

LOTUS CARLTON

TOTAL VAUXHALL SPEC

ENGINE

Fully rebuilt 3.6-litre 24V C36GET, cast block (Lotus special casting), alloy head, steel rods, Mahle pistons, 8.2:1 compression ratio, Lotus steel crank, twin Garrett T25 turbos with 360-degree bearings, stainless-steel exhaust system, uprated timing chains.

TRANSMISSION

Corvette ZR1-based six-speed gearbox, rear-wheel drive, uprated LSD, driveshafts, bigger prop, clutch bellhousing pin redesigned, dual-mass flywheel.

SUSPENSION

Front and rear wishbone suspension, self-levelling at rear (run from dedicated system), anti-roll bars front and rear.

BRAKES

Front: AP Racing four-pots, steel pistons, GpN 330 mm discs. Rear: AP Racing two-pots, steel pistons.

WHEELS + TYRES

8.5x17 inch and 9.5x17 inch Lotus Carlton alloys, 235/45 and 265/40 Goodyear Eagles, 18 inch steel space-saver spare.

EXTERIOR

Lotus Carlton bodykit, door mouldings, front and rear bumpers, sideskirts and wheelarch extensions, bonnet vents and rear spoiler, Lotus Carlton grille, roof-mounted aerial, aero body kit providing zero lift at 100 mph, badges front side and rear.

INTERIOR

Connolly leather, suede and wood, Lotus steering wheel and clocks, Lotus Carlton-specific gear lever, analogue clock, beam adjust removed, build number plaque on glove box, rear blind.

ICE

Blaupunkt system (same as GSi — there were no CD head units after build no 800; there was a changer in the boot instead), six speakers.



Dave Franczak

THANKS

Danny and Lee for finding parts, the people at Autobahnstormers, my old man, Dean, Dougie, Richard and Pete, and Copthorne Motor Company.