

# SCALE PLANS

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## THE LOLA 70 MARK III GT (1967)

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*At the Racing Car Show held in London in January 1963, the Lola GT proved to be the star attraction. It was this car in which the Ford Motor Company later took an interest, and which eventually formed the basis and the origin of the whole Ford GT racing programme. When the 1967 Racing Car Show opened, Lola Cars Ltd. had on display their latest creation — The Lola 70 Mark III, and this, like their 1963 exhibit, proved to be the center of interest.*

*The Mark III Lola is a development of the T70 sports-racing car that was introduced in 1965 (described and illustrated in the September 1965 issue of MODEL CAR & TRACK) and is now in its third year of competition. John Surtees' successes in the 1966 Can-Am series with a T70 has proven beyond a doubt, the machine's considerable potential. The latest Lola creation is a further development of the highly successful T70 and it retains many of the latter's characteristics. It is however, adaptable for either Group 7 two-seater racing, or the Group 6 Prototype class — A dual purpose Lola, catering for Europeans who want to use it in Group 6 events during the European season and then enter the Can-Am series; it is also highly suited for Americans who want to run at Daytona and Sebring and then compete in the big sports car events. Full instructions, detailing all the necessary steps to be taken in the conversion from open body to the coupe version, or vice-versa, are supplied by Lola Cars Ltd.*

*The coupe version is depicted in the accompanying plan drawings and its sleek shell was evolved by designer Eric Broadley in conjunction with Peter Jackson of Specialised Mouldings Ltd., following extensive wind tunnel tests. Jackson is an expert in forming glass fibre bodies and he has built up a sizable business which concentrates on this type of construction for competition cars. In fact he now produces virtually all the glass fibre, racing shells used by the specialist manufacturers, and it was largely due to him that the racing world turned from aluminum to glass fibre. His success in this field is due to the fact that he turns out top-quality*

*work, which he is equipped to carry out in a hurry, and he has always stressed the safety of glass fibre over aluminum in the event of an accident*

*Broadley's original scheme for the T70 Mark III shell was interpreted by Jackson's stylist and a quarter-scale model was made. This was then scaled up and a full size body produced, thus saving a considerable amount of time. The resulting shell is clean and impressive in appearance. Front and rear sections are formed in one piece and are carried on outrigger frame extensions from which they are quickly detachable by four Pip pins for the front, and six for the back, after the wiring has been unplugged, giving access to front and rear suspensions and the engine at the rear.*

*Two roll bars support the center section of the body, one of which is slightly behind the driver's head and the other in front of him, and these also serve as mounting points for the gull-wing doors. The big windshield is steeply raked and curved, and flows smoothly into the top of the body which is carried in a graceful line back horizontally to the sharply chopped off "Kamm treated" tail with a moulded-in spoiler on top. A vertically mounted spare wheel is accommodated behind the transmission, and over the latter the luggage compartment is located, requirements necessitated by the regulations for Group 6 cars which has resulted in the coupe version of the Mark III being some 8 inches longer than the open car. The aerodynamic shape of the coupe bears a distinct basic family resemblance to the original Lola GT of 1963.*

*Layout of the chassis consists of a floor, two box side members housing fuel bags, a box member with an open side in front and two bulkheads in the rear situated behind and in front of the engine. Foam plastic is used at various points to form a sandwich for stiffening purposes and the whole chassis is an extremely rigid and light structure. Greater use of aluminum alloy has been made in the development of the T70 chassis which has lightened it considerably.*

*Similar to the sports-racing layout the suspension system is*



## A look at England's latest "Big Bore" contender

conventional with double wishbones and co-axial coil-spring damper units at the front. At the rear a similar wishbone layout is employed with spring damper units and twin radius rods located at their forward ends to the bulkhead fitted in front of the engine.

12-1/2-inch disc brakes are incorporated front and rear, and these are deeply dished to bring them out into the airstream. Vented discs are used in order to increase pad life during long distance races. The road wheels on the Mark III Lola are of cast magnesium, and have a 15 inch rim diameter with 8 inch rim widths at the front and 10 inch at the rear to carry 10-60 x 15, and 12-00 x 15 Firestone tires. Tread widths of these tires are 7 inches on the front and 9-1/4 inches on the rear.

The Lola will accept a variety of different engine/transmission combinations. For the Group 6 type of event, which includes Daytona and Sebring, Lola Cars Ltd., recommend the 333 cubic inch Chevrolet built up by Ryan Falkner of Los Angeles. This engine has been developed in close cooperation with Eric Broadley over the last two years and is a "compromise" unit giving 460 bhp at 6200 rpm. Four Weber 48mm down-draught carburetors are mounted on a light alloy manifold. Wet sump lubrication is employed, using a high capacity oil pump. An alternative engine is the new Aston Martin 5 litre V-8 which is reputed to give about 450 bhp.

