

**New
Enlarged
Edition**

LOTUS ELAN RESTORATION GUIDE

By Gordon Lund



Advice on selecting and purchasing a suitable car for restoration. Practical information on bodywork, trim, chassis, suspension, transmission, engine, hydraulics, electrics and wiring etc. Chapters on: Elan developments, the Elan +2 Estate plus the rebirth of an accident damaged Sprint. Details of bringing an Elan +2 and Elan Sprint to concours condition

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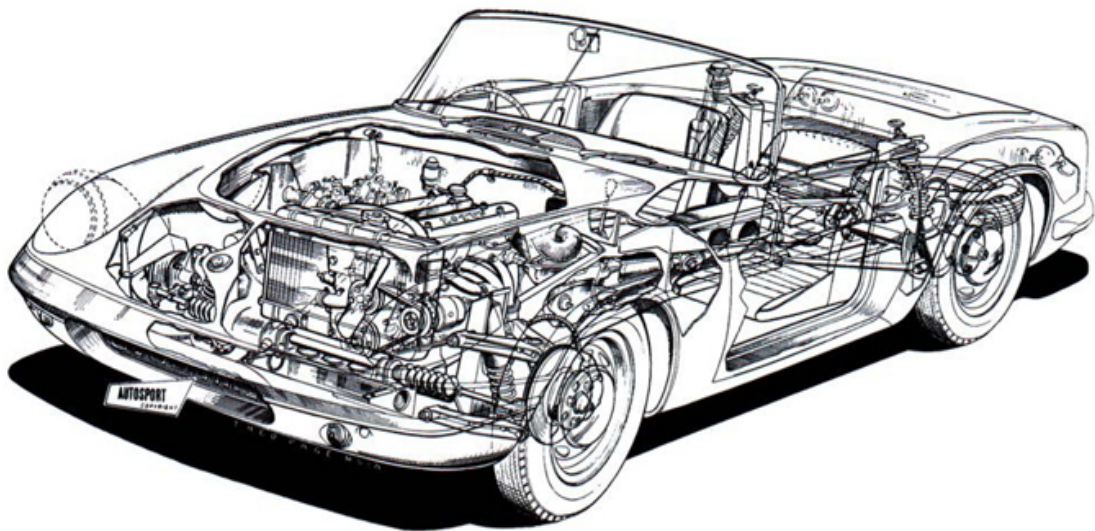
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Gordon Lund

INTRODUCTION

This book is intended for those people who like the look of a Lotus Elan and would love to own one. It contains information they will need before buying one and subsequent guidance for the inevitable restoration. It is written in an easily readable style, conveying the authors considerable experience in restoring a 1968 Regency Red Lotus Elan +2 more times than I care to remember and a Concours winning 1972 Yellow over White Elan Sprint. More of this car later which, since the publication of the first edition of the book, has had quite an eventful life.



My Elan +2 (Rhubarb) just after its final restoration. The setting, Ullswater in the Lake District. 1992

The workshop manual does not always give the answer for those working with limited tools, often in a cramped environment. Where I have found a simpler way, I have

included it. Against this backdrop, I hope to convey in a jovial manner the why's, the wherefores and avoidance of heartache when purchasing and restoring an Elan.

The first edition of my book was commented on by some for not going deep enough into certain areas of Elan restoration, but as was often overlooked, I never intended to replace the official Lotus workshop manual. Indeed the publishers of this book, Brooklands Books, have a fine rendition of their own, intended purely as an alternative workshop manual to the Lotus original. (see the list of publications at the back of this book) The Brooklands version is more readable than the original Lotus version and presents the subject in far more layman's terms which is more easily understood by the home mechanic / enthusiast.

Indeed I have been gratified by the many people who have come up to me at the many Lotus shows I have attended who have told me how much they enjoyed reading the book. To many it has brought inspiration to get that long lost restoration out of the garage. To get it started or even finished after a long lay-off after losing interest or reaching what then could have been an insurmountable problem. To some it has helped them with a purchase but to many it turned out to be a good "read".

Both my good friend, Phil Gaskell, the owner of an immaculate Elan S4 Sprint Drop Head Coupe and myself, have had many displays at Donington Park, Stoneleigh, and elsewhere, where we have sold many copies of the first edition of my book. At these shows we have talked to many people, Elan enthusiasts and many more who we have helped by giving them much appreciated advice but most of all the encouragement to follow their dream and get an Elan or finish off what they started.



My Elan Sprint (Custard) on show in the main arena building at the Lotus Enthusiasts Car Show, Newark. Rally plaques and recently won concours trophy for the Best Car in Show at Houghton Tower Classic Car Show, 2000

All I can do then is to emphasise that my book is a personal account of my own experiences and that the following words still apply to this day.

If you want a blow by blow “how do I do this” scenario then read the Lotus “Bible”, the official factory Workshop Manual. No owner should be without one. Also if you want complete Lotus history, original parts identification, comparisons between models, contemporary road tests and other writers colourful accounts then there are a host of publications on the bookshelves. They all make good reading, I have read most of them myself. So sit back, relax and enjoy.