

# 1972 LOTUS ELAN SPRINT DHC for sale

## DESCRIPTION (pictures below)

- Carnival Red / Cirrus White, Gold Leaf Team Lotus colors
- Sensibly upgraded, attractive, solid
- Weighs less than 1600 lbs
- 1650cc 150+ hp Twin Cam with Webers; aluminum flywheel
- Pertronix ignition & Bosch Blue coil; also have new Pertronix dist. & coil
- Close Ratio Trans (2.5 1st), aluminum extension housing & bell housing
- 3.90 Limited Slip Differential
- Baffled Sump
- Spyder chassis
- AVO front & Koni rear shocks, stiffer springs, adjustable spring perches
- Genuine 5-1/2" Magnesium Minilites
- Custom replacement Dash; Oil Temp gauge; Tach converted to RVC
- Original Chapman signature steering wheel; triple Hella air horns
- Asking \$40k; located in the San Diego area
- Motivated to sell but NOT desperate: NO Lowball Offers or Tire Kickers
- Serious inquiries, please contact [sizzleonefive@gmail.com](mailto:sizzleonefive@gmail.com)

## BACKGROUND

The Elan Sprint, essentially an upgraded Series 4, was the last version of the original (rear wheel drive) Elan, and included a 126 hp "Big Valve" version of the Lotus Twin Cam motor as well as several other detail upgrades.

This car, 450298K, was one of the last Elans imported to the US. As the original invoice shows, it was sold in March of 1973, in Florida, to the mother of its first owner, a young Rich Kamp. This car led him into the Lotus/Caterham business: he has been the proprietor of Kampeña Motors in Sonoma for 35 years. During his ownership of the car, he did a number of sensible upgrades. In 2008, he sold the car. The two subsequent owners were collectors with multiple Lotus (and other) cars, and the Elan was driven only occasionally - the 2009 date code tires have almost full tread depth. I saw it on consignment at Fantasy Junction and bought it in June of 2018; extensive photos and description are here:

<https://fantasyjunction.com/sold/1972-lotus-elan-sprint/overview>

Through my 1100 miles it has been dependable, needing no "fixes." Further upgrades include a Gear Reduction Starter, a 55 amp Alternator, additional OE-type fuses with minimal wiring changes, an Aluminum Radiator & an Electric Fan, an electric Fuel Pump in the boot, new Teflon & Aeroquip fuel lines, a new Exhaust with bung for O2 sensor (plug wired up also), a Battery Disconnect switch, and new footwell and boot Carpets. Recently changed oil, filter, and lubes. All take-offs have been kept.

Elans are justifiably famous, and this is a good one.













