

REVEALED! FIRST PHOTOS OF
DODGE CHALLENGER INSIDE



Autoweek

FEBRUARY 4, 2008

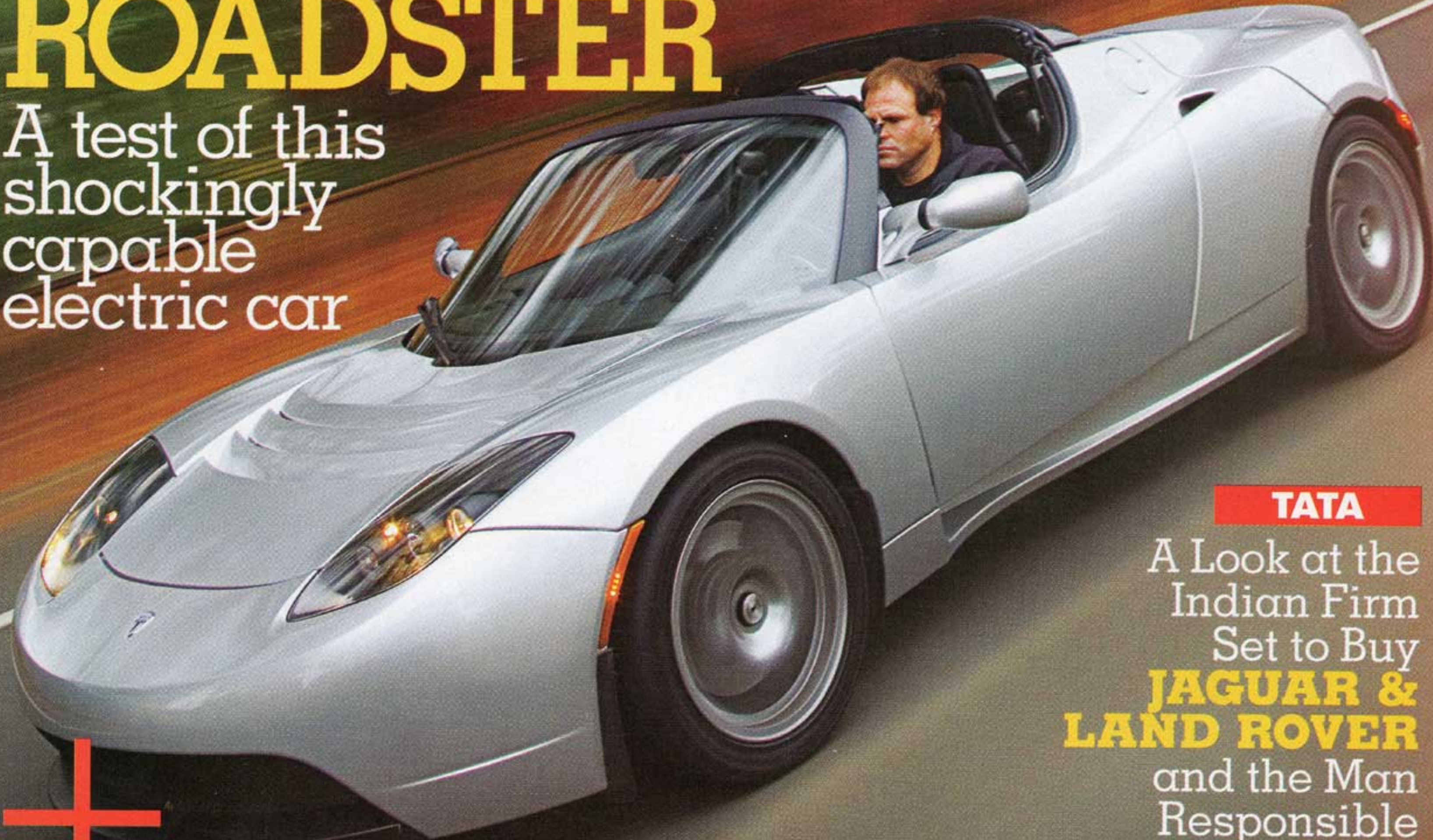
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TESLA

ROADSTER

A test of this
shockingly
capable
electric car



TATA

A Look at the
Indian Firm
Set to Buy
**JAGUAR &
LAND ROVER**
and the Man
Responsible

