

A Legend...



...Continued

Announcing the Lola T70 Mk3B Continuation Series



As factory Fords, Ferraris, and Porsches tore up the tracks in pursuit of endurance racing glory in the 1960s and early 1970s, only one car gave privateers the chance to stand up to them – the Lola T70.



The T70 won the inaugural Can-Am championship in open-cockpit guise. The Mk3 coupe variant was launched in 1966 for long-distance competition, with the Mk3B evolution introduced in 1969. The T70 Mk3 won 23 races over three seasons, including the Daytona 24 Hours in 1969, all powered by stock-block Chevrolet engines of the type which dominated the Can-Am and Formula 5000.



Now Lola Cars are proud to announce a limited production run of new T70 Mk3B chassis eligible for the world's major historic racing series. This is a genuine continuation of the original specification car by the original manufacturer, bringing the experience of the golden age of sportscar competition to a new generation of historic racers.

The first T70 Mk3B continuation chassis was unveiled at the Autosport International Show in January 2006, and the initial run of five cars has now been sold. Lola are now accepting deposits for orders from a second lot of five cars, with an extensive schedule of circuit demonstrations in Europe and North America for prospective buyers. New owners will benefit from free membership of the Lola Heritage registry providing online technical bulletins and spares information as well as exclusive on-track, concours, and social activities. Customers will also enjoy discounted access to Lola's own seven-post vehicle dynamics test rig for evaluation of chassis and suspension set-ups.

Full specifications, eligibility details, and project news can be found at www.lolaheritage.co.uk or www.lolacars.com, and interested parties are invited to contact project coordinator Glyn Jones.

Lola T70 Mk3B Continuation Series Technical Specification

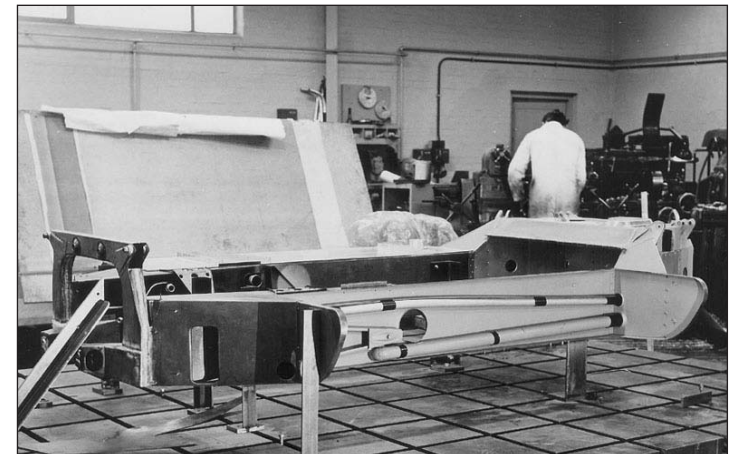
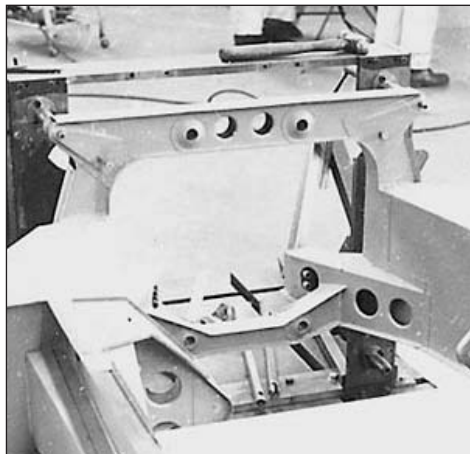
Chassis

- Full-length aluminium alloy monocoque with steel pick-up and mounting points
- Tub constructed from 1/1.2/1.5 mm (20/18/16 g) thick L163, HS30 (replacing L 72), and NS 4 alloy sheet
- Formed and riveted joints of epoxy-glued SP85 solid Monel rivets (minimal use of blind rivets)
- Mild-steel fabricated suspension pick-up points and engine mountings
- Pick-ups and mountings formed and TIG welded from 1/1.2/1.5/2 mm CRO or S514 steel sheet
- Machined parts and bushes in EN1A
- Gearbox mounted via cast magnesium alloy upper and lower rear crossbeams bolted to spring towers
- Left side main torsion box contains ATL FT3 fuel cell of approximately 115 to 120 litres capacity
- Right side main torsion box contains 12V battery, ignition system, and fire extinguisher
- Seat-back bulkhead opening to allow access to engine ancillaries with access panel above footbox
- Chassis surfaces finished in stove enamel grey paint
- Polished alloy nose box containing engine water radiator and nose bodywork supports
- All structural bolts grade 5 or higher and secured by Loctite, Nylok nuts, Stiff nuts, and/or lock wire



