

Lomax 223 Super Sports 2 cyl. 36 B.H.P. with G.R.P. Coachwork.



Lomax 224 Roadster. 2 cyl. 36 B.H.P. with G.R.P. Coachwork.



genius beyond comparison

98100

Inspired by genius



LOMAX 223. (illustrated overleaf)

The least complicated three-wheeler yet offered in the Kitcar market. The Lomax 223 uses the 2CV chassis converted to a 2 Front 1 Rear configuration being by far the most stable layout for three wheelers. This was demonstrated in an earlier era by such vehicles as Morgan and B.S.A., the latter being close in concept to the Lomax, in its sharing the F.W.D. idea.

While some mystification as to how a four wheeled donor vehicle can be converted to three wheels is best answered as easily. This emerges in practise. The actual mechanics of the operation prove to be extremely simple. The whole process taking about one hour, using a hacksaw and some other basic tools.

The modification to the rear suspension arm is carried out at the Lomax factory, being

supplied on an exchange basis. The comfort and handling qualities of this delightful little sports car with its attendant low cost Road Fund licence and frugal petrol consumption has to be experienced to be appreciated.

The 223 makes provision for 2 persons travelling light. There is room behind the seats for a holdall on either side of the rear mudguard. It is possible to fit a luggage rack to the rear body to provide extra carrying capacity if required.

The moulded dashboard, common to all models, has plenty of space to accommodate a full set of GS instruments, which match the spirit of the car ideally.

With an all up weight of only 440Kg, due to the dispensation of the surplus wheel, performance and economy exceeds that of the standard 4 wheel versions.

Lomax 224 Sports. 2 cyl. 36 B.H.P. with doors and all weather equipment.



LOMAX 224

The LOMAX 224 is based on the Citroen 2CV, Dyane or AMI 2 cyl. models and is available in basic kit form to fit directly to the Citroen chassis with a minimum of modifications. The basic kit consists of a body tub, bonnet, bonnet side panels, constructed from GRP. These components are available in colour impregnated resin, saving the builder the difficulties of having to spray the finished car.

The Kit is easily assembled - the main body section and floor are of one piece. There is none of the fiddling about with numerous pieces of plywood, aluminium and pots of resin before anything resembling a car is obtained. The body tub fits onto the donor chassis utilising the original bolt holes and very quickly the car takes shape using only the standard hand and power tools normally possessed by DIY car mechanics and handymen.

Alternatively if the donor vehicle floor pan is beyond economical renovation, a Lomax Ladder Frame Chassis is available.

Lomax 223, Typical Assembly Kit



LOMAX 424

This kit is based on the AMI super chassis sporting a 4-cylinder boxer engine developing 55bhp approx. The bodywork is designed to accommodate the engine with the whole of its original cooling and exhaust systems remaining in place. For the more adventurous constructors, the fan and cowls can be removed if additional oil cooling at the front of the engine is provided.

The Kit is extremely simple to construct, producing a sports car possessing excellent road manners, with exhilarating performance and comfort over lengthy journeys.

The 424 Body Kit will also fit the 2CV and Dyane chassis if this style is preferred. No modifications are required to the under bonnet components of the twin cylinder engine, enabling an even faster build up to be achieved.

Additionally all models have the facility for a 2+2 seating arrangement. The 424 Body Kit follows standard Lomax practice but allows for alternative front wing and bonnet arrangements.



THE CITROEN 2CV/DYANE/AMI BASE

The Lomax motor company was formed in the early 1980s as a result of the intense enthusiasm which surrounds the small unique Citroen vehicles.

Their appeal and suitability for conversion into specialised custom form, inspired the Lomax concept.

Professional engineers and leading authorities in the field of reinforced plastic structures were brought together and with their resources and design potentials combined, Lomax was born.

Component Kits were produced, tested and proven before the first Lomax was given its head in the market.

From that moment, a steady stream of exciting three and four wheeled versions have been produced and sold at home in the U.K. and overseas.

Ease of assembly, due to a minimum number of tools being required, plus extremely competitive final costs formed the basis of the future philosophy of the present management team.

Also Lomax will continue to develop its products, its customer relations and its service and advisory facilities for the years ahead.

This policy will ensure that present and future owners can look forward with confidence on matters concerning the availability of accessories, spares and replacement.

The donor vehicle range:

Lomax sports cars take their mechanicals from the range of small 'A' series Citroens more commonly known as the 2CV, Dyane 6 and Ami 8.

