

Featuring: Pro Reviews of Colt Lancer and Colt Galant



Some Pro Reviews May Help Your Choice.

Presenting a digest of road tests from leading Japanese auto journals.

Once the decision is made to buy a new car or trade in the old one, most people probably start collecting a few catalogs, visit some showrooms, maybe even read a couple of auto magazines and most certainly look with interest at every new model they see on the road. In any case, they usually go through a period of mild confusion.

Choosing a car is, after all, a bit like getting married. When looking for that very special person you worry not just about their looks, but about their personality, health, and perhaps a whole string of things you ordinarily wouldn't give a second thought to.

Selecting a car is the same. Nice

styling and general popularity is just not quite enough. Other important factors, a more thoroughgoing evaluation is cardinal. You check to see if the steering is inaccurate, if the rate of fuel consumption is too high and so on.

You check anything and everything because you want your "precious car" to be worth as much as you pay for it. To assist you in finding answers to the questions you might have and perhaps add to your store of automotive experience, we thought it would be helpful if we provided some outside, informed opinions.

In this issue, therefore, we present all those of you who are now looking for a car with the views of some professional auto critics concerning Mitsubishi's two great passenger car series. From reading these articles, we think you will be convinced by the high ratings given to the engine and driving performance of our cars.

All comments and data were taken from 5 leading auto magazines of Japan; Motor Magazine, Motor Fan, Car Graphic, Gekkan Jikayosha (Private Car Monthly) and Driver.

We hope you will read them carefully and then visit your nearby Mitsubishi dealer for your own personal evaluation.







LANCER

1400 SL (5-speed) 4-door Sedan

Well Balanced, Sporty Sedan

It has looks, handles easily with safety, and shifts like a dream. Engine response is fast, long-lasting and reliable.



The winsome styling of the car, based on Mitsubishi's own safety oriented "tumblehome, turnunder" body design, has achieved a wonderfully simple and delightful overall effect.

Once you begin driving this car, the first thing you will feel is that this is a very easy car to operate. All controls are light to the touch, and each lever,

but in accordance with the build of the driver, it is important to be careful not to lower the wheel too much.

Shifting gears is a marvelous feeling. The shift is light and gears changes sharp and fast in a way that will please every driver.

The single carburetor, 92ps Saturn engine runs as smooth as can be. Not only is it marvelously smooth throughout its full rpm range, it gives so much lively power that you would never think that it has lots of anti-pollution features too.

With a flat torque curve and plenty of flexibility, this engine could be considered an almost ideal power unit. The lively performance under any conditions. 5th gear is good not only for high-speed driving; with unique endurance at even low rpm, it can often be used even on city streets.

Steering and safety in the Colt Lancer SL-5 rate very high. On corners with a large radius the degree of understeer is slight, but even when making tight turns this understeer tendency will hold out with the rear of the car firmly gripping the road. The SL-5 is not low on roll, but thanks to its sharp steering capability, it can maintain a high cornering speed.

On dirt tracks the steering response is wonderfully sharp with an impressive variable ratio of 15.5 – 18.1. For its class, high speed straightaway performance is thoroughly satisfactory. It also holds well against side winds and has no trouble driving at 100km/h speeds even in rainy weather.

The brakes have a light pedal pressure and will stop the car without fail. In response to pedal pressure, there is a nice feeling of increasing brake power and even with repeated use at high speeds there is practically no fading or drop in effectiveness.

The Colt Lancer 1400 SL-5 is known as an easy-to-handle, highly practical family sedan. Yet my conclusion, after my own test drives, is that it is a car with sporty performance, good balance and well built through and through.

(Gekkan Jikayosha)



In all cases, the test reports inform motorists everywhere that in the power, performance and comfort that matter in today's motoring, Colt Lancer is there, holding its own with competitors and even beating many of them hands down.

switch and pedal is suitably located so that your body will adjust comfortably right away. The interior may seem plain compared to competing models, but this helps account for the car's functionally easy handling.

The seats, with such human engineering factors as shape and firmness taken into account, fit any driver perfectly and practically make you forget fatigue. The support in the shoulder areas is just enough to give you the right kind of support you need when cornering.

The tilting mechanism which permits the up and down adjustment of the steering wheel is also a valuable feature, only hitch is a slightly high level of noise (in the vicinity of 6,000rpm), but it is a minor problem.

