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Illustrated Special Feature: Latest Engines '90-'91/A thorough study of the world's latest engines ■**New models: Nissan Figaro**/Mitsubishi VR■European newcomers: Lancia Dedra/Mercedes F100 ■Test drive: Mitsubishi Pajero/Toyota Saino/Silvia/Gemini Hatchback/Familia/Carol Turbo ■Test drive imported cars: Peugeot 405M116x4/Rolls-Royce/VOLVO960/Donker Bust/MB300TE/BMW730/AMG560/Jaguar XJ6 4.0 Sport/AUDI Coupe.

Special Feature: Considering fuel efficiency: From combustion processes to the latest oil trends■Kanezaka's harsh words: 90° V6 30 engine for NSX ■Special feature: Adult coupe/Legendary coupe & Mercedes 300CE■New Pajero All-Round Check■Memorable Road Test: MF Road Test Tracks■Technical Report: Barry Dacca Navigation System/Driving Safety "Legend"



This car can't be talked about with nostalgia



Article by Kazunori Morioka

A "small luxury car" that ignores hardware qualities

February 14th. On this day when the world is in the midst of celebrating Valentine's Day, Nissan has announced a gift that is bigger and more wonderful than chocolate. This is the third generation Figaro, a Pike car that has become a regular feature for Nissan in recent years. It has finally been unveiled after a year and three months, following the usual rotation schedule.

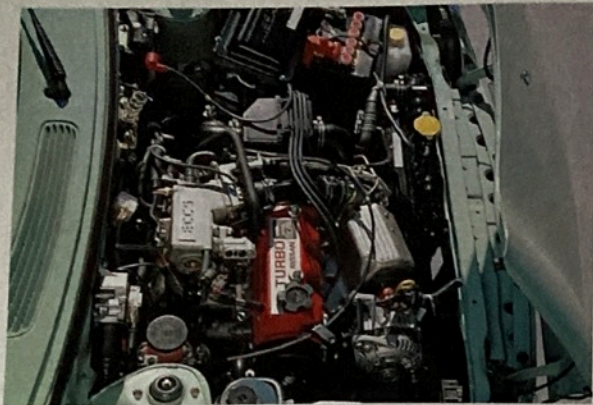
Starting with the Be-1 in 1988, the Pao in 1988, and the Figaro in 1989, it is impressive that they have continued like this, but it is hard to imagine that they could be sold as a product.



What is happening is that these small-scale production models are viable businesses. After all, in the case of the Pao two years ago, 8,200 units were reserved in the first two days after reservations began, and 24,000 units were reserved in the two weeks after. So, although we won't know for sure until we actually get to see it, this is a rigged race that can be predicted to some extent. At this point, I'm impressed at how much he's become accustomed to the process. Now, the biggest concern is the sales method. Figaro will limit the total production to 20,000 units, and will divide it into three batches, with a lottery system for each batch. Learning from their mistakes with the Be-1, which was limited to 10,000 units, the Pao was produced on an order-based production and sales basis, but they ended up with 50,000 orders, and then due to cancellations, production ended up at just over 30,000 units over two years. So even with the production line expanded to a monthly production capacity of 800 units, it took a considerable amount of time from order to delivery. This is because the motor show, a place where people's attention is concentrated, is used as the presentation venue, and plans for specifications, price, quantity, etc. can be made based on the reaction there. It could be said that there is no more surefire business.