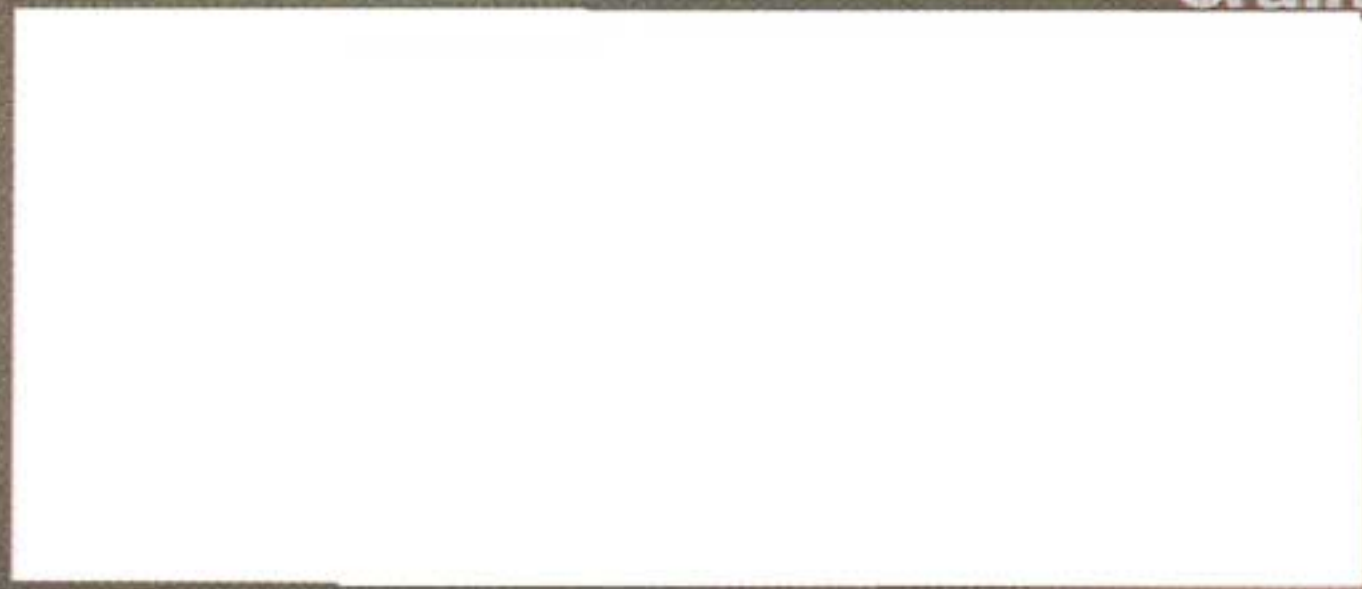
crain

BEHIND THE WHEEL

AUDI **S6**

LOTUS **EXIGE**

DODGE **VIPER ACR**



WESTFIELD
XI



HERE ARE THE GOOD OLD DAYS

Build a Westfield XI, and it'll be Le Mans 1956 all over again

» "IS THAT AN 11?" yelled the guy somewhere back in the flimsy rearview mirror.

"Sort of!" we yelled back.

It's a 1168-pound replica of Colin Chapman's ultimate lightness wagon. While the original Lotus 11 won its class at Le Mans in '56 and set a closed-course speed record at Monza the same year at 146 mph, this car might not fare so well. This is a Westfield kit car that sits on a lot of MG Midget/Healey Sprite mechanicals. It will remind you of what the world's best sports cars were like more than half a century ago and how much safer and more substantial any car is today.

It works this way: You send Westfield \$19,990, and they send you enough parts to make most of this car (www.westfieldeleven.com). You also have to find a donor Midget/Sprite to get brakes, front uprights, rear axle, steering rack, engine, gearbox and instruments (did we miss any-



MARK VAUGHN (2)

SPECS

ON SALE: Now

BASE PRICE: \$19,990 plus a donor car, which could be \$2,500 to \$4,000, plus labor

DRIVETRAIN: 1.3-liter, 70-hp, 72-lb-ft I4; rwd, four-speed manual

CURB WEIGHT: 1168 lb wet

0-60 MPH: Less than 10 seconds (mfr)

thing?). Westfield gives you a nice chassis, a fiberglass body—the original of which was pulled off a real Lotus 11—and all the other stuff you should need to make the car you see here. It's a kit, remember, so give it about a month to build, or six months, or a year, or a divorce followed by another year, followed by sale in the *AutoWeek* classifieds. But stick with it, it's fun!

We had one for a few days in Los Angeles, and it

brought back a lot of memories of old MGs and the like. The balance is crude but proper. Give the 1275-cc four too much gas too quickly, and the skinny 165/80R-13 rear tires skate a bit; turn in too fast, and the skinny 165/80R-13 front tires plow a little. Step on the brakes too suddenly, and (remember when tires did this?) the tires skid!

The XI makes for a fully involving drive. You have to pay attention you haven't had to pay in decades. It's fun, but it'll wear you out quickly. It's not quite as abusive as, say, riding a dirt bike in the desert or a half-hour in an industrial clothes dryer, but you have to be in good shape to take a lot of this. The Westfield is not a car for everyone. But for a dedicated handful of mechanically inclined Lotus fans, it could be paradise.

—MARK VAUGHN