The 5-speed transmission provided is especially noted for its easy handling and for the fact that it allows you to make full use of the engine's capability. You will find that you get a really fast pickup in 1st and 2nd gear with 3rd and above providing sufficient high speed power. I tried running the engine at 6,000rpm as a test and found I could go 50km/h in 1st gear, 80km/h in 2nd and 115km/h in 3rd.

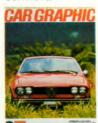
At the same time, this engine has enough toughness to shift into acceleration from around 1,500rpm and show

Benefits of Aeronose Design

The clear, low line known as the aeronose is the main theme of this car. And in truth, the front portion of the hood does stoop down smartly. Because this nose, which employs principles of aircraft design, has excellent aerodynamic properties, the car body firmly grips the road surface even at high speeds. Naturally it serves to achieve greater forward visibility. In addition, the large, sloping front combined with a front and rear construction that avoids compartment damage when crushed, is very effective in raising safety. (Motor Fan)

Easy-To-Handle "Lancer"

A lightweight car with a powerful, lively, flexible engine. Steers the way you want it with easy controls and real comfort.



No one can say that the Colt Lancer's styling is very conspicuous among today's numerous, showy car models. Yet, on the other hand, its calm, straightforward styling thus

gives a fresh, new impression.

One of the big characteristics of the Colt Lancer which can be mentioned is its light weight. This light weight factor gives numerous advantages to the Lancer's performance.

The 1400 SL-5 weighs 830kg. The combination of a 1439cc, 92ps engine has produced a power/weight ratio of 8.75kg/ps, which is way above average for this class of sedan.

As you might expect, the car is fast. It has good starting pickup and its high speed, passing acceleration is liveliness itself.

For a single carburetor engine, the response is excellent and the level of flexibility is exceptionally high. The 5-speed transmission provides fantastic maneuvering control. The stroke is appropriate, light and certain. The gear ratio settings are also really very good, matching the engine perfectly.



A handy special multi-purpose lever, fitted on the steering column, centralizes turn signals, dimmers, passing lights, windshield wiper and washer controls into one unit.

The suspension is a plain combination of struts and rigid leafs, but the settings are just right for a comfortable ride.

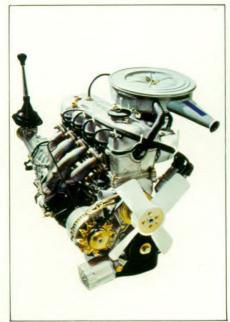
Steering response is really sharp for this kind of car. The tendency of understeer is mild and the driver can follow the line he wants beautifully.

One point concerning driving safety which could be troublesome is the fact that the car is slightly weak against side winds. However, other than this we could not find any other difficulties worth mentioning.

Interior comfort is good. There is plenty of padding and the ride isn't bad



The graceful dash is thickly padded for safety. All controls are easy-to-reach and meters are scientifically placed for instant, error-free reading.



The 92ps/6,300rpm 1400cc "Saturn" engine delivering 12.5kg-m max. torque at 4,000rpm has outstanding performance and flexibility characteristics but even greater economy.

A short-throw, full synchromesh 5-speed gearshift runs through the entire speed range smoothly and effortlessly.

at all. The driving position is also really good and together with an excellent field of vision you will be able to enjoy a drive that is truly wonderful.

All controls — the clutch, brake, accelerator, steering wheel and so on are light and well balanced.

In short, the Colt Lancer 1400 SL-5 is a really easy to drive, low-stress car — something which is also common to all the other models in the Lancer series.

From town and city use to sporty drives the Colt Lancer is always capable of performing according to the driver's feeling. (Car Graphic)



Body-contoured bucket seats are adjustable for the comfort of all drivers.

Superior Power-Weight Ratio

The Colt Lancer, having as its special feature a powerful engine mounted in a lightweight body, is much lighter than other cars in its class. You could therefore say that right from birth its sports potential was high.

To be a bit more precise, it is the fact that the Lancer is balanced in everything — in its superb power-weight ratio and its engine with a perfectly matched driveline and good response for example — which gives it its fast speed.

For urban driving, the models which give really great fuel consumption rates are the GL and SL-5. The former gives 10.9km/\(\emptile{k}\) and the latter offers a practically identical 10.8km/\(\emptile{k}\). These rates clearly testify to the superiority of the 4G33 model Saturn engine which these cars have.