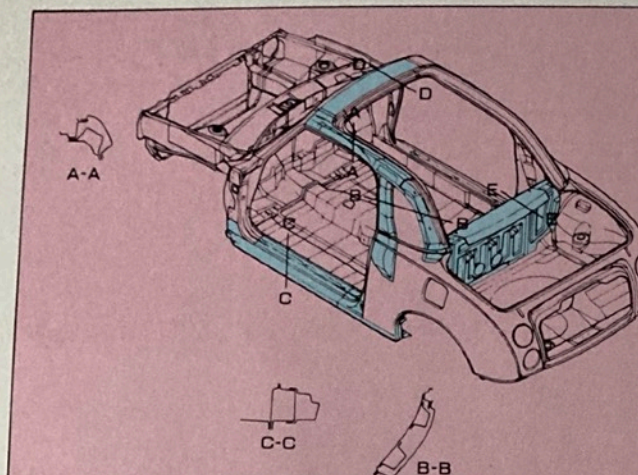
Moreover, as was the case with the Be-1 and Pao, the interest is no longer in the hardware qualities of the car, but in how interesting and unique it is, so no matter what the evaluations of automotive critics and journalists are, "it doesn't matter." So, to introduce the outline of the Figaro, the base vehicle is the March Turbo, and the transmission is only available with a 3-speed automatic transmission. This can be said to have ensured a minimum level of dynamic performance in spite of the increased weight compared to the Be-1 and Pao, but rather it is more intended to position the Figaro as a more luxurious vehicle. 50,000 units in two years is already beyond the scope of small-scale production. Therefore, rather than the ostensible purpose of shortening the time from application to delivery, one can imagine that the main reason for limiting production to 20,000 units is to return to the original form of small-scale production cars, where small numbers are a priority. The concept of the car has also changed from a simple, unusual car to a "small luxury car" that can be tried out through small-scale production. This is, in other words, a reflection of the needs of the market, which is becoming more and more high-end. The method of changing things up and stimulating the market's purchasing desire is still in use today.

Returning to the point, the Figaro will be sold by Nissan's dealers through all of its channels, with the first application period being from February 14th to March 14th (lottery drawing on April 6th), the second from March 15th to June 15th (June 25th), and the third from June 10th to August 23rd (September 14th). Applications are limited to one car per person, and those who are not selected in the lottery will have another chance at the next chance. Winners will be prepared to make deliveries within three months of signing the contract. By the way, the breakdown of the 20,000 cars is 8,000 for the first period, 6,000 for the second and third periods, respectively.



The engine is the MA10 ET type, which is installed in the March Turbo. The reason for installing a turbo engine is probably because the vehicle is heavier than the Be-1 and Pao.

By making extensive use of computer analysis and other techniques, a full open-top structure that leaves the body sides intact has been achieved, resulting in a body structure with high bending and twisting rigidity while minimising weight gain.



PERFORMANCE

IT'S A MISTAKE TO EXPECT

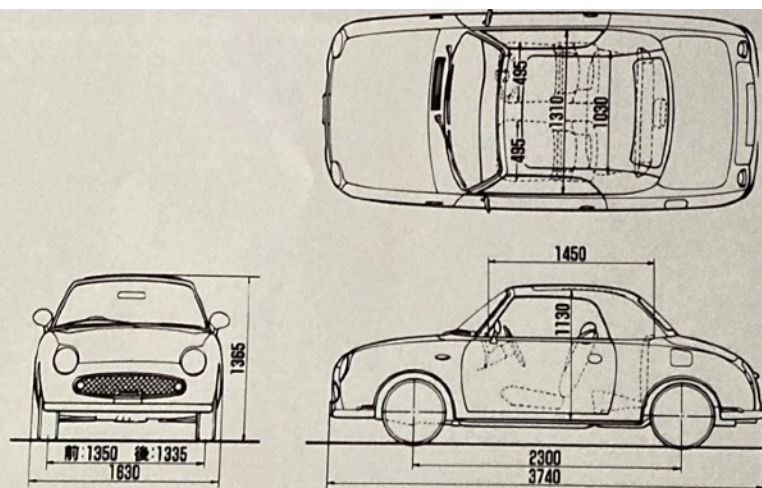
Like the Be-1 and Pao, the mechanical components, including the chassis, are taken from the March, but the Figaro this time is equipped with an MA10ET type turbo engine. The previous Be-1 also had a turbo engine as a show model, but when it was sold, it was replaced with a non-turbo single-carb engine, but the Figaro is safely (?) equipped with a turbo. However, the transmission is only available as a 3-speed automatic. The specs of 76 hp and 10.8 kgm are not particularly fast by today's standards, but the body has increased in weight to 810 kg, so perhaps the 52 hp and 7.6 kgm NA engine is too much for it. The increased performance margin may have benefits in terms of quietness, noise, and vibration. To match the increased power, the tires have been upgraded to 165/70R12 77H and the front brakes have been upgraded to ventilated discs (the rear brakes remain L&T).

