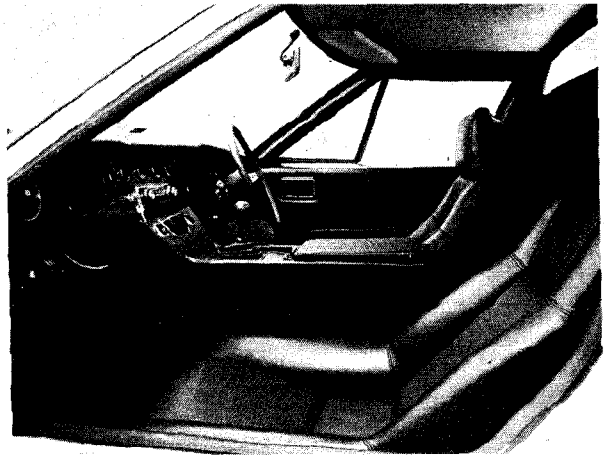




Elegant Europa—simplicity at its best. By keeping the weight of the car low and by using an extremely efficient aero-dynamic body, high performance and good fuel consumption have been achieved using an engine of only 1,500 c.c.



Luxury interior—this time with the steering wheel on the right. The Europa is a very well appointed car, with electric windows, full flow ventilation and very comfortable, adjustable seats.

At last a British Europa

Renault engined Lotus now available in Britain

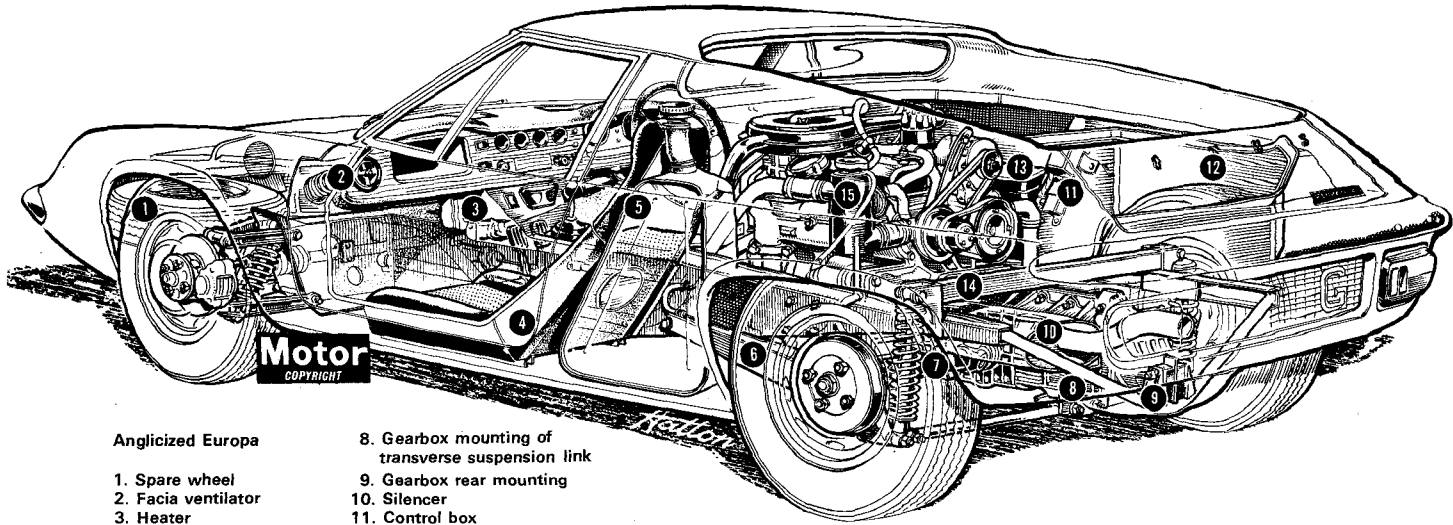
AT LONG LAST the Lotus Europa is available in this country. Until now it has been a very rare bird on English roads, and when one has made a fleeting appearance the steering wheel has been on the wrong side. We have already described the Series 1 car in detail (December 24, 1966) and itemized the changes in the Series 2 car (August 3, 1968). The Anglicized version of the Series 2 is basically the same as the export version, except for being right hand drive, and it retains the light-alloy push-rod four-cylinder 1,470 c.c. engine based on that which powers the Renault R16. The complete engine and transaxle is supplied by Division Renault Moteurs of France, and the engine is fully prepared especially for the car, the power having been raised from 55 b.h.p. net at 5,000 r.p.m. to 82 b.h.p. net at 6,000 r.p.m. by alterations to valve sizes and

valve lift, camshaft timing, increasing the compression ratio from 8.6 to 10.25:1 and using a twin-choke Solex carburettor. Lotus say that they have no plans to re-engine the car with a British power unit at the moment, but there is obviously room for a larger engine.

The body, a one-piece moulding mounted on a separate steel backbone chassis, still has a drag coefficient claimed to be the lowest for a production car at 0.29, compared with the average modern family saloon in the region of 0.45 to 0.50. The Europa, unlike the Elan, will not be available in kit form and the price for the home market is £1,666 (including tax) and compares with an Elan S/E in kit form at £1,486.

We hope to do a full road test in the near future so any comment or comparison with the Elan is best left until then.

Peter Walters



Anglicized Europa

- | | |
|-----------------------------|---|
| 1. Spare wheel | 8. Gearbox mounting of transverse suspension link |
| 2. Facia ventilator | 9. Gearbox rear mounting |
| 3. Heater | 10. Silencer |
| 4. Adjustable seats | 11. Control box |
| 5. Fuel tank | 12. Luggage space |
| 6. Radius arm | 13. Battery |
| 7. Fixed length drive shaft | 14. Removable cross member |
| | 15. Coolant swirlpot |