Anyone who rides a Colt Lancer will soon feel the sense of security and driving ease which usually come after a long period of driving. Furthermore, there is the joy of knowing that the Lancer can give any kind of driving performance. (Motor Magazine)

Fast, Soft-Riding Family Ca

Puts roominess, passenger protection and a solid body frame together with a quiet, soft ride that can be peppy and economical too.



Seated inside the Colt Lancer 1400, we got the impression that there was a lot of roominess for a car of this class. Then there was the feeling of confidence we got from knowing that we

were well protected by 120mm thick doors and a really sturdy, solid monocoque frame; a 50km/h collision test had almost no effect on the compartment and the windshield didn't shatter. But all this seems to be standard for Mitsubishi's high level of human engineering.

Not only is the body construction strong, sound proofing is also well taken care of. The closing sound of the 4 doors even seems pleasant. When we tried tearing down a rough, gravel road at 80km/h, we found that the body produced no squeaks and that the gravel thrown up against the floor



The see-through cutaway view of the entire Colt Lancer provides a convenient guide to its superb mechanical layout.

did not reverberate harshly.

The trunk space in back is also very large. By the use of an under the floor fuel tank design, the floor space has been considerably widened.

Ventilation for the compartment is effective due to clearly well constructed ventilators. The front defroster also does its job quite satisfactorily.

Suspension consists of strut type, independent coil springs in front and semi-elliptical leaf springs on a rigid axle in the rear. The merit of this suspension system is that it is simple in construction and easy to adjust. The

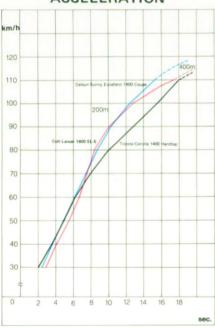
settings seem a bit soft, yet we found we could still shoot around corners wonderfully.

Looking at the great economy of this car, there are quite a few factors which catch your attention. For example the gear ratio in the transmission is ideally spaced; this has a big influence on the car's acceleration performance and economy. Then too, there is the lightness of the body.

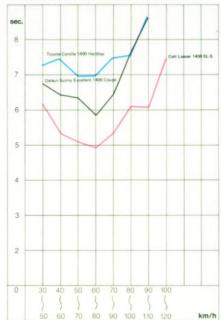
Put altogether, the Colt Lancer drives and handles beautifully and still makes it possible for you to get about with real economy. (Driver)

PERFORMANCE DATA COMPARISON

STANDING START ACCELERATION



PASSING ACCELERATION



FUEL CONSUMPTION

						urban d	riving			highwa	y driving	km/t
Make & Model	_	7	8	9	10	1,1	12	13	14	15	16	17
Toyota Corolla 1400SL Harding			-									
Datsun Sunny Excellent 1400 Coupe												
Colt Lancer 1400 St5	4									_		

SPECIFICATIONS

Colt Lancer 1400 SL 4-Door Sedan Dimensions: Wheelbase, mm (in) 2,340 (92.1)

Overall length, mm (in) 3,960 (156.0)
Overall width, mm (in) 1,525 (60.0)
Overall height, mm (in) 1,360 (53.5)
Front track, mm (in) 1,285 (50.6)
Rear track, mm (in) 1,255 (49.4)
Kerb weight, kg (lb) 830(1,826)
Engine:

Type 4-cylinder in-line water-cooled 4-cycle, OHC

Displacement, cc (cu. in) 1,439 (87.8) Bore x stroke, mm (in)

73 x 86 (2.87 x 3.39) Compression ratio 9.0

Max. output ps/rpm /rpm 92/6,300 Max. torque kg-m (ft. lb)/rpm

12.5 (90.4)/ 4,000 Carburetor Down draft, 2-barrel x 1

Driveline:
Transmission
Gear ratios:
5-speed manual

3.369 2nd 2.035 1st 3rd 1.360 4th 1.000 Reverse 5th 0.856 3.635 Final gear ratio 3.889 Driving wheels rear

Body and chassis:
Body/frame construction unit
Brakes, front/rear disc/drum
Steering Recirculating ball type

with variable ratio gear
Ratio 15.5 ~ 18.1
Front suspension: Independent struttype

with coil springs
Rear suspension: Asymmetrical semielliptical leaf springs

Capacity:

Fuel tank, lit (imp gal) 45 (9.9)

High Performance and Comfort

Noted for its great, power-to-spare engine and smooth gearbox match-up, sharp steering, cozy interior and ideal adjustable driver's seat.



