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1958 LOTUS XV LE MANS

1958 Lotus XV

- Works entry for 1958 Le Mans 24 Hours, driven by Graham Hill and Cliff Allison
- Extensive race history in Kenya from 1958-1970
- Original Le Mans 2-litre Climax FPF engine and chassis
- Recently restored from the ground up and offered with FIA HTP and a truly stunning history file

The 1950s were a time of rapid development in sports car racing, its various classes becoming a hotbed of innovation in which an engineering genius such as Lotus founder Colin Chapman could thrive.

In order to take on rivals such as Cooper and Porsche, Lotus came up with a succession of extremely successful sports cars that were raced by the works team as well as being sold to privateers. Small, light, nimble and aerodynamically efficient, they embodied all the qualities for which the marque has long been renowned.

The Lotus XV continued that evolution when it was introduced in 1958. Its spaceframe chassis shared many similarities with that of the earlier Eleven, but the rear end was upgraded via Chapman Strut suspension and inboard disc brakes. It also featured Lotus's own sequential-shift transaxle in order to improve packaging and weight distribution.

The XV was designed to accept a range of Coventry Climax engines, from 1.5 to 2.5 litres, and was wrapped in an all-enveloping aluminium body made by Williams & Pritchard.

This particular car is chassis number 607 and was raced by the works team in the 1958 Le Mans 24 Hours. Fitted with a specially built 2-litre Climax engine and driven by Cliff Allison and future World Champion Graham Hill, it showed electrifying pace during practice, recording similar lap times to the 3-litre Ferraris and Jaguars that would be fighting for overall victory.

Come race day, '607' was off to a blisteringly quick start, running ahead of the Works Ferrari Testarossas and an Ecurie Ecosse D-Type. Sadly, the pace wasn't sustainable and 607 retired with a blown head gasket after only three laps. Later that year, the Lotus was bought from the factory by Kenya-based racer Jim Heather-Hayes. He insisted that it was supplied with its Le Mans engine and transaxle, despite Chapman wanting to sell it minus its engine or with a smaller Climax unit fitted.

The XV was exported to Kenya, where Heather-Hayes first raced it in December 1958. It was road-registered there in January 1959 and he continued to campaign the Lotus through the end of the season. At this time, the Nakuru track offered a reward to the first driver to break the 60 second laptime, Heather-Hayes got as close as 60.5 seconds before selling 607 to fellow racer Louis Jacobsz in early 1960.

The car spent a brief period out of action following a crownwheel-and-pinion failure, but was then sold to Peter Huth – one of East Africa's leading drivers. Huth was renowned for the meticulous preparation of his cars and he got the XV ready for a meeting at Nakuru in September 1964. His efforts were rewarded with two victories, one of which was in the main race of the day – a 20-lapper that counted towards the Track Drivers' Championship.

The following year, Huth finished third in the East African Hillclimb Championship and put in another stellar performance at Nakuru in September. After last-minute mechanical problems, he joined the race one lap down and minus the car's rear bodywork, but smashed the lap record on his way to finishing second. His new benchmark was so much quicker than the existing record that officials had to double-check it with timekeepers.

