



WESTFIELD SPORTSCARS



/// Welcome



Welcome to the Westfield Sportscars brochure, a publication designed to give you a true flavour of one of the UK's few leading car manufacturers that still is British owned and family run.

As you will find within these pages, Westfield Sportscars Limited is so much more than simply a kit car manufacturer. When you buy one of our kits or factory

built sports cars, you are buying into a whole new exhilarating lifestyle full of adrenaline-fuelled thrills and action. We call it The Westfield Experience!

This brochure is here to explain it all from our history through to current day design technology and the latest models. Over the next 16 pages we will open your eyes to what makes Westfield the premier brand in the kit car industry.

We pride ourselves in being able to offer

you more than any other kit car company, producing top quality products our rivals can't match. Whether you want to know about the largest manufacturing plant in the kit car industry, the enviable technical help available or the amazing budget build plans we offer, it's all in here and more. Welcome to the start of your Westfield Experience.

Chris Smith, Chairman



The history of Westfield Sportscars



In the spring of 1982 historic grand prix competitor and engineer, Chris Smith decided to design and build a replica of one of his all-time favourite race cars, the gorgeous 1956 Lotus XI Le Mans car. Such was the accuracy and beauty of the car he produced in his home garage at Westfield House, Armatage he was immediately inundated with requests from enthusiasts wanting one for themselves.

By the following Easter in 1983 the company Westfield Sportscars had been created. Further demand for the new Westfield XI replica kit meant bigger premises and staff were required and the fledgling sportscar company was under way.

From the outset Chris and business partner and wife, Eileen recognised the importance of constantly

reinvesting in product development. Furthermore every aspect of the cars from the chassis to the seats and interior trim would all be designed and built entirely in-house to ensuring both high quality and value for money. This is an ethos that continues today and sets Westfield head and shoulders above any other product in the kit car industry

After the introduction of a new car, the equally well received Westfield 7SE, a decision was taken to fade out the XI allowing the team to concentrate on production of the new kit. The company continued expanding rapidly to cope with ever growing demand, which became even stronger after the bodywork was redesigned and modernised. Westfield were now firmly established as a big player.

In 1991, Westfield again needed bigger premises and moved to the impressive factory and office block in Kingswinford where they are still manufacturing today. It was here that the incredible V8-powered EIGHT first caused the earth to shake. With monster power and an incredible 0-60mph time of

3.6 seconds it was Westfield's fastest machine thus far and received critical acclaim from the motoring press.

It would be hard to follow a car like that but Westfield went on to become one of the first car manufacturers to harness bike power. The small, but very powerful and high revving machines enabled incredible feats of speed and agility and offered fantastic performance at a low price.

Since production on the XI ceased in 1986 there was always a constant flow of enquires and eventually Chris Smith bowed to pressure and reintroduced the car in October 2004. The XI has proved a massive hit all over again with an instantly full order book and rapturous praise from new owners.

Westfield have come full circle having sold over 8500 cars world wide since 1983 and currently produce over 400 cars a year for driving enthusiasts the world over. In an age of manufacturing imports Westfield are proud to boast high quality British craftsmanship in every aspect of production, and they build them right here in the heart of the United Kingdom.

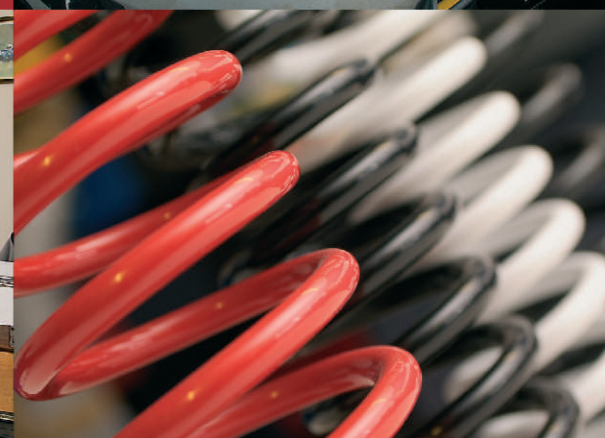




/// Factory focus

Every company likes to tell you they're great at what they do, but few take the time to throw their doors open and prove it. Westfield factory tours are entirely free and lay totally bare our commitment to innovation, quality and most importantly value for money. So why not take the time and book an appointment to visit and judge for yourself?

