



Standard-issue Elan inside, save for the electric fan switch and radio blockoff plate. The orange paint in the doorjamb is intentional—in case there was any question as to whether this was the original Broadspeed Elan, the owner claims.

*"I love its history and provenance, but most of all, I like to drive it!"*

results scuttled by a cam that had seized in its carrier. *Motor*, the only other magazine to print a story on the Broadspeed Elan, did test it properly, getting a 7.3-second 0-60 time, and a 15.7-second quarter-mile time—both figures slower than either an Elan S4 or an Elan Sprint. Slower? *Motor* put some of the blame on the ultra-wide tires and 7-inch wheels, although the peaky engine had something to answer for too: "Even 170bhp isn't enough to keep the wheels spinning sufficiently to stay on the cam when getting under way. The normal alternative to wheelspin starts is 'granny type' ones with the appropriate amount of clutch slip. Have you ever tried 'granny starts' with an engine that doesn't get on the peak of the cam until 3,800 RPM, not to mention the competition clutch and high gearing?" The Broadspeed was quicker than the Sprint and S4 to 70, 80, 90 and 100 MPH, and its top speed of 128

MPH was 7 MPH better than the Sprint's. At around the same time, *Car* magazine tested a stock twin-cam 126hp '72 Elan Sprint, getting a 0-60 time of 6.6 seconds and a 19-second-flat 0-100 time. (In that same story, they also mentioned that the twin-cam Lotus engine could easily be brought out to produce 170hp, but "this sort of power would be an embarrassment on the road, and most drivers will settle for a lot less." A sideways shot at a car that *Car* never got to drive or test?)

The *Motor* piece intimated that a duplicate would cost £4,100 to build (nearly three Elans...or a pair of strippo BMW 5-series sedans), but this one could be had for only £2,500—still nearly double the price of a standard Elan. The original invoices were paid both by Mr. Pennell, and by a company represented by Messrs. T.A. Kanzen Yehia & Sons, a company which imports a variety of items into Ethiopia, including medical equipment, mining equipment and office furniture. Pennell sold the car to Melvin Potosky, who worked for Yehia & Sons at the time and whose name appeared on at least one of the work invoices, in April 1973. It received new chassis tags and registration—from a '64 Elan—before its export to Ethiopia, for reasons that are unclear. (The original chassis number remained on the chassis spine, but the only way to check is to lift the body off the car.) There are also notes that power was bumped to

north of 200 horses, by Broadspeed, before it was exported.

The timing of its arrival in Ethiopia was remarkable: It entered the country not long before the military-staged coup against Haile Selassie, the last emperor of Ethiopia and the man whom many Rastafarians regard as a messiah, in 1974. Potosky brought the car with him back to the States when he was transferred back to Washington, D.C., and sold it in August 1976. Today, Potosky is a member of the National Security Agency, and some of the former owners suggest that he might have been a CIA spook. So the Broadspeed

