

This press pack accompanied the UK launch of the Sport version of the fourth generation Camry in 1997. Further information about the Camry range can be obtained from the Toyota press office if required.

February 1997

TOYOTA CAMRY SPORT

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THE NEW TOYOTA CAMRY SPORT

A Camry Sport may sound like a contradiction in terms, but then so once did Duck with Orange, Pineapple with Cheese and Whisky with Lemonade (the latter still does, to Scots at any rate).

Yet, like these other unlikely pairings, the new Toyota Camry Sport offers a pleasant surprise. The Camry Sport takes the refinement of the standard car and adds visual presence and improved road holding. All this is achieved without compromising the value for money and lowest in class running costs that mark out Camry in this sector.

The most obvious changes are the 17-inch, five-spoke alloy wheels, 20mm lower ride height, colour coded spoilers front and rear, side skirts and unique mesh grill. Inside there is Connolly leather upholstery to give the supplest luxury interior available.

The chassis set up, developed especially by Toyota (GB) Ltd for the British market, retains the poise and smooth ride of the standard car with neutral handling to reward hard driving with better body control and improved road holding.

Like the other models, the Camry Sport also offers exceptional value for money, and once specification adjusted prices - which means adding lots from the extras list to the competitors to bring them up to the Camry Sport's high level of standard equipment - are considered savings of thousands of pounds can be made.

Once purchased, the savings continue as the whole life costs of the new Camry make it the cheapest car in this class on a pence per mile basis, reflecting Toyota's traditionally low running costs and high resale values.

The new Camry Sport is on sale from February and costs £23,210 for the manual and £24,170 for the automatic on the road. The car highlights the more youthful appeal of the new Camry, providing an emotional reason to back up the many rational arguments for buying a Camry.

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KEY POINTS OF THE NEW TOYOTA CAMRY SPORT

- Twin cam, 16 valve, four cylinder 2.2 litre engine producing 96kW or 128 bhp @ 5,400 rpm
- Connolly leather interior
- 17 inch, five-spoke alloy wheels
- Chassis modifications engineered by Toyota GB especially for the British market
- Colour coded front and rear spoilers, side skirts and unique mesh grill
- Exceeds crash safety regulations and has five 3-point seat belts, twin airbags, ABS, three adjustable rear head restraints and side impact bars
- 3 year/60,000 mile warranty with 6 year anti-corrosion warranty
- High standard specification and lowest running costs in class
- Climate control air-conditioning, electric sunroof, windows and exterior mirrors on all models
- Thatcham approved, Category One remote control alarm with interior sensors and coded ignition key-mounted transponder immobiliser
- Rear seats split 60:40 to provide through load
- Front bumper designed to withstand 5 mph impacts rather than 2½ mph standard
- Glove box capacity increased from 5.8ℓ to 7.5ℓ over the previous model despite addition of passenger airbag
- Thoughtful touches: sunglasses holder above rear-view mirror, fog lights switched off with headlights, tissue packet holder within centre console box
- Electronically Controlled Automatic gearbox selects 2nd or overdrive initially when moving selector from Neutral into Drive to prevent forward surge - improves comfort and refinement

PERFORMANCE & ECONOMY

<i>CAMRY Calculated using: 93/116/EEC</i>		2.2 Sport manual	2.2 Sport automatic
Acceleration	(0-62mph) sec.	10.4	11.7
Maximum speed	mph (km/h)	122 (195)	122 (195)
Urban conditions	mpg (ℓ/100km)	23.2 (12.2)	20.9 (13.5)
Extra urban	mpg (ℓ/100km)	40.9 (6.9)	38.2 (7.4)
Combined	mpg (ℓ/100km)	32.1 (8.8)	29.4 (9.6)

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DEVELOPMENT OF CAMRY SPORT

THE brief for the Camry Sport was to retain the refinement and ride of the standard Camry while improving the road holding through better suspension control and reduced body roll. Visual impact was to be enhanced, but performance was to remain unchanged. Poise, not performance was the target with this UK-only model.

Duncan McMath, General Manager, Service & Technical at Toyota (GB) Ltd, led the team charged with developing the car and sought to endow the new Camry Sport with the same ride and handling balance that has proved so popular with the Lexus GS 300 Sport, a car also developed specifically for the UK and responsible for increasing GS sales.

