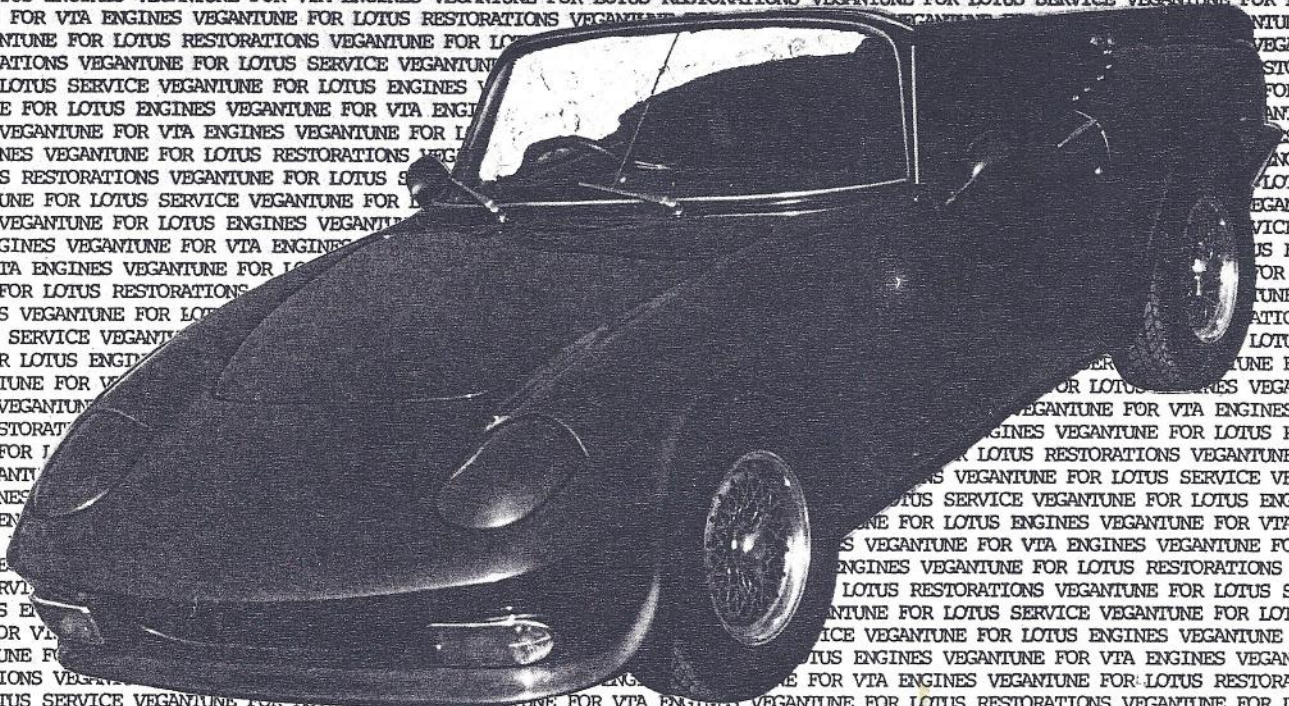


# VEGANTUNE



# EVANTUNE

CRADOCK BANK  
SEALDING

EVANTUNE  
Tel: (01753) 48146

# VEGANTUNE

## THE EVANTE, AN OUTSTANDING SPORTS CAR

The Evante evolved from our experience designing modifications to improve the reliability, handling and performance of the legendary Lotus Elan. All our considerable expertise has been applied to the Evante, which we are sure will claim a place in motoring history.

Our intention to maintain an exceptionally high quality control and restrict production to 20 cars per annum, will create an exclusivity and high resale value.

The Evante is superbly finished, an extensive range of colour schemes are available. As the interior trim is individually tailored a wide selection of materials and styles are also available.

We have taken considerable care in ensuring a perfect fit on the doors, bonnet and door, giving a more aerodynamic shape to the car. The windscreen is direct glazed into the bodyshell, resulting in low drag and ease of replacement.

The body shell is moulden in GRP reinforced with Core Mat and Kelvar. The mould is constructed in such a way that the shell is layed up in one unit and therefore is a complete structure with no joins or bonds made after curing.

Suspension units are fully adjustable and produced as matched sets, ensuring perfect balance of the suspension.

The tubular steel chassis provides an exceptionally strong and ridged structure which supports the body at 18 points.

Disc brakes are used, front and rear, with a dual circuit system which is smooth yet powerfull. The hand brake, which operates on the rear calipers using the main pads, is self adjusting. Cupro nickel pipes are used to overcome corrosion.

The steering is by rack and pinion with two universal joints in the steering column and a sliding sleeve allowing adjustment of the steering wheel position.

The five speed gear box has an overdrive 5th gear for improved fuel economy and relaxed high speed motorway cruising. The light alloy final drive has a range of alternative ratios, a limited slip differential will be available in the near future. Constant velocity drive shafts fit directly into the differential. Plunge is accepted within the shaft joints eliminating the need for sliding splines.

The 1.6 Litre twin overhead camshaft engine gives a lusty 150 bhp which is 193.5 bhp per ton, a figure rarely achieved by much larger and more expensive sports cars. Each engine is individually built and given a full 10 hour test and running in period, all clearances are checked and adjusted to produce a sound reliable unit.

After complete assembly, the car is given a minimum 100 mile road test, during which any adjustments are carried out to ensure the quality, balance and performance is up to our exacting standards.