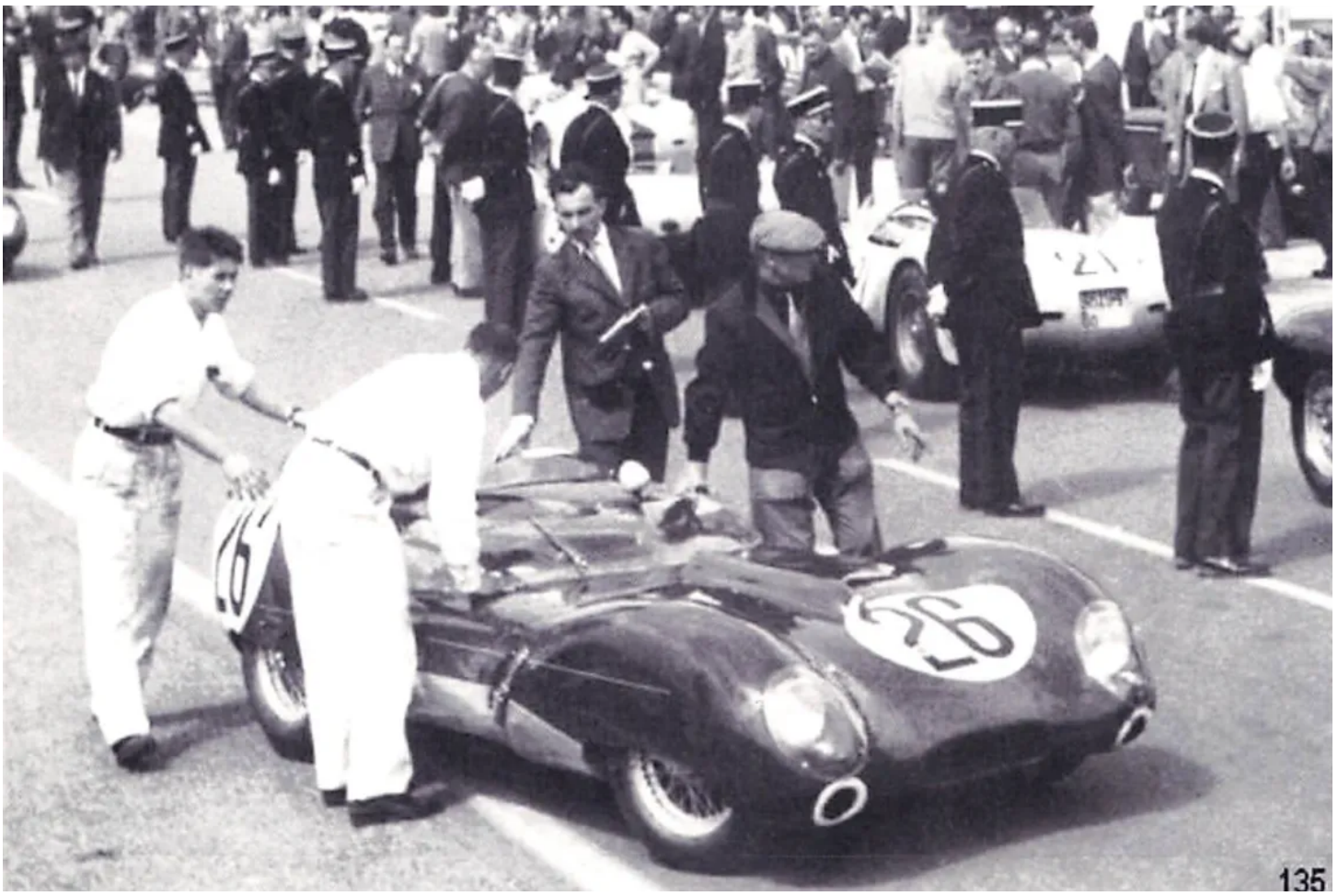
Huth continued to race the XV until 1967, when he sold it as a rolling chassis to John Salt (Huth retained the Climax engine so he could fit it to a Ford Cortina). Salt installed a Ford engine and transmission into the Lotus before selling it to Jim Mallite – who, in turn, sold it in 1969 to John Ewart-Walker.

Ewart-Walker fitted a Datsun engine and sold the car to Bob Miller, and it raced for the last time in August 1970. Shortly afterwards, the Lotus was sold back to Huth – once again as a rolling chassis – the intention being that he would reunite it with its original engine and transaxle as part of a full restoration.

In 1986, with the restoration having never taken place, Huth sold the complete package to marque enthusiast Bill Colson. He had the Climax FPF engine rebuilt and carried out a considerable amount of work on the Lotus before selling it – still unfinished – to its current owner in 2010.