The Colt Galant offers a choice of two body styles - sedan or hardtop, and three engine sizes - 1600, 1850 and 2000cc.

For our test drive we decided to use the 1850 SL-5 4-door se-

dan. Mounted up front was a down draft 2-barrel type engine delivering a maximum output of 105ps/6,000rpm and a maximum torque of 15.5kg-m/ 4,000rpm. A 5-speed transmission was hooked up to harness this power.

We found that this engine has power to spare and is wonderfully flexible to boot. When we ran at 40km/h in 4th gear and 50km/h in 5th, we felt no stress at all. The match-up between the engine and the 5-speed transmission gear ratio is also good. Each gear has an ample pulling power, giving the kind of response that really satisfies.

The car's performance on the road is very high. It has a speed and handling not usually associated with a 4-door sedan.

Suspension is provided by a combination of struts and leaf-springs. 165 SR-13 tires (5J rim) are standard equipment.

The steering characteristics of this Galant showed a gentle understeer at normal driving speeds, but when we revved her up this tendency became rather pronounced. Nevertheless, for a 1.8 liter car this is a generally very lively car which will let you enjoy even sports-like driving.

The handling is marvelously light with sharp response being a special characteristic. One big reason is that the engine weighs very little, which means that the front load of the car is small.

As for the interior ride of the 1850 SL-5, we found first of all that there is plenty of roomy space; one of the results, it seems, of the long nose body design. This, together with an efficacious



In a series of road tests, professional drivers whipped the Colt Galant through city traffic, pounded it over dirt roads, took it out for highway cruising and put it through make-or-break spins on the curves and straightaways of test tracks.

ventilation system made things quite pleasant.

Even more gratifying was the driving position adjustment setup - something which is always first rate in Mitsubishi cars. In addition to slide adjustment and a reclining adjuster, the driver's seat has a lever which lets you change the angle and height of the seat. But most impressive of all was a fixture which makes it possible to change the firmness of the support for the lower lumber area of the driver's back. (Motor Fan)

Power and Performance

The car with the no-stress engine and extra efficient full synchromesh transmission which lets you enjoy city driving and sporty touring.



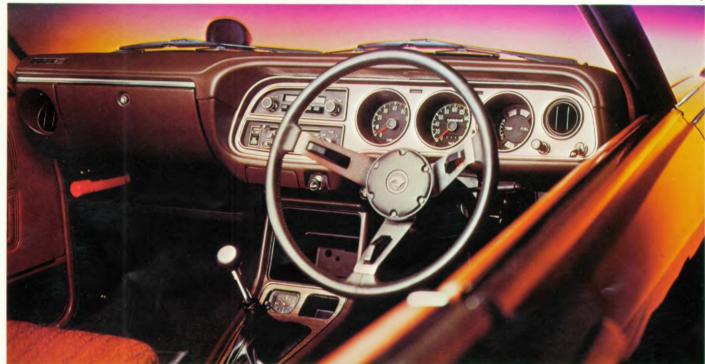
Right from the start GRAPHIC of our test drive with the 1850 SL-5, we noticed how sportily the 105ps engine moved the car's 970kg about; we felt no stress at all. Yet the feeling we got was al-

together different from the one given by a 1.6 liter Saturn engine; an engine with a smooth throttle sound and delightful rev sensation. Even so, this doesn't mean that the engine response

Compared to the Saturn engine (1600cc), which revs up clear and strong from mid-gear range all the way through high gear, the Astron 1850 engine is a much gentler engine. It has great flexibility and the outstanding feature of a flat torque which turns out more than 13kg-m of torque from a low speed rpm of 1,500 clear up to the 6,000rpm red zone. So you could say that in contrast to the youthfulness of the Saturn, the Astron feels more mature.



The Astron 1850cc engine is widely noted for its quick and stable response, no-stress big pulling power and exceptionally high economy.



The smartly styled instrument panel incorporates deeply recessed instrument modules, optimally positioned for easy reading in all light conditions, and the extra wide windshield provides maximum visibility in all directions.

Ordinarily, shifting up means going step by step, 1st, 2nd, 3rd and so on. But the great thing about the flat torque of the 1850 SL-5 is that it has the flexibility to let you handle easily 1st to 3rd, then 4th. In city driving, with its conjestion and repetitious stop and go conditions, gear changing can be a bother. With the 1850, you get the power performance necessary with only 1st and 3rd gear. Of course, if you really want to put this engine to full use and get all the sporty ride you can out of it, we urge you to exploit thoroughly the full synchromesh, 5-speed transmission installed in the 1850 SL-5.

