LOTUS EUROPA (S1 / S2 / TWIN CAM / SPECIAL)

Engine: **1470cc Renault OHV / 1558cc Lotus Twin-Cam**
Layout: **Mid-Engine / Rear Transaxle Backbone Chassis**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1966–1975)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL & CHASSIS TRAPS

STEEL BACKBONE & BONDED GRP SHELL

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Folded Steel Backbone Chassis**	CRITICAL: Central Y-shaped backbone chassis. Road salt rusts the front suspension horns and the rear engine/transaxle cradle fork branches internally.
☐	**Body Bonding (S1) vs Bobbins (S2/TC)**	S1 body is bonded directly to the chassis (cannot be separated without cutting); S2/TC use glassfibred-in steel bobbins. Check for torn bobbins and shell flex.
☐	**Front Crossmember Vacuum Reservoir**	Inspect the tubular front crossmember. Used as the vacuum reservoir for headlight operation; rust perforates the tube, causing vacuum leaks and pop-up failure.
☐	**GRP Gelcoat & Stress Fractures**	Check door hinge pillar bobbins, engine bay cover gutters, and breadvan rear "buttresses" for starburst gelcoat crazing, heavy cracks, and impact filler.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Renault vs Lotus Twin-Cam Health** **Spec: 45–55 Cold | 20+ Hot**	Renault 16 crossflow or Lotus 1.6L Twin-Cam. On Twin-Cam: check front timing cover weep hole for water pump leaks; hot idle must hold 25 PSI minimum.
☐	**Rear Suspension & Driveshafts**	Rear driveshafts act as upper suspension links. Check for severe rear wheel camber, worn outer wheel bearings, and perished trailing arm chassis bushes.
☐	**Renault 4-Speed / 5-Speed Transaxle**	Check for baulking into 2nd gear and excessive slop in the long gear linkage rods running under the backbone. Listen for crown wheel & pinion whine under load.
☐	**Cooling System & Alloy Radiator**	Front-mounted radiator connected to mid-engine via long chassis tubes. System is notorious for air locks. Check coolant pipe unions for corrosion and leaks.

Model & Identity Verification: Chassis plate located in front luggage compartment or door shut. S1: Type 46 (fixed side glass); S2: Type 54; Twin-Cam: Type 74. Verify engine number stamping matches V5C logbook.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Backbone Chassis / Rear Fork Replacement	£3,500 – £6,000 (New chassis frame & body transfer)	£
Lotus Twin-Cam Water Pump Rebuild (Front Cover Off)	£750 – £1,200 (Engine teardown, pump kit & gaskets)	£
Rear Suspension Radius Arm & Hub Bearing Overhaul	£550 – £850 (Rear bearings, bushes & geometry)	£
Vague Transaxle Shift Linkage & Bush Overhaul	£300 – £450 (Linkage universal joints & setup)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£