

# One you can buy...

## LOTUS ELAN SPRINT FHC

Year of manufacture 1972 Recorded mileage 53,653

Asking price £13,995

Vendor Classic Chrome Ltd, Mortlake, London; tel: 07000 247663

For looks, colour, drive **Against** pricey, soggy brakes

When it was new

Price £2161 Top speed 121mph 0-60mph 6.7 secs

Max power 126bhp Mpg 24 Mph/1000rpm in top 17.6



**F**ewer than 1500 Twin Cam Sprints, the ultimate Elan, were made from 1970-'73, and this lovely little fixed-head is in super condition. With just two owners from new, and the recorded mileage believed genuine, this Elan has had all major work done and is ready to enjoy. The car received a new Spyder chassis in 1986, which, where visible, looks strong, and the engine was rebuilt in 1993 with the suspension renovated four years later.

Last year the body was removed, stripped back and given a full respray in wonderfully '70s Lime Green by East London Classics to bring it up to its current excellent standard. Panel fit is excellent for a

Lotus and the body is crack-free, sitting just right on immaculate peg-drive wheels shod with decent Uniroyals all round. A new tinted windscreen has also been fitted.

The engine bay is tidy and the twin Dellorto-equipped Big Valve 1558cc motor shows no sign of any leaks, starting easily with just an initial puff of blue smoke before settling to a comfortable idle with 25psi oil pressure at tickover (40psi when under power).

A retrimmed cabin keeps up the high standards set by the body, with smart black seats and matching carpets plus a new wooden dashboard scattered with rocker switches. Amazingly, even the electric windows are both working and smooth, and

only a split in the rim of the Colin Chapman signature steering wheel detracts from the cosy cabin.

On the road the Elan pulls strongly once warmed up, the big-bore exhaust spitting and popping delightfully as only an Elan can. Steering is quick and pin-sharp and the Sprint corners with no roll, but retains reasonable ride quality as well. The 126bhp twin-cam unit propels the little Elan at an impressive rate, with a quick gearchange and a nicely weighted clutch, but problems include a faulty rev counter and a reverse gear that is awkward to disengage. Brakes are hampered by alarmingly long travel to the pedal, but the vendor confirms this problem will be rectified before sale.

