

# lotus elan plus 2

**Lotus Elan Plus 2** is a classic British sports car that has captured the hearts of car enthusiasts and collectors worldwide. Known for its nimble handling, lightweight construction, and innovative engineering, the Lotus Elan Plus 2 stands as a testament to Lotus's commitment to performance and design excellence. In this comprehensive guide, we'll explore the history, specifications, performance, design features, and legacy of this iconic vehicle.

## Introduction to the Lotus Elan Plus 2

The Lotus Elan Plus 2 was introduced in the late 1960s as a more spacious, family-friendly version of the original Lotus Elan. While maintaining the sportiness and agility that made the Elan famous, the Plus 2 offered additional seating capacity, making it suitable for small families or those seeking a versatile yet thrilling driving experience.

## Historical Background

### Development and Launch

The Lotus Elan Plus 2 was launched in 1967 as an evolution of the original Lotus Elan (1962–1975). Designed by the legendary Lotus engineering team, it aimed to combine sporty performance with increased comfort and practicality. The Plus 2 was built to appeal to a broader audience without compromising the agile handling that was its hallmark.

### Production Timeline

Production of the Lotus Elan Plus 2 continued until 1975, with approximately 2,000 units manufactured over this period. Its relatively limited production run has made it a prized collector's item today.

## Design and Engineering Features

### Chassis and Body

The Lotus Elan Plus 2 features a lightweight fibreglass body mounted on a steel chassis, which contributed to its impressive power-to-weight ratio. Its compact dimensions—length of approximately 4 meters and a width of around 1.5 meters—enabled exceptional maneuverability and sporty agility.

## Seating and Interior

Unlike its two-seater predecessor, the Plus 2 offers seating for four, with two front seats and a rear bench. The interior was designed with driver engagement in mind, featuring minimalistic yet functional dashboards, manual gearboxes, and optional leather upholstery.

## Innovative Engineering

- **Lightweight Construction:** The fibreglass body and aluminum components kept weight low, around 780 kg (1,720 lbs).
- **Independent Suspension:** Front wishbone suspension and rear independent suspension provided superior handling.
- **Performance-Oriented Features:** Disc brakes, low centre of gravity, and aerodynamic design enhanced stability and braking performance.

## Engine Specifications and Performance

### Powertrain Details

The Lotus Elan Plus 2 was equipped with a 1.6-liter Lotus-Ford Twin Cam inline-four engine, known for its high-revving nature and reliability.

- **Engine Type:** 1.6L Lotus-Ford Twin Cam
- **Power Output:** Approximately 105-110 horsepower
- **Transmission:** 4-speed manual gearbox (with optional 5-speed in later models)

### Performance Metrics

- **Top Speed:** Around 115-125 mph (185-201 km/h)
- **0-60 mph Acceleration:** Approximately 8-9 seconds
- **Fuel Economy:** About 25-30 mpg (miles per gallon), depending on driving conditions

## Driving Experience and Handling

The Lotus Elan Plus 2 is renowned for its exceptional handling dynamics, thanks to its lightweight design, low centre of gravity, and precise steering. It offers a direct and engaging driving experience, making it a favorite among driving purists.

## Handling Characteristics

- Agile cornering capabilities
- Responsive steering with minimal dead zone
- Stable at high speeds due to aerodynamic design

## Comfort and Practicality

While primarily a sports car, the Plus 2 provides reasonable comfort for its class, with supportive seats and a well-designed cabin. Its four-seater configuration adds practicality for everyday use or weekend drives.

## Legacy and Collectibility

### Historical Significance

The Lotus Elan Plus 2 represented a fusion of sportscar agility and family practicality. Its innovative engineering and lightweight construction influenced future sports car design and inspired subsequent models.

### Collector's Perspective

Today, the Lotus Elan Plus 2 is highly sought after by collectors and enthusiasts. Its rarity, historical importance, and timeless design make it a valuable addition to any classic car collection.

### Restoration and Preservation

Owners often undertake restoration projects to preserve the authenticity of the vehicle. Parts availability can be a challenge, but specialized workshops and classic car parts suppliers help maintain these vehicles in pristine condition.

## Comparison with Contemporary Models

While the Lotus Elan Plus 2 was innovative in its time, it can be compared to other classic sports cars such as the MGB GT, Triumph GT6, and early Porsche 911 models. Its unique blend of lightweight agility and seating capacity sets it apart from purely two-seater sports cars.