This 5-speed transmission is not a 4-speed gearbox with an O.D. added on. The 5th gear is a real gear and all gear ratios are different from those of a 4-speed box. Being set close together — 1st (3.369), 2nd (2.035), 3rd (1.360), 4th (1.000), 5th (0.856) — makes the change from gear to gear smooth. The shift work sensation is so much fun, especially during a hard drive, that it is easy to be tempted to do more shifting than is needed.

We revved up the engine in each gear until we reached 6,000rpm, the beginning of the red zone, and found that we got 50km/h in 1st, 85km/h (2nd), 123km/h (3rd) and 165km/h in 4th. But we were really impressed when we easily reached the top speed of 170km/h at just below 6,000rpm just as the catalog data claimed.

However, for high speed, 100km/h driving 3,700rpm is plenty for 4th gear and 3,200rpm is enough for 5th, there is little engine noise. Of course exhaust and wind noise don't add up to much, so you can always enjoy driving in quiet comfort, even on fast speed, long trips.

Along with engine performance, the safe handling excellence of the 1850 is another characteristic we musn't forget to mention. There is no doubt, for example, that the use of 165SR13 radial tires combined with 5J wheels contributes greatly to increased safety. This combination, superbly matched with the suspension system, assures you the ability to take the worst hairpin and S-curve corners on mountain roads



The front bucket seats can be fully reclined or minutely adjusted to suit you.

-easily and with pleasure.

Add to this the inclusion of 6-inch width, large Master-Vac brakes; their effect is powerful with only light pedal pressure. What's even more important, these floating-caliber type disk brakes will not fade even under the harshest braking conditions. (Car Graphic)



A long wheelbase and wide body styling all add up to greater head and shoulder room. Passenger comfort and safety are assured by wide bench seats.

Well Balanced, Sporty Sedan

Has a good, clean design, an engine which delivers power and flexible response with real economy, and handles all road conditions the way a car should.



The Colt Galant 1850 GS-5, the test car which we used, is the fastest model of the 1850 series. It is a 4-door sedan with the now popular long nose, short deck body style; a style which is

in a sense orthodox, but it is at least handsomely pure - it has no gaudy frills to fool the eye. If the car lacks real individuality, it certainly is not alone; the same tendency is universal among automakers. Looking at recent European cars, especially the Ford Escort for example, you can see a lot of similarity.

For its class, the size of the 1850 GS-5 is on the small side, yet in reality this makes it easier to handle. The body is light weighing only 975kg when the car is unloaded. It is therefore about 100kg lighter than, for instance, the Datsun Laurel 1800 and Toyota Corona 1800. This merit in turn shows up in the car's performance and helps to keep steering response steady.

The 1850cc Astron engine is basically an improved version of the Saturn. Naturally, it is OHC in design. With only one camshaft, the valve layout is still the same as a DOHC, and the crossflow type combustion chambers are hemi-spherical. Using down draft 2-barrel carburetor and premium gasoline, this Astron engine promises hefty power, without exaggeration, on the order of 115ps/6,200rpm and 16kg-m/4,200rpm torque.

The quick and sharp response of this engine is an attribute inherited from the rally-proven Saturn. This extra punch is all the more pleasing when compared to the flock of listless engines created by the recent movement to add antipollution devices.

This good response becomes even clearer during highway passing situations. At a peak torque of 4,200rpm in 3rd gear the car did 80km/h, in 4th gear 110km/h and in top gear 120km/h. Acceleration at this speed seemed to take our breath away.

On the other hand, there is plenty of flexibility in this power unit too. You can cover most city driving in 4th gear, but if you want more peppiness, 3rd gear is enough to let you pass easily most other cars.

One of the nice points common to all Mitsubishi passenger cars is an accurate speedometer. For example, our test car showed 100km/h on its meter when its actual speed was 98km/h. It is certainly gratifying to know that this kind of information is precise.

We tested Galant's handling in the Hakone mountains of central Japan. Here again is a merit shared by all Mitsubishi cars - sharp, correct handling. There was just a touch of heaviness in the car's movements, but even so, it still has excellent control compared to other Japanese makes.