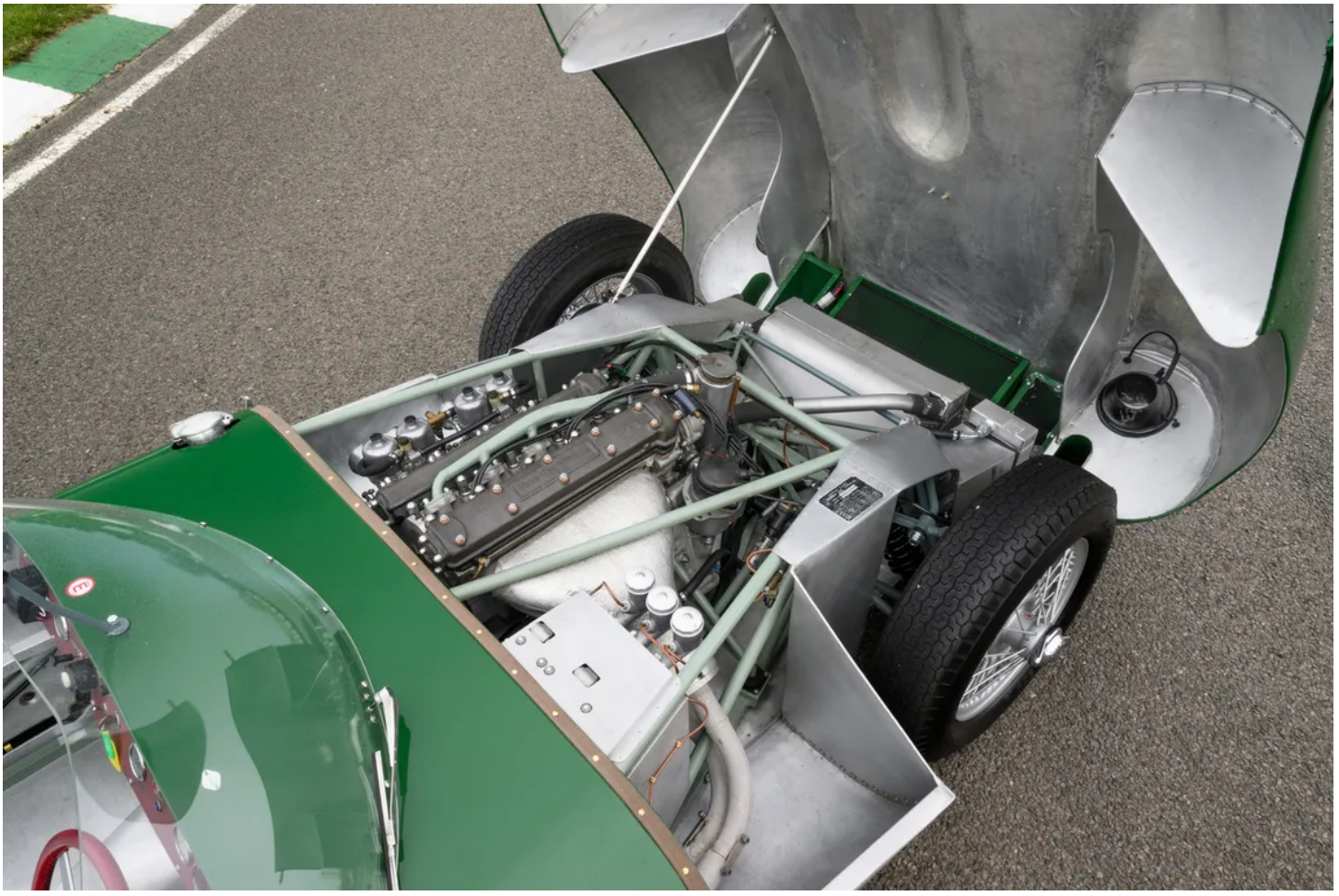
More recently, an extensive multi-year restoration was completed in 2023, and the car was issued with FIA HTP papers the following year. Now being offered with a comprehensive history file, this remarkably original Lotus XV not only boasts works Le Mans history, it's also a competitive and highly eligible choice for the world's finest historic race meetings.