"We had seen with the GS 300 Sport that a good looking, good handling, but still comfortable, luxury car attracted buyers. The executive sector is clearly moving that way too, typified by the direction BMW took with the new 5 series," explains McMath. "Our understanding of this sector of the market, where image counts for so much, told us that the customer's priorities were visual impact, handling and value for money. Scorching performance, and the attendant problems with insurance, was low on their list."

The development process began with prototype Camrys which were driven on UK roads last May, some five months before production would start. This gave an indication of the feel of the standard car and so what would be required to transform it into the Sport. The constraints were to ensure that the finished car maintained the Camry's class leading value for money and low running costs, and retained the quality and reliability for which Toyota products are renowned.

CHASSIS CHANGES

THE ride and handling of a car are influenced by a combination of dampers, spring rates and roll stiffness. Bearing in mind the target of moving from understeer to almost neutral steering, Toyota GB found through testing that the slightly stiffer dampers fitted as standard to the 3.0 litre V6 Camry provided better control at high speed.

This was partly due to these dampers being engineering for the heavier V6 model, but also because the V6 was designed to be a better handling car than the standard 2.2 litre anyway.

Various spring rates were evaluated and a set which are approximately 20 per cent stiffer were chosen. This also resulted in a 20 mm lower ride height. These work in conjunction with a 1 mm thicker rear anti-roll bar, taking the diameter up to 16mm. Stiffening only the rear, sharpened the handling without sacrificing ride comfort. Demonstrating that Toyota GB did a thorough job, the rearmost bushes on the front wishbones were also stiffened to improve steering response and feel.

Throughout the entire development process, the tyres to be used were known having been a success on the Lexus GS 300 Sport and all chassis modifications done in tune with them. The Pirellis were chosen for their all round ability in dry grip, ride comfort and wet weather performance. They have the same section as the standard car, but are lower profile, aiding response and enhancing the styling.

STYLING

CONSCIOUS that the Camry Sport was not to be a street racer, Toyota issued a tight brief to a UK styling company. The first few suggestions were rejected as being too radical before the subtle, but effective final look was agreed. This comprised front and rear spoilers, side skirts and a mesh grill, all in body colour. The mesh grill is a styling link to other sporting models as both the Lexus GS 300 Sport and Toyota Celica GT4 feature similar treatments.

The interior was the result of discussion between Toyota GB and Connolly. Toyota GB had been looking for a suitable project to work on with Connolly and the Camry Sport fitted the bill perfectly. The result adds more than just a leather interior and recognises the Sport's role as fast business express rather than stripped out racing replica.

Mission accomplished? Toyota's Duncan McMath thinks so. "We believe the car looks good, the interior is certainly more luxurious and the car rewards hard driving without sacrificing the refinement."

INTERIOR EQUIPMENT

THE standard specification of the Camry Sport is high compared to its rivals, most notably the leather upholstery by Connolly.

The front seats are adjustable for height (driver's only), slide and rake via a step-less manual system. All models have manually adjustable head restraints for all five occupants. The driver's seat also has adjustable lumbar support.

The standard climate control air conditioning includes automatic defrosting, outside temperature display and ventilation to front and rear.

There are four cup holders, two each front and rear, those in the front being away from vents and electrical equipment to minimise the risk of damage from spills.

All four windows are electrically powered, that of the driver being one-touch with anti-trap. The driver's window can be operated power off for up to 45 seconds after the ignition is turned off.

The driver's door window has both one-touch up and down functions and is protected with an 'trap detect' function on all models. There is a safety switch for isolation of the electric windows by the driver.

The electric sun-roof, and the electric windows, are both equipped with 'key-off' function and can be shut without the engine running, provided the operation is carried out within about 45 seconds of stopping the engine and before opening the driver's door.

All glass is green tinted and High Solar Energy Absorbing (HSEA) to reduce glare and eye fatigue and reduce heat build up. HSEA cuts ultraviolet by 86% (70% for normal tinted glass) and solar energy by 74% (58%).

A separate power outlet is provided below the ash tray for phones and lap-tops.