The suspension is the same as the base March, with a rigid layout of front toe struts and rear 4-link coil. Fine tuning, such as revised alignment, has been carried out to improve straight-line stability, but since the basic design is from 10 years ago, you shouldn't expect anything more than the standard.

SPECIFICATION

THROW AWAY RATIONALITY AND EMBRACE PLEASURE

Figaro looks compact because of its two-door notchback coupe body shape, but its body size shows that it is 5mm longer than the March, 30mm lower in height, and 70mm wider, making it a rather large and heavy car. While the March has a FF two-box package that aims for rationality (the Be-1 and Pao were also influenced by this), the Figaro is a package that foregoes rationality and instead focuses on pleasure. The FF is simply a constraint on the components. The rear section is mostly taken up by the storage area for the soft top, so the trunk space is only a little extra (probably full of the spare tire), but since large luggage can be loaded onto the rear seats (which is what the rear seats are for), there is no problem. The design is greatly improved by reducing the weight and the weight of the full-structure, resulting in a highly rigid structure.



■日産バイクカー主要諸元比較

	フィガロ E-FK10	パオ E-PK10	Be-1 E-BK10
全長 (mm)	3740	3740	3635
全幅 (mm)	1630	1570	1580
全高 (mm)	1365	1475/1480	1395/1420
室内長/幅/高	1450/1310/1130	1735/1265/1185(1205)	1710/1305/1145(1170)
ホイールベース	2300	2300	2300
トレッド前/後	1350/1335	1365/1355	1365/1350
車重	810	720~760	670~710
エンジン	MA10ET	MA10S	MA10S
最高出力	76/6000	52/6000	52/6000
最大トルク	10.8/4400	7.6/3600	7.6/3600
ミッション	3AT	5MT/3AT	5MT/3AT
最終減速比	3.737	4.050/3889	4.050/3.889
タイヤ	165/70R12 77H	155SR12	165/70HR12
ボディ形状	2ドアクーペ オープンルーフ	2ドア+リヤゲート キャンバストップあり	2ドアセダン(トランク) キャンバストップあり
発表時期	'91/02/14	'89/01/13	'87/01/13
製造/販売台数	20,000	30,000強	10,000
価格	187.0	138.5/144.0 148.5/154.0	129.3/139.3 134.8/144.8

STYLING

OLD FASHIONED BUT NEW

I don't intend to investigate which parts of the Figaro are similar to which cars, but even so, the shape of the car gives the impression of having traveled back in time 30 to 40 years. Looking at it and thinking, "That's nostalgic," is proof that I'm an old man, while thinking, "It's old-fashioned, but new," is probably the sensibility of a young person. When checking the differences from the 1989 show model, most of the changes were practical ones made to accommodate production, including an enlarged radiator grille, bonnet bends, fender radius, additional rear trunk, soft-top storage area, license plate position, and other changes that have been made to the entire body. However, the show model had a very rounded styling, but when you look at the actual car, although that image has been reproduced, it gives the impression of being linear and angular.

Ah, I've been here for 10 years. The design features are the front and tail end treatment with no skirts and the bumper placed at the very bottom, and the roof with the pillars remaining can be opened and closed as a soft top, which allows it to be used as an open-top car without compromising the styling of the upper body. This idea was also used in the Soarer aero top (although the Soarer had a steel roof), but for the Figaro it was made manual due to cost reasons (?). The Mira attached to the door skin would look better in this case as a delicate old-fashioned chrome finish.

The front fenders and front apron are made of recyclable resin flex panels.