£675,000

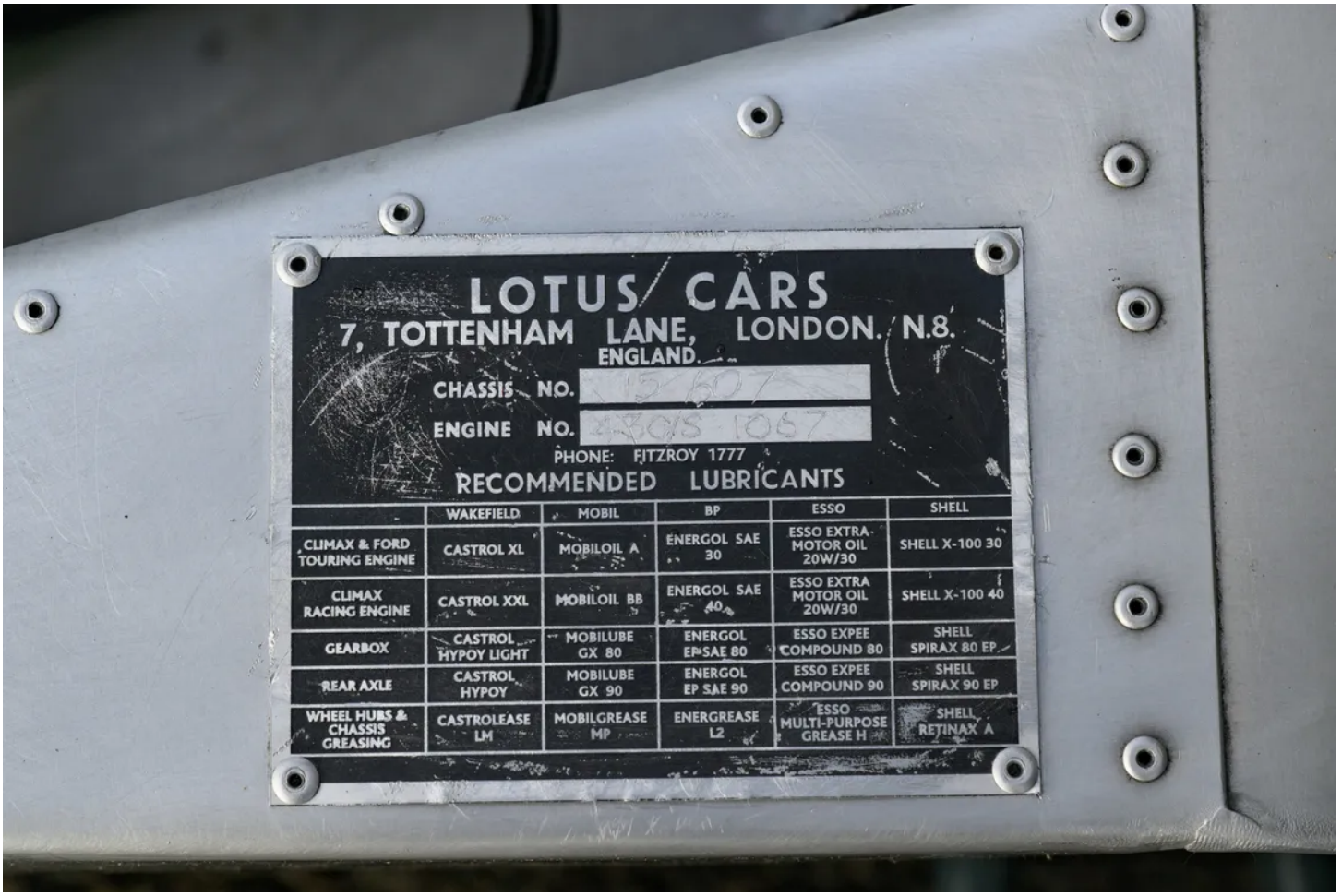

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TEAM LOTUS


TEAM LOTUS







LOTUS CARS

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ENGLAND.