To prevent the keys being accidentally locked in the car, the mechanism will not lock if the key is in the ignition. A buzzer also sounds if the door is opened and the key is still in the ignition.

The sun visors have extensions to increase their effectiveness and both have illuminated vanity mirrors with a cover.

A top quality radio/cassette with detachable front panel is fitted as standard. It features RDS, 18 presets, Auto Scan and control for optional CD autochanger.

The centre console storage box has a moulded section to hold a packet of tissues.

The rear seats are split, 60:40, and will fold to increase boot capacity.

The driver's door mirror is aspherical to offer a wider field of view.

The rear fog lamp is automatically switched off when the headlights are turned off. This prevents the rear fog lamp being used unnecessarily.

SAFE AND (LITTLE) SOUND

THE Camry is already recognised as one of the quietest, safest, most comfortable cars in the executive class.

The new Camry is ahead of safety regulations and has been built to comply with forthcoming legislation in Europe, Japan and the USA. It more than meets the 1998 frontal offset collision and side impact requirements of the European Union, as well as providing excellent rear impact, rollover and soft interior occupant protection.

It also features:-

- Twin airbags
- ABS
- Five adjustable headrests
- Five 3-point seat belts - Fronts have pre-tensioners and height adjustment
 - Rears have ALR function for securing child seats.

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- Auto cancel rear fog lamp -the rear fog lamp is automatically cancelled when the headlamps are turned off.
- Energy absorbing body structure featuring:
 - Energy dispersing structure
 - Front & rear deformation zones
 - Front & rear safety cells
 - Energy absorbing door and interior trims
 - Energy absorbing & collapsible steering column
 - Twin side impact beams in front doors
 - Single beam in rear

Detailed design work has improved levels of soundproofing and reduction of noise, vibration and harshness.

The adoption of a suspension sub-frame reduces engine and road noise transmission and the mounting of vibration isolating pads in the doors are typical of features carefully studied and engineered.

ENVIRONMENTAL PROTECTION

THE new Camry also incorporates a number of technical advances which reduce the harmful effects of the car on the environment. These include the use of a CFC-free refrigerant in the standard air conditioning system and the extensive use of TSOP (Toyota Super Olefin Polymer) compounds in the major plastic components.

These Toyota-developed polymers combine durability with good quality finish and ease of recycling so that, for instance, bumper parts may be recycled up-to ten times.

In order to reduce benzene and other emissions from the fuel tank, the petrol feed system in the new Camry is a non-return type. This means that fuel pressure is monitored from within the fuel tank itself and precisely the right amount of petrol delivered to the engine, without the need for a return pipe. This reduces expansion caused by the hot petrol returning from the engine and cuts back on evaporative losses.

UK MARKET

THE executive saloon market in the UK is virtually all accounted for by company purchases. The strengths of the previous Camry - reliability and good resale value - earned it a small but strong following with 735 sales per year (1995).

The new car adds to those strengths with class leading running costs, full standard specification and more distinctive styling. No surprise then that Toyota expects to increase sales to 1750 per year (1997), some 1.5 per cent of the executive segment. More than half of these are expected to be Sport derivatives.

VALUE FOR MONEY

THE new Camry offers a very full specification as standard at a competitive list price. Against its competitors it offers more for less.

For example, the standard 2.2 is thousands of pounds cheaper than a similarly equipped Scorpio Ghia X, Rover 820Si or Vauxhall Omega GLS 2.0.

The Camry Sport is around the price of a top of the range Starlet less than the BMW 520i when specification adjusted, and more than the cost of a Corolla less than a similarly equipped Mercedes E200 Classic.

FUEL ECONOMY

THE lighter weight, good aerodynamic shape and engines designed for low to mid-range torque give the new Camry competitive fuel consumption for a car in this class.

Camry 93/116/EEC		2.2 Sport manual	2.2 Sport automatic
Urban	mpg (#/100km)	23.2 (12.2)	20.9 (13.5)
Extra urban	mpg (#/100km)	40.9 (6.9)	38.2 (7.4)
Combined	mpg (#/100km)	32.1 (8.8)	29.4 (9.6)
80/1268/EEC			
Urban	mpg (#/100km)	27.2 (10.4)	24.8 (11.4)
56mph	mpg (#/100km)	44.8 (6.3)	47.1 (6.0)
75mph	mpg (#/100km)	34.0 (8.3)	36.2 (7.8)

CAMRY CHEAPER BY THE MILE

IT is not just on list price and equipment the Camry wins, but whole life costs. Using data supplied by the independent, David Henley Systems (October 1996), the Camry has the lowest cost per mile of any car in this class.

