Nota Engineering.

Many of us who followed motor sport in the 60's will recall sports car races with many Nota Clubmans in the field; this company had the expertise to produce a good sports car, but who would have expected a car that looked like a formula one? Welcome the Nota Fang.

Unlike other kits based around Mini mechanicals the Fang used mainly the front subframe and power plant, however in this instance it was installed in the rear. Although the Fang was not strictly a Mini special, it still qualifies as a classic to be sought after by Mini enthusiasts due to the use of familiar components and limited numbers. The body had a tubular steel space frame with semi stressed alloy tub section incorporating a roll bar. Among the built-in features were collapsible front and rear sections, as well as a fully adjustable and collapsible steering column.

Nota Type 4 or Fang Specifications.

Dimensions:

Front Track – 49"	Rear Track-48"
Wheelbase – 89"	Overall Length – 135"
Overall Height – 33"	Overall Width – 54"
Ground Clearance – 5"	Curb Weight – 1064lbs

Chassis:

Rectangular section and tubular mild steel space frame, gas welded with semi-stressed aluminium floor pan and lower side panels. Roll bar incorporated into chassis structure. Six lugs attached for safety harness connections.

Suspension:

Front – Independent, adjustable, wide based lower A-arm located by telescopic adjustable shock absorber enclosed by coil spring.

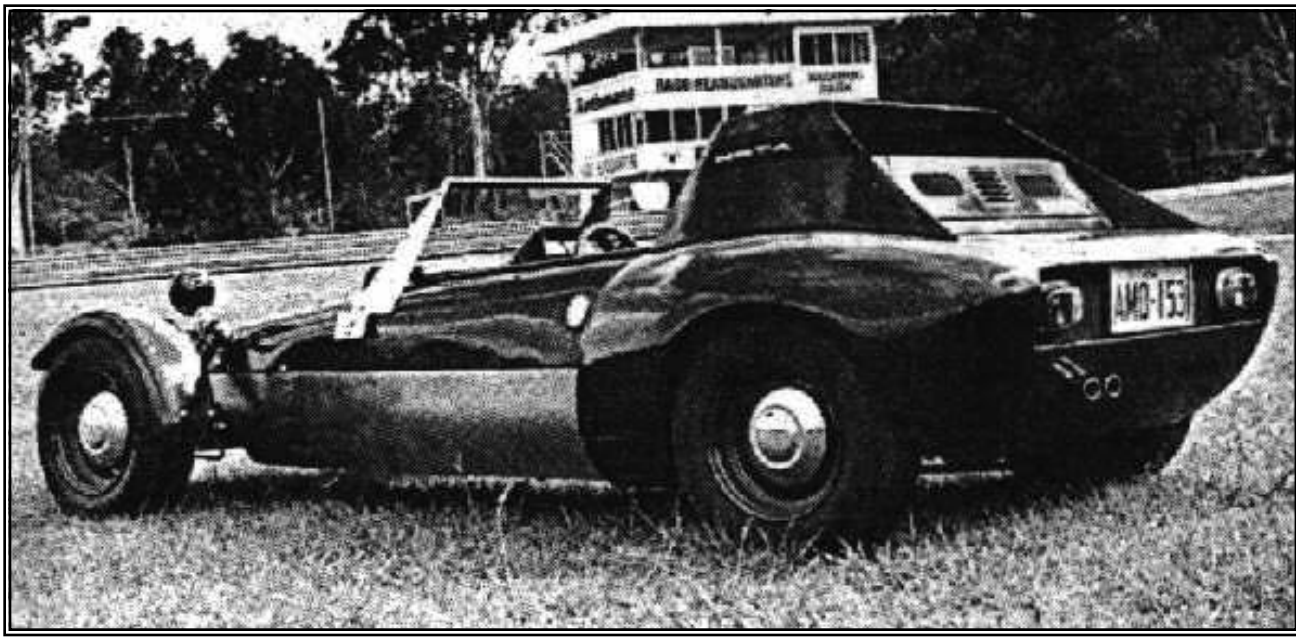
Rear- Independent, upper and lower unequal length A-arms, telescopic shock absorbers, compressed rubber cone springing.

Steering:

Rack and pinion, 2_ turns lock to lock, collapsible steering column shaft, adjustable steering column, 12" diameter steering wheel, turning circle – 27".

Brakes:

Front – hydraulic drum with twin leading shoes, 1_x8".
Rear – hydraulic drum with leading and trailing shoes, 1_ x 7".



Wheels:

Double safety rim steel wheels 5 _ J x 12", bolt on.

Tyres – 620 x 12 Goodyear Polyglass. Tyre pressures – front 17psi, rear 26psi.

Body:

Moulded self coloured fibreglass panels, all of which bolt on. Thirty two colours available. Two seater open touring.

Motor:

Morris 1100cc East-West overhead valve engine, developed horsepower – 56pbh @ 5500rpm; torque – 61 ft/lb @ 2000 rpm; compression ratio – 8.9:1; ignition timing 5' before top dead centre; valve timing – inlet opens 5' before top dead centre , closes 45' after bottom dead centre, exhaust opens 51' before TDB, closes 21' after TDC; valve clearances inlet & exhaust- .012" hot or cold.

Gearbox:

Four speed synchromesh forward plus reverse; ratios – 3.63 (1^{st}), 2.17 (2^{nd}), 1.41 (3^{rd}), 1.00 (4^{th}) & 3.63 (Rev); operated by special relay lever and rod connected to centrally located floor shift in cockpit. Final drive ratio 4.133:1; operates through twin driveshafts coupled via rubber universal units with splines to constant velocity joints at wheel hubs.

Performance:

Fuel consumption – 40mpg; 160 bhp/ton power to weight ratio; weight distribution – 60/40 rear/front; Top speed estimated with 4.133 final drive ratio – 112mph.

Price: Basic without options - $1980.