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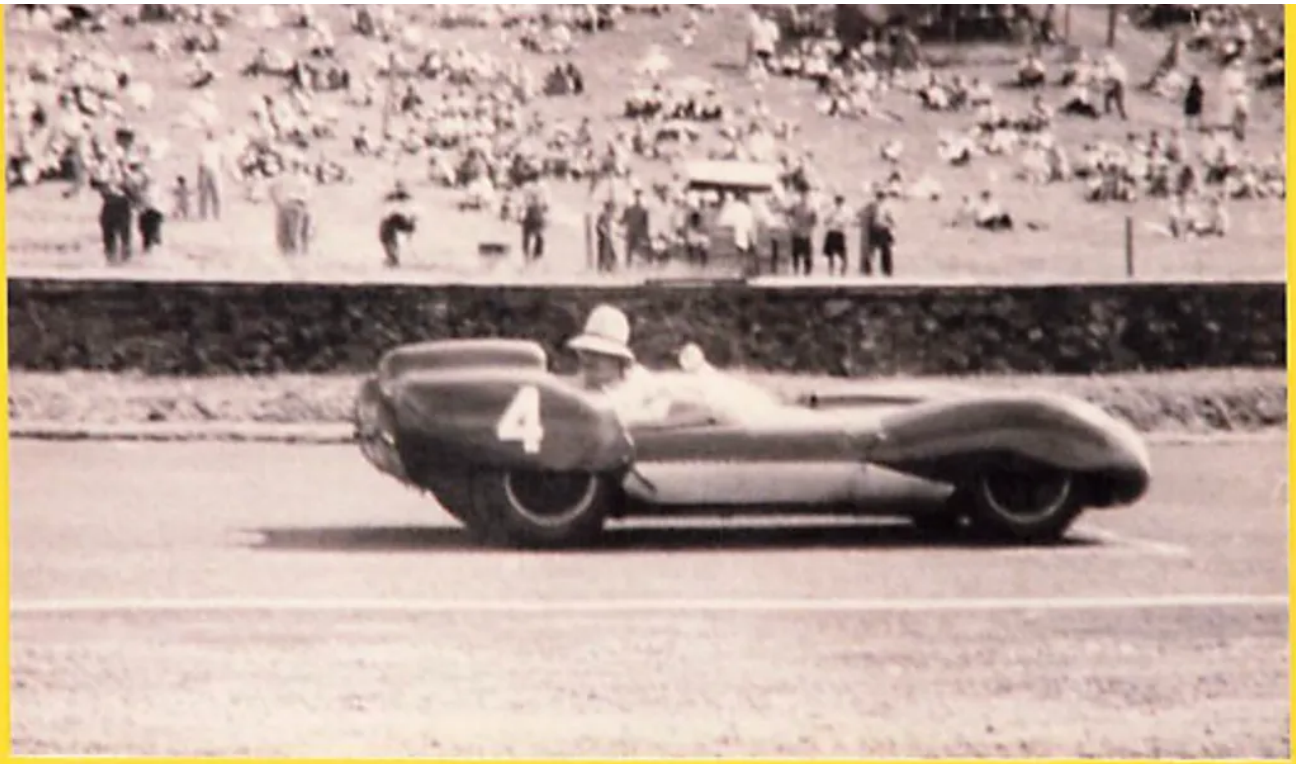
ENGINE NO. [illegible]

