



**LOTUS ELITE**

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**A** GRAND TOURING LOTUS, the ELITE is a direct evolution of ten years of LOTUS sports and racing car successes. Providing the highest standards of comfort, safety and elegance with fabulous road-holding, brakes and acceleration. The ELITE can be used for Touring, Rallying, Racing or Shopping. The LOTUS ELITE.



**E**XTERNALLY elegant and spacious enough inside for two touring; the very low, handsome body is efficiently aerodynamic. First class visibility makes for safety at speed or when manoeuvring.

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**L**OTUS realise the advantages in using this integral fibreglass chassis/body structure. Beautifully finished, exceedingly light and offering superior heat and noise insulation.



**I**DENTICAL to the Formula 1 car, the four wheel independent suspension and disc brakes all round plus the touring Climax engine guarantee superb handling and rewarding reliability.

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**T**HE ELITE'S racing heritage shows in the driving controls, altogether ideal for long distance motoring at speed. Full instrumentation plus carefully planned extras complete the picture.

**E**ASILY accommodating touring luggage for two the spacious rear locker accepts normal suit-cases, golf clubs etc. Even heavily laden the handling will not be affected due to the compensating properties of the Chapman Strut-Type rear end.



# LOTUS ELITE SPECIFICATION

<b>FRAME</b>	Integral chassis/body construction. Completely novel and extremely strong chassisless structure of glass reinforced epoxide and polyester resin. This confers the important advantages of exceptional strength, very good impact resistance, first class sound damping and good thermal insulation. Two seater, two door coachwork offering spacious accommodation for two persons with provision for luggage in separate compartment. A wrap around glass windscreen and side windows with hinged quarter lights for ventilation. Large wrap around rear window. Offered in several attractive standard colour schemes.
<b>FRONT SUSPENSION</b>	Independent by transverse wishbones incorporating anti-roll bar. Springing by combined coil spring damper units reacting through a single attachment point at each end.
<b>REAR SUSPENSION</b>	Independent rear suspension by completely original Chapman strut type system, incorporating combined coil spring damper units and including double articulated drive shaft giving also lateral location. This system has been expressly designed to offer a certain amount of camber change with increase in load, to maintain good handling characteristics under all conditions.
<b>BRAKES</b>	Ultra light hydraulically operated 9½ in. disc brakes, outboard at the front, inboard at the rear. Vertically mounted hand brake operating the rear calipers through cables.
<b>STEERING</b>	Lightweight rack and pinion steering gear.
<b>POWER UNIT</b>	Coventry Climax 1,220 c.c. engine. Single o.h.c. 4 cylinder engine bore and stroke 3 in. x 2.62 in. = 74.25 cu. in. (76.2 m.m. x 66.6 m.m. = 1,220 c.c.) Max. 75 b.h.p. at 6,100 r.p.m. Comp. ratio 8.5:1. The engine is water-cooled and has a steel crankshaft of fully counterweighted design with a large overlap between crankpins and main journals, carried in three 2½ in. diameter and 1 in. wide main bearings of lead-bronze steel backed thin strip type. The aluminium pistons are fitted with plated top rings. Connecting rods are split diagonally. Big end bearings are renewable lead-bronze strip type. High mechanical efficiency is provided by a piston speed of 2,500 ft./min. at 5,750 r.p.m. Cylinder head is heat-treated aluminium. Valves of XB steel are on shrunk-in Austenitic cast iron seatings. There is a chain drive from jackshaft to camshaft, the latter operates the valves direct through piston type cast iron tappets which practically eliminates wear in the valve guides. Tappet clearances are maintained over long periods. A normal spur gear type oil pump with built-in relief valve is used. Renewable element type full-flow oil filter. The carburettor is a 1½ in. horizontal S.U. unit.
<b>TRANSMISSION</b>	Single dry plate clutch 8 in. diameter, hydraulically operated. Special four speed close ratio gearbox with following ratios: 1st 3.635 to 1. 2nd 2.215 to 1. 3rd 1.372 to 1. Top 1 to 1. Reverse 3.635 to 1.
<b>FINAL DRIVE</b>	Hypoid final drive unit. Standard ratio 4.55 to 1, following axle ratios available at option: 5.125, 4.89, 4.55, 4.22, 3.73 to 1. Typical speeds per 1,000 r.p.m. (with standard 4.90 by 15 rear tyres): per 1,000 r.p.m. 4.22 to 1 = 18 m.p.h. (28.97 k.p.h.) per 1,000 r.p.m. 4.55 to 1 = 16.7 m.p.h. (26.87 k.p.h.) per 1,000 r.p.m. 4.89 = 15.55 m.p.h. (25 k.p.h.) per 1,000 r.p.m.
<b>COOLING SYSTEM</b>	Fully ducted radiator with integral header tank, thermostatically controlled electric cooling fan.
<b>FUEL SYSTEM</b>	Petrol Tank capacity, 9 gallons approximately. A.C. fuel pump.
<b>ELECTRICAL SYSTEM</b>	Special heavy duty 12 volt 54 amp-hr. battery, weight 43 lbs. Coil and distributor centrifugal advance and retard. Belt driven dynamo, automatic voltage control. Fuse box mounted under bonnet. Recessed Lucas Le Mans 7 in. head lamps. Separate side lamps. Flasher units. Twin stop-tail lights, rear number plate-stop lamp, high frequency horns. Instrument lighting with brightness control. Two speed electric screen wiper
<b>INSTRUMENTS</b>	4 in. tachometer, 0-8,000 r.p.m. 4 in. 0-140 m.p.h. speedometer. Oil pressure gauge. Petrol gauge. Water temperature gauge and ammeter.
<b>WHEELS AND TYRES</b>	Knock-on 15 in. wire wheels with identical rims front and rear are fitted with 4.90 x 15 in. special high performance Dunlop or Firestone tyres. Spare wheel mounted at rear of bodywork (provision for two spare wheels to be carried).
<b>DIMENSIONS</b>	Wheel base 7 ft. 4 in. Front track 3 ft. 11 in. Rear track 3 ft. 11 in. Overall length 12 ft. Overall width 4 ft. 10 in. Height to roof 3 ft. 10 in. Minimum ground clearance 7 in.
<b>WEIGHT</b>	Standard Elite, less fuel, 10½ cwt.

*In accordance with the company's progressive policy, the right to alter specifications without notice is reserved*

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Printed by A. G. Wood Ltd., Leicester