

Area	Country	Dealer Name	Address	Notes	Dates of Lotus Relationship
Terminology makes it difficult to accurately determine the status of each dealership. Some were called distributors, others importers, whilst others were dealers, agents, service centres etc. The list contains all types. Similarly dates can not be taken as entirely accurate as few records exist to verify them. Information comes mainly from the sales sheets, advertisements of the period and dealer network brochures					
Europe					
	Angola	Mocar SARL	Caixa Postal 16464 Luanda	Run by Altino & Renato Fraga. Mocar was a strong and prestigious car dealer, representing as distributor for Lotus and De Tomaso, within the then modern Capital Luanda, one of the largest car sales centers in the world, in the 1960s. Was also importer for Ford, ran a race team under the Team ETA-Mocar banner in early 70s (ETA was the Angola Tobacco Co). The 25 of April of 1974 deeply changes the life in Angola and Altino Fraga heads to Portugal. It takes a few years to settle in Lisbon, but the effort, coupled with a deep understanding of the car market, would be crucial for Altino Fraga to regain the prestige he had built a decade earlier in Angola.	
	Austria	Lotus Austria	Wien 1, Schuberting 8	Mr R Markl. The formula junior driver Rolf Markl became the first Lotus distributor for Austria in 1963. In Markl's house in Vienna lived the young racing talent Jochen Rindt. Photographs of those days show Jim Clark at a garden-party with Rindt and Markl in Vienna.	
	Belgium	François Staumont	Bruxelles	First importer appointed	
	Belgium	Lotus Belgium	Neerstraat 185, St. a Martens Latem & at Kortyskse Steenweg 145, 9820 St Denjs-Westram	Mr Firmin Dauwe, started in Ghent, distributor for Belgium. He mainly drove Elans on circuits, hillclimbs and rallies. Dauwe also raced Norton motorcycles in the '50s, several Lotus during the 60's, including a Lotus Elite and Lotus 27-Ford Formula Junior. Firmin Dauwe, the Belgian National Motorcycle Champion in the '50's who changed to cars and famously won the Paris 1000 kms at Montlehry in 1966 in a Lotus Elan against all the big beasts of the day - Cobras, 275LM's etc. It was a streaming wet race and the Elan outhandled all the other cars. Firmin's co-driver was a fellow Belgian, Jean Blaton, who raced under the 'nom de course' of Berlys so that his parents didn't know he was racing.	
	Belgium	J et P Wauters	Tervuursesteenweg 481, 3061 Leefdaal, Bertem	In 1927 Jules Wauters started in the center of Leefdaal with modest bicycle shop. In 1946 he built his first car; the garage became too small and was expanded in 1956. In 1961 he started the construction of a BP station for passenger cars, with a separate workshop for trucks.	
	Canary Islands	Lenflor SA	Presidente Alvear 43/45, Las Palmas de Gran Canaria	Mr J Lenton.	
	Cyprus	Elan Enterprises Ltd	15 Matsis Street, Famagusta	Mr CG Lordos. Were also Jensen distributors in 70s.	
	Denmark	Quali-Car	Christiansholms Parkveg 26,	Mr O Brundrum-Nielsen	
	France	Lotus France	45, Quai de la Seine Paris 19		
	France	Garage Sport Auto	36 Rue August Blanche, 92	Mr G Garino	
	France	Royal Elysees SA	80 Rue de Longchamp, Paris	Mr Charles Delecroix, entered an Elan for the 1964 Le Mans	