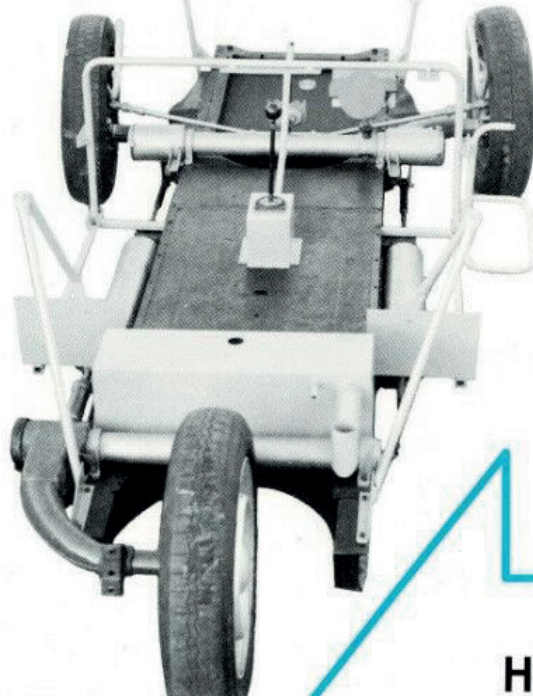
All these cars use a common chassis engine and suspension layout with the 602 c.c. horizontally opposed twin cylinder air cooled engine with push rod overhead valve operation.

Normally fan cooled and cowled, in the Lomax, the cylinders are stripped bare to the wind.

The Lomax model designation is based on the number of cylinders, the number of seats and the number of wheels — hence 223 for the two cylinder, two seater three wheeler and 224 for the two cylinder, two seater four wheeler.

Lomax 223, Rolling chassis

Also Lomax Ladder Frame Chassis available as an alternative.



100
HOURS

CLASSIC CHARACTER CAR CONVERSION



LOMAX Model 223



KIT SPECIFICATION

The basic kit for the 223 consists of the body tub, bonnet, front wings, internal wheel arch and side panels. Extra to the basic kit, brackets and other items can be supplied which simplify the construction of the kit. Use of these can result in significant reduction in the time which may be spent in designing details during construction of the vehicle.

LOMAX Model 224



KIT SPECIFICATION

The basic kit for the 224 consists of the body tub, bonnet, front and rear wings and side panels. Extra to the basic kit, brackets and other items can be supplied which simplify the construction of the kit. Use of these can result in significant reduction in the time which may be spent in designing details during construction of the vehicle.

Lomax Model 424



KIT SPECIFICATION

This model differs from the other vehicles in the Lomax range, due to the increased dimensions of the Power unit and transmission. To the rear of the front bulkhead the differences are hardly apparent. Forward of the front bulkhead there are two styles from which to choose. A One piece bonnet with cycle wings. B Centre hinged bonnet, separate nose cone and flared wings. Further information regarding these alternatives can be provided upon request. The basic kit for the 424 Model consists of the main body tub, single piece bonnet and cycle wings, or centre hinged bonnet, nose cone and flared wings.



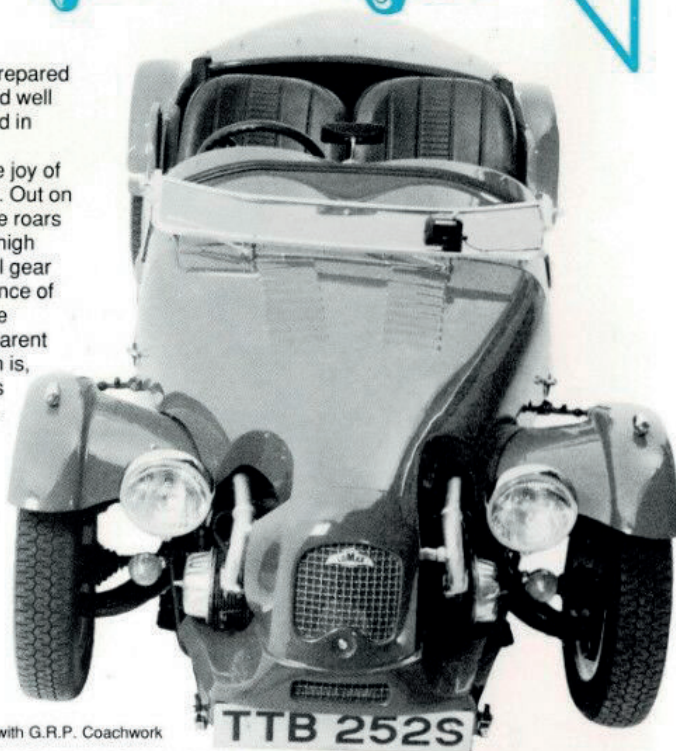


BUILD TIME

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The average handyman with a fully prepared chassis and utilising all brackets could well have a car ready to be put on the road in about 40-50 hours.

