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End of the race for the Lola GT Mark VI at the Sebring twelve hour race in Florida in March 1964.

the chance to practice in the car. John Surtees had originally agreed to drive it but the Ferrari team manager withdrew his consent at the last moment and Cooper works driver Maggs was forced to start from the back of the grid as he had no chance to even practice in the car before the start of the race! Despite this impediment, he finished a creditable 9th, still on the same lap as the leader. On one lap he overtook nine other cars. The next outing was in May at the Nürburgring 1000 kilometres where Maggs was paired with Bob Olthoff. There they retired after (officially) the distributor drive failed. Unofficially, the wheel nuts kept loosening ...

Third, and last, international outing was in June at Le Mans, and here the drivers were Dickie Attwood (later to win the 1972 race in a Porsche 917) and David Hobbs, another English driver on the upward path). To get the car to the Sarthe circuit in time for scrutineering, Eric Broadley drove it from Dunkirk himself, thus arriving well before the transporter containing the second car. The latter

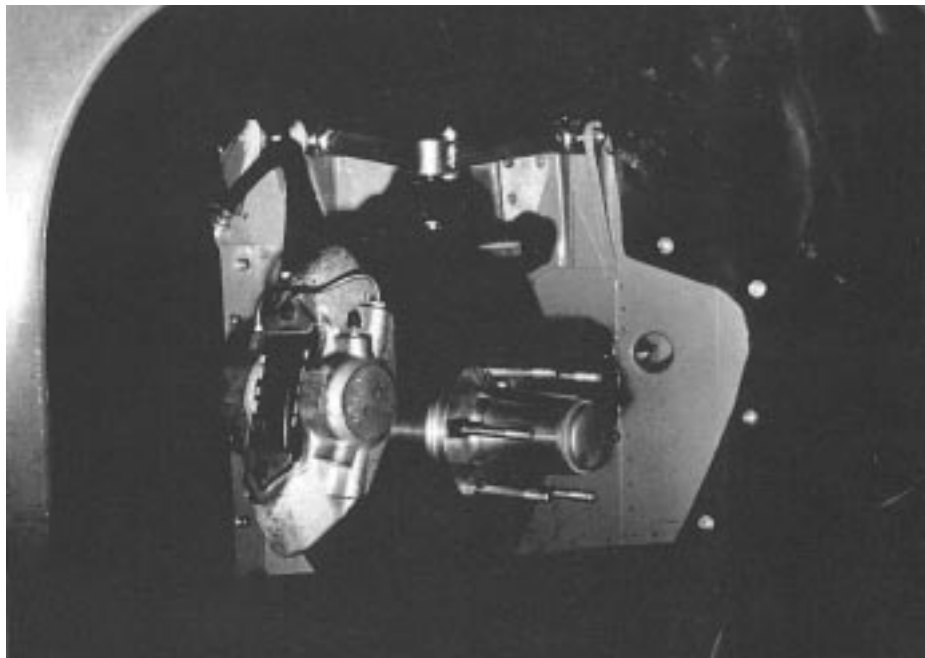
was never used, though, as the arrangement for Roger Penske and Augie Pabst to drive the car fell apart, and the small Lola équipe found itself in trouble with its own car due to the air trunking to the carburettors being deemed to block the rear view. Also, the scrutineers

informed Eric Broadley that the rear bodywork was not wide enough to cover the rear tyres. Fortuitous planning meant that Peter Jackson was present with sufficient fibreglass resin and matt to remodel the rear bodywork with the trunking taking its air from intakes now



The interior of the Mark VI coupé.

The front brake disc, caliper and hub of a Mark I.



Below: The Lola T70 Mark I spyder at the Racing Car show in 1965. (Courtesy Autosport).

owner with SL70/10.

Although some fifteen cars were made, Broadley knew that, at 1375 pounds the car was too heavy and was already designing the Mark II as a lighter version.

The tub of the Mark II used 85% aluminium alloy with only 15%



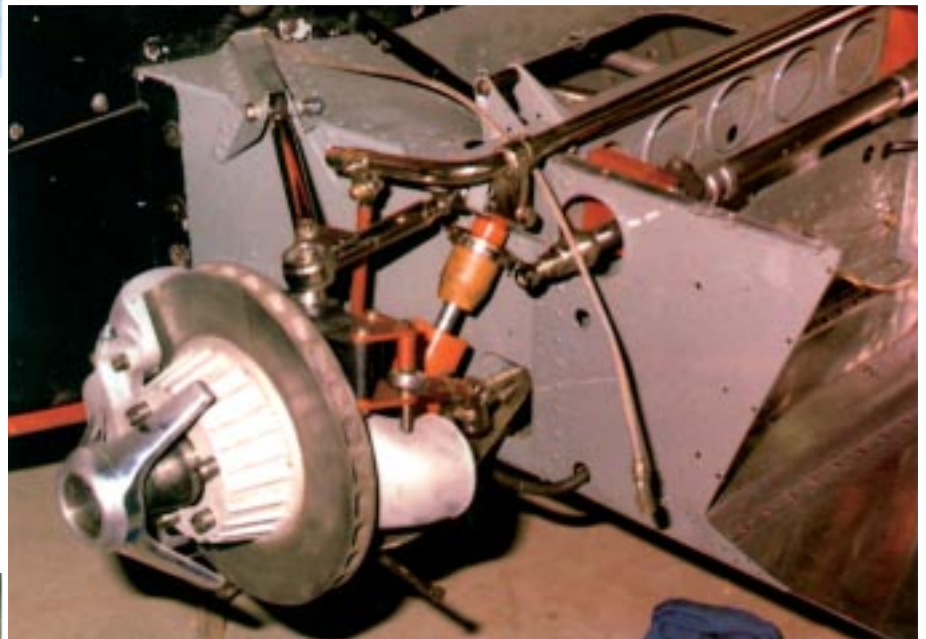


Famous names. The signatures of Brian Redman and Denny Hulme on the monocoque of the author's Mark IIIb in 1991.

Steering, front suspension and brakes of a Mark IIIb coupé.

sports-prototype cars of the 1980-1993 period, regularly running as high as third and fourth overall.

Bob Akin, who rose to prominence in IMSA racing in America with a quartet of Porsche 935s, and then 962s, today races in 'Vintage' or historic events. For several years he raced a Lola T70 Mark IIIb coupé, SL76/149, which today belongs to John Littlechild.



Engine bay and rear suspension of a Mark IIIb coupé.

Bob commented upon the Lola thus: "Well, it's just a gorgeous car. Any angle you look at it, it's just great. And it's the same to drive. No vices. We've got a 410 cubic inch small-block Chevy on injection, and a Charlie Agg-modified Hewland LG600 gearbox, to take all the torque that the monster engine can put out. We can do 2:13s around Sebring, and I guess there's probably a 2:11 if I really got a clear lap." (Author's note: even some of

Right and below: Just some of the refurbished components of a Lola T70 during restoration. (Author's photos)



These are 'go-faster' engine mountings from Clive Robinson Cars in England. Basically, they allow the bottom radius arms to be mounted so that the whole of the rear tyres' tread is in contact with the track, rather than the usual three quarters of the width with the standard set-up. (Photo by Clive Robinson)

Left: Power pack. A 5.9-litre Chevrolet on injection with a Hewland LG500 gearbox ready for installation in the author's car.

the later 1981-1993 GTP cars can't get down to these times).

So there we have the story. A glorious-looking car which simply