Germany	Autohaus Paul Behnke GmbH	Briennerstr 44, 8 Munich	Manfred Behnke was a single seater racer in the mid 60s. Dealer responsible for southern Germany. Mr D Mazatis	
Germany	Automobile Verkauf	Pfenninger Garagen AG, Lotus Automobile Verkauf, Schwäntenmos 9, 8126 Zumikon		
Germany	Lotus-Vertriebsges GmbH	Koln-Sulz, Weisshausstrasse 27 Tel 418668	Dealer responsible for northern and western Germany	
Germany	Auto Salon Lindner	Wiesbaden, Frankfurt and Düsseldorf	Was a MG, Lotus, Astin Martin, Daimler and Jaguar dealer from 1953. Peter was killed in the Lindner/Nocker E Type in 1964. Peter Lindner in Frankfurt, Germany, a famous racing driver & Jaguar import specialist. Peter Lindner was best known for being a successful businessman and famous racer back in the 50's/60's. CEO of a German dealership which in 1953 took on Jaguar representation, at only 27 years old Lindner became a huge player in the car sales world. In 1957 Lindner turned his focus to racing with co-driver Peter Nocker. Both Lindner and Nocker had a very successful racing history, with their most iconic race car being there lightweight Jaguar E-Type which was later referred to as a 'low-drag E-Type'. Due to its reduced air resistance, the Jaguar racer soon becoming the fastest E-Type of its era. Sadly in October 1964 Lindner's elegant streamliner E-Type was badly damaged in an accident at the 1000km race in Montlhery, Paris, which took Lindner's life.	
Greece	Gemco	Leoforos-Athinon 33/35, Athens 208	Mr J Stavropoulos	
Holland	Lotus Holland	Jacob Obrechtstraat 13/17, Amsterdam	From 1969 on	
Holland	HCL Sieberg BV	PO Box 7142, Amsterdam, Zuid 2	Mr P Engelen; Mr T Sandmann	
Holland	West Side Cars	Amsterdam, Holland	Lotus importers 1966-69. Advertised in the USA as mail order car sellers	
Italy	Fattori & Montani	Via Emilia 92-100, Rome	Started in 1947, still in existence. Mr H Lawrence	
Ireland	Ever Ready Garage Ltd	Donnybrook 4, Dublin	Directors: James Barton and Oswald Barton, Sales Director: Noel Wallace. Also Jensen dealers	
Portugal	Centro Aero- Automobilista Lda	Av. Elias Garcia 147 A, Lisbon	Mr A Palmo	
Spain	Alton SA	Av. Generalissimo 76, Madrid	Dealers for Lotus, Morgan and Aston Martin,	1958-68
Spain	Talleres Hispano- Aleman SA	JH de Mendoza 9, Madrid	Mr Verne B Heiderio	
Spain	Corver SA	Marco Aurelio 8, Barcelona	Aston Martin, Lotus & Jensen dealers. 1951 to late 1960s. They were a specialist engine and bodyshop	?-c1969

Sweden	AB Wendels Bil & Motor & Lars Wendel, Autoropa	Musketorgarten 9-11, Malmo 0	Had started the dealership in 1930s, importing many US and European cars. Managing Director: Henning Wendel, Director: Lars Wendel Also Jensen dealers. Henning Wendel founded the company in 1962, specialising in sports/luxury cars. They sold cars from makers like Morgan, Lotus, Aston Martin, Maserati and Ferrari, as well as Jensen	
Sweden	Per Brandstrom, Sportsvagnsimport AB	421 31 Vastra Frolunda, Froknoppsg, Gothenburg	Ran Sportsvagnsimport Team Lotus in mid 60s, raced a 26R	
Sweden	Yngve Nyström	Linköping	In the early 60s he started to import Lotus cars and impressed on Chapman at Nürburgring to such an extent that he became the Lotus dealer for whole Scandinavia. He quit selling Lotus in '62 and sold the dealership to Brandstrom above	c1960-62
Switzerland	Autobahn Wangi	St Gallen		
Switzerland	Holiday Cars Import	52 Avenue Commons, Lancy, Geneva	MD Perrin was the head of Holiday Cars	
Switzerland	Lotus Suisse	3 Rue de l'Est, 1207 Geneva	Mme D Perrin	
Switzerland	Silvio Moser	Lugano-Viganello/TI	Was a F1, 2 & 3 driver and died in 1974 at Monza	

RoW

Australia	Derek E Jolly Ltd	16 Robe Terrace, Medindie, Adelaide	Derek Jolly was a racer (with Graham Hill at Le Mans in 1959) and the second importer of Lotus into Australia, being appointed in 1962. Great friend of Chapman	1962-c63
Australia	Geoghegan & Sons Pty	315 Hume Highway, Liverpool, New South Wales	Appointed agents for Lotus by Derek Jolly. By 1963 they claimed to be the largest importers of Lotus cars outside of the USA. They were 'Geoghegans Sporty Cars' by the mid 60s.	
Australia	John Roxburgh	Corner Nepean Highway & Cochrane St, Elsternwick, Victoria	Appointed agents for Lotus by Derek Jolly.	
Australia	Auto Imports	Military Road, Mosman NSW		
Hong Kong	Wallace Harper & Co Ltd	PO Box 807 HK	Mr W Wyllie	
Japan	Tokyo Shoji	Tokyo		
Japan	Atlantic Trading	20-6 Chome, Azabu Iikura-cho, Minatu-ko, Tokyo	Mr K Nohara	
Japan	Foyo Trading Co			
Lebanon	United Motors Co c/o Cedar Trading Co	PO Box 5665, Beirut	Mr S Saidi	
New Zealand	G Palmer Ltd		The NZ distributor in 1964. There was a well known race driver of Lotus' at that time in NZ, Jim Palmer	