The 2.2 Camry costs just 28.02 pence per mile (ppm) over three years. Its nearest rival is the Mercedes E200 2.0 Classic at 30.66ppm. The Omega 2.0 GLS comes in at 33.49ppm and the Scorpio 2.3 Ghia at 33.80ppm - that is 20 per cent more than the Camry.

Whole Life costs as pence per mile from David Henley Systems have been calculated as follows:

Whole Life costs (pence per mile) [Source: David Henley Systems, 10/96]

Camry 2.2 Manual	28.02
Camry 2.2 Automatic	29.02
Mercedes E200 2.0i Classic	30.66
Honda Accord 2.0 ES	30.74
Vauxhall Omega 2.0i 16v Select	31.92
Rover 820 Fastback 2.0 Si 16v	32.16
BMW 520i 2.0	32.50
Vauxhall Omega 2.0i 16v GLS	33.49
Ford Scorpio 2.3i 16v Ghia	33.80
Mercedes E230 2.3i Classic Auto	34.56
Volvo 850 Saloon 2.0 10v CD	35.85
Honda Accord 2.2 Vtec Auto	35.36
Rover 820 SLi Auto	36.23
Camry V6 Automatic	36.55
Mercedes E280 2.8i Classic Auto	39.78
Vauxhall Omega 2.5i V6 24v CD Auto	39.93
Rover 825 2.5 SLi 24v Auto	40.87
BMW 528iSE Auto	41.70
Saab 900 2.5 SE V6 Auto	42.03
Ford Scorpio 2.9i 24v Ghia X Auto	42.24
Vauxhall Omega 2.5i V6 24v CDX Auto	42.70
Volvo 960 3.0 SE Auto	43.36
Nissan QX SEL Auto	45.36

POWERTRAIN & CHASSIS

Engine

THE 2.2-litre is the latest version of the four-cylinder twin cam, 1.6 valve engine now developing 96kW (128 bhp) at 5,200rpm and 196Nm at 4,200rpm.

The engine has been tuned for good torque in the low and middle engine speed ranges to ensure smooth response and safe, consistent acceleration. These engine characteristics also offer improved fuel consumption in real driving conditions.

The engine has been developed with particular attention to noise and vibration reduction. Engine block design, the type of engine mountings, the shape and size of air intake chambers, and the new, two-way, exhaust control system are just some features of an integrated package which works in harmony to minimise noise.

Harmful emissions are kept to a minimum by adoption of precise engine control including the Toyota Direct Ignition system, exhaust gas recirculation, a 'returnless'

fuel system and, on the V6 engine, air-assist fuel injection. The new Camry complies with the latest EC Step II emission regulations.

The improvements in low engine speed torque have resulted in more than 180Nm being available over the engine range of 1,750rpm to 5,000rpm, with a peak of 196Nm at 4,200rpm. These improvements have been brought about mainly by changes to the inlet ports and the intake manifold length.

Fuel economy has been improved by weight reduction, including the fitting of an aluminium core to the radiator, and reduced friction losses within the engine itself. A more powerful and more precisely timed ignition spark is provided by the Toyota Direct Ignition system which is fitted for the first time.

This also helps with emission control, which has further been improved by adopting a new configuration for the stainless steel exhaust manifold to provide quicker warm-up of the three-way catalytic converter and yet more reduced weight.

The engine control system has 10 major functions, including immobilisation if an attempt is made to start the engine with an invalid key. The control computer also monitors the air conditioning compressor and the exhaust gas recirculation under light loads to maintain driveability.

EXHAUST CONTROL

THE engine of the new Camry Sport is equipped with a two-way exhaust control system which helps balance the conflicting demands of maximum silencing in the exhaust pipe and low back pressure from the exhaust at high engine speeds and during acceleration.