### Advantages Over Competitors

- Greater seating capacity

- Lighter weight and higher agility
- Distinctive British design and engineering

## Limitations

- Limited interior space
- Less advanced safety features by modern standards
- Rarity and high maintenance costs for collectors

## Conclusion

The Lotus Elan Plus 2 remains an iconic symbol of British automotive engineering, embodying a perfect balance of performance, design, and practicality. Its lightweight construction, responsive handling, and timeless style continue to inspire car enthusiasts and collectors around the world. Whether as a vintage project or a prized collector's item, the Lotus Elan Plus 2 holds a special place in the history of sports cars and remains a testament to Lotus's innovative spirit.

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If you're interested in owning or restoring a Lotus Elan Plus 2, it's essential to seek out reputable sources for parts and expert advice to ensure the vehicle's legacy endures for generations to come.

## Frequently Asked Questions

### What are the key features of the Lotus Elan Plus 2?

The Lotus Elan Plus 2 features a sleek coupe design, a 1.6L twin-cam engine, lightweight construction, and sport-tuned suspension, making it a classic sports car with excellent handling and style.

### How does the Lotus Elan Plus 2 compare to other classic sports cars of its era?

The Lotus Elan Plus 2 is renowned for its lightweight build and agile handling, often outperforming heavier contemporaries like the MGB and Triumph TR6, and is celebrated for its innovative engineering and driving experience.

### What are common maintenance issues to watch out for in a Lotus Elan Plus 2?

Common issues include rust in the chassis and body panels, aging electrical components, and wear on the twin-cam engine parts. Regular maintenance and proper storage are

essential to preserve its condition.

## **Is the Lotus Elan Plus 2 a good investment for classic car collectors?**

Yes, the Lotus Elan Plus 2 is highly sought after among collectors due to its unique design, historical significance, and limited production. Its value can appreciate over time when well-maintained.

## **What are the available options for restoring a Lotus Elan Plus 2?**

Restoration options include sourcing original parts from specialized suppliers, using modern upgrades for performance and safety, and consulting expert restorers experienced with classic Lotus models to ensure authenticity.

## **Where can I find parts and resources for maintaining a Lotus Elan Plus 2?**

Parts can be sourced from Lotus specialist shops, vintage car part suppliers, and online marketplaces like eBay. Joining enthusiast clubs and online forums can also provide valuable advice and networking opportunities.

## **Additional Resources**

Lotus Elan Plus 2: An In-Depth Exploration of a Classic British Sports Car

The Lotus Elan Plus 2 stands as a remarkable chapter in British automotive history, exemplifying innovation, engineering ingenuity, and timeless design. Launched in the early 1960s, this vehicle not only embodied Lotus's commitment to lightweight construction and exceptional handling but also carved out a unique niche among sports cars of its era. To truly appreciate the significance of the Lotus Elan Plus 2, one must delve into its origins, design philosophy, engineering details, driving dynamics, and its enduring legacy.

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## **Historical Context and Development**

### **Origins of the Lotus Elan Series**

The Lotus Elan series began with the original Elan (Type 26), introduced in 1962. Famed for its innovative fiberglass monocoque chassis, the Elan was a breakthrough—a lightweight, nimble sports car that challenged traditional construction methods. Building upon this

foundation, Lotus sought to expand its lineup with a more spacious and versatile model capable of accommodating additional passengers and luggage, leading to the development of the Elan Plus 2.

## **Introduction of the Lotus Elan Plus 2**

Launched in 1967, the Lotus Elan Plus 2 was positioned as a more practical alternative to the original Elan, offering seating for four and increased luggage capacity. Despite its larger size, Lotus aimed to retain the agility and spirited performance that had become its hallmark. The Plus 2 was aimed at customers seeking a blend of sporty driving and everyday usability, a niche that was relatively underserved at the time.

## **Market Reception and Competition**

The Plus 2 entered a competitive segment populated by European rivals such as the MGB GT, Triumph GT6, and Alfa Romeo 105 series coupes. While these cars prioritized comfort or style, the Plus 2 distinguished itself through its engineering excellence and lightweight design. Initial reception was positive among enthusiasts, although it faced challenges due to its relatively high price and limited production numbers.

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## **Design and Engineering Features**

### **Exterior and Bodywork**

The Lotus Elan Plus 2 featured a sleek, fastback coupe silhouette with clean lines emphasizing aerodynamics. Key design elements included:

- Fiberglass reinforced plastic body panels contributing to lightweight construction.
- A distinctive front grille with integrated headlights.
- Slim, tapered side windows and a gently sloping roofline.
- A rear hatch that facilitated access to luggage space.

