

XI



A Blast From The British Past

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Small-displacement sports-racing cars have a very special appeal to seasoned racing drivers. With little power or torque, they demand precision in driving technique as any loss of speed cannot easily be made up with a heavy throttle foot, yet they can frequently become giant killers in the right hands. In the 1950s Lotus built the Eleven, an 1100cc racing car with a lovely aerodynamic body styled by Frank Costin. They were usually powered by Coventry-Climax racing engines, although the cheapest model used Ford side-valve mills.

The Eleven had a fantastic racing record, frequently humbling much more powerful cars through its superb handling. Today mint condition Lotus Elevens sell for over \$100,000 to wealthy vintage racers, who still use them to good effect. However, thanks to English kit car builder



Westfield, you don't have to spend that kind of money to enjoy a lovely little sports car that looks and handles like an original Eleven.

In 1982 Chris Smith started the Westfield company with a single model, a replica of the Lotus Eleven called the Westfield 11. It was based on a sturdy steel space frame mounting running gear from 1964-1973 MG Midgets or Austin-Healey Sprites. It sold well, but popular new Westfield models pushed it aside in

1986 and, like the Lotus that preceded it, the Westfield 11 passed into history.

Fast forward to 2005. Westfield is cranking out their blisteringly fast SE-Series sports cars (see *Kit Car Builder*, Oct. 2006), but customers kept asking about the old 11. Finally Smith relented and the mildly revised Westfield XI was born. The fiberglass Westfield body is expertly molded in a variety of gelcoat colors to a much higher quality level than any Lotus of the period.

The headrest fairing behind the driver is optional, as it was only used on some Lotus Elevens.

The powdercoated space frame with aluminum paneling is very stiff and once again mounts Spridget (Anglophile slang for Sprite/Midget) running gear. The most popular engine is the 1275cc "A-Series" units made from 1966 to 1973 that produced 65 horsepower when topped with twin 1-1/4" side-draft SU carburetors (the 1500cc engine and wide-ratio gearbox