New Zealand	Independent Motor Sales	39 Cambridge Terrace, Wellington	Mr A Shelly
Singapore	Universal Cars Ltd	59 Orchard Rd, Singapore 9	Ford dealers from c1910. Race prepared Lotus sports cars (23 Malaysa GP winner Albert Poon in 1963)
South Africa	Alderton Motors		Alfa Romeo and Lotus dealer. Danny Alderton was a racer in the mid 60s in SA
South Africa	Competition Cars	56 Rossetnville Rd New Centre Johannesburg	Importer at time of Elan introduction
South Africa	Grosvenor Motors	Johannesburg	Was a Rolls Royce and Bentley agent: Jack Baker started working for the Bentley Motor Car Co. in England in 1927, four years before it merged with Rolls-Royce. Jack was known as the man to go to if you were buying or selling as he knew everything there was to know about Rolls Royces. He knew who owned practically every Rolls-Royce and Bentley in South Africa. He retired in 1990. Bernard Podmore, of Grosvenor Motors, ran a Lotus 20 in the early 1960s. Also a Ford agent

Unknown

Danlo Imports
LMSS N America
Fili Pergani Soc Cal California?
Automotion
Engineering

North America

Canada	Autosport Equipment Ltd	Toronto & Ontario	Tom Gilmour raced a Lotus IX under their name. Was formed in Toronto, Canada by Bob Hanna and Jack Wheeler in the early 1950s, and was the Canadian distributor of Buckler chassis and Lotus, Lester, and Singer cars, as well as Alta speed equipment
Canada	Lotus Canada		
Canada	Sports Cars Unlimited	Oakville, Ontario	
Lotus North West Importer	ABC Motors Inc	8233 So Tacoma Way Tacoma Washington 98499	

Lotus South West Importer
British Motor Car Distributors
19100 Susana Rd Compton California 90221

Kjell Qvale owned and ran the dealership. He owned a 26R at one time. He established a business near San Francisco and diversified by adding other car brands including Austin, Morris, Jaguar, and Rolls Royce. The business traded under the name 'British Motor Car Distributors'. Later Qvale further diversified his business interests by importing non-British brands including Volkswagen (exclusive distributor of the first Volkswagens in the Western United States), Porsche, De Tomaso, Maserati and Lamborghini. For a brief period Qvale moved into car manufacturing by acquiring a significant stake in Jensen Motors and had a hand in the Jensen Healey.

Lotus Central Importer
Lotus Central
35093 Schoolcraft Rd Livonia Detroit Michigan 48150

Lotus East
Importer Peter Pulver,
Dutchess Auto Co
Millerton New York

See <http://www.fredstevensonlotus.com/Lotus%20East.htm>
eter Pulver and his brother Bill were co-owners of Dutchess Auto Company in Millerton, N.Y. This was a Chevy, Buick, and Jeep dealer at the corner of Main & Elm. They took over the business from their father and uncle in 1956, and the building is still there. Pete was a sports car enthusiast and racer, and became interested in Lotus; he started selling Lotus car and racers in 1958. He managed to get the Eastern importing and distribution rights in the early '60s- at that time, the cars were the Elite (Type 14), Lotus Seven, Lotus Type 18, 20/22 formula cars and the Lotus 23 sports racer. With the advent of the Elan (Type 26) as the first real "production" Lotus street car, he was approached by Tom Cox, a marketing & PR type, who wanted to take over the distribution rights on the East Coast, establish a dealer group, and open an anchor showroom store in Manhattan, with Pulver retaining the Importation rights. Around this time, Pete -who was also involved with John Fitch and the Corvair Sprint- was joined by the legendary Newt Davis, Porsche Spyder racer and owner of the Lime Rock Lodge. Cox found a lot of financial backing and opened up the showroom at 342 Madison Ave., between 43 & 44th Streets. It was known as Cox & Pulver Lotus/New York, a story in its self. It opened in April 1964; I was hired as a salesman. Cox never got the dealer network going, and after a couple of hotshot sales managers came and went, I accepted the role early in '65. We also had a service shop on East 73d & York, and sold Honda motorcycles which kept us afloat- for a while. With Cox & Pulver floundering, I approached Pete and offered my services. We did a deal and I signed on as Sales Manager to establish an Eastern dealer network in July 1965. So I was on the road in 13 states to find dealers for the Elan, our only product. Pete resumed the distribution rights, and with Newt, formed Lotus East- operating out of Dutchess Auto, with Newt as president. He retired from Lotus East in 1977, and passed away in 1994. As Lotus expanded its models with Elan variants -the fixed head Type 36 and '+2' Type 50, the Europa (Type 46), and Europa Twin-Cam (Type 74)- Lotus East grew. As did the racing operation, Lotus Racing East. Dutchess Auto was getting very crowded. If you were a distributor in those days, Lotus would sell you racing cars, too. The racing operation, Lotus Racing East (LRE), was the first to move to a new location, about a mile east of Dutchess, in 1971. It was formerly a truck garage and Shell gas station, with plenty of acreage for car storage; this is the aerial photo on my website. We brought in Type 61 & 61M Formula Fords and the Type 69 in Formula Ford and Formula B variants. We also imported the Lotus Seven (Series 4, 1969-'72) in kit form that we sold as kit cars. LRE also operated the Lotus/Lime Rock Racing School, from 1970-'73. With a strong order book for the 1972 racing season due to the 1971 success of the 69FF and FB cars in the US, Chapman shuttered Lotus Racing (UK), nee Lotus Components, which was responsible for design and sales of Lotus racing cars to the public. LRE was tasked with building Lotus Europa Twin-Cam racers for SCCA and IMSA racing in the U.S.; this is not to be confused with the Type 47, which was a purpose built design by Lotus Components in the UK. We also took over the distribution rights for the Crosslé Car Company from Ireland, and sold and prepared FF and Formula Super Vee cars. In the 1972 season, the entire Lotus East operation moved out of Dutchess. Two modular offices were

