


CLASSIC DRIVER



1958 Lotus Eleven

Lot sold	USD 117 842 - 144 029 GBP 90 000 - 110 000 (listed)	Lenkung	Links
Baujahr	1958	Zustand	Gebraucht
Chassisnummer	see text	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	51	Motornummer	400/40/9422

Beschreibung

1958 Lotus Eleven Series 2 Le Mans Sports-racer

Registration no. USK 265

Chassis no. see text

Engine no. 400/40/9422

The car offered here is a 1958 Lotus Eleven Series 2 to 'Le Mans' specification, fitted with a 1,460cc Coventry Climax FWB full-race engine and a close-ratio Austin-Healey Sprite gearbox. The Series 2 Le Mans specification includes De Dion suspension at the rear and improved double wishbone and coil spring suspension at the front. Girling disc brakes are fitted all round, the rears inboard, while the headlights are the original (and rare) Lucas 'Le Mans' lens units.

'USK 265' has been used regularly as a road car, and in 2006 featured as an eye-catching entrant at various important events including the award-winning Lotus display at Classic Le Mans, Her Majesty The Queen's 80th Birthday Parade in the grounds of Buckingham Palace, and the GRR Annual display at Goodwood House. It appeared on the Historic Lotus Register stand at the Donington Lotus Show in 2004/2005 and has also seen limited track mileage, taking part in the Eiffel Classic six years ago, demonstration laps on the full Le Mans circuit in 2004 and 2006, and testing at Goodwood circuit in 2005/2006 in addition to regular and reliable fast road use over the past four years.

This car has been personally known to the Historic Lotus Register (HLR) Eleven Registrar, Vic Thomas, since 1973 and was in 'exceptionally original condition' when thoroughly inspected by him prior to its

later sale and restoration. We are advised that the unstamped chassis was identified as manufactured by Lotus Engineering, issued with number '112LH032' by the HLR and assigned the VIN 'SABTVR03782080001' by the DVLA. Previous ownership is traced back to 1971, including a four-year period (1999-2003) during which the car resided in Germany where it acquired hazard warning lights to conform with German road traffic act requirements.

A lengthy and thorough restoration was undertaken by a previous owner during the late 1980s and early 1990s. The car was examined by Vic Thomas during the process, which is documented by photographs and correspondence on file. The original chassis was retained and trued and bears the Historic Lotus Register's identification plate. Its authenticity is confirmed in a letter from the Registrar dated 6th November 1991. The front and rear replacement aluminium body panels were 'wheeled' by Len Pritchard (the original coachbuilder) and fitted in the late 1980s. There are distinguishing historical features consisting of mounting points for twin fuel pumps, and a long-range fuel tank on the passenger side complemented by slightly shorter doors. The colour was changed during restoration from its original blue, black and white to the current Lotus British Racing Green, while the interior is in traditional red.

Although the engine fitted is not original to this particular chassis, the Coventry Climax FWB is the largest of the three types fitted in period by Lotus to the Eleven. Fitted with twin Weber 40DCOE carburettors and gear driven tachometer, this FWB race engine, prepared by Tony Mantle of Climax Engine Services, has seen relatively little use and is reported as extremely reliable and very torquey. All the Smiths instruments are in working condition including the original chronometric tachometer, speedometer and dash-mounted voltage regulator. The Sprite 'box has close-ratio, straight-cut, synchromesh gears which, combined with the 3.72:1 final drive ratio and torque of the FWB engine, the largest of the types fitted by Lotus in period, make the car particularly suitable for sustained high speed driving.

The car currently boasts adjustable shock absorbers and Michelin X/ZX tyres on 48-spoke wire wheels with knock-off spinners for road use. A second set of 60-spoke wires shod with Dunlop Racing L-section tyres is available. Eligible for some the most prestigious historic motor sports events and race series, 'USK 265' is offered with V5C registration document and FIA HVIF papers issued in UK in 1998.

Bonhams 1793

The logo for Bonhams, featuring the word "Bonhams" in a large, bold, black serif font.

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