

FOR SALE

1971 Lotus Europa S2 Project Car

Asking \$5700

This mid-engine car is a 1.6 liter 4 cylinder with a 4 speed transaxle. The car has a fiberglass body and weighs approximately 1450 pounds. Its Lotus designed suspension makes it the ultimate drivers car. It has matching numbers and a clean title. It has about 40,000 miles on the odometer, but is not the guaranteed mileage.

I started a frame-off restoration on this car, and it is mostly in boxes. Before I moved to Mobile 4 years ago, I was preparing the parts to put the car back together. But in moving I lost my garage and age, health and time force me to sell it. I could make more money by selling the parts, but only 10,000 Europas were made and I would like for it to get back on the road.

Here are some of the things I bought for the rebuild

- shocks/springs (from Banks Europa in England)
- aluminum radiator (custom made, group buy)
- aluminum flywheel (Fidanza)
- pistons (custom made Wiseco)
- intake manifold and weber carb
- stainless steel door hinges (custom made, group buy)
- reground cam (Elgin, hot street grind)
- windscreen (used, but in very good shape)
- four 185/60-13 Yokohama A008 tires

Body doesn't look pretty but it is mostly cosmetic; there are several places that need repair. There are several coats of paint. Wheels are Minilites and there is a set of four 185/60-13 Yokohama A008 tires with less than 10 miles of use. I bought them as the last set I could find in the US. They have been stored in black plastic bags in a cool dry space. Suspension is complete with some new bushings etc. All brake parts and lines are there. I have a box of NOS parts that I think includes cylinder rebuild kits and stainless pistons. (Some parts are same as TR parts, eg trunnions, rotors, heater valve.)

Electrical components (gauges, wipers, window lifts, lights etc.) all work. Harness is there, but I was planning to rewire to modern standards. Interior is complete, but seats and crash pad need padding and covering and it needs a headliner. Fascia has been sanded and stained. Steering wheel is a small Momo, not the stock one.

Like many Lotus engines, it is based on someone else's bottom end with a Lotus designed aluminum head, pistons and intake/exhaust system. The Europa is based on the Renault 800 series engine; it has an empty case instead of a block and liners the pistons sit in, as is done with many motorcycles. My engine is missing a crankshaft. One of the four liners is broken. The head has a thumb sized chunk missing – could be welded if one knows a great aluminum welder, but it would probably be better/easier to get a new head. Another option is to replace the 821-30 engine with the 1.8 litre 843 hemi engine used in the Renault 17 with about a 30% hp gain. There is nothing wrong with the transaxle. With modifications, the later Renault 5-speed can be used.

I have both Factory Repair Manual and Factory Service Parts Book. I also have a ton of other literature

on the Europa both in hard and electronic copy. There is a strong on-line Lotus presence and the two Europa specific sites have experts willing to answer questions about the car and repair procedures. There are three very helpful suppliers of Europa parts in the US.

The car can be seen in Mobile, Alabama. You can contact me at bobbulfin@gmail.com or by text/phone on 334-five5nine-9one5five. Bob Bulfin

Here is a picture of just the body.



Here are pictures when I first got it. Sorry for the poor quality.





