

Sebring 1965: The Lola T70's North American debut at Sebring was indeed a notable event. The T70, with its sleek design and powerful Ford 289 cubic-inch V8, was a promising new entry in the world of sports car racing. John Mecom ordered the car, chassis #SL70/3, and brought it to Sebring a week early to get some testing done. The car was a hit with the spectators, both young and old, at tech inspection held in downtown Sebring. The car's impressive qualification for the 12 Hours, with John Cannon securing 6th overall, showcased its potential despite being a brand-new chassis. Cannon's stint at the start, followed by Jack Saunders' driving, showed their commitment to making a strong impression on other teams and spectators alike. However, an unfortunate encounter with an airport marker post, which led to damage to the oil cooler, cut their race short. Retiring after just 3.5 hours at 1:22 pm was a disappointing end, especially given the car's promising performance up to that point.

The Lola T70 would go on to become a significant player in sports car racing, but this particular race highlighted both the challenges of debuting a new car and the potential that the T70 held for the future.



At tech inspection in downtown Sebring. It drew attention everywhere it went around Sebring.



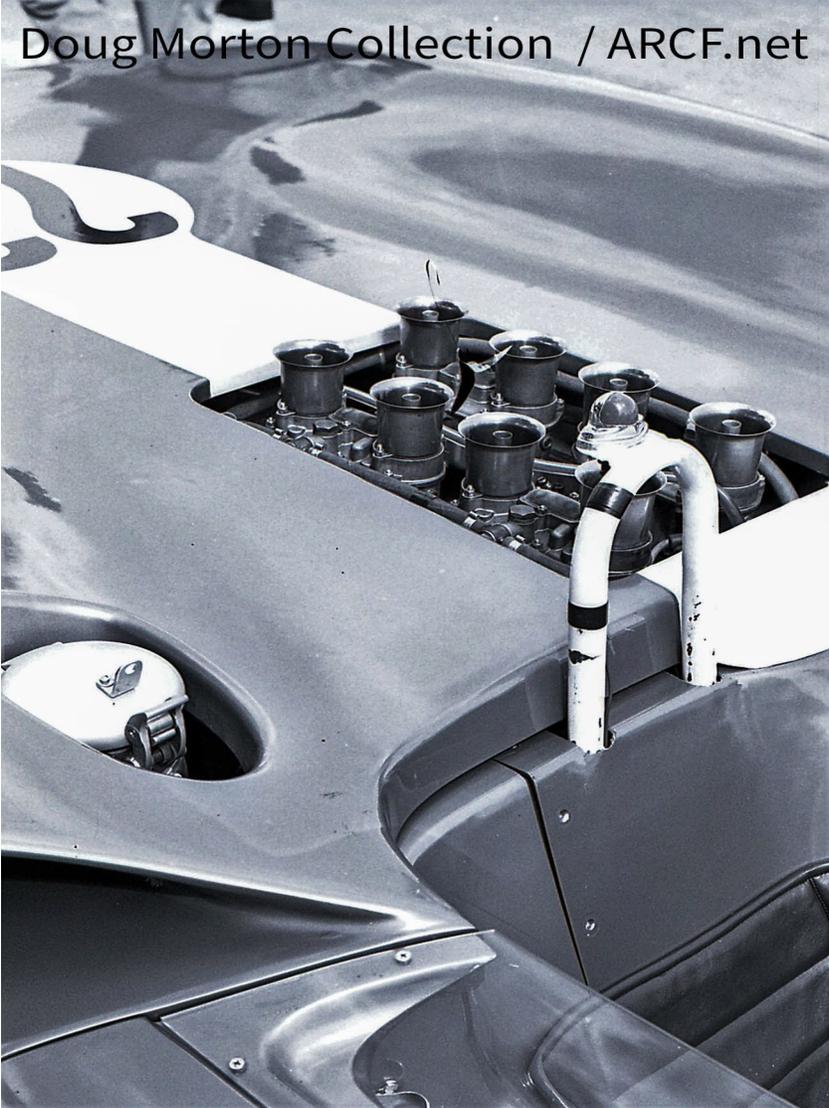
Doug Morton Collection / ARCF.net



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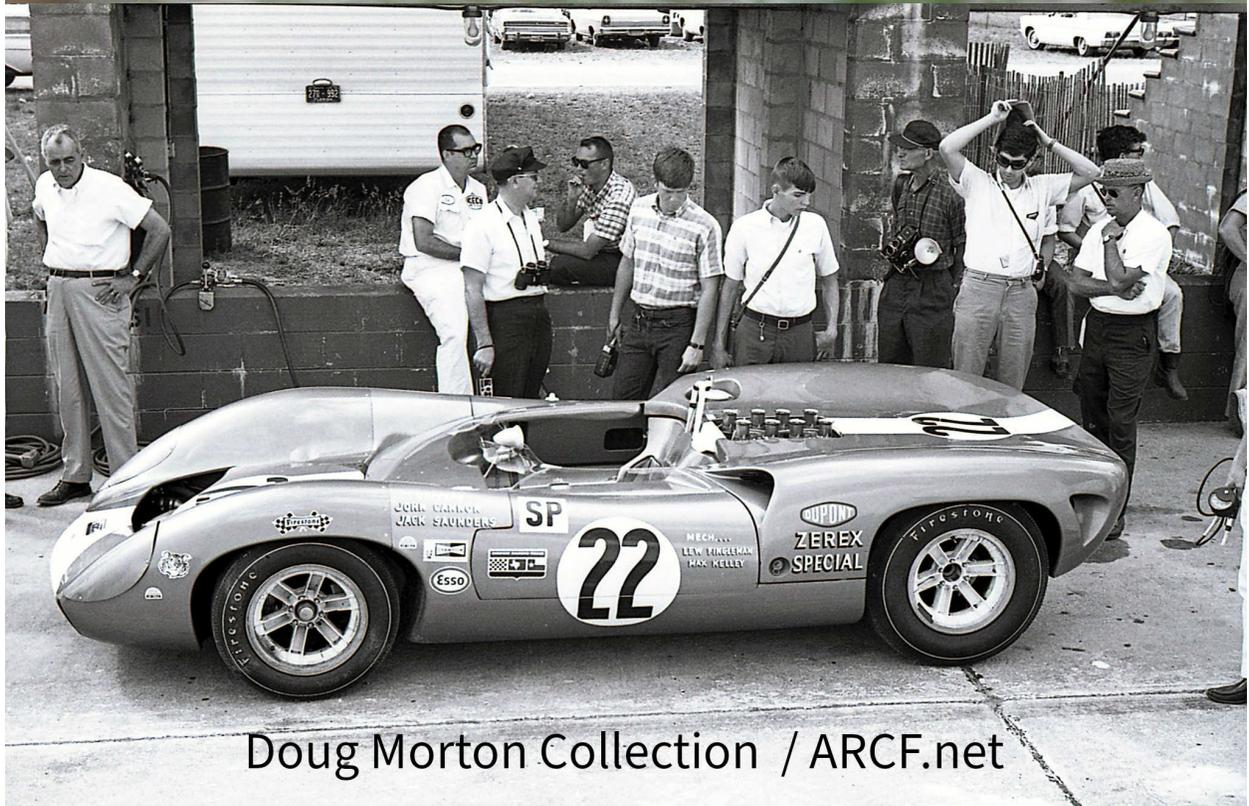
The back panel off for tech inspection.

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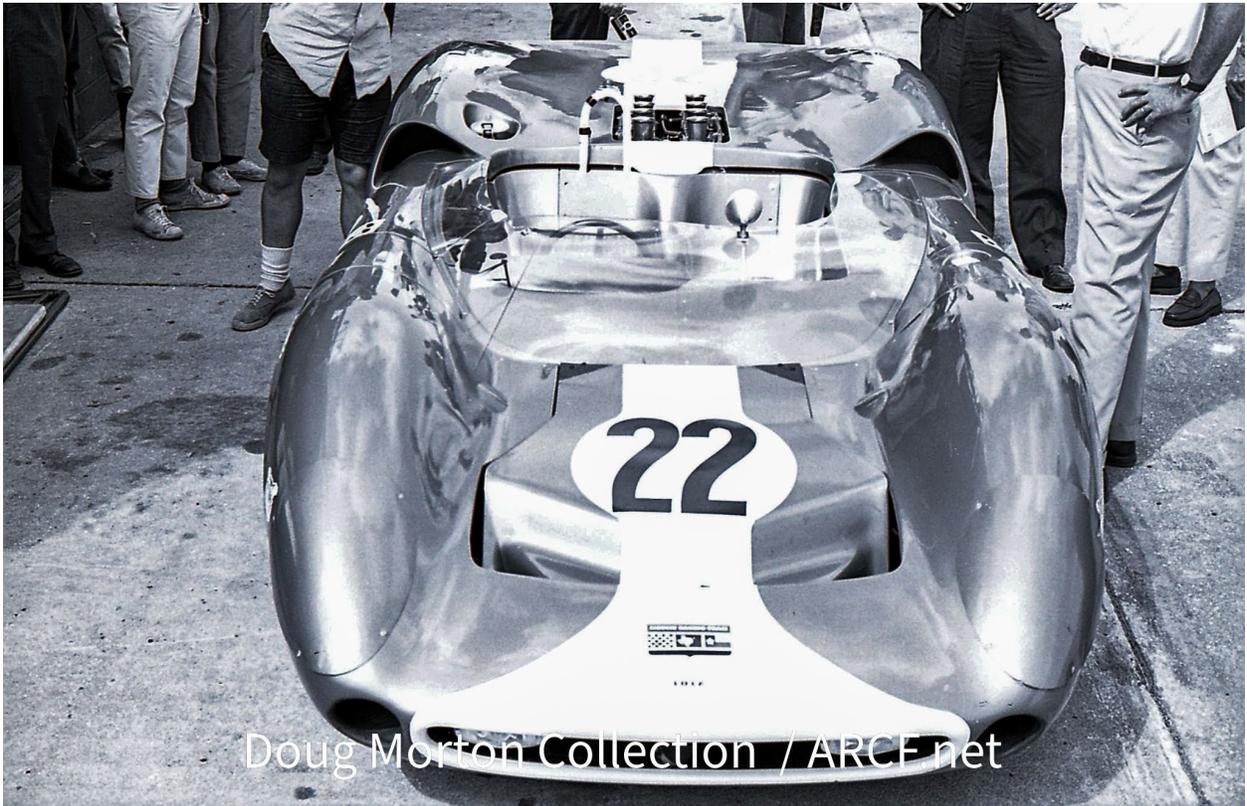
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Being admired in the pits before the race.



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At Webster Turn.



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Coming through the Esses.