### VERDICT

Purists may not like chassis or 'screen - but gorgeous, quick and fun

## CARS

## VALUES

|                            | PRODUCED | SHOW    | AVERAGE | RESTO  | CC MAX/0-60MPH | ISSUE    |
|----------------------------|----------|---------|---------|--------|----------------|----------|
| Capri 1300/1600            | 1969-86  | 2800    | 800     | 200    | 1599           | 91/17.3  |
| Capri 1600/2000GT          | 1969-74  | 2900    | 1000    | 250    | 1993           | 108/11.5 |
| Capri 3000GT/3000E         | 1969-74  | 3500    | 1400    | 400    | 2994           | 122/8.4  |
| Capri RS2600/RS3100        | 1970-74  | 7500    | 3400    | 1250   | 2637           | 126/7.3  |
| Capri 1100 2.0             | 1974-86  | 2750    | 800     | 200    | 1993           | 110/10.4 |
| Capri 1100 3.0             | 1974-81  | 2800    | 900     | 250    | 2994           | 118/9.1  |
| Capri 2.8                  | 1981-87  | 3600    | 1200    | 400    | 2792           | 127/7.9  |
| Capri 280 Brooklands       | 1987     | 5000    | 2750    | 750    | 2792           | 127/7.9  |
| Escort Mexico              | 1970-74  | 4000    | 2000    | 350    | 1599           | 99/n/a   |
| Escort RS1600              | 1970-74  | 8000    | 4500    | 1800   | 1601           | 113/8.9  |
| Escort RS2000              | 1973-74  | 5000    | 2200    | 700    | 1993           | 111/9    |
| Escort RS2000 Mk2          | 1976-80  | 4250    | 1600    | 400    | 1993           | 112/8.6  |
| Escort RS1800              | 1975-77  | 9000    | 5500    | 2300   | 1835           | 114/9    |
| Granada Coupé Ghia         | 1975-77  | 3750    | 1250    | 250    | 2994           | 111/10.3 |
| Granada Ghia saloon        | 1974-77  | 3000    | 1000    | 150    | 2994           | 113/9.1  |
| Sierra RS Cosworth         | 1986-87  | 11,000  | 6500    | 3000   | 1993           | 145/8.2  |
| <b>FRAZER NASH</b>         |          |         |         |        |                |          |
| Le Mans Replica/Replica 2  | 1950-53  | 120,000 | 75,000  | 45,000 | 1971           | 114/9.6  |
| <b>GILBERT</b>             |          |         |         |        |                |          |
| GT coupé (1.0/1.6/1.8)     | 1959-67  | 5000    | 2750    | 800    | 1588           | 94/13.8  |
| Genie                      | 1966-70  | 5500    | 2800    | 750    | 2495           | 115/10   |
| Invader                    | 1969-74  | 6500    | 3300    | 900    | 2994           | 120/10.7 |
| <b>GINETTA</b>             |          |         |         |        |                |          |
| G4 (1.0/1.5)               | 1961-69  | 17,500  | 11,000  | 6000   | 1499           | 108/9.7  |
| G15                        | 1968-74  | 7500    | 4000    | 1500   | 998            | 115/9    |
| G21 1800/1800S             | 1971-78  | 7000    | 3800    | 1750   | 1725           | 120/8.5  |
| <b>GORDON KEEBLE</b>       |          |         |         |        |                |          |
| GK11T                      | 1964-68  | 23,000  | 14,000  | 7500   | 5395           | 137/7.5  |
| <b>HEALEY</b>              |          |         |         |        |                |          |
| 2.4 Elliott saloon         | 1946-50  | 14,000  | 9000    | 4000   | 2443           | 107/14.6 |
| Silverstone                | 1949-50  | 30,000  | 20,000  | 12,000 | 2443           | 110/n/a  |
| Abbott 2.4 dhc             | 1950-54  | 20,000  | 11,000  | 5000   | 2443           | 100/14.7 |
| Tickford 2.4 saloon        | 1951-54  | 15,000  | 10,000  | 4500   | 2443           | 105/14.6 |
| G-type Nash-Healey         | 1951-54  | 22,000  | 12,000  | 6000   | 4138           | 108/11.5 |
| <b>HEINKEL</b>             |          |         |         |        |                |          |
| Cabin Cruiser/Trojan 200   | 1956-65  | 5000    | 2300    | 500    | 198            | 60/..... |