The design aimed to combine aesthetic appeal with functional aerodynamics, contributing to its performance credentials.

### **Chassis and Construction**

Central to the Plus 2's engineering was its fiberglass monocoque chassis—an innovative approach at the time. This construction method provided:

- A lightweight yet rigid structure, improving handling and fuel efficiency.
- Resistance to corrosion, enhancing longevity.
- Reduced overall weight, which was critical to Lotus's performance philosophy.

Compared to traditional steel chassis, the fiberglass shell was a pioneering feature influencing future sports car designs.

## **Powertrain and Mechanical Components**

The Lotus Elan Plus 2 was equipped with a 1.6-liter Lotus-Ford twin-cam inline-4 engine, producing approximately 105 horsepower. Key mechanical features included:

- A close-ratio 4-speed manual transmission (later models offered a 5-speed option).
- Independent suspension with wishbones and coil springs at both axles.
- Disc brakes on all four wheels, providing strong stopping power.
- Rack-and-pinion steering for precise handling.

The emphasis on lightweight components, combined with a responsive engine, contributed to a lively driving experience.

## **Interior and Comfort**

Though primarily a sports car, the Plus 2 aimed to provide a comfortable environment for passengers, with features such as:

- A simple but functional dashboard layout.
- Seating for four, with front bucket seats and rear bench.
- Basic instrumentation, focusing on essential driving data.
- Limited soundproofing, typical of sports cars of the era.

While not luxurious, the interior balanced practicality with sportiness.

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## **Driving Dynamics and Performance**

### **Handling and Responsiveness**

The Lotus Elan Plus 2 was renowned for its exceptional handling, often described as "go-kart-like." Its lightweight fiberglass body and independent suspension setup enabled:

- Sharp, precise steering response.
- Minimal body roll during cornering.

- Excellent grip and stability at high speeds.

Drivers appreciated its agility, especially considering its four-passenger capacity.

## **Acceleration and Top Speed**

The 1.6-liter twin-cam engine delivered brisk performance for its time, enabling:

- 0-60 mph acceleration in approximately 10 seconds.
- A top speed of around 115 mph.

While not a outright supercar, these figures were impressive for a lightweight, everyday sports car.

## **Ride Comfort and Practicality**

Despite its sporty handling, the Plus 2 offered a relatively comfortable ride, aided by its suspension tuning. The rear hatch allowed for practical luggage storage, making it suitable for longer journeys. However, limited rear headroom and modest interior space meant it was better suited for spirited drives rather than extended family trips.

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## **Variants and Production Details**

### **Model Variations**

Throughout its production run, the Lotus Elan Plus 2 underwent several updates:

- Early models (1967–1970): Featured the original 1.6-liter engine, 4-speed gearbox, and basic interior.
- Series 2 (1970–1971): Improved braking, added a 5-speed gearbox option, and minor interior refinements.
- Series 3 (1971–1975): Larger 1.6-liter engine with emissions modifications, improved comfort features, and aesthetic updates.

### **Production Numbers and Rarity**

Approximately 2,000 units of the Lotus Elan Plus 2 were produced over its lifespan, making it a relatively rare classic car today. Its limited production contributes to its desirability among collectors and enthusiasts.

## Notable Special Editions

While the Plus 2 was primarily a standard model, some special editions and coach-built versions exist, often customized for specific markets or individual buyers, adding to its collectible appeal.

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## Legacy and Impact

### Influence on Sports Car Design

The Lotus Elan Plus 2's innovative fiberglass chassis and lightweight construction techniques influenced future sports car designs across the industry. Its focus on handling and driver engagement set benchmarks that many manufacturers aspired to emulate.

### Collector's Perspective

Today, the Plus 2 is highly sought after for its combination of engineering excellence and classic British styling. Restored examples can command premium prices, reflecting its status as a collectible classic.

### In Popular Culture

Although not as widely featured in movies or media as some contemporaries, the Plus 2 remains a beloved icon within classic car circles, often showcased at vintage events and concours d'elegance.

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## Conclusion: The Enduring Charm of the Lotus Elan Plus 2

The Lotus Elan Plus 2 exemplifies a unique blend of innovation, performance, and style. Its pioneering fiberglass construction, nimble handling, and quintessential British design make it a significant vehicle in sports car history. While it was produced during a competitive and rapidly evolving era, the Plus 2 managed to carve out a distinctive identity thanks to Lotus's engineering philosophy.