At the time of writing the Lola Mark III has yet to prove its potential in competition. It made its racing debut fitted with an Aston Martin engine, at the Nurburgring, for the 1000 Kilometres race on May 28th, 1967. Driven by John Surtees/David Hobbs, but was eliminated quite early in the event when the rear suspension collapsed. Two fuel-injected, Aston Martin-powered Lola Mark IIIs appeared at Le Mans. The first was driven by Surtees/Hobbs and the second by Chris Irwin / Peter de Klerk. After completing three laps, Surtees coasted into the pits and retired with a broken piston. On the eighth lap Irwin brought the second Lola-Aston into the pits for fuel pump and plugs to be

changed. Work on the car took over half an hour but it eventually got back into the race, only to retire soon afterwards when the crankshaft damper broke up.

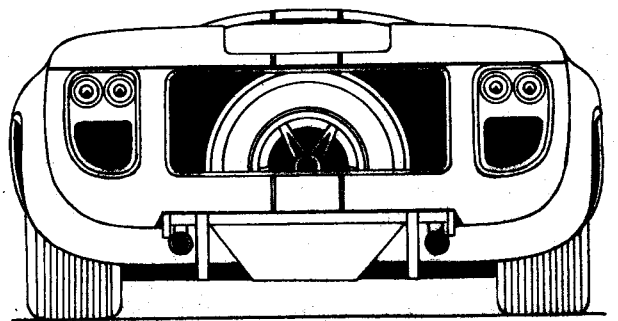
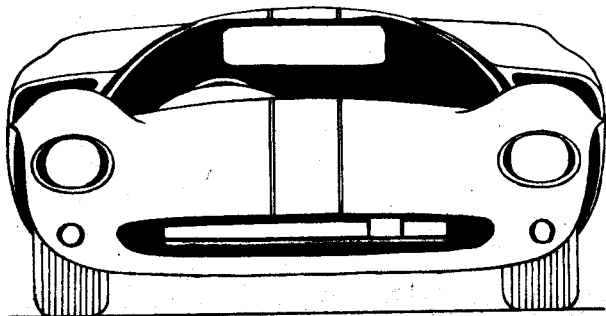
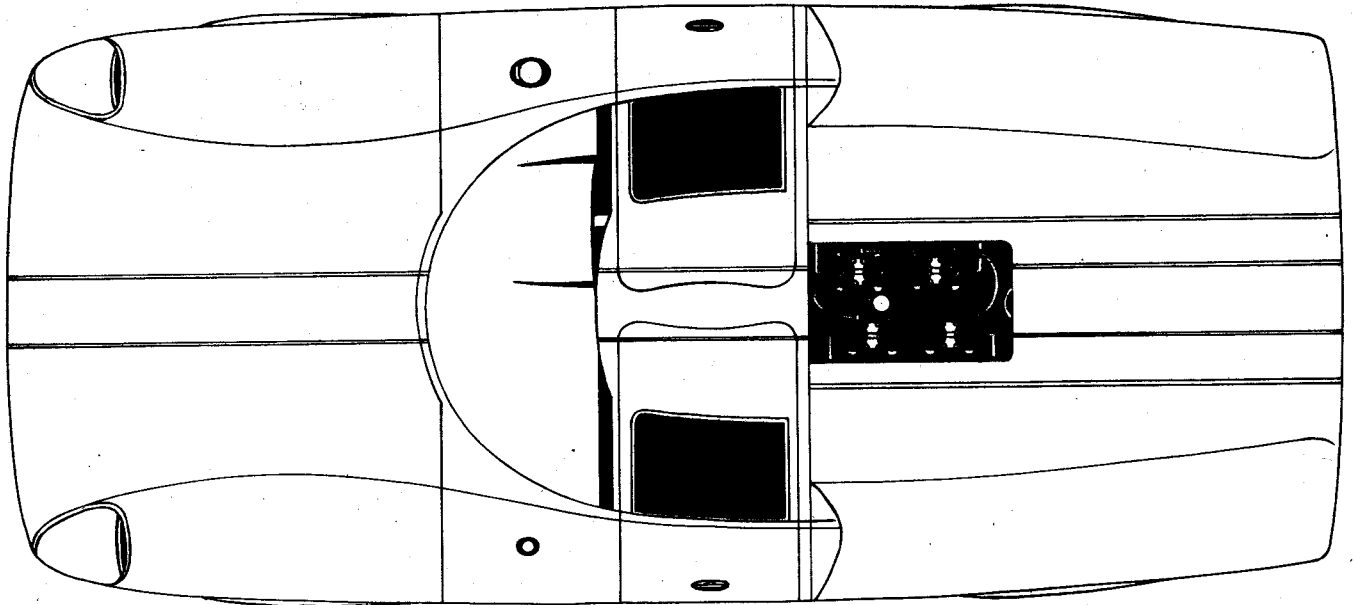
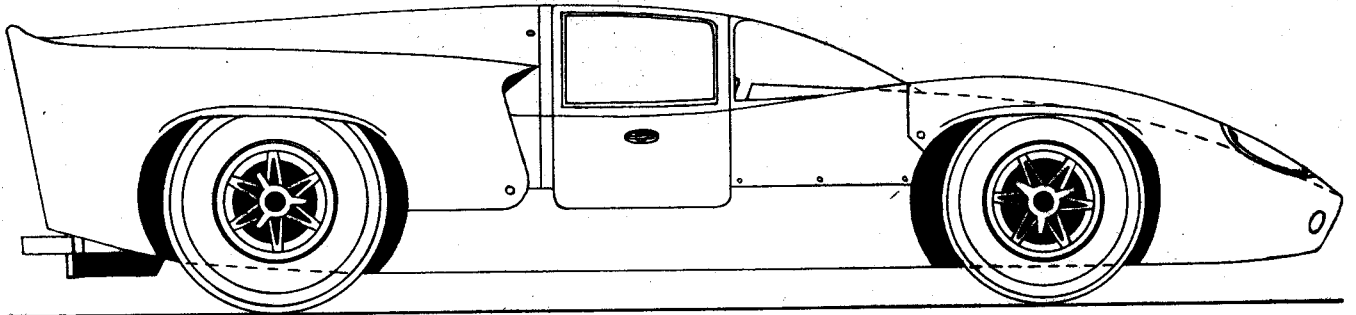
