

Lotus-alike Westfield Sports II replica

By Dennis Ortenburger

Ever fancied owning a '50s sports racer? I mean a real racing car like a D-Type Jaguar, for example? Picture yourself blasting along your favorite country lane, dazzled by autumn's color changes and the shafts of sun light dancing on the curvaceous hood jutting out ahead. Catch a glimpse of swirling leaves in your rearview and delight in the rise and fall of the exhaust note as you heel and toe for the next switchback. And give thought to the drivers who flung their machines around places like Le Mans, the Ring and Monza.

The trouble is that the genuine articles have all but disappeared into the hands of megabuck collectors. The way to go then would seem to be a replica of the kind that trickle out of England from time to time. They are copies, to be sure, but faithful down to the minutest detail, and this includes performance. Alas, the problem here, using the Jag as an example, is that a Lynx or Deetype replica still costs enough to make anyone but the very well-heeled a little light headed. Now if only this kind of car could be produced at a reasonable price.

It seems that while one Chris Smith was terrorizing the English historic racing scene in his indecently fast Lotus Mark 6, he was thinking the same thing. Smith's bread and butter was rebuilding and fabricating vintage and historic spaceframes, and his love affair with Lotus extended to racing a Mark 10 and a Mark 17 as well. What really fascinated him, however, was the most successful Lotus sports racer of them all, the Eleven. One day when a customer lamented about the astronomical cost of an original, Smith proposed the construction of a replica. The first led to another and *voila*, the Westfield Sports came into being.

While the external contours and dimensions are essentially identical to the Lotus, the cockpit is wider and deeper to accommodate drivers up to 6 feet 4 inches in height, something the original article could never do. The chassis is a spaceframe of both round and square section tube which in turn is skinned in aluminum. Although Colin Chapman's design was strong, there were enough chassis failures around the transmission tunnel to prompt Smith to strengthen this area by judiciously adding more tubes. The body shape and enclosed undertray duplicate both the low drag

and the high-speed stability of the original. As a concession to ease maintenance and repair, Smith fashions the front and rear body sections in fiberglass instead of alloy, but the quick removal feature remains the same.

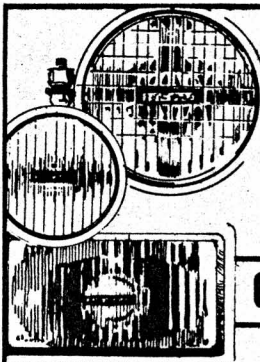
The Eleven's ability to go around corners like it was painted to the road was legendary, and the Westfield hits its mark here as well. The front suspension consists of tubular wishbones and an anti-roll bar, while the rear uses a rigid axle located by dual trailing arms and a Panhard rod. Both ends of the car feature coil springs over Spax shocks, adjustable for ride height and stiffness. The wheels are a slight departure from original, being 14 inches in diameter rather than 15 but with a useful 0.5-inch increase in width over the Lotus four-inch rim.

Stopping power is superb (aided by the Westfield's 1,100-pound weight) and is accomplished by 8.25-inch discs with Lockheed callipers in front and seven-inch drums at the rear. Of course, the steering gear is a light and quick rack-and-pinion, and the wheel is a correct red leather rim with a 14-inch diameter.

It would be perfect if Coventry Climax could still supply its SOHC FeatherWeight engines, but it has gone back to building fork lift trucks, so Smith installs the Sprite/MG Midget 1,275cc pushrod and four-speed box. Still, the engine is reliable and easily serviced and its 65bhp will take the Westfield Sports to better than 100 MPH. With one of the optional differential ratios (4.2 is standard) it will go even faster. Like the Eleven, phenomenal gas mileage is possible, and on a test run from his base in Netherton Dudley to Silverstone—a distance of 140 miles—Smith averaged 54 MPG!

Ah, but the best specification of all is the price. Chris Smith will sell you a completely assembled and tested Westfield for 3,950 pounds Sterling, or approximately \$6,700. In kit form, less the Sprite/Midget components, the cost drops to about \$4,500. So if you've ever wondered what it would be like to drive a '50s sports racing car, the Westfield could be your dream come true.

For further information contact: Chris Smith, Westfield Sports Cars, Unit 13, Primrose Hill Industrial Estate, Cradley Road, Netherton Dudley, West Midlands, England.



Conquer the night with CARELLO

...The light for all seasons

No matter what nighttime hazard lurks behind the next turn . . . turn on CARELLO Lights and conquer the darkness . . . Knife your way through fog . . . Reach beyond and see - SAFELY.

Right now, ELECTRODYNE is offering a \$25 incentive on any of CARELLO's 5 Light Kits. CARELLO is The Choice of Champions. And they can be yours too - for \$25 less. CARELLO Light Kits are complete with protective lens covers, relay, switch, wire, fuse and easy-to-follow instructions.

CARELLO Light Kits are just one of the 10,000 items specially chosen for your Import or Domestic auto that are currently featured in the 96 page full color Electrodyne Auto Parts and Accessory catalog.

MODEL	DESCRIPTION	PART #	LIST PRICE	NOW ONLY
TARGA MIRAGE	160 mm, round, driving	06.907.000	\$ 85.00	\$60.00
	160 mm, round, white fog	02.913.000	85.00	60.00
	160 mm, round, yellow fog	02.915.000	85.00	60.00
SAFARI PF 190	196 mm, round, driving	06.929.000	115.00	90.00
	190 x 110 mm, rectangular, driving	06.931.000	85.00	60.00
PF 190	190 x 110 mm, rectangular, white fog	02.930.000	85.00	60.00
	190 x 110 mm, rectangular, yellow fog	02.935.000	85.00	60.00

\$25 OFF

On CARELLO Lighting Kits

To save \$25 on your CARELLO Light Kit, fill-in the information below and send with your check or money order to Electrodyne, Inc. FREE with your order - The New Electrodyne catalog. Want it faster? Call Toll FREE (800) 336-3096 and charge your order on VISA or MASTER CHARGE.

Please send CARELLO Light Kit #_____. Enclosed is my check or money order for \$_____. (Add \$3 for shipping and handling. Virginia residents add 4% sales tax.)

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

QUALITY MOTORING ACCESSORIES
electrodyne

P.O. Box 358, Alexandria, VA 22313 (703) 836-4641.



WINTERIZING & WINTER STORAGE

Dec. 13

AutoWeek