The back-pressure control is provided by a spring-loaded valve which blocks off a by-pass route in the main silencer at low engine speeds. As the engine speeds rise, the exhaust gas pressure forces the valve open, allowing more of the exhaust gas to take the by-pass route, so reducing back pressure in the exhaust system.

ENGINE MOUNTINGS

AS in previous Camry models, the engine and transmission of the car is mounted in its own cradle-type sub-frame which is then mounted onto the main chassis. This creates a double-layer of protection from road and engine noise for a much quieter interior.

TRANSMISSION

THE 2.2-litre Camry is available with a choice of either five-speed manual or four-speed automatic gearbox.

High performance drive-shafts are used for increased reliability and low noise transmission. Six ball bearings, compared to the conventional three, are fitted in the inboard constant velocity joints and high specification grease is used. This not only means better reliability but also reduced friction and improved fuel consumption.

SUSPENSION

IN the latest Camry, these qualities have been improved still further and the car sets new standards of ride and handling for the large executive class.

The suspension is fully independent with MacPherson struts both front and rear. The caster angle has been increased compared with the previous model to improve steering response and the outer end of the front anti-roll bar is now mounted on the strut. This gives better roll control and steering feel, enabling the spring rates to be reduced to improve ride comfort.

Twin transverse links at the rear anchor the suspension to an independent subframe which acts as an intermediate layer between the suspension system and the bodyshell to help reduce road noise and transmission of road shocks.

At the rear, the suspension geometry has been fine tuned to raise the rear roll centre relative to the front and offer better roll control during cornering and lane changing. At the same time, the rear wheels have been set with initial negative camber to further improve stability.

Improvements in the strut mounts, the bushes and the anti-roll bar have all led to better ride comfort and handling.

BRAKES

VENTILATED disc brakes are used at the front and solid discs at the rear on all models. The parking brake operation has been made easier by moving the lever forward and closer to the driver's seat.

Anti-lock braking is now standard equipment on all models in the Camry range. The four sensor, three channel system operates on each front wheel independently and on the rear wheels simultaneously, reacting to the first sign of wheel locking.

STEERING

ENGINE speed related power assisted steering is used on the Camry to ensure that the car remains light and manoeuvrable in traffic and when parking, yet stable and responsive when on the open road. The rack and pinion steering has just three turns, lock to lock, and car has a turning circle of 11 metres.

The column is tilt adjustable and can be locked into eight different positions.

In the event of a collision, there is a 'breakaway' lower bracket and an energy absorbing section. In a secondary impact the whole column assembly moves forward and the energy is absorbed by the deformation of the energy absorbing section.

DIMENSIONS AND CAPACITIES		
Overall	Length	4765mm (187.5 in)
	Width	1785mm (70.3 in)
	Unladen height	1410mm (55.5 in)
Wheelbase		2670mm (105.1 in)
Tread	Front	1545mm (60.8 in)
	Rear	1520mm (59.8 in)
Overhang	Front	960mm (37.8 in)
	Rear	1135mm (44.7 in)
Fuel tank capacity		70 l (15.4 gall)
Luggage capacity		0.518 m ³ (18.5 cu ft)

CAMRY SPORT TECHNICAL SPECIFICATION

VEHICLE WEIGHTS				
MODEL			2.2 Manual	2.2 Auto
KERB	Front	kg (lb)	845 (1863)	865 (1907)
WEIGHT	Rear	kg (lb)	540 (1190)	540 (1190)
	Total	kg (lb)	1385 (3053)	1405 (3097)
GROSS	Front	kg (lb)	980 (2161)	980 (2161)
VEHICLE	Rear	kg (lb)	880 (1940)	880 (1940)
WEIGHT	Total	kg (lb)	1860 (4101)	1860 (4101)
TOWING CAPACITY with braked trailer (max. nose weight 75 kg)		kg (lb)	1500 (3307)	1500 (3307)

