

# Legends



1966 Lola T70 / Surtees

SOLD

Offering the ex Team Surtees chassis SL71/48 Lola T70 Mk2 for sale. This is the last T70 Mk2 built. This car won the Bruce McLaren Trophy as well as holding the lap record at this years Goodwood Members Meeting. Additionally the car was the outright winner of the 2015 Goodwood Revival Whitsun Trophy. Interesting exchanges welcome.

History is as follows:

SL71/48 was built in early 1966 by Lola Cars for Team Surtees and was displayed at the London Racing Car Show between the 19th and 29th January. Painted plain red, the car made its race debut at Snetterton for the Archie Scott-Brown Trophy in April '66. Driven by Graham Hill. At Silverstone for International Trophy in May, David Hobbs drove but retired early in the wet and damp conditions. At Mallory Park for the Grovewood Trophy, Hobbs got the better of Denny Hulme in Sid Taylor's T70 and looked like taking the win until a rear tyre deflated and Hobbs limped into the pits to retire. At a soaking wet Silverstone for the Martini Trophy, Hobbs started in pole position and took the lead and led Denny Hulme until the oil pressure suddenly dropped. Hobbs pitted for more oil and rejoined to finish third. During the pit stop it was discovered the leak had covered the rear tyres and brakes in oil. The last time the car was raced by Team Surtees was at Croft for the Wills Trophy where John Surtees won in an invincible display of supreme driving skills in miserable conditions. With the demise in 1967 of Group 7/9 racing in Europe, the car was exported to America for sale and was advertised by Fred Opert Racing Enterprises on behalf of John Surtees with Pierre Phillips and Carl Haas as agents. For the 1967 US Champions at Riverside, George Hollinger rented the car for one race with a view to buying after the event. However he decided against it. The car was then re-advertised over the next three months. Eventually an offer was accepted from Hollinger who had previously turned the car down a few months before. Hollinger raced the car in 1968 along with Dick Barbour. In 1969 he sold the car to Doug Abadie of California who paid \$10,000 for what was referred to as a "Mk2B". He tested and practiced with the car track day and private events, but never took part in any races. In 1971 Doug sold the car to a Texan who also had just purchased the crashed chassis of SL71/22 which George Hollinger had flipped at Road Atlanta shortly after he sold SL71/48 to Doug Abadie. In 1975 the car was sold to Display Cars of California, a publicity and promotions company. In 1979 renowned Lola specialist Mac McClendon bought the car from Californian Federal Savings and Loan. He put the car in storage until selling it in 2007 at which point the new owner commissioned Mac to restore the car. The restoration was finished in 2011 after which the car made its 1st successful outing to the Rolex Monterey Reunion in August where SL71/48 won its race!

Specification: 5.7 litre period correct Chevy Small block wet-sump engine on 4 x Weber IDA 48 down draft carburettors, Hewland LG-500 gearbox, KONI adjustable shocks, dual fuel tanks, MSD ignition, etc..

Recent work: Fresh HRS Engine Developments 5.7 litre Chevrolet with Mathwall Engineering oil pumps and sump fitted.

SL71/48 comes with full history documentation as well as paperwork confirming its history. In addition, there is the restoration file with engine dyno data, electrical schematics and lots of in-period pictures. FIA HTP. Spares include a new set of magnesium wheels and gear-ratios.

This sale represents an opportunity to acquire a fully sorted MK2 T70 with documented Team Surtees history and excellent eligibility including Goodwood Revival, CER, Masters etc.



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