PHONE: FITZROY 1777

RECOMMENDED LUBRICANTS

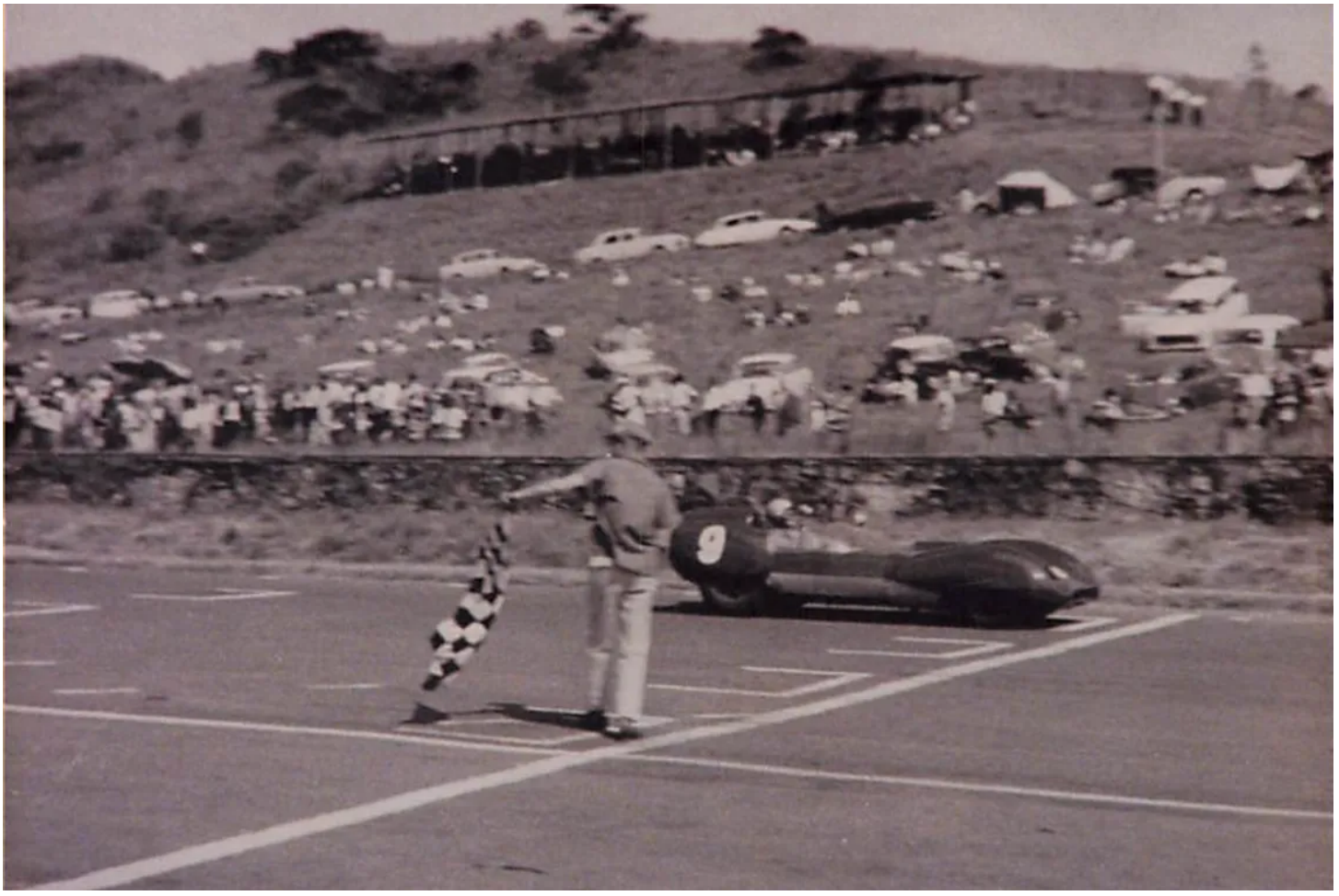
	WAKEFIELD	MOBIL	BP	ESSO	SHELL
CLIMAX & FORD TOURING ENGINE	CASTROL XL	MOBILOIL A	ENERGOL SAE 30	ESSO EXTRA MOTOR OIL 20W/30	SHELL X-100 30
CLIMAX RACING ENGINE	CASTROL XXL	MOBILOIL BB	ENERGOL SAE 40	ESSO EXTRA MOTOR OIL 20W/30	SHELL X-100 40
GEARBOX	CASTROL HYPOY LIGHT	MOBILUBE GX 80	ENERGOL EP SAE 80	ESSO EXPEE COMPOUND 80	SHELL SPIRAX 80 EP
REAR AXLE	CASTROL HYPOY	MOBILUBE GX 90	ENERGOL EP SAE 90	ESSO EXPEE COMPOUND 90	SHELL SPIRAX 90 EP
WHEEL HUBS & CHASSIS GREASING	CASTROLEASE LM	MOBILGREASE MP	ENERGREASE L2	ESSO MULTI-PURPOSE GREASE H	SHELL RETINAX A