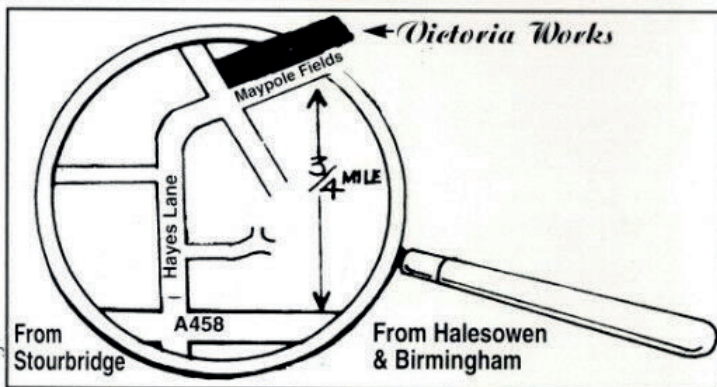
Once the car has been completed the joy of being a Lomax owner is fully realised. Out on the open road the twin cylinder engine roars heartily, the 602cc engine thrives on high revs and frequent use of the delightful gear box bringing rewards in the maintenance of good average speeds. The car can be pushed hard into corners making apparent just how good the Citroen suspension is, ideally suited to this lightweight sports cycle car. Even more pleasing is the realisation of just how much petrol consumption really is reduced and that Group 2 insurance makes sports car ownership available to the under 25's without crippling the bank balance.



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VISIT US HERE AND ENJOY A TRIAL RUN

The map shows that our showroom is just outside Lye on the A458. If approaching from Stourbridge/M42 direction, head through Lye Town towards Birmingham passing on your left a church clock tower. Second turning past the church on left is Hayes Lane. If approaching from Birmingham/M5 leave motorway at Junction 3 and follow the signs for Stourbridge on the A458. Along this road on the right is an adjacent Lex Tillotson/Opel Garage. First right past them is Hayes Lane.



Victoria Works

MAYPOLE FIELDS, CRADLEY, HALESOWEN, WEST MIDLANDS B63 2QB
TELEPHONE: 01384 410910 FAX: 01384 569574



Lomax 224 Sports. 2 cyl. 36 B.H.P. with doors and all weather equipment.

ANCILLARY EQUIPMENT & OPTIONAL EXTRAS

Basic Kit Grey Primer
Basic Kit Colour Impregnated
Cycle Wings Front & Rear
Flared Front Wings
Wheel Trims
Doors
Dicky Seat Removable Panel
Rear Internal Mudwing
Bracket Kit (items * included)
*Oil Coder Mtg. Brkt.
*Alternator Mtg. Brkt.
*Headlight Mtg. Frame
*Headlight Mtg. Brkt.
*Front Mudguard Brkt.
Front Mudguard Brkt. Non Inertia
Handbrake Pivot Brkt. AMI
*Internal Scuttle Frame
*Seat Belt Anchorage Frame

*Rear Mudguard Brkt.
Dyane & 2CV Pedal Conversion
Spare Wheel Carrier
Rear Valance
Modified Oil Filler
Exhaust Manifold
Exhaust Manifold Chrome Plated
Chrome Rocker Cover
Lengthened Steering Column AMI/GS
Lengthened Steering Column Dyane 2CV
Lengthened Rear Suspension Eye Bolt
Steering Wheel Boss Conversion AMI/2CV
Steering Wheel Boss Conversion Dyane
Front Exhaust Pipe Modification
Gear Linkage Floor Change GS
Fan Belt (Shortened)
Rear Bumper, Black
Stainless Steel Rear Bumper

Gear Lever Pedestal
Rear No. Plate Holder
Bonnet Belt Leather
Spare Wheel Belt
Headlights
Stainless Steel Grille Mesh
Stainless Steel Exhaust Cover
Lomax Badge
Fuel Tank 223 only
Aero Screens
Fold Flat Windscreen
Tonneau Cover
Tonneau Cover (Dicky Seat)
Hood & Side Screens
Hood & Side Screens (Dicky Seat)
Floor Carpet Set
Seats

Upholstery items available in red, beige and black.
Collecting the kit can be made using a small trailer, light van or even a roof rack.
The overall size of the kit is approximately 7' long, 2' 6" high by 3' 10" wide.
Rolling chassis available including engine and gearbox.

Dealer:

Due to continual development, a larger number of items are always available - above those listed