

Hi Jerry,

A friend here in Melbourne came to visit me as he has decided he wants a Europa, and he especially likes the S1. I sent him some information, and include a few photos of the various prototypes. It occurred to me that none of the cars are covered in your Register, yet the cars are well photographed and know by most that have read the normal Europa books and magazine articles. The following information is just a summation of my limited knowledge.

Lotus built 5 prototypes. They were code named P5. I assume they were numbered 1-5

I'm not exactly sure what happened to them, but I think this is how they started life

- The first Lotus 47 was made out of one of the 46 prototypes. The inner rear guards can be seen as fabrications in most Europa books, plus the fuel fillers are inboard. It was number 117 at Brands Hatch on the Boxing Day debut event.
- I think the second 47 was also a converted 46, making my car 47-GT-3 the very first Lotus 47 "production" car. The second car burned on test.
- One car was red - SAR857D and was regularly seen in adverts and magazine articles.
- One car was blue - RAR949D. It is photographed with John Joyce at the link below. It appears to be RH drive. Another blue car is shown in the June 1967 CAR magazine article but it is LH drive and missing the front indicator lights, even though the recesses are there – very odd. Not sure if this a prototype
- One car was white - KPW618E and was RH drive
- the previous owner of my 47 also had one of these prototypes – supposedly Colin Chapman's personal car. It was yellow but showed signs of black paint underneath. I forgot my camera that day as I had just hopped off a plane from Australia to the UK, then driven 3 hours to meet friends on the south coast. I got lost looking for the seller of the Lotus 47, and was quite dazed and confused when I finally got there.

As far as I know the prototypes are the only Type 46 Europas fitted with the front orange/white lights recessed under the front bumper. These lights are from the Renault R16 and R10. About 20 or so Type 47 also used the front lights. My car 47-GT-3 had them originally, but they were removed early in its life probably because they got smashed up and cost a fortune to replace.

There are two Australian connections with the Europas. See page 36 of the attached regarding Graeme Bolwell who worked on the second prototype.

John Joyce was the development engineer at the time, and has some interesting photos at the link below. The dark car in the signed photograph is interesting because it has two wipers, although they do appear to be just sitting there rather than being part of the car.

http://www.bowincars.org/index.php/Main_Photo_Gallery

Richard Mann

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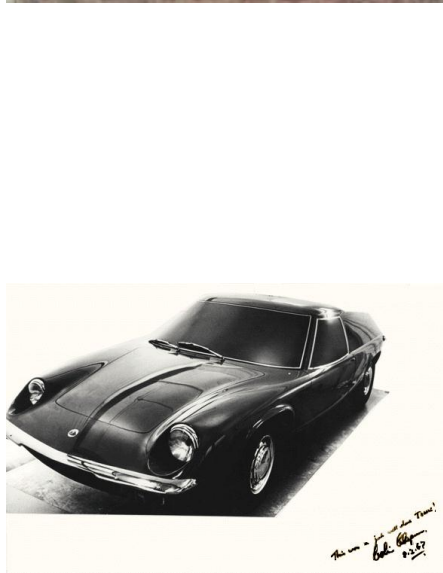
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