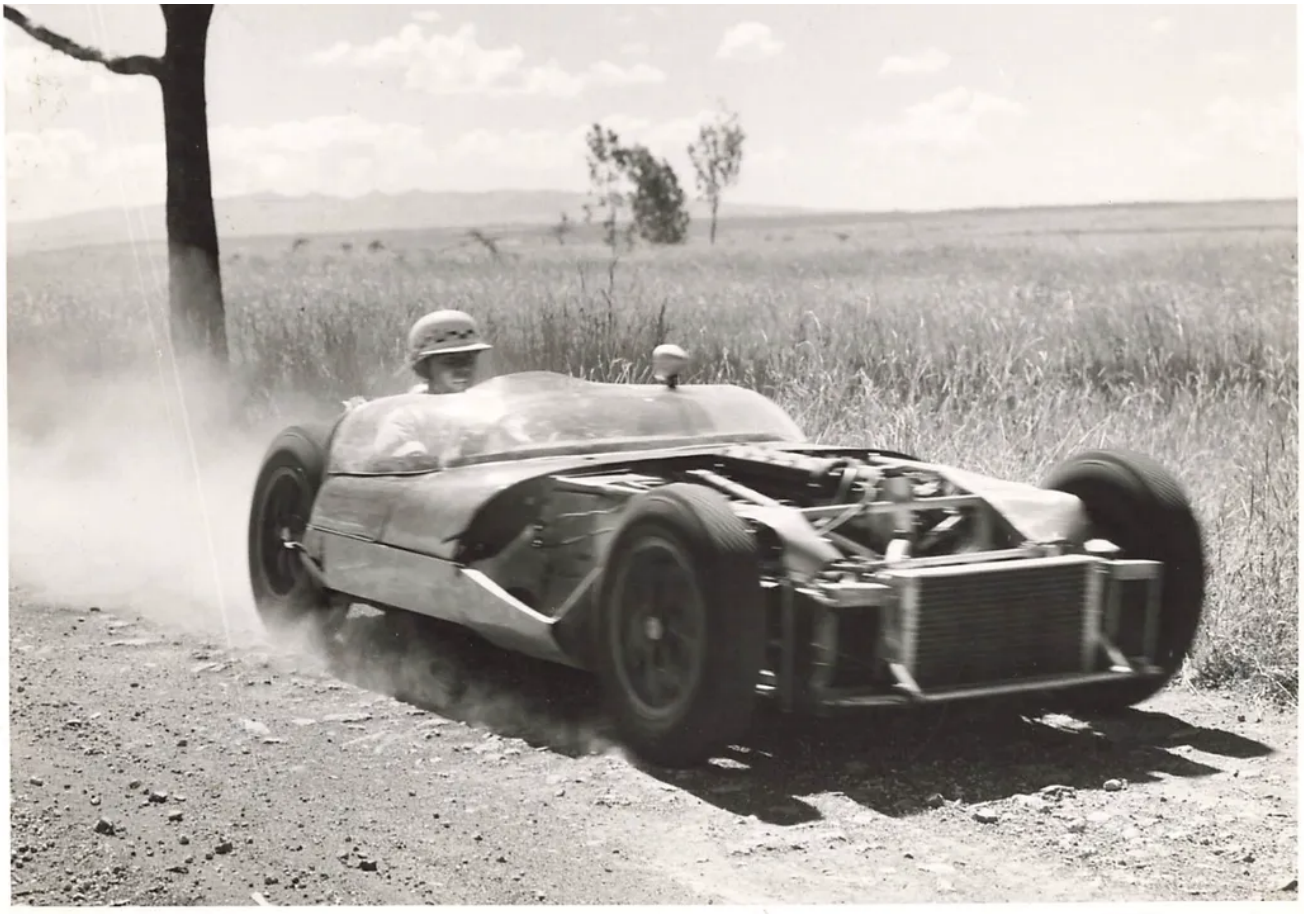




JIM HEATHER-HAYES (Snr) - FIRST PRIVATE OWNER OF FIFTEEN No. 607/1 JOINING THE STARTING GRID AT THE NAKURU, RIFT VALLEY, KENYA, RACING CIRCUIT