The exterior looks a bit more angular compared to the 1989 show model. Nevertheless, it exudes quite a nice atmosphere.

► A full open-top structure is used, with the roof and rear window openable. The convertible top can be completely stored inside the trunk so as not to spoil the body design.



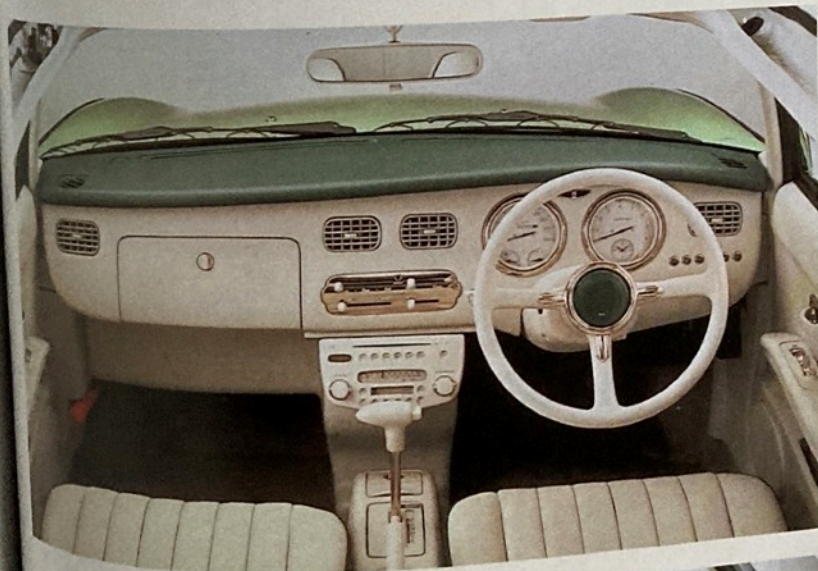
EQUIPMENT

ELEGANT AND LUXURIOUS PERFORMANCE

The interior is almost exactly the same as the show model. The instrument panel is finished with a soft feel coating and features two separate round meters with white lettering surrounded by chrome plating. The left side displays speed, water temperature, and fuel, while the right side displays a tachometer and clock. The centre of the slim white three-spoke steering wheel features a motif of the Figaro emblem (a flower bud in a ring), creating an air of elegance and luxury. The front and rear seats are covered in white genuine leather. The rear space is extremely minimal, less than the CR-X's one-mile seat, but since the vehicle can accommodate four people, two three-point seat belts are installed. Although this space is only useful as a place to put luggage, it is valuable in terms of providing a sense of spaciousness.

Of course, power steering and power windows, Air conditioning and CD-integrated cassette stereo with FM/AM and speakers are standard equipment, but the car is equipped with safety features such as high-mounted stop lamps, side door beams, and three-point seat belts for the front and rear seats.

The body colours are emerald (green), pale aqua (blue), lavish grey (blue-grey), and topaz mint (beige). The upper body is solid white, making it a two-tone combination.



▲遊び心溢れるインスト
パネル。メッキ部品が上
部にあしらわれた室内は
ホワイトでまとめられ、
爽やかな印象を演出
している。

●シートは前後ともホワ
イの革仕様。ベース
カラーがマーチだけに、後
席の居住性はほとんど期
待できないだろうが、

レボリューションを
ナルシスト達に勧めたい

People who believe that axioms and formulas are omnipotent will not accept this.

People who are interested in unanswered philosophical logic may be drawn to this.

There's something about this car that can't be explained by logic. A small resistance to technological pursuits?

That's not the case. It's not nostalgia for the past. I don't feel any "power" in nostalgia.

This car has a mysterious "power" "It is a vague force that seeks to build a new order.

It looks traditional, but it contains revolutionary elements. A small current creates a dynamic movement.

People with a refined sense can sense this quiet but powerful current. "The current various systems and rigid values

I was too scared of such things. What comes next will come next. A new era begins with me. For the narcissists who can seriously think like that.

This car was born