Lotus South
Importer Lotus Mid South,
Benton Inc
USA Bill Young, La Canada
Sports Cars
USA Bob Cole Motor
3835 Airline Highway Metairie
Louisiana 70001
San Fernando Valley & San
Gabriel Valley
444 El Camino Real, San Bruno

USA	Bob Challman Lotus, Ecurie Shirlee	Manhattan Beach, California	Exclusive Distributors for Lotus Cars throughout the Western United States. He took over the Jay Chamberlain dealership
USA	Briney-Gray Imports, Inc	3515 Atlantic Ave, Long Beach	
USA	Briggs Enterprises	Florida	
USA	BMCD - British Motor Car Distributors Ltd	San Francisco	Still operating in 2017. Has been providing an impressive selection of imported vehicles to car shoppers in the San Francisco area since 1947. We have grown substantially since our founding, adding new locations and expanding the range of brands we offer.
USA	Dale Shoupe-Quality Foreign	3464 Kurtz, San Diego	
USA	Dan Gillum Motors	1840 "B" St, Sparks-Reno, Nevada	
USA	DSN Lotos		
USA	Dudley H Davis Snr	Wisconsin	Was a racing driver, Lotus 7. Reported as being the lawyer for Lotus Midwest. Archives has his name also linked to Span Inc. Appears to have been an Elan importer in the early-mid 60s; possible connection with Lotus East too? There is now (2020) a Dudley H. Davis Center, University of Vermont.
USA	Escondido Imports	183 E. Washington, Escondido	
USA	Foreign Motor Sales	310 Blackstone Ave, Fresno	
USA	Geno's Imported Cars	5911 Steilacoom Blvd. S.W, Tacoma, Washington	
USA	Jay Chamberlain	San Fernando Valley	See also Bob Challman.
USA	John Posselious	Grosse Point, Michigan	
USA	Lindner?	?	All TBC. Active in 63. Bill Lindner. from Webster. NY. bought the car in 1963. built his race car. beginning to race it in 1966.
USA	Navy Auto Sales	Agency for US Naval personnel on service abroad	Went out of business in 1967/8 after the owners ran off with money, leaving orders unfilled in Vietnam
USA	Phipps Motors	233 W. Carrillo St, Santa Barbara	
USA	Rod Carveth Enterprises, Inc	770 El Camino Real, San Carlos	
USA	Span Inc	Madison, Wisconsin & Suite 5316 Marina Towers 300 N. State Street, Chicago IL	Owned by Jim Spencer. Elva importers and Lotus dealer. He raced Chevrolet Yenko Stingers and was a dealer for those cars too.