Bodywork

- Seven sections constructed in GRP using chopped strand/woven mats with polyester/epoxy resins
- Removable one-piece moulded nose
- Nose includes mountings for dipping headlights and fog/spot lights under clear polycarbonate covers
- Cockpit section permanently mounted to chassis and bonded to FIA-specification steel roll cage
- Double-skinned Nomex sandwich fire-proof seat-back panel separating cockpit from engine bay
- Forward-hinged doors with sidelights including sliding air vents
- Laminated glass single-curvature wraparound windscreen and flat rear window bonded to cockpit section
- Lower body panels finish chassis sills and wrap around torsion boxes
- Removable one-piece moulded tail section fitted with tail lights, indicators, and rear brake ducts
- Nose vortex fins and adjustable tail spoilers included



Cockpit Equipment

- Right hand drive cockpit layout and controls including 12" diameter steering wheel
- Dash finished in anti-glare paint fitted with demisting and fresh air ducts
- Main instrument panel houses central rev counter flanked by oil pressure and water temperature gauges
- Panel for oil temperature and fuel pressure gauges and switches for lights and wiper to driver's right
- Panel for starter button and switches for ignition and pumps to driver's left
- Pendant throttle pedal operated via cable and linkage with floor-mounted brake and clutch pedals
- Gearchange lever mounted on right side of cockpit operated via universal-jointed tubular linkage
- Padded driver and passenger seats included with Willans six-point seatbelt harness on driver's side
- Rear view mirrors mounted on left and right front wings and centrally in cockpit

Electrics

- Drive shaft-driven alternator (Lucas 17ACR equivalent) charging wet cell 60 amp battery
- Fused circuits for ignition, starting, fuel pumps, windscreen wiper, and lights
- Ignition system using MSD 7AL amplifier, crank trigger, and high-output coil



Suspension

- Front suspension by unequal-length double wishbone and coil-over-damper units
- Front upper wishbones fabricated from tubular steel
- Front lower wishbones formed by track control arm plus aft tubular compression strut
- Adjustable 3/4" diameter front anti-roll bar fitted above upper chassis crossbeam
- Custom rack-and-pinion steering rack with adjustable Rose-type jointed linkage
- Rear suspension by multiple links and coil-over-damper units
- Rear upper arms formed by transverse link with camber adjustment plus radius rod
- Rear lower reversed wishbones with sheet bracing (as per period) plus radius rod with toe adjustment
- Adjustable 5/8" diameter rear anti-roll bar fitted behind lower crossbeam
- Magnesium alloy uprights with live stub axle, tapered roller bearings, and peg-located brake disc bell
- Delivered with pre-set ride height, caster, camber, toe-in, and bump steer plus balanced corner weights

Brakes

- Disc-type with 4:1-ratio pedal and adjustable balance bar activating separate front/rear master cylinders
- Hydraulic pressure fed separately to front and rear calipers via stainless steel braided hose and fittings
- Girling 18/4 four-piston front calipers front with Girling 16/4 four-piston rear calipers
- Same type of brake pads used all round with materials and manufacturer to customer choice
- Curved-vane spheroidal 12" diameter x 1.1" thick cast iron vented discs all round
- Discs carried on cast magnesium alloy bells with semi-floating drive and steel clamp retaining ring
- Cooling via bodywork intakes to cast alloy ducts bolted to uprights

Wheels and Tyres

- 15" diameter x 10.5" wide front/17" wide rear magnesium alloy wheels secured by forged alloy spinners
- Avon dry (slick), Avon rain (treaded), or Dunlop Post Historic intermediate tyres recommended

Engine Requirements

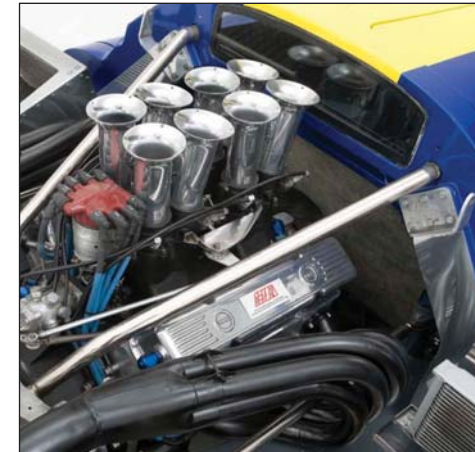
- 5.0-litre Chevrolet V8 small-block engine (not supplied) needed to comply with relevant regulations
- Cast iron block mated to cast alloy cylinder heads (cast iron heads no longer available) (not supplied)
- Lucas mechanical fuel injection or Weber IDA carbs to customer choice (not supplied)