Because the car has a slight understeer tendency, making sharp turns will





A Colt Galant being tested for hill climbing (top) and high speed circuit performance (bottom).

cause the tail to slip out. But when we tried correcting this by sharp steering and quick, sudden revving, cornering became a real pleasure.

One more reason we were able to take twisting mountain roads lies in the ideal gear ratio settings. The gear ratios in the transmission are set at 3.278, 1.955, 1.341, 1.000 and 0.845. These settings match the engine's performance nicely and allow you to take any kind of curve and choose the right amount of power for even city driving. In addition, the synchromesh is powerful and shifting is a delight.

Having thus passed through the steep Hakone mountains, we ascertained that our Colt Galant was a car built with a large, sporty element but which still

retained good balance.

However, what about the interior control layout? Here again Mitsubishi's functional, driver-come-first approach was beautifully reflected.

First there is the up and down tiltadjustment plus unique lumbar-support. all Mitsubishi's vehicles. What's more, the 1850 has a seat built with tiltadjustment plus unique lumber-support. Of course the seat has slide adjustment too. Even a really fancy car like the Aston-Martin doesn't go this far.

Furthermore, the wipers, washers, turning lights and passing lights can all be controlled by a multi-purpose lever fitted to the steering wheel - something which is very handy.

As a 4-door sedan the Colt Galant 1850 GS-5 is the car with the most sportiness and since all the models in this series have basically the same performance, you won't lose anything no matter which you choose.

Finally, in conclusion, when our 250km tour from Tokyo to Hakone and back was over, we found that we averaged about 10km/2. This was the highest value in fuel consumption which we have experienced recently among passenger cars in the 1.6-liter and above range. (Motor Magazine)

SPECIFICATIONS

SECTIONS							
Colt Galant	1850 S	L 4-Door	Sedan				
Wheelbase, m	nm (in)	2.420	(95.3)				
Overall lengt		(165.4)					
Overall width, mm (in) 1,600 (63.0)							
Overall height, mm (in) 1,395 (54.9)							
Front track, mm (in) 1,320 (52.0)							
Rear track, mm (in) 1,300 (51.2)							
	Kerb weight, kg (Ib) 970 (2,138)						
Engine:							
	cylinder i	n-line water	-cooled				
	cycle, OH		-00100				
Displacemen			(113 2)				
Bore x stroke			(110.2)				
	81.0 x	90.0 (3.19	x 3.54)				
Compression	ratio		8.5				
Max. output			5/6,000				
Max. torque	kg-m (ft.l	b)/rpm					
		15.5(112.0)/4,000				
Carburetor	Carburetor Down draft, 2-barrel x 2						
Driveline:	Driveline:						
Transmission 5-speed manual							
Gear ratios:							
1st	3.369	2nd	2.035				
3rd	1.360	4th	1.000				
5th	0.856	Reverse	3.635				
Final gear ratio 3.889							
Driving wheels rear							
Body and chassis:							
Body/frame	construct	ion	unit				
Brakes, front/rear disc/drum							
Steering		irculating b					
	with	n variable ra					
Ratio			~ 18.1				
Front suspension: Independent strut type							
with coil springs							
Rear suspension: Asymmetrical semi-							
	elli	ptical leaf	springs				
Capacity:							
Fuel tank, I	it (imp	gal) 5	1 (11.2)				

What you always wanted to know, but...

To Understand Engine Performance, You Need to Know More Than Horsepower

In general, as the piston displacement becomes larger, both output (horsepower) and torque increase; torque in particular is affected by changes in piston displacement.

The greater the torque is, or the less rpm it takes to produce the same torque, the more practical and easier to use is the engine. It is for this reason that you will often hear people say that "a low speed torque engine moves very easily even in the slow driving of urban areas."

In the test report articles in this issue, the expression "flat torque characteristic" often appears. This indicates that the torque curve graph presents a very mildly curving line across the full range of rpm. This expression is particularly valuable when rating an engine is.

Now, as for output, it can be raised considerably, even with the same amount of piston displacement, by raising the rpm. When, for example, racing engines are revved up to the 8,500 ~ 10,000rpm level, they can kick out big output. However, the efficiency of an engine drops off as its rpm is raised and there is some lose even in handling response due to a lopsided torque performance.