After that it's really up to you, but if you're considering a car as individual as a Westfield then your decision will be an informed one based entirely on fact. True quality isn't as pricey as others would have you believe!



The Westfield Factory tour

1 Showroom

All visitors are given a warm welcome at Westfield Sportscars and there is usually a fully built Westfield on display.

2 Kit collection area

In this area we store the new kits for new Westfield enthusiasts to collect on their allocated collection time. Customers are given help with packing and loading their kits by our parts department.

3 Stores counter

Westfield runs a modern well-stocked parts department, where customers can visit during the week, call and place a mail order over the phone or online shop and order at their leisure. Our dedicated team of experienced parts personnel are always on hand to help the Westfield enthusiast to build or maintain their pride and joy.

4 GRP Fibreglass department

Westfield produces tough, lustrous and corrosion resistant fibreglass to the best possible quality to a standard that is the envy of the kit car industry.

5 Trim

Westfield manufacture all of the trim that is used in our cars in a wide choice of colours and finishes. You simply choose vinyl or leather and the colour and we will hand make it for you.

6 Sub Assembly

We sub assemble components such as uprights, shock

absorbers and springs and also put brake pipes and wiring looms on to chassis for the production line and retail parts department.

7 Car Production

Westfield's highly skilled mechanics hand build cars for anyone who has neither the time nor inclination to build their own Westfield. The new Westfield enthusiast is offered the opportunity to come and visit during the build. We also offer a service where we email photos and Mpeg updates.

8 Westfield Service Centre

Westfield Sportscars offer a wide range of services to existing Westfield enthusiasts whether they have finished their project or not. Here we will undertake everything from pre SVA checking, performance upgrades and a hood fitting service.

9 Research and development

At Westfield we pride ourselves on the constant development of our product, a measure that ensures we stay ahead of the competition as market leaders in the self build market.

We provide you, the enthusiast, with an easy to assemble vehicle with all the benefits of modern technology and production techniques.

10 TIG welding pen

Gas Tungsten Arc Welding (GTAW) is frequently referred to as TIG welding. TIG welding is a commonly used in high quality

precision welding process In this department Westfield manufacture items such as Aluminium petrol tanks, dry sump tanks and battery trays.

11 MIG Welding Pens And Chassis Production

Gas Metal Arc Welding (GMAW) is frequently referred to as MIG welding. Sub assembled chassis are placed on a jig and MIG welded to very high tolerances by skilled, experienced craftsmen. As a result you receive the only self-build car chassis with an Impact Test Certificate. You know that when you buy Westfield you're buying lasting quality.

12 Aluminium Panelling Department

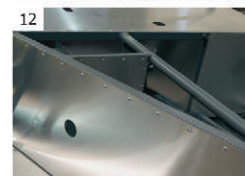
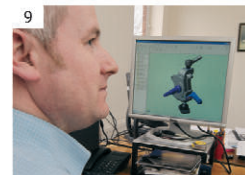
Westfield Sportscars appreciates that not everyone has a compressor in their garage so we offer an aluminum paneling service to self-build enthusiasts. Once paneled and sealed the Westfield chassis becomes a rigid watertight tub.

13 Machining

This is where all the steel tube is cut ready for assembly in the chassis jigs.

14 Quality Control

All Westfield Components go through a strict quality control process and all parts are stamped with a batch number and a Westfield logo with detailed records and drawings kept on the construction of all components.



/// Starter kits



Did you know you can build a genuine Westfield including all parts for under £8,000.00 including VAT?

Because we eat sleep and breathe kit cars our highly trained staff will guide you through every part of your project. We provide honest building costs an excellent back-up service and packages tailor made for you.

Starter Kit (multi donor vehicle)

This is the traditional way of building a kit car and is available for those enthusiasts who enjoy sourcing their own components from a variety of sources.

Common places of component purchases include the Westfield parts department, auto jumbles, shows, motor factors or other suppliers. These cars are registered with a Q-plate.

Starter Kit (single donor vehicle S.D.V.)

This is very much the same as with the multi donor vehicle except you also purchase a 2.0 Single Over Head Cam (SOHC) Ford Sierra and use that as your source of mechanical parts and running gear. You also utilise the Sierra registration number.