For enthusiasts and collectors, the Plus 2 offers a compelling combination of rarity, historical importance, and driving enjoyment. As a testament to Lotus's commitment to lightweight, driver-focused sports cars, the Elan Plus 2 remains a revered classic—an embodiment of the spirit of British motoring excellence.

In summary:

- Innovative fiberglass monocoque chassis that influenced future designs.
- Compact yet practical with seating for four and luggage capacity.
- Exceptional handling that set new standards for sports cars.
- Limited production that enhances its collectible value.
- A legacy of engineering ingenuity that continues to inspire automotive innovation.

The Lotus Elan Plus 2 is not merely a vintage vehicle; it is a symbol of a pioneering era in sports car development, embodying the principles of lightweight construction and spirited driving that still resonate today.

## **Lotus Elan Plus 2**

**lotus elan plus 2: The Enthusiasts' Guide to Buying a Classic British Sports Car** Peter Hingston, 2007

**lotus elan plus 2:** Lotus Elan Bloomsbury Publishing Plc, 1981

**lotus elan plus 2:** Lotus Elan Matthew Vale, 2013-08-31 The Lotus Elan was Lotus's definitive roadster. It replaced the elegant but expensive Lotus Elite and was the first car to employ the innovative Lotus steel backbone chassis. The original Elan was produced as a two-seat, open-top sportscar and hardtop coupe from 1962 to 1973. The range was extended by the addition of the 2+2-seater Plus 2 from 1967 to 1974. Lotus introduced an all-new front wheel drive Elan in 1989, the M100, which was produced until 1995. Lotus Elan studies the history and development of all the Elans and describes each model in detail. It gives technical details for all models, examines unusual conversions, and includes driving experiences from Elan owners. A complete and readable resource for all Lotus Elan owners and motoring enthusiasts who aspire to own one of these iconic British sports cars. Superbly illustrated with 250 colour photographs. Matthew Vale is a motoring author and passionate Lotus Elan enthusiast.

**lotus elan plus 2: Authentic Lotus Elan & Plus 2, 1962-1974** Paul Robinson, Christopher Ross, Ron Hickman, 1995

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**lotus elan plus 2:** Lotus Elan Restoration Guide Gordon Lund, 2012-10-14 The story of restoring an Elan +2 and Elan Sprint to concours edition. Advice on how to purchase a suitable car for restoration plus detailed practical information on preparing bodywork, trim, chassis, suspension, wheels, hydraulics, engine, electrics & wiring etc. 24 Chapters, plus appendices, give information on chassis changing, body restoration, including Elan +2 sills, rebuilding the Lotus/Ford Twin Cam engine, electrics including fitting a new loom, insight to tuning and running in, Elan developments, a remarkable Elan +2 Estate, rebirth of an accident damaged Sprint.

**lotus elan plus 2: Lotus Elan** Ian Ward, 1984-01-01

**lotus elan plus 2: Motor Cycling and Motoring ,** 1970-03

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600-plus cars are examined in detail and illustrated by color and bandw photos highlighting their unique qualities. The story of each classic car is complemented by performance tables that include information such as maximum speed and power, engine type, and details of transmission, chassis, suspension and brakes. Oversize: 9.5x12. Annotation copyrighted by Book News, Inc., Portland, OR

**lotus elan plus 2: Popular Science** , 1967-12 Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

**lotus elan plus 2: Sports Cars** Peter Henshaw, 2004-06 Motorbooks 500 Series, with the Crestline imprint. This exciting series of promotional books offers the same high quality you've come to expect from the world's largest publisher of transportation titles. All original titles, including contemporary design and aggressive promotional pricing. Sports Cars highlights the best cars of the high-performance experience. They look great, drive superbly, and go faster than other cars on the road. This book is a photographic celebration of the greatest cars ever made. From the groundbreaking Porsche 911, to the classic creations of the Italian firms Ferrari and Lamborghini, this book features all of the best sports cars. A series of chapters deals with the breed chronologically, from the prewar World War II roots right up to the present day.

**lotus elan plus 2: Lotus Europa - Colin Chapman's Mid-engined Masterpiece** Matthew Vale, 2022 Explores the design development and production of the Lotus Europa, Lotus's first mid-engined road car. It covers the Renault-powered Series 1 and 2 cars, the Lotus Twin Cam-engined versions, and the Type 47 racing models.