USA	Stan Peterson- Autocourse Engineering	427 East 12th St, Oakland	
USA	Sy Kaback, Grand Prix Imported Cars	32 Ames Av, East Rutherford, NJ	Sy Kaback formed Grand Prix Imported Cars for the purpose of importing Lotus and other British cars like MG and Morris. The informal sales motto for Grand Prix? "Dress British think Yiddish." Sy would accept every Lotus that Colin Chapman would send him. Colin was famous for promising the same car to a number of dealers, but Grand Prix was successful selling any car Lotus would happen to send. Sy shut the dealership down in the late 60's. I started Grand Prix hoping that it would underwrite some of my racing expenses. That did not work out. It was a secondary business as I was very busy with Weathermatic at the time. Absentee owners don't seem to profit much in the car business. I started it in 1961 and closed it in 1963. It was a headache which didn't provide any assistance to my racing career. His main reason was that Lotus would ship him new Lotus 7s with used engines and it created quite a problem. In any event all of Sy's old business records were destroyed when the building he had his offices in, the Broadway Central Hotel in NYC, collapsed in the early 70's. The distributorship of Lotus he had was one of those "Chapman deals", where exclusive distributorship was offered to several people in the same area. Quite a lawsuit evolved, and as Lotus was beginning to start serious importing, a more structured distributorship arrangement was developed with Peter Pulver setting up Lotus East in Millerton NY, a Lotus Midwest in Chicago was briefly operating and Chalman's Lotus group "Ecurlie Shirlie" on the West coast took over the original Jay Chamberlain operation.
USA	Von Housens Motors	1729 Fulton Ave, Sacramento	
USA	Westland Motors, Inc	20021 Venture Blvd, Woodland Hills	

UK

Aldon Automotive	Station Dr Brettell Lane Brierley Hill Staffs	
Andrew Parkes Performance Cars	Redland, Bristol	
Anglo Continental Cars	Mayfield Sussex; Tring, Herts	US forces and diplomat sales. Were also Anglo American Cars

Ashmore Brothers	West Bromwich, Staffs	In Roebuck Lane, tel W Brom 2350. Lotus dealer 1959-69 (tbc). Lotus and Rochdale dealers. Gerry & his brother Chris used to race sports GT racers. In 1961 & 62 Gerry participated in four Formula One World Championship Grands Prix, in a privately run Lotus 18. After a handful of races with the Lotus in 1962, he continued to make occasional appearances, such as in 1965 with the ex-David Prophet Lotus 30 and in 1970 driving a Lotus Elan 2+2. The +2 was also raced by Max Payne. It started life with a lightweight shell which came from Lotus, along with brakes and uprights from a Lotus 47 - hence the knock on wheels and large rears with arch flares. Engine was a 1600cc twin cam. April 25th 1970 at Silverstone (Daily Express) the car finished 22nd. It was third in class at the 1971 Norisring 200kms race, and a non finish (classified 25th) at the Nurburgring 300kms in 1972.	59-6?
Aston Distributors Ltd	66/70 Walsall Rd, Perry Bar, Birmingham 22B		
Attwoods Garages Ltd	Raglan St Wolverhampton		70
Auto Centre	Leeds		
Bell & Colvill	Epsom Rd W Horsley Guildford Surrey	Bell & Colvill open for business as a Lotus dealer in a 50/50 partnership on the 11th March 1970. Martin and Bobby had independently sold Lotus cars since 1965. Lotus official dealer since 1970-to date	1970-date
Blythswood Motors	Glasgow		
British and Guernsey Garages	Southside St. Sampsons GUERNSEY	Lotus delaer for Channel Islands 197? - 80. Principle was David Beresford: Thinking back the sprint had just finished when we took the dealership, initially only for Guernsey, there was a dealer in Jersey at the time but I think he was pretty inactive as Lotus soon asked me to take on Jersey as well. I cant remember the dates I'm afraid but it was about the time the +2s130 came out with the 5 speed because our first car was a Tawny and silver. We did rather well with the cars until the elite arrived which changed the customer base, although we did shift a good few Esprits, The Excel changed things for the better but I fell out with the new regime in the. Mid 80's I think at some time La Motte where a dealer but I cant recall when	
Brundle Motors	Fourways Garage Tottenham Kings Lynn Norfolk	Lotus Service Dealer	
Buckland Garage	Dover Kent		
Caister Service Garage	Caister Norfolk		
Cambridge Sports Cars	Cambridge	Also a Porsche dealer (?). Silverstone Mar 72: Ian Mawby Lotus 69 [71/69.10.FB] - Ford BDA Cosworth #31 Cambridge Sports Cars (see note 4) Lotus 69 [71/69.10.FB] (Ian Mawby): A red Formula B specification Lotus 69 built during 1971 but still unsold at the end of the year. Not one of	
Camden Motors Ltd	Lake St, Leighton Buzzard, Bedfordshire		

