



Our passion is classic competition cars

1967 - Lola T70 Mk3



Make:	Lola
Model:	T70 Mk3
Year:	1967
Chassis Number:	SL73/114
Drive:	RHD
Competition Ready:	Yes
FIA HTP:	Yes
Interior Color:	Grey/Black
Exterior Color:	Red with White Stripe
Price:	P.O.A.

Key Features

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Description

This Lola T70 Mk3 was born as a Mk3 spyder and has excellent US race history (see History below) and continuous ownership. Restored with interchangeable spyder and coupe body (change takes 1 day). Being able to race the car as both a spyder or a coupe provides quite different racing experiences ! The car has a state-of-the-art Marcowici-Wenz built Chevy 5.7 liter dry-sump engine mated to a freshly rebuilt Hewland LG-600 gearbox. KONI adjustable shocks, dual fuel tanks, etc.. SL73/114 is totally race-ready and well proven as it raced successfully in 2011 and 2012. Its last outing was in the 2012 CER round at Imola and the 2012 LeMans Classic where it did not miss a beat ! In addition to being race-ready, this mighty and gorgeous T70 comes with its spyder body with mounting frame and instructions, a very extensive spares package, history paperwork, lots of in-period pictures and its current FIA HTP.

History

SL73/114 was delivered new to Carroll Shelby at the beginning of June 1967 and was quickly sold to Peyton A. Cramer, Shelby's former racing manager, along with chassis SL73/115. Cramer, with Peter Revson as a partner, formed the Dana Chevrolet Racing team which was based at South Gate in Southern California. The purpose of Dana Chevrolet was to offer high performance versions of the '67 Camaro with 427ci engines and just about anything else the customer wanted. To publicise the new company, Dana Chevrolet went Can-Am racing with Dick Gulstrand as manager, Revson in SL73/115, and Lothar Motschenbacher in SL73/114. Fitted with a Bartz tuned 365ci 5.9 litre Chevrolet V8 and painted red with a white centre stripe, the cars first race in the Can-Am with Motschenbacher was at Road America in September '67, where after a steady but reliable race, he finished 9th. Lothar followed this up with a well-earned 5th at Bridgehampton and then picked up another 9th place finish, this time at Mosport Park. At Laguna Seca for the fourth round of the series, Lothar retired after 51 laps when the oil pressure disappeared. The LA Times GP at Riverside didn't offer much luck, with Lothar finishing a lowly 15th after a troubled race, and in the final Can-Am race of the season at Las Vegas he spun out on lap 39 with a puncture. Dana Chevrolet's season had started out on a promising note with two new cars and two very capable and quick drivers, but as the season wore on early expectations of good results faded away. There was no doubt that Dana Chevrolet were the quickest of the private entries, and that Revson in the sister chassis the quicker of the two drivers often outqualifying Lothar and running ahead of him in the race. But Peter only finished once whereas Lothar only retired twice. What really hindered the team's chances though was a certain amount of jealousy between the crews and drivers. Neither of the crews, nor the drivers would share set-up information and by the season's end both drivers were complaining of poor preparation. At the end of the year, Cramer sold off both cars. SL73/114 was bought by Brad Dunn, a club racer from Texas who qualified for the US Champions at Riverside in 1968 but retired after

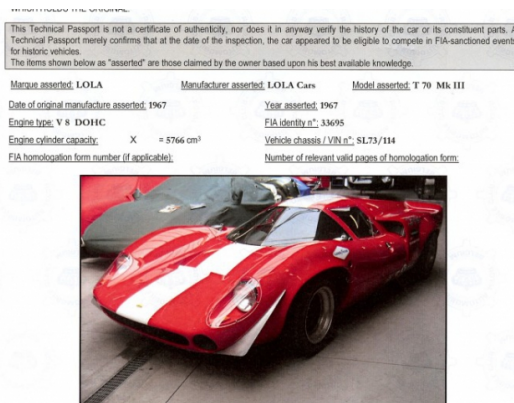


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only one lap. Brad raced the car in minor club events until it was sold in 1975 to Display Cars of Los Angeles, a promotional company. The by now refurbished car was used only for display purposes. In 1979, Lola T70 specialist Mac McClendon bought the car and stored it for more than 25 years. During his ownership, the bodywork, engine, transaxle, radius rods and other minor suspension parts, were used in other cars. In 2007 SL73/114 was sold to the current owner who in 2009 commissioned Mac to restore the car. By January 2011, the restoration was completed with SL73/114 once again in its original Dana Chevrolet racing livery.

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





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