| <b>HILLMAN</b>             |          |         |         |        |                |          |
| Minx Phase III-VIII dhc    | 1949-56  | 5500    | 2000    | 800    | 1390           | 73/29.7  |
| Minx Phase III-VIII saloon | 1949-56  | 2400    | 900     | 200    | 1390           | 73/29.7  |
| California coupé           | 1953-56  | 2800    | 1200    | 300    | 1390           | 74/29.7  |
| Minx Series I-III dhc      | 1956-63  | 4750    | 1700    | 700    | 1494           | 80/23.6  |
| Super Minx I-III saloon    | 1956-63  | 2500    | 850     | 175    | 1494           | 79/23.6  |
| Super Minx I-III dhc       | 1962-64  | 5000    | 1800    | 750    | 1592           | 83/19.5  |
| Super Minx I-V saloon      | 1962-66  | 2200    | 750     | 150    | 1725           | 86/17.9  |
| Hunter GLGT                | 1966-77  | 2000    | 700     | 100    | 1725           | 96/13.9  |
| Hunter GLS                 | 1972-76  | 2750    | 1000    | 250    | 1725           | 108/10.5 |
| Imp/Super Imp              | 1963-76  | 2000    | 650     | 75     | 875            | 80/25.4  |
| Imp Californian            | 1968-70  | 2250    | 900     | 150    | 875            | 81/22.1  |
| Avenger Tiger/Tiger II     | 1973     | 2900    | 1250    | 250    | 1599           | 100/12.2 |
| <b>HONDA</b>               |          |         |         |        |                |          |
| S600/800 convertible       | 1967-70  | 6000    | 3000    | 1000   | 791            | 96/13.4  |
| S600/800 coupé             | 1967-70  | 4000    | 1800    | 500    | 791            | 96/13.4  |
| CRX                        | 1984-86  | 2000    | 900     | 350    | 1488           | 112/8.5  |
| <b>HRG</b>                 |          |         |         |        |                |          |
| 1100/1500                  | 1939-55  | 30,000  | 17,500  | 10,000 | 1496           | 83/18.1  |
| <b>HUMBER</b>              |          |         |         |        |                |          |
| Super Snipe Mk I-III       | 1945-52  | 7500    | 2000    | 700    | 4086           | 80/24.5  |
| Super Snipe dhc            | 1949-50  | 15,000  | 9000    | 4500   | 4086           | 80/22.7  |
| Pullman/Imperial II-IV     | 1948-54  | 8500    | 2700    | 800    | 4138           | 82/24.5  |
| Hawk Mk IV-VI              | 1951-57  | 4500    | 1700    | 400    | 2267           | 80/23.8  |
| Super Snipe Mk IV          | 1953-57  | 8000    | 2250    | 750    | 4138           | 91/16    |
| Hawk SL-V                  | 1957-67  | 3750    | 1200    | 350    | 2267           | 83/20.6  |
| Super Snipe SL             | 1958-59  | 4000    | 1400    | 375    | 2651           | 92/19    |
| Super Snipe SL-V           | 1960-67  | 4250    | 1500    | 400    | 2965           | 100/16.2 |
| Sceptre VII                | 1963-67  | 3000    | 900     | 250    | 1592           | 90/17.1  |
| Sceptre III                | 1967-76  | 2500    | 750     | 150    | 1725           | 98/13.1  |
| <b>ISO</b>                 |          |         |         |        |                |          |
| Rivolta IR 300/340         | 1962-70  | 17,500  | 11,000  | 5000   | 5359           | 142/8    |
| Grifo 5.4 Seill, Chev/Ford | 1963-74  | 26,000  | 19,000  | 7500   | 5359           | 159/6.2  |
| Grifo 7.0 Seill, Chev/Ford | 1963-74  | 32,000  | 24,000  | 10,000 | 6998           | 170/n/a  |
| Fidia 4dr saloon           | 1969-74  | 9000    | 5000    | 2500   | 5359           | 135/8.1  |
| Lele coupé                 | 1970-74  | 12,000  | 8000    | 3000   | 5359           | 145/7.8  |
| <b>JAGUAR</b>              |          |         |         |        |                |          |
| SS100 3.5 sports           | 1938-39  | 110,000 | 62,000  | 30,000 | 3485           | 100/10.4 |
| XK120 alloy roadster       | 1949-50  | 75,000  | 30,000  | 15,000 | 3442           | 125/9.8  |
| XK120 roadster             | 1950-54  | 45,000  | 22,000  | 9000   | 3442           | 125/10   |