Chalk Service Station	Gravesend Kent	
Charlie Oates	Wayside Garage Yealand Carnforth Lancs	
Chequered Flag Midlands	Nottingham	
Cheshunt Lotus Centre	Delamere Rd, Cheshunt Herts	Factory sales
Clarks Garage	St John's Narborough Leics	
Clifford Sales	52/74 New Rd Southampton	
Clifton Street Garage	Scarborough Yorks	
Coombs & Sons	Guildford	
Cubleys	Eastbank St Southport	
Dave Smith Engineering	21A Wanstead Park Rd Cranbrook Ilford Essex	
David Buxton Ltd (Elite Cars)	Church Street Spondon Derbyshire	Started his dealership in 1958 with Lotus as a marque. He did a good deal of club racing in an XI and a XV before forming Team Elite and becoming a factory supported team. The team folded in 1964, after using Elans to race, though without success. Buxton was very thick with Chapman and ended up ousting Robin Read as sales manager at Lotus in 1962, though his own tenure in the role was not long. He remained friends with Chapman and was involved with Moonraker yachts later on.
Dereliott Conversions	Hoylake Wirral Cheshire	Lotus Service Dealer
Dicksons Motors	Dunkeld Rd Perth	Incorporated 1957
Dudley Garages		
Dunstable Down Garages	3 Tring Rd Dunstable Beds	Lotus Service Dealer
Ellis Moor Elite Cars	111 New Bridge St Newcastle	
Evergreen Motor Engineering	Crowfield Sussex	
Fairfield Garage	117 Leigh Rd Leigh on Sea Essex	Lotus Service Dealer
Foley Park Motors	Stourport Rd Kidderminster Worcs	Held the Datsun, Scimitar, Lotus, Clan and Lamborghini franchises
Forge Garage	Ladbroke Southam Leamington Spa Warwicks	Lotus Service Dealer

Frank Glover		
Frosts	80 Old Shoreham Rd Shoreham Sussex	
Gold Seal Car Co	253-255 New Cross Rd London SE 14	Was New Cross Motor Co
Graham Avery Motor Grp	St Margarets Green Ipswich Suffolk	
Grange Motors	Brook St Brentwood Essex	
Grierson & Graham	Academy St Dumfries	
Grose-Westonia	Weston Favell Northants	See also Moto Baldet
GS Cars	35 Town Rd South, Warmley, Bristol	
Gryphon Garages Ltd	St Clements Coast Rd, Jersey	Mr G Picot
Hallamshire Motor Co	Broad Lane Sheffield	
Hammonds & Oakwood	162/6 Ctoydon Rd Beckenham Kent	
Hargreaves & Bailey	Blackpool	
R Harper Ltd	Stevenage?	
HE Russell	Kirby Garage Caldly Rd West Kirby Cheshire	
Hexagon of Highgate	26 North Hill Highgate London N6	Appointed a main agent in early 1970
Hi-Way Garage	Redruth Cornwall	
Highfield Group of Cos	61 Kedleston Rd, Derby	
Hodgson Motors	Ryhyl	
Hookwood Garage	Horley, Surrey	
Huxhams	Parkstone, Dorset	
Ian Walker	236 Woodhouse Rd Finchley London N12	Lotus Service Dealer by 1971
JA Else & Sons	Codnor Derbys	
James Barrington	Pembury Rd Tonbridge Kent	