Engine Ancillaries

- Exhaust system of four primary pipes/4-into-1 collector/tail pipe each side exiting lower transom panel
- Dry sump engine oil system (not supplied) with fabricated aluminium alloy tank in right side torsion box
- Twin engine oil coolers fed by three-stage external engine oil pump through stainless steel braided hose
- Front-mounted alloy core (copper optional) radiator fed by NS4 alloy flow/return pipes and header tank
- Car delivered with all fluid systems checked for leaks but not filled

Transmission

- Hewland LG 600 cast magnesium alloy gearbox casing with five forward speeds plus reverse
- Custom cast aluminium alloy bell housing
- Changeable ratios, hypoid spiral bevel crown wheel, and pinion driving Powerflow limited slip differential
- Triple-plate cintred 7.25" clutch with lightweight flywheel and ring gear for step-down electric starter
- Clutch activated via hydraulic slave cylinder and adjustable push rod from master cylinder
- Original sliding-spline Hooke-jointed drive shafts replaced by CV-jointed splined shafts
- External gearbox oil cooler supplied



Lola T70 Mk3B Race Wins 1969-1971

Year	Country	Series	Circuit	Event	Drivers	Other notable drivers who raced the T70 Mk3B:
1969	USA	WCM	Daytona	Daytona 24 Hours	Mark Donohue/Chuck Parsons	
	GB	national	Snetterton	Guards Trophy	Paul Hawkins	
	GB	national	Thruxton	Embassy Trophy	Brian Redman	<i>Jean-Pierre Beltoise</i>
	F	national	Montlhéry	Coupe des Etats-Unis	David Piper	<i>Bob Bondurant</i>
	F	national	Dijon	Criterium de Dijon	Paul Hawkins	<i>Ronnie Bucknum</i>
	GB	national	Oulton Park	Tourist Trophy	Trevor Taylor	<i>John Cannon</i>
	F	national	Montlhéry	Grand Prix de Paris	Jo Bonnier	<i>Chris Craft</i>
	D	national	Norising	200 Miles	Brian Redman	<i>Andrea de Adamich</i>
	D	national	Hockenheim	Solituderennen	Hans Herrmann	<i>George Eaton</i>
	F	national	Magny Cours	Trois Jours de Magny Cours	Ronnie Peterson	<i>Howden Ganley</i>
	GB	national	Thruxton	Kodak Trophy	Denny Hulme	<i>Peter Gethin</i>
	GB	national	Oulton Park	Gold Cup	Frank Gardner	<i>Masten Gregory</i>
	S	national	Karlskoga	Swedish Grand Prix	Brian Redman	<i>Mike Hailwood</i>
	A	national	Innsbruck	Preis von Tirol	Frank Gardner	<i>Masahiro Hasemi</i>
	ZA	Springbok	Killarney	Cape Town 3 Hours	Frank Gardner/Mike De'Udy	<i>Herbie Müller</i>
	MZ	Springbok	Lourenco Marques	Lourenco Marques 3 Hours	Frank Gardner/Mike De'Udy	<i>Jackie Oliver</i>
ZW	Springbok	Bulawayo	Bulawayo 3 Hours	John Love	<i>Mike Parkes</i>	
ZA	Springbok	Pietermaritzburg	Pietermaritzburg 3 Hours	John Love	<i>Jackie Pretorius</i>	
1970	F	national	Montlhéry	Grand Prix de Paris	Richard Attwood	<i>David Prophet</i>
	F	national	Dijon	Criterium de Dijon	Richard Attwood	<i>Carlos Reutemann</i>
	F	national	Montlhéry	Coupe de l'ACF	Teddy Pilette	<i>Johnny Servoz-Gavin</i>
	P	national	Vila Real	Vila Real 500KM	Teddy Pilette/Gustave Gosselin	<i>Nino Vaccarella</i>
1971	F	national	Montlhéry	Grand Prix de Paris	Bob Wollek	<i>Reine Wisell</i>

Contact Information

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