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KGB 98
4


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THE NGONG HILLS IN THE BACKGROUND



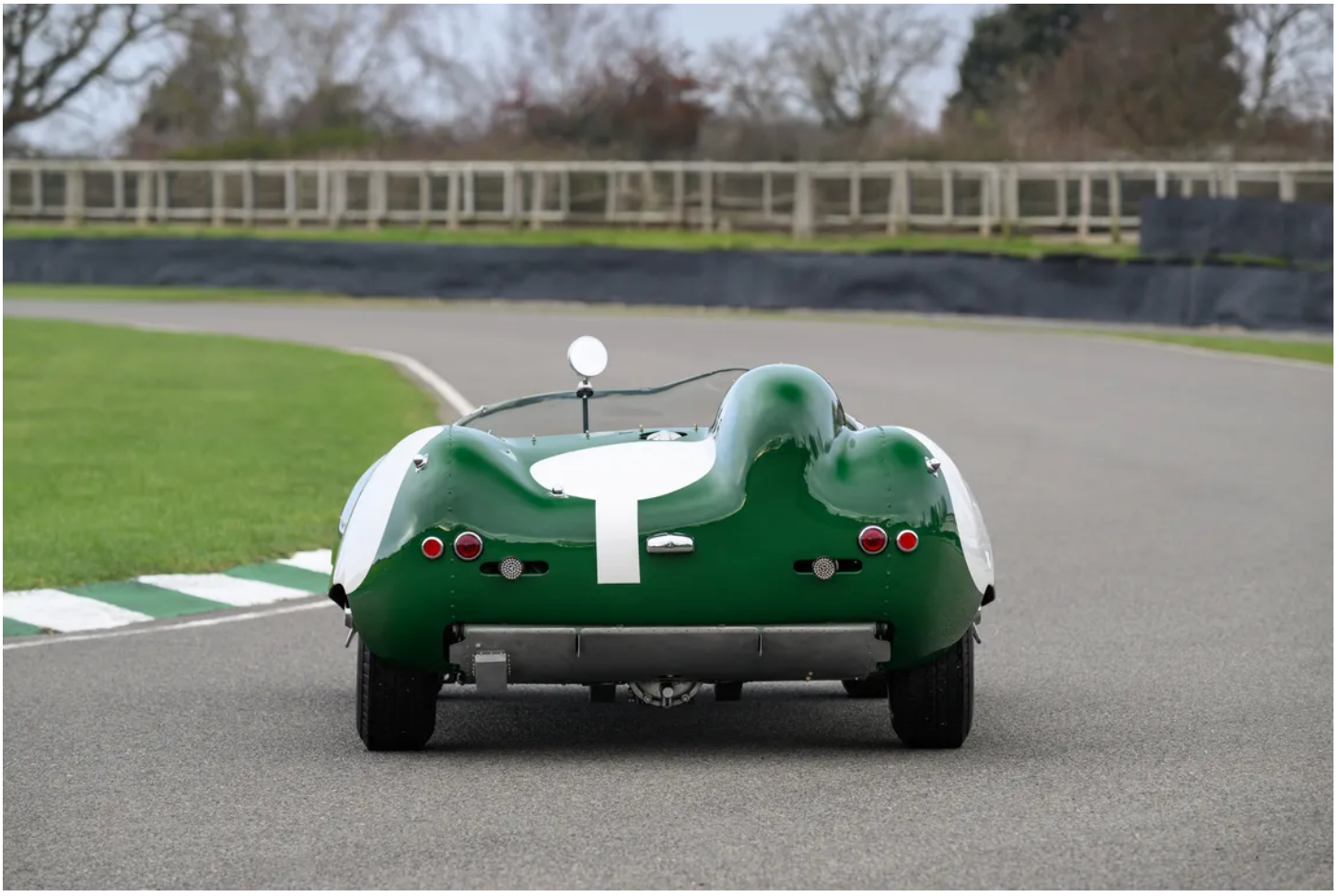



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