Jos Randles	Wharf Garage Stoke on Trent Staffs	Jos Randles was born 25 Sep 1915 at Wolstanton, Staffordshire. He died in March 1994 in Stoke on Trent. His main garage was at Wharf Garage, Stoke on Trent, Staffs, Tel No 48361. Jos Randles was started on 3rd December 1952 with two garages, one in Campbell Road, Stoke and another in Wharf Street with, over that early time, franchises for Vauxhall, Hillman, Singer and Lotus. Jos hill climbed a Lister Bristol and later a Cooper Monaco fitted with a Maserati engine. He modified the bodywork and fitted cycle wings for better visibility. The Maserati was later fitted to a Lotus 23 with disastrous results. In 1974 the Wharf Street site was compulsorily purchased to make way for the A500 and Jos stepped back to allow his son and daughter, Tim and Zoe, to take over the reins. Tim & Zoe Randles were based in Campbell Road, Stoke near the old Victoria Ground. In 1976 Zoe became the managing director as Tim embarked on another career as a guitarist with Billy J. Kramer and the Dakotas. Zoe raced a Downton converted Mini Cooper S (ex Charles Boot) a lightweight Elan and a Lotus 47. In 1978 Zoe left to spend more time with her family though she remained as company secretary. During this time franchises for TVR, Maserati, Lancia and Reliant and then Suzuki were adopted. In the early 1980s Randles was doing well with Lotus and was asked to develop bigger premises; it bought and developed a site at Pool Dam, Newcastle, but was then terminated as a Lotus dealer. This was due to the new Lotus sales director, who decided that Stoke-on-Trent was not the right place for the brand. At the time Randles were the second biggest Lotus dealer in the UK.	1963?-1982
Ken Myers Partnership	Wellingborough Rd Northampton	Neil now at 14 Lumbertubs Lane, Northampton NN3 6AH 01604 644982 Fm 08.02: Ken and Neil Myers (Father & Son) have teamed up with Derek Norville (who has an amazing collection of 12 Lotus Cars)to take over Orchard Hyundai in Gt Billing, Northampton and have captured a Lotus franchise to become an official Lotus dealer. Ken and Neil were Lotus dealer in the same area during the 70's and have been Lotus specialist since deciding to concentrate on classic Lotus restorations.	
Kingfisher Motors	120 Bridge St E Molesey Surrey		
Kingsclere Carriage Co	Newbury Rd Kingsclere Berks		
LC Garages	Chillingham Rd, Newcastle		
La Motte Garages	33-35 La Motte Street, St Helier Jersey	Mr C Sutton	
Le Mans Garage	York	Lotus Service Dealer	
Len Street	67-69 Drayton Gdns Chelsea SW10 9QZ	Lotus & BMW, claimed to be Englands largest service centre and a Lotus Personal Export centre. Len Street was the factory service manager before leaving to start the firm that carries his name to this day. Appointed full line Lotus dealers over 30 years ago the company retains a genuine enthusiasm for the marque and of course their comprehensive stocks of Lotus parts and alternatives is well known to every owner in the region. Tel: 01-3700611.	1963-97

Lola Motor Exchange	Knowle Garage Barnstable Devon	
London Sports Car Centre	High St Edgeware Edgeware	
Malcolm Templeton	Broadway Ave Ballymena N Ireland	Malcolm Templeton was the Managing Director of Malcolm Templeton Ltd, based in Belfast. In later life he became the President of the Classic Vehicle Club. He died in January 2002. Also a Jensen distributor
Mallett Bros	Sleaford Lincs	Lotus Service Dealer
Manchester Garages	Manchester?	
Mangoletsi Holdings	Unionist Bldgs Nicholas St Chester	
Matthews, McQueen	Salisbury, Wilts	
Mayfair Motors	182 Tunnel Rd Liverpool	
Mayfield Garage	574 Aigburgh Rd Liverpool Lancs	Lotus Service Dealer
Mike Spence	Eland House Reading Rd Henley	
McGill Automotive	101/103 Holywell Hill St Albans Herts	
Moss & Lawson	Thornton Heath	
Moto Baldet	Westonia Garage Weston Favell Northants	One of the first Lotus dealers. Probably better known as a microcar and scooter dealer. Run by Andre Baldet from a garage at Westonia Garage, Weston Flavell, Northampton. Moto Baldet also sold cars and for a time were a Standard Triumph dealer. Whilst they held the Lotus franchise they produced a special edition Elan, the Silver Streak.
Nick Moore Racing	Newcastle	
Norfolk Motor Co	242/254 Sprowston Rd Norwich Norfolk	
Normand	Bradford 1	Mike Beckworth and Tony Hegbourne raced 23s for them
Normand Gatwick	Reigate Rd Horley Surrey	
Northern Sports Cars	Scorton Richmond Yorks	Richard Heylings Telephone No: Same as it was at Scorton Email Address: caravan-man@hotmail.com Just been looking at the website. Great remembering old times as a Dealer back in the 60s-80s. Northern Sportscars (Scorton). Seeing the old colour brochure and seeing names from the past Graham Arnold and Tony Rudd! I am still in contact with Rick Bullock who was part of the technical team. We often chat and have a laugh about the various good times and disasters of the early Lotus era!
Owen T Kernahan	Kings Cross Rd Lonsdale Rd Oxford	