PERFORMANCE				
MODEL			2.2 Sport Man	2.2 Sport Auto
MAX SPEED	km/h (mph)		195 (122)	195 (122)
ACCELERATION	0-100kph/0-62mph		10.4 sec	11.7 sec
MIN.TURNING	TYRE		5.5m (18.0ft)	
RADIUS	BODY		5.9m (19.4ft)	
ENGINE TYPE			5S-FE	
VALVE MECHANISM			16-valve, DOHC	
BORE x STROKE			87.0 x 91.0mm 3.43 x 3.58in)	
DISPLACEMENT			2164cm ³ (132.0 cu in)	
COMPRESSION RATIO			9.8 : 1	
MAX. OUTPUT	(EEC)	kW/rpm	96/5400	
	(DIN)	bhp/rpm	128/5400	
MAX. TORQUE	(EEC)	Nm/rpm	194/4400	
	(DIN)	lbft/rpm	143/4400	
TRANSMISSION	In first		3.285	2.810
GEAR RATIO	In second		2.041	1.549
	In third		1.322	1.000
	In fourth		1.028	0.706
	In fifth		0.82	-
	In reverse		3.153	2.296
COUNTER GEAR RATIO			-	0.945
DIFF.GEAR RATIO (FINAL)			3.944	4.176
BRAKE TYPE	FRONT		VENTILATED DISC	
	REAR		SOLID DISC	
SUSPENSION	FRONT & REAR		MACPHERSON STRUT	
STEERING GEAR TYPE			RACK & PINION with 17.4: 1 ratio	

SAFETY	2.2 Sport
Twin airbag	✓
Electronically controlled ABS	✓
Twin side impact beams	✓
Front fog lamps	✓
Height adjustable front seat belts with pre-tensioners	✓
All 3-point seat-belts (inc. centre rear) with ELR	✓
Rear seatbelts with Automatic Locking Retractor, ALR	✓
Front head rests height and tilt adjustable	✓
Aspherical drivers exterior mirror	✓
3 height adjustable rear head rests	✓
High mounted stop lamp	✓
Energy absorbing collapsible steering column	✓
Anti-submarining seats	✓
Auto cancel rear fog lamp	✓
INSTRUMENTATION AND CONTROLS	
Digital odometer	✓
Dual trip meter	✓
Tachometer	✓
Oil warning gauge	✓
Variable intermittent wash wipe	✓
CONVENIENCE	
Electric front & rear windows	✓
Drivers window one touch up and down with safety auto reverse and key off	✓
Remote central locking	✓
Electric exterior mirrors	✓
Separate accessory power socket	✓
Remote boot/fuel release	✓
60/40 split rear seat	✓
Front map lights	✓
Outside temperature display	✓
Illuminated driver and passenger vanity mirrors with covers	✓
Sun visors with extension plates	✓
Overhead storage box	✓
Door bins & centre console storage	✓
Cup holders front and rear	✓
Cigar lighter	✓
Illuminated lockable glove box	✓
Coin pocket & storage tray	✓
Rear coat hooks	✓
Key confinement protection	✓
Key in reminder	✓
Lights on warning	✓
Heated rear window with timer	✓
AUDIO	2.2 Sport
Radio Cassette with RDS EON	4 speaker
Traffic announcement function	✓
Program genre function (News/Sport/talk/pop/classics)	✓
Electric aerial	✓
Removable security panel	✓

COMFORT	
Digital climate control air-conditioning with auto. operation & LCD display	✓
Rear heater ducts	✓
One touch open electric tilt slide sunroof with shade and key off function	✓
8 stage tilt adjustable steering column	✓
Speed sensing Power Assisted Steering	✓
Tinted high solar energy absorbing glass (HESA)	✓
Front and rear centre arm rest	✓
SEATING AND UPHOLSTERY	
Driver & pass. seat recline & slide adjustment	✓
Driver seat lumbar support & height adjustment	✓
Connolly leather seats & door trim	✓
Front seat back pockets	✓
Leather sheathed steering wheel	✓
Leather trimmed parking brake handle, gear shift knob	✓
Burnished wood grain effect fascia and door switch trim	✓
Fully trimmed boot with light	✓
SECURITY	
Remote alarm with perimeter and interior protection (Thatcham approved category one)	✓
Transponder Immobiliser	✓
BODY	
Full colour keyed body	✓
Side protection moulding with chrome inserts	✓
17" alloy wheels with locking wheel nuts	✓
Body coloured mirrors	✓
Body styling package with spoiler, side and front skirts	✓
Lowered and tuned suspension	✓
Mud flaps	✓