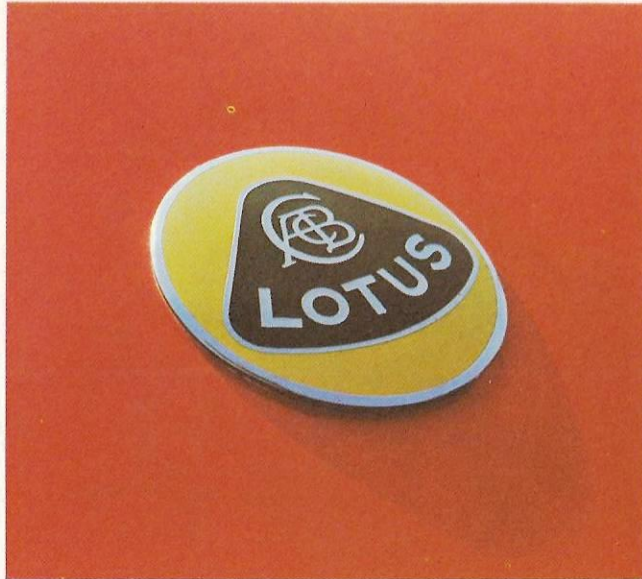




ELAN SPRINT



features include burst-proof locks, a laminated windscreen and safety glass.

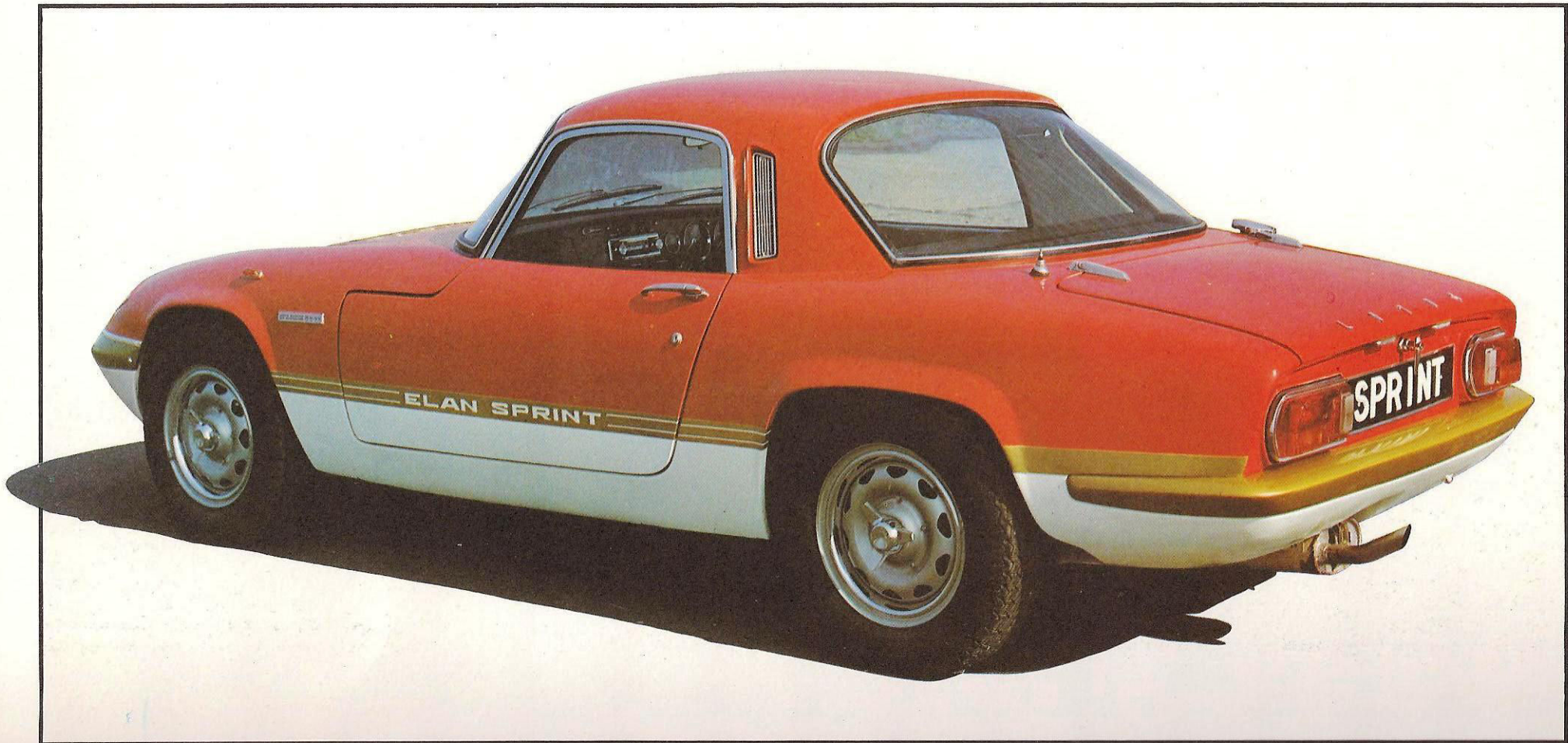
The ELAN SPRINT is available in two specifications. The stylish Fixed-head Coupé and, for lovers of open-air motoring, the Drop-head Coupé. The Drop-head has a folding top which is easy to erect and dismantle and which folds neatly under a quarter tonneau when not in use. When in position the hood fits snugly without draughts and leaks.