The model range explained


- The Westfield SE is based on a "live" rear axle system, which uses the Ford Mark 2 rear axle located with trailing arms and panard rod.
- The Westfield SEI is based on an independent rear suspension system which uses the Ford Sierra "B" type differential or Landrover Freelander differential with Westfield drive shafts and wishbones.
- Westfield SDV (single donor vehicle) as the SEI but using the complete rear end of the Ford Sierra

For more information see the Westfield Starter kit brochure and pricelist

*"... an attractive blend of power and affordability,
not to mention huge enjoyment"*

Kit Car Magazine



A dark blue classic convertible car is shown from a high-angle, rear-quarter perspective, driving on a paved road. The car is in motion, with a blurred background suggesting speed. The driver is visible from behind, wearing a dark jacket. The car features a prominent chrome roll-over bar, black leather seats, and a rear window with a silver emblem. The front of the car shows a round headlight and a classic grille. The overall scene is set in a rural, hilly landscape under a clear sky.

*"Their products are quite simply among
the very best this industry has to offer"*

Totalkitcar.com

SPECIFICATIONS

■ 1600

Engine: Ford Zetec SE Sigma
Capacity: 1600cc
Max Power: 135bhp @ 6300rpm
Max Torque: 192nm @ 4000rpm
0-60: 5.6 seconds

■ Sport 1600

Engine: Ford Zetec SE Sigma
Capacity: 1600cc
Max Power: 152bhp @ 6600 rpm
Max Torque: 192nm @ 4500rpm
0-60: 5.2 seconds

■ Sport 2000

Engine: Ford Duratec I4
Capacity: 2000cc
Max Power: 200bhp @ 6750rpm
Max Torque: 210.1nm @ 4500rpm
0-60: 4.2 seconds

■ Sport 2000S

Engine: Ford Duratec I4
Capacity: 1999cc
Max Power: 250 BHP @ 7500rpm
Max Torque: 255nm @ 5800rpm
0 – 60: 3.3 seconds

■ SEIGHT

Engine: Rover V8
Capacity: 3950cc
Max Power: 200bhp @ 4750rpm
Max Torque: 318.29 nm @ 2600rpm
0-60: 4.3 seconds

■ Megabusa

Engine: GSXR1300R Suzuki Hayabusa
Capacity: 1299cc
Max Power: 180ps @ 9800rpm
Max Torque: 138.29 NM @ 7000rpm
0-60: 3.48 seconds



Home Build Modules

Do you want to pick up a spanner?

Not only can you have the pleasure and fun of owning a classic British sports car, you can also have the satisfaction and pleasure of building it yourself. The care and attention to detail in the design of all Westfield products together with precision manufacturing techniques and rigorous quality control makes

component assembly the Westfield way as easy as Meccano.

We have taken each model and broken it in to six (five in the case of the SEIGHT) separate stages with a comprehensive instruction manual. These are offered in logical progression allowing you to complete multiple stages of the build using each module kit. You

can either buy the modules all in one go or buy modules as you build. All kit car components purchased come with a 12-month warranty. The Westfield module build system contains all the components you need to build your own car. There is no welding, machining, hammering or hassle, all you need to add is your tools, fuel, water and time.



Factory Build

Westfield factory completed cars – Hand built for those special moments.

No time or inclination to pick up the spanners? Are you after the driving pleasure above the building pleasure? Westfield Sportscars can hand build you, your very own Westfield to your personalized order in just 3 months. The highly skilled mechanical assemblers with a eye for detail individually hand assemble your traditionally built British sports car.

Westfield recognize that this is an exciting period, so you can even come and see your car being built by the two craftsman hand building your car from start to finish and if you can't make it to the factory we will send you regular emails with photographs and update information.

For more information see the Westfield module build and factory built price list



Bike or car engines?

These two power plants have very different driving characteristics in terms of both delivery and handling. By their very nature bike engines are considerably smaller and lighter than car engines, therefore reducing the overall weight of the car and allowing a high power to weight ratio (480bhp/tonne for the Megabus), which in turn produces rapid acceleration and impressive levels of agility through the corners.

To produce a high specific output from just 1.3-litres it has to rev much higher than a car engine, maximum power (178bhp for the Megabus) is reached at a heady 9800rpm. Car engines have more torque low down on the rev range making them easier to drive around town and more comfortable when touring. Bike engine cars deliver their biggest thrills when being driven flat out when they are fast, frenetic and uncompromising.

