



Our passion is classic competition cars

## 1971 - Lola T212



<b>Make:</b>	Lola
<b>Model:</b>	T212
<b>Year:</b>	1971
<b>Chassis Number:</b>	HU-18
<b>Drive:</b>	RHD
<b>Competition Ready:</b>	Yes
<b>FIA HTP:</b>	Yes
<b>Exterior Color:</b>	Yellow
<b>Price:</b>	EUR 215000

### Key Features

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### Description

The attractive Lola T212 was the first of a long series of extremely successful 2-liter cars made by Lola in the 70's. These were intended for the Group 6 category of racing which included hill climbs, sports car racing and endurance racing. The Lola T212 typically used an 1790 cc Ford Cosworth FVC engine which dominated the 2-litre sports car racing until 1971/1972.

This particular Scuderia Filipinetti Lola T212 is one of few with illustrious and in-period, class winning Targa Florio racing history (See the history section below). It is fully documented with continuous ownership and freshly race prepared by the current owner who has enjoyed (double national championship winner) and pampered the car during the last 10+ years.

The FVC engine has been rebuild by Racing Fabrications delivering 252 bhp and has zero hours. An extensive spares package including wheels, body moulds, spare nose section and a complete spare body comes with the car. A spare, new and zero hours Racing Fabrications FVC engine is available under separate negotiation. Current FIA HTP.

This best of breed and immaculate Lola T212 would be a welcome entry for the World Sportscar Masters, CER, Le Mans Classic, Martini Trophy, etc..

### History

Delivered new by Lola on February 25th 1971 to Scuderia Filipinetti for Joakim Bonnier . - Brands Hatch; 4/4/71; Race Nr 69, Jo Bonnier/Peter Westbury, 8th OA - Thruxton; 12/4/71: Bonnier, 4th OA - Paul Ricard; 18/4/71; Bonnier, DNF - Imola; 1/5/71; Bonnier; 8th OA (1st in Class) - Targa Florio; 16/5/71; Race Nr 14, Bonnier/Attwood; 3rd OA (1st in class) - Martini Trophy, Silverstone; Race Nr 1, 5/6/71; Ronnie Peterson; 2nd OA - Hockenheim, 3/7/71; Bonnier; 4th OA & Fastest Lap - Imola; 25/7/71; Bonnier; DNF - Brands Hatch; 30/8/71; Bonnier; 2nd OA - Zandvoort; 25/9/71, Bonnier, 5th OA - Barcelona; 12/10/71; Bonnier/Peterson, 1st OA & Fastest Lap - Vallelunga; 31/10/71; Bonnier, 4th Heat 1; DNF Final - Jarama; 2/11/71, Bonnier, 1st OA & Fastest Lap - Balcarce (Argentina); 16/1/72; Bonnier/Wisell, 3rd OA HU-18 was then sold to Italy and raced there in National races and hillclimbs from 1972 up to 1980. It was acquired by Sebastiani in 1982 but never raced by him until it was sold to Myette, Andy Wolfe and the current owner. Ownership history: - 1971-73 - Filannino (Italy) - 1973-76 Barberio (Italy) - 1976-82 Girollami (Italy) - 1982-94 - Sebastiani "StingBrace" (G.B) - 1994-98 - Victor Myette - 1998-00 - Andy Wolfe - 2000 - present : current owner



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Pictures (For size reasons, we have limited the PDF-file to 10 pictures)





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