The fact that Mitsubishi passenger cars are mounted with superb engines having wonderful power and durability proved by victories in numerous international rallies is therefore significant. As you can see from the various test reports included in this issue, Mitsubishi's finely crafted engines have sharp response, rev up big power, are silent at high speeds, keep giving out output at low speeds and are economical. It would be no exaggeration to say that no matter what angle you look at them from these engines are nearly perfect masterpieces.

At this point, let us look at an "Engine Performance Curve Graph," something which often appears in catalogs, and check out the characteristics of Mitsubishi's engines. As an added reference, we have also included the performance curves of the Datsun Sunny 1400GL alongside those of the Colt Lancer 1400 SL. Compare them closely.

Reading an engine performance curves graph

Located slightly above the center of the graph, there is a gently curved line. This is the torque curve. Torque means the amount of force which, in the case of an engine, turns the flywheel.

The torque curve of an engine which is strong in both city driving and high speed continuous driving, i.e. an engine with all-around stable power, should have its peak curve point in as low an rpm range as possible. Moreover, it is desirable that all torque given out be even. In other words, it would be ideal if the torque curve line were flat.

The output (horsepower) curve, as in this graph, usually rises up to the upper right corner where it reaches its peak and then drops off. The peak marks the maximum. Since output is the lifeline of an engine it follows that a big maximum output figure is best.

The fuel consumption curve at the very bottom of the graph expresses efficiency of the engine. It shows the fuel consumption in grams for each rpm value per hour. This is not the same as the fuel consumption under real driving conditions, so this curve only serves as a guide for knowing which rpm range is the most efficient.

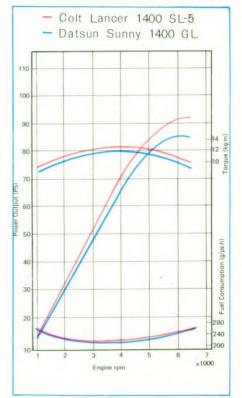
Comparing the Lancer with a rival

Let's now compare first the output of both cars. The Colt Lancer 1400 SL-5's Saturn engine goes right on kicking out power above the 3,000rpm mark. At 6,000rpm it delivers 90ps, and finally, at 6,300rpm it reaches its big peak of 92ps. On the other hand, the Sunny 1400GL reaches its maximum output of only 85ps at 6,000rpm; a difference of 7 crucial horsepower.

Leaving aside engines with extra large piston displacement and outputs, for this class of engine, a difference in power of more than 5ps will create a large variance in driving performance.

Next, take a look at the torque curves. The Lancer surpasses the Sunny 1400 from the low rpm range all the way to the high rpm. In particular, the fact that the Lancer also has an almost flat torque in the 2,000 to 5,000rpm (mid-range pulling power) zone means

ENGINE PERFORMANCE CURVES



COLT LANCER 1400 SL-5

Displacement 1,439cc Max. Output 92ps/6,300rpm Max. Torque 12.5kg-m/4,000rpm

DATSUN SUNNY 1400 GL

Displacement 1,428cc Max. Output 85ps/6,000rpm Max. Torque 11.8kg-m/3,600rpm

that it has the leeway to give sharp acceleration no matter when you press the gas pedal. With a maximum torque of 12.5kg-m, the Lancer also outshines the Sunny's 11.8kg-m by as much as 0.7kg-m.

Part of the secret of the Colt Lancer 1400's Saturn engine lies in its MS (minimum surface) hemispherical combustion chamber which magnificently pursues the goal of complete combustion, in its cross-flow system, in its water heated intake manifold, in its cooling system and in the engineering excellence of its double-5 bearings. These factors and more form the well-spring of the Colt Lancer's surprisingly high power output and torque.

What's Going On in Europe?

With stunning victories in the Safari and other big, international rallies, plus a growing popularity in North America, South East Asia and Australia, it was only a matter of time before Mitsubishi Motors' Colt series made its appearance in Western Europe. Now the moment has come.

For a start, 9 models have been placed on the market in Great Britain, Holland, Belgium and Luxemburg. The lineup includes 5 Colt Galant models plus 4 Colt Lancers.

Officially, the cars were first publicly displayed at the October, '74 London International Motor Show followed by the Brussel Show held in January. Since their reputation had already preceded them, these latest rivals to the competitive European market attracted a lot of interest and enthusiasm.

Positive reviews by leading newspapers, including a major article in the Times, plus favorable test drive reports in leading auto magazines helped to inform the public months before the cars actually went on sale.