For that reason bike engine cars are more suited to the track than the road and here their sequential gearboxes add another dimension to the performance. Using the bike gearbox and clutch at slow speeds on the road does take a little getting used to as its action is not as smooth and easy as that of car engines. Due to their design the life expectancy of a bike unit is shorter than that of a car, but they offer huge performance at a low price. However as explained it is very different type of performance and you should carefully consider both options before making a final choice.

/// Westfield XI

In the mid-late fifties the sleek Lotus powered by the Coventry Climax engine was the car to have if you wanted to win and it became Westfield's first ever replica kit in 1982. Chris Smith's aim was not only to ape the beautiful streamlined styling but to provide drivers with same period feel from behind the beautifully trimmed cockpit. And

now due to a constant stream of requests to bring it back, it's available all over again. However in true Westfield tradition new moulds and updated jigs were developed, giving the original kit at the quality enthusiasts have come to expect from the Westfield factory.

The kits are very comprehensive and the body is

already attached to the chassis for you, so all you need to do is clear a space in your garage and hunt down either a 1275cc Midget or an Austin Healy Sprite donor car and start building. Once complete you will be the proud owner of one of the prettiest cars ever to grace Le Mans and you'll have the satisfaction of having built it yourself.



*"you could drive the XI all day
and never stop enjoying it"*

evo magazine Trackday Car Of The Year test

/// FW model



*"a great deal of effort has gone into the new lines,
which look both neat and aggressive."*

Roger Green Evo first steer



Westfield break the sportscar mould

The wide body SEi is set to become a real head-turner with an all new, slender yet aggressive look that adds a modern twist to the classic theme that has become such a hit with sports car drivers.

Being a fast reacting hand-built British car manufacturer Westfield were able to respond to request from owners for new contemporary lines and sleek, dramatic curves. Reaction from the motoring press has already been positive and it's certain to be a hit with current and future customers.

Known as the FW or Feather Weight, the nose cone and bonnet are now all one piece, hinging forward in a sweeping arc from the base of the nose

and this not only removes the usual shut line it also allows the large nostril engine vents to moved into that area making them more effective for engine cooling.

At the rear the Westfield design team has continued the modern theme with a startling new look that matches the speed and performance of the car itself. Gone is the squared-off tail, replaced by new curves, lights, a square number plate holder and a small spoiler lip at the top.

This new shape will sit next to the current models as an optional extra across the range and is also available as an aftermarket option for existing customers who already own a SEiWide.



Technical help

You are never alone.

The Westfield technical hotline 01384 400077 is available during office hours to answer all your questions and help resolve any problems.



Stores

If it's parts you need, then the Westfield parts department are always on hand and pride themselves on their fast efficient service. The retail stores counter is open Monday to Saturday mid day either via the phone or visiting in person. Alternatively you could visit our website and order your parts online.



Owners' club

The Westfield Sports Car Club has almost 30 local area organisers throughout the UK from Cornwall to Scotland. With regular area meetings and activities planned to suit local members needs, there is always something happening in your area. If you're new to Westfield as either an owner or builder – or even just thinking about taking the plunge, the local area meets are one of the best reasons to join the club. Visit www.wsccl.co.uk for more information.





Westfield Centre Servicing

Your Westfield is a high performance sports car, so let us keep it that way.

Expertise, care and understanding are required to keep your Westfield performing the way we intended it to. That's the sort of knowledge and dedication that only the Westfield Service Centre can provide and our factory trained technicians are among some of the finest in the business.

Backed by genuine Westfield spare parts and 'state of the art' workshop facilities you can be sure that our performance will always guarantee your performance.

Services available to all Westfield owners include:

Winter servicing, mechanical and body repairs, restoration, SVA test preparation, suspension tuning, race preparation, hood & tonneau fitting, and performance upgrades.





Westfield Sportscars are high performance cars and we recommend advance driving instruction. Contact us for details of courses that are available.

Any reference in this

brochure to High Performance or speed is not encouragement to drive at speeds in excess of legal limits or without due care and consideration for other road users.

If you want to find out what you and the car can do then go to a track!

Its lots of fun, very easy to access.

Change notice

Westfield Sportscars is constantly seeking ways to improve specification; design and production of its products and alterations take place continually. Whilst every effort is made to produce up to date literature, this brochure should not be regarded as an infallible guide.



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