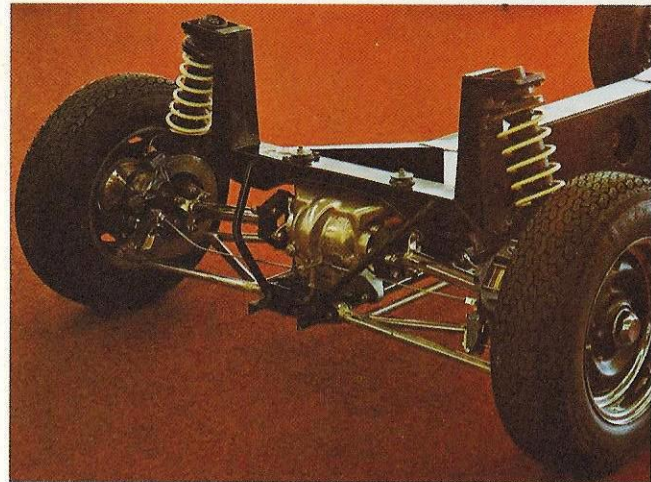
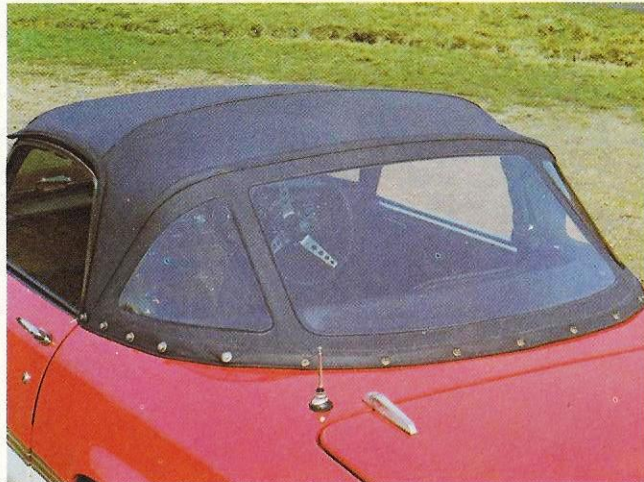
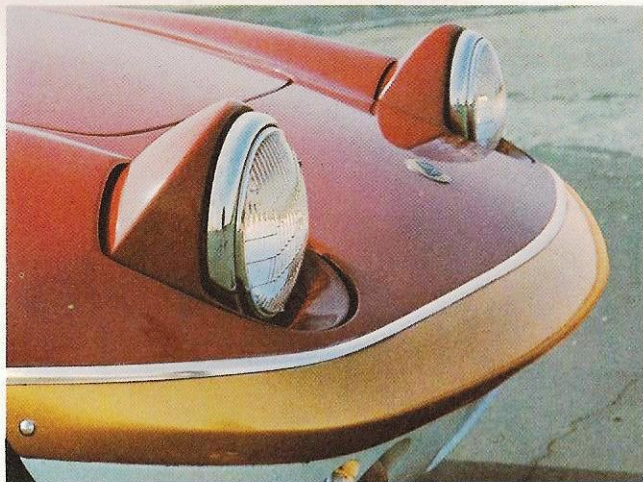
The interior of the ELAN SPRINT is built for comfort: the contoured seats are adjustable to suit large and small drivers alike and hold them firmly in place through fast corners. A

tachometer, speedometer, fuel gauge and water temperature and oil pressure gauge set in a fine teak veneer facia instantly give the driver the information he needs. Standard equipment includes a leather-rim wheel, steering lock, cigar lighter, air horns, wheel rimblishers, servo-assisted brakes, two-speed wipers and electric washers. The vacuum-operated retractable lights which fold into the body when not in use come up flashing. A very efficient heater and demister warms the car on the coldest winter day and the LOTUS air-flow ventilation keeps the occupants fresh. The electrically operated windows glide up and down at the touch of a button. Doors are doubly sealed against draughts and rainwater, close

without slamming and open wide for ease of entry and exit. The fully carpeted boot provides ample luggage space for the driver and his companion. Further storage space is available behind the seats and in the glove compartment.

Whether you choose a Fixed-head Coupé or Drop-head Coupé, the ease of control, the fabulous road holding, the terrific acceleration, the comfortable ride and seating position, all combine to make the ELAN SPRINT an exhilarating car to drive. The ELAN SPRINT is motoring at its best. Drive it, then reappraise the standards by which you judge and assess ordinary cars.