**lotus elan plus 2: Motor Sport** William Boddy, 1972

**lotus elan plus 2: Lotus Elite, Eclat and Excel** Matthew Vale, 2016-02-29 Lotus introduced the Type 75 Elite in 1974. Being a full four-seater coupe with an opening glass tailgate, it was designed to carry a family in comfort while retaining Lotus' trademark, excellent road holding and handling. Perhaps most importantly, it was the first - and successful - step in Colin Chapman's plan to move upmarket and away from Lotus' kit car image. The Elite gave rise to two derivatives, the Eclat and the Excel. The Eclat was a restyled coupe version, sacrificing the Elite's unique rear styling and good rear passenger headroom for a more stylish exterior. With its conventional coupe styling, the Eclat was more mainstream than the Elite, and it was in the end the better seller. In turn, the Eclat spawned the Excel, the last of the Elite-inspired family. Matthew Vale looks at the history of these unusual Lotus models, and gives a thorough guide to buying and owning the cars today.

**lotus elan plus 2: The Autocar** , 1969-09

**lotus elan plus 2: Lotus Elan** Matthew Vale, 2018-12-18 The Essential Guide to buying the Lotus Elan of your dreams, this book will guide you through all you need to know. The Lotus Elan and Plus 2 are the definitive classic Lotus Sports cars. Small, light, and powered by Lotus's own Twin Cam engine, these were and are fast, great handling sports cars with a Grand Prix winning pedigree. With a winning formula of glass fibre bodyshell, and simple sheet steel backbone chassis, the Elan was an affordable replacement for the expensive and exotic glass fibre monocoque Lotus Elite, and became the mainstay of the Lotus road car range throughout the 1960s and into the 1970s. First introduced as an open two-seater in 1962, and as a Coupé in 1966, the Elan was available as a do-it-yourself 'kit' car or in factory assembled form, and was refined through the 1960s, culminating in the famous Sprint models of 1971, with the big valve 130bhp Twin Cam engine. The widened and stretched 2+2 Elan with its vestigial rear seats - named, unsurprisingly, the Plus 2 - was introduced in 1967, followed by the higher-spec Plus 2S in 1969, which was the first Elan not available in kit form. The Plus 2S 130 gained the Sprint specification engine in 1971, and the final Elan was the Plus 2S 130/5 of 1972. Just over 9000 Elans were produced between 1962 and 1973, while just over 5000 Plus 2 were produced between 1967 and 1974. This book has been written to provide the prospective owner with all the information they need to establish if an Elan or Plus 2 is for them, and what to look for when viewing an example. All aspects of the cars are

examined, including paperwork, mechanical issues, bodywork and interior with many photos of example cars to assist in the assessment of an individual car, and understand the implications of many of the common problems that a car can exhibit. The author is a Lotus enthusiast, and has been working on and writing about classic Lotuses for a number of years.

**lotus elan plus 2: TVR 1946-1982** Matthew Vale, 2017-10-23 This fascinating book tells the complete story of the early days of TVR, from Trevor Wilkinson establishing the company in 1946 through to the Martin Lilley years, which came to an end in 1982. The design and development of these classic British sports cars, with their defining characteristics of tubular backbone chassis and glass fibre bodywork, are described in detail. Illustrated with over 200 colour and black and white photographs the book covers all the early years, including the Sports Saloon, the Jomar, the Open Sports, TVR's first true production car the Grantura from 1958, Griffith models with their remarkable 289 cu in Ford V8 motors, the Vixen and Tuscan range of the late 1960s, the M Series models launched in 1972 and finally, the Tasmin range introduced in 1980.

**lotus elan plus 2: British Sports Cars in America 1946-1981** Jonathan A. Stein, J. Stein, 1993 British Sports Cars In America 1946-1981 Jonathan A. Stein The intriguing tale of the meteoric rise and fall of British marques in America following WWII. Marques the likes of Triumph, MG, and Austin Healey, as well as the lesser known Ginetta, Elva and Berkeley are thoroughly explored. Filled with beautiful and rare color photographs.

**lotus elan plus 2: Lotus Europa** Matthew Vale, 2018 If you are interested in buying a Lotus Europa, this book will give you the background information and technical details to ensure you purchase the car you want. Written by an author with experience of restoring classic Lotuses, the book will give you the knowledge you need to identify and assess any potential purchase.

**lotus elan plus 2: Driven** John Aston, 2019 John Aston's anecdotes, wit, strong opinion and acute observations recount insightful and affectionate portraits of the many facets of motor sport, its people and its places. DRIVEN takes you on a journey from Lake District vintage car trials to drag racing at Santa Pod, NASCAR racing in North Carolina and international events at Silverstone.

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