| XK120 dhc                  | 1953-54  | 50,000  | 20,000  | 9000   | 3442           | 120/12   |
| XK120 fhc                  | 1951-54  | 35,000  | 15,000  | 7500   | 3442           | 120/12   |
| XK140 roadster             | 1954-57  | 50,000  | 20,000  | 8500   | 3442           | 121/8.4  |
| XK140 dhc                  | 1954-57  | 45,000  | 17,500  | 8000   | 3442           | 121/8.4  |
| XK140 fhc                  | 1954-57  | 40,000  | 15,000  | 7500   | 3442           | 129/11   |
| XK150 3.4 roadster         | 1958-60  | 45,000  | 21,000  | 10,000 | 3442           | 132/7.5  |
| XK150S 3.4 roadster        | 1958-60  | 55,000  | 22,500  | 13,000 | 3442           | 136/7.3  |
| XK150 3.8 roadster         | 1958-60  | 50,000  | 22,000  | 12,000 | 3781           | 134/7.5  |
| XK150S 3.8 roadster        | 1958-60  | 60,000  | 26,000  | 15,000 | 3781           | 135/7.2  |
| XK150 3.4 dhc              | 1957-60  | 40,000  | 17,000  | 9000   | 3442           | 123/8.5  |
| XK150S 3.4 dhc             | 1957-60  | 45,000  | 21,000  | 12,000 | 3442           | 136/7.3  |
| XK150 3.8 dhc              | 1957-60  | 42,500  | 19,000  | 11,000 | 3781           | 130/7.5  |
| XK150S 3.8 dhc             | 1957-60  | 50,000  | 24,000  | 14,000 | 3781           | 135/7.2  |
| XK150 3.4 fhc              | 1957-60  | 23,000  | 12,500  | 4000   | 3442           | 124/8.5  |
| XK150S 3.4 fhc             | 1957-60  | 27,500  | 17,500  | 6000   | 3442           | 136/7.3  |
| XK150 3.8 fhc              | 1957-60  | 25,000  | 15,000  | 5000   | 3781           | 130/8    |
| XK150S 3.8 fhc             | 1957-60  | 35,000  | 20,000  | 7500   | 3781           | 136/7.6  |
| 2½-litre/MkV 2.5 saloon    | 1947-51  | 16,000  | 8000    | 3000   | 2663           | 87/17    |
| 2½-litre/MkV 2.5 dhc       | 1947-51  | 37,500  | 17,500  | 8000   | 2663           | 87/20.1  |
| 3½-litre/MkV 3.5 saloon    | 1947-51  | 20,000  | 10,000  | 4000   | 3485           | 97/14.7  |
| 3½-litre/MkV 3.5 dhc       | 1947-51  | 40,000  | 19,000  | 9000   | 3485           | 90/16    |
| MkVI/MkVII                 | 1951-56  | 15,000  | 7000    | 2500   | 3442           | 101/13.6 |
| MkVIII                     | 1956-59  | 14,000  | 6500    | 2000   | 3442           | 107/11.6 |
| MkIX                       | 1958-61  | 17,500  | 7500    | 2750   | 3781           | 114/11   |
| MkX                        | 1961-64  | 10,000  | 3500    | 350    | 3781           | 120/10.8 |
| MkX 4.2/420G               | 1964-70  | 12,500  | 3250    | 400    | 4235           | 122/10.4 |
| 2.4 saloon                 | 1955-59  | 14,000  | 4500    | 450    | 2483           | 102/14.4 |
| 3.4 saloon                 | 1957-59  | 17,000  | 6000    | 750    | 3442           | 120/9.1  |
| 2.4 Mk2                    | 1959-67  | 15,000  | 4500    | 400    | 2483           | 96/17.3  |
| 3.4 Mk2                    | 1959-67  | 20,000  | 7500    | 900    | 3442           | 120/11.9 |
| 2.4                        | 1959-67  | 30,000  | 9000    | 1000   | 3781           | 125/8.5  |
| 340                        | 1967-68  | 13,000  | 4000    | 350    | 2483           | 105/12.5 |
| S-type 3.4                 | 1963-68  | 15,000  | 4500    | 450    | 3442           | 114/13.2 |
| S-type 3.8                 | 1963-68  | 18,000  | 6000    | 500    | 3781           | 122/9.9  |
| 420                        | 1966-68  | 12,000  | 4000    | 400    | 4235           | 125/9.4  |
| S-type 3.8 roadster        | 1961-64  | 37,500  | 22,000  | 9500   | 3781           | 149/7    |
| E-type 3.8 fhc             | 1961-64  | 28,000  | 11,500  | 5000   | 3781           | 151/7    |
| E-type SI 4.2 roadster     | 1964-67  | 40,000  | 24,000  | 10,000 | 4235           | 151/7    |
| E-type SI 4.2 fhc          | 1964-67  | 28,000  | 12,000  | 5500   | 4235           | 150/7.1  |