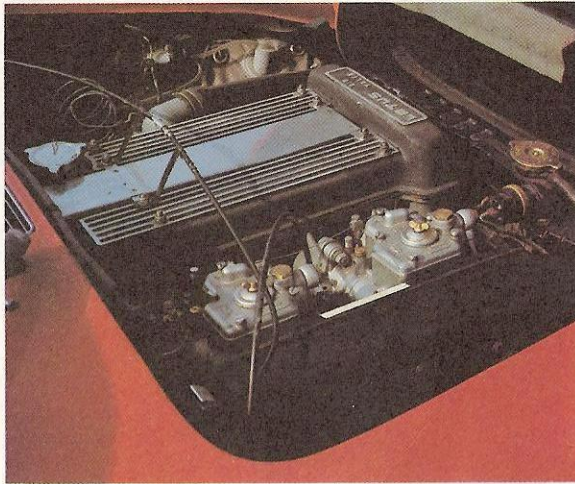


The LOTUS ELAN has always set standards that other sports car manufacturers have tried to match. The New LOTUS ELAN SPRINT gives performance hard to obtain even in cars costing twice the price with engines double the size. This is the result of using the latest Big-Valve version of the LOTUS twin-cam engine. Colin Chapman's designers have successfully combined this performance with the already legendary handling, road-holding and braking characteristics of the ELAN to provide what must be one of the fastest and safest sports cars in the world today.

Each ELAN SPRINT body is individually hand-moulded in glass-fibre reinforced plastic. This material is ideal for the exciting style of the ELAN SPRINT and of course is completely unaffected by corrosion and is less expensive to repair following minor accidents as damage remains localised to the area of impact.

Tremendous reserves of safety are built into the SPRINT to complement the performance. The car is perfectly balanced and the race-proved suspension principles ensure perfect handling and road holding. Servo-assisted disc brakes can

bring the car to a standstill from 100 m.p.h., in around five seconds, whilst swift acceleration, an important safety factor, is instantly available throughout the speed range. All these qualities give the car primary safety—the ability to avoid accidents caused by other people's mistakes or the driver's own errors of judgement. Secondary safety is provided by the impact cushioning properties of the body; the immensely strong welded steel backbone chassis which is fully rust-proofed; the facia which has a crash pad and no damaging protrusions and lap and diagonal seat belts. Other safety



The new Big-Valve version of the famous LOTUS twin overhead-camshaft engine produces 126 bhp, in the ELAN SPRINT. This engine, which in racing form produces over 200 bhp, also benefits from a considerable increase in torque making the engine smoother than its predecessors. Twin Weber 40 DCOE carburettors are used. Drive to the rear wheels is through a semi-close ratio, all-synchromesh four-speed and reverse gearbox and 3.77:1 differential. Drive shaft couplings of the latest design eliminate surge, while cushioning the drivetrain and assisting the handling and adhesion in all road conditions.

LOTUS CARS LIMITED

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Printed by George Berridge & Co. Ltd., London & Thetford, England

TECHNICAL SPECIFICATION

Engine

Cylinders	4
Bore and stroke	82.55 mm x 72.7 mm
Cubic capacity	1,558 cc
Valves	Twin ohc
Compression ratio	10.3:1
Carburettors	Twin Weber 40 DCOE
Fuel pump	AC Mechanical
Oil filter	AC full flow
Maximum power (net)	126 bhp at 6,500 rpm
Maximum torque (net)	113 lb ft at 5,500 rpm

Transmission

Clutch	Borg & Beck 8 in diaphragm spring
Top gear	1.0:1
3rd gear	1.4:1
2nd gear	2.01:1
1st gear	2.97:1
Reverse	3.325:1
Final drive	3.77:1
Mph at 1,000 rpm in:	
Top gear	17.4
3rd gear	12.4
2nd gear	8.7
1st gear	5.9

Chassis

Construction: Backbone chassis with glass fibre reinforced plastic body.

Brakes

Type	Servo-assisted Girling discs all round
Dimensions	9.5 in diameter (front) 10.0 in diameter (rear)

Suspension and Steering

Front ...	Independent by coil springs and wishbones
Rear ...	Independent by wishbones and coil springs (Chapman strut)

Shock Absorbers

Front	Telescopic
Rear	Telescopic
Steering gear	Rack and pinion
Tyres	155HR x 13 Radial ply high speed

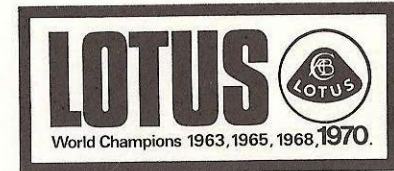
Rim size	4½J
Wheels	Lotus steel perforated knock-on

Battery 12 volt negative earth

Performance

0-60 mph	6.7 seconds
0-100 mph	20.3 seconds
Maximum speed	121 mph
Fuel consumption	30.5 mpg

Lotus specifications vary to meet legislation in different markets. We reserve the right to change specifications without prior notice.





ELAN SPRINT