PEAR	Riverside Garage St Ives Hunts	Lotus Service Dealer
Penine Motor Grp	Kirkstall Rd Leeds	
Peterloo Motors	Ware Herts	
Pioneer Garage	Pinhoe Exeter Devon	Lotus Service Dealer
Plough Motors	Gloucester Rd Stonehouse Glos	
Purley Performance Cars	Foxley Hill Rd, Purley, Surrey	Became Bell & Colvill. 1966: Mini-Marcos GT 2+2 Sales Brochure from January 1966. It's stamped on the front with 'Purley Performance Cars LTD'. 1967: One other 4.7 Ford-powered car was the so-called Vandervell GT. This was basically a much-modified TVR Griffith and had previously been known as the Mongoose GT because its entrants, Purley Performance Cars, considered that it should eat Cobras. 1968: Purley Performance Cars.Tony Roberts.Ford Anglia.1598cc. 1968 London-Sydney Marathon,Purley a part sponsor of LoCort, dave aldrige the co-driver with his back to the camera was a friend of mine, he worked at dees of croydon before going to work for purley performance,he later died in an unrelated car accident. Elan S3: This car was first registered VL 396 13.01.68 by Purley Performance cars.
Quadrofolgio Motors	Dorset St Southampton Hants	Lotus Service Dealer. Was also a BMW dealer
Ranscombe Sports	25 Orchard Rd Stevenage Herts	Lotus Service Dealer
Rayrigg Motors	Rayrigg Rd Bowness on	
Riverview Garage	Whinfall Way Riverview Park	
Rowley	Hall Ings Bradford	
Rob Walker Corsley Garage	Frome Rd, Corsley, Warminster, Wilts	Dealer 1966-70. Also dealer for Alfa Romeo, Minisprint, Opus
Roy Adlam Motors	Eastrop Roundabout Alenson Link Basingstoke Hants	Lotus Service Dealer
Sanderstead Court Service Station	145 Limpsfield Sanderstead Surrey	Lotus Service Dealer
Sparshatts	52-74 New Rd Southampton Hants	
Sports Motors	250 Plymouth Grove Manchester 13	Rodney Blor, 23 racing driver or Bloore
Sports-Tune Motor Co	Longniddry E Lothian	
Starleys Garage	24 Hythe Rd Brighton Sussex	
Station Garage Taplow (SGT)	Station Rd Taplow Bucks	

Steelsport
Swanmore Garage
635 Govan Rd Glasgow
Bournemouth
1176 CHRISTCHURCH ROAD
BOURNEMOUTH Telephone : 43344/5

They were a bunch of total tossers I am afraid in my opinion. I live near Southampton and they were at that time my local Lotus dealer. I was in their local and a silly old biddy ran into the back of my Élan with a Morris 1000 and tore of a corner of the fender and damaged the under side apron. As they were the agents at the time I insisted they repair it. Mistake big time they removed the fuel tank but dropped insulating tape into the tank when reinstalling it, so for several weeks I suffered from intermittent fuel starvation, it took me some time to work out that they and the tape in the tank was the problem. I subsequently realised that when they had the car for repair they used it for their own enjoyment as the tank was almost empty and the mileage was some what higher than when I left it. On a slightly different 'tack' I have the opinion that all Lotus dealers at that time (1970) were incompetent and that is why the Lotus marque has a poor reputation it's not down to the car or its design it was down to the numptys who were supposed to maintain them. My S4 has never let me down perhaps because I have never allowed a Lotus agent to work on my car apart from the first free 500 mile service and they Rob Walker garage were the first and only garage (apart from Swanmore) to show me the standard of the total incompetence of the standard of the people that Lotus used at that time. - redskatejbf on elan.net

Swanswell Garages
Tollgate Engineering
Spon End Coventry
Rye Sussex

Tonbridge Road
Garage
Tonbridge Rd Maidstone Kent
Lotus Service Dealer

Torquay Motors
Trophy Garage
Torwood St Torquay Devon
116 Polwarth Gdns Edinburgh
Ken Green who owned the Trophy Garage on Polwarth Gardens in Edinburgh. Europa built in December 1972 and sold to first owner Mr S Izzi by The Trophy Garage of Edinburgh in January 1973.

Victor Raysbrook
Motors
Victoria Speed
Concessionaires
W&R Motors
182 High St Watford
Hedon Rd Hull
11a Plantagenet Rd New Barnet
Herts

Wandle Coachcraft
Westleigh
Engineering
Herne Hill London SE24
Leigh on Sea Essex
Lotus Service Dealer

Wight Lodge Garage Staines Rd East Sunbury on
Thames Middx

Wilson's Automobiles Epsom Surrey

Yardley Wood Service Yardley Wood Rd Birmingham
Station