## SPECIFICATION

### Power Unit

Twin overhead camshafts operating inclined valves through inverted piston type cam followers. Tooth belt drive to camshafts, hemispherical combustion chambers. Cylinder head and cam carriers cast in aluminium alloy

Cylinders	4
Bore	80.9 <sup>m</sup>
Stroke	77.6 <sup>m</sup>
Capacity	1599cc
Cylinder Block	Cast Iron
Compression Ratio	10.5:1
Max BHP	150 @ 6250 RPM
Max Torque	124lbs ft @ 5000 RPM
Carburation	2 X twin choke Dellorto 40 DHLA
Fuel Pump	Engine operated diaphragm
Sump Capacity	7.5 imperial pints
Oil Filter	Full flow microfilter
Cooling System	Water with fan and pump forward mounted radiator
Fuel Tank	10 imperial gallons

### Transmission

Clutch	Single dry plate 8" diameter
Gear Box	5 speed all Synchronesh
Ratios	2.99, 1.76, 1.30, 1.0, 0.87
Final Drive	Hypoid bevel 3.7:1 options available
Drive Shafts	Constant velocity

### Chassis and Suspension

Frame:	Tubular steel welded construction. Semi space frame with central backbone.
Front Suspension:	Independant with double tubular wish bones, adjustable coil springs and shockabsorbers. Anti roll bar.

### Body Shell

Polyester resin reinforced with glass fibre, Core Mat and Kelvar. Additional steel tube and rod framing is bonded in during construction.

### Rear Suspension

Independant with double tubular wish bones, adjustable coil springs and shockabsorbers.

### Brakes

Girling 10" disc brakes front and rear. Dual circuit system.

### Wheels

Alloy bolt on 6J X 14" vented.

### Tyres

195 X 60 X 14

### Steering

Rack and pinion. 2.25 turns lock to lock.

### Dimensions

Wheel Base	214cm
Track	118cm Front
Track	124cm Rear
Overall Length	372cm
Overall Width	149cm
Overall Height	113cm
Ground Clearance	16cm
Turning Circle	9.3metres
Weight Dry	687 Kg

### Performance

0 - 60	6 Seconds
0 - 100	17 Seconds
Max Speed	140 MPH
Fuel consumption overall touring	27 MPG

All figures are approximate and are subject to change without notice.

## HOW DOES THE EVANTE DIFFER FROM THE LOTUS ELAN?

### CHANGES

#### BODY

Windscreen flush fitting, direct glazed.)  
No vent to front screen. )  
Reinforced screen frame. )  
Increased curvature to bonnet also 1" longer.  
Fixed head lamps (pop up - optional).  
Wider wings (fenders).  
Door aperture.  
Increased curvature to frontal section.  
Front air dam integral with body.  
Sills fully boxed housing seat belts.  
Hood tray bonded in.  
Rear fire wall bonded in.  
Floor flat, allows greater seat movement.  
Support dash bonded in.  
Radiator mountings bonded in.  
Battery box bonded into engine bay.  
Consealed hinges on boot and bonnet.  
Spoiler on boot lid.  
Rear lamp panel.  
Silencer recess.  
Increased foot-well width.

#### CHASSIS

Tubular space frame.

#### SUSPENSION

Rear double wish bones coil over shock absorbers.  
Front double wish bones coil over shock absorbers.  
Double taper roller wheel bearings all round.

#### TRANSMISSION

Gear box : 5 speed.  
Differential : Alloy casting.  
Drive shafts : Constant velocity.

#### ENGINE

150 BHP VTA twin camshafts belt driven, twin 45mm carburetors, transistorised ignition and advance curve, pre engaged starter system.

#### RADIATOR AND COOLING SYSTEMS

Alloy X flow radiator with header tank.  
Electric fan.

### WHY

Improved air flow and produces a stiffer, stronger W/S frame.

Improve air flow and increase stiffness.

Reliability.

To fit wide, low profile tyres.

Improve weather sealing.

Improve air flow and stiffness.

Improve stability.

Increase strength.

Increase strength.

Increase strength.

Can accommodate tall drivers.

Increase strength and rigidity.

Servicing.

Reduce voltage drop.

Improve air flow.

Improve stability.

Modern lamp cluster.

Improve ground clearance.

Improve spacing for larger drivers.

Increased stiffness.

Improved camber change for low profile tyres.

As above plus reduce king pin offset.

Increased life.

Over drive 5th for cruising.

Reduce weight and reliability.

Long life and no wind up.

Best engine for the job with many improved features.

Radiator moved forward to improve air flow over core, also improves water flow system and efficiency factor.

### ELECTRICS

Battery 205 amp. Battery box fitted in engine bay. 45 amp alternator.

Larger battery with short cable runs to improve reliability and reduce voltage drop.

### INSTRUMENTS

80mm speedometer and tachometer, 50mm fuel, oil pressure and water temperature gauges mounted on removeable panel. Switches are also mounted on a removeable panel.

Improved layout with minimum eye movement to read important instruments. Ease of servicing.

### HEATER

Controls for fan, directions and heat, on dash panel.

Ease of control, no scrambling under dash with trap doors.

### FUEL TANK

Situated above differential.

Safety.

### BOOT

Fully trimmed interior with carpets.

Protects luggage. Improves appearance.

### WHEELS AND TYRES

Wheels - Alloy 6J X 14" bolt on.)  
Tyres - 195 X 60 X 14". )

To increase tyre contact area, use tyres most suitable for speed of car and reduce king pin offset and improve directional stability. Improve feel.

### BRAKES

Dual circuit non servo. 10" front and rear discs. Handbrake operates main rear pads.

Improved feel and progressiveness. Hand brake remains effective throughout life of main rear pads. Reduced servicing.