Colt Lancer in the Dutch countryside.



On a famous Amsterdam drawbridge.





The Colt Galant on English roads.



The head office for Belgium/Luxemburg.

All the articles agreed that the Colt series provided excellent performance with substantial economy and real reliability. Mr. Peter Waymark of the Times commented: "Trying the Colts on the road, I found a good all-round standard of competence. Common to all the cars are a superb gearbox, which really does support the cliche about a knife through soft butter, and an excellent driving position; the brakes are good, the steering does not have the sogginess of some Japanese cars, the engine felt nippy and was reasonably quiet."

As a result, early sales reports are showing that the demand is staying ahead of original predictions, especially in Holland and Belgium. In analysing the reasons for the Colt series popularity, great driving performance is certainly a factor. Yet it seems that their durability and economy are what appeal most to budget-minded, reliabilityconscious Europeans.

As for the all-important dealer situation, in England the Colt Car Co., Ltd. (President, M.C.E. Orr) started off with a network of 120 dealers, which is expanding. At present the company is aiming for a 200 dealer organization as a minimum. Hart Nibbrig & Greeve B.V. (President, Andre De La Porte) in Holland and Moorkens Freres S.A. (President, Leopord Moorkens) in Belgium and Luxemburg, both report having networks of about 100 dealers also.

All of this, of course, is only a beginning. From January, 1976 Mitsubishi Motors plans to start offering sales in Norway, and at a later stage in other European countries one by one. In future issues, we will bring you detailed stories on what's going on in each country.

Smashing Lancer Victory in First Big Thai Race

Once again a Colt Lancer 1600 has made racing headlines by winning a major race. This time it was a 24-hour endurance race held at the Hua Mark Sports Complex in Thailand on May 31 — June 1.

Until now Thailand's racing circuit was marked only by short, $6 \sim 7 \, \text{km}$ long races. Thus the decision to hold an endurance race, one in which a winning trophy provided by the nation's Deputy Prime Minister would be given to the car which made the most laps around the 1.1km track, was the beginning of history.

With local newspapers and T.V. covering the event, 29 cars, including

Toyotas, Datsuns and Fords participated. Mitsubishi Motors' sole distributor, Sittipol Motor Co., Ltd. (SMC) provided 5 Colt Lancers which turned out to dominate the race right from the beginning.

After 24 grueling hours Colt Lancer was 1st with 1,349 laps (23 ahead of the next car), 3rd, 6th and 8th. A 3-car team of Colt Lancers also took the team prize with a total score of 3,697 laps. In addition to these formal prizes, the winning Lancer also won wide attention for coming through without a single pit-stop for repairs.

No doubt this overwhelming performance, following upon the Colt Lancer's other international victories, will convince even the most stubborn that this car is a winner.

Joginder Singh Wins

The indefatigable Joginder Singh of Kenya, winner of the 1974 Safari Rally, has once again taken a Colt Lancer to victory.

On May 17 and 18 he took part in the 1,500km long Kenya 2000 Rally along with 50 other cars representing the world's best. This cross-country rally, the third in a series of Kenya races, was marked by heavy rains, mud, mist and a fallen tree which prevented all but 17 entries from finishing.

Nevertheless, Joginder Singh zoomed out to the lead from the start and kept it. He finished 30 minutes ahead of his closest competitor with only a loss of 42 points.



Joginder ripping his way to victory.



Winning, Thai driven Colt Lancer heading for the finish line.

From the Publisher

With the present state of inflation and recession, the demand for highly economical and durable small cars has grown with leaps and bounds. As a result, the competition between small cars has also become intense.

There are now literally dozens of cars on the market to choose from; all of them claiming to be the best for some reason. Clearly this makes your decision very difficult.

Since you want your selection to be the right one, it makes sense to rely on the professional opinions of auto experts. They know what to look for in a good car, so what they say is very pertinent to you.

In this issue we have assembled several articles from various leading auto journals published in Japan. The comments made in them concerning our

Colt passenger cars testify unequivocally to their excellence and reliability. Though not included here, we have also received numerous favorable critiques from major European and Asian newspapers and journals.

We are confident that these articles will be convincing and helpful to you when you go to buy your first or next car.

For the next issue, we are preparing reports on the upcoming Tokyo Motor Show and the 10th Australian Southern Cross Rally.

Yoshitomo Kimura Assistant General Manager, Office of International Business MITSUBISHI WHEELS

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