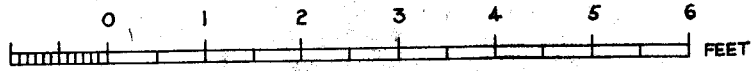
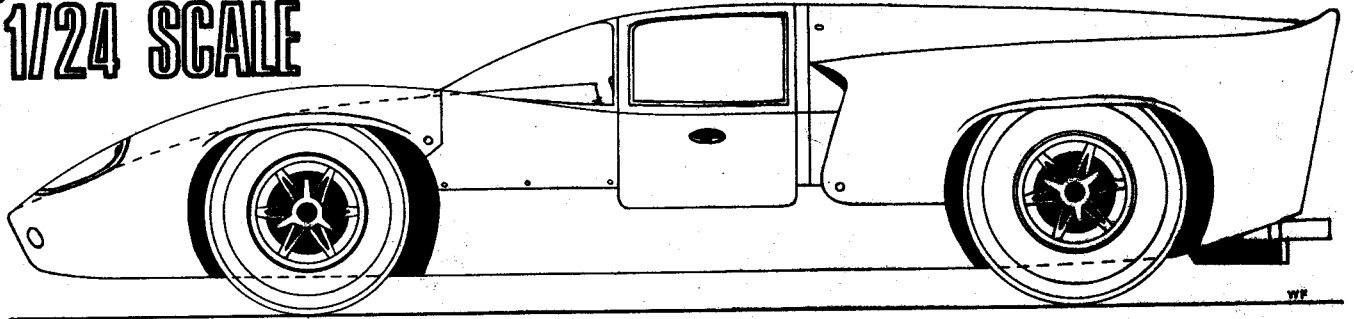
Among the entries for the Rheims 12 Hours race held on June 24th/25th, were four Lola-Chevrolets driven by Hawkins / Epstein, Surtees / Hobbs, Hulme / Gardner and deUdy/Dibley. The Hawkins, Surtees, and Hulme cars, in that order, put up the fastest times in practice, and for a period during the race itself they completely dominated the opposition. However, the de Udy/Dibley car, with Dibley at the wheel, was forced to retire during the hours of darkness due to a failure of the taillights. Surtees went out with a broken crankshaft and the Hawkins car's engine separated from the clutch bell housing.

This left the Hulme/Gardner car in the lead, but trouble was to strike at this machine also — The center of the crankshaft pulley was found to be gouged out and deUdy's car was robbed for the repairs which took 40 minutes to carry out, dropping the car down to seventh place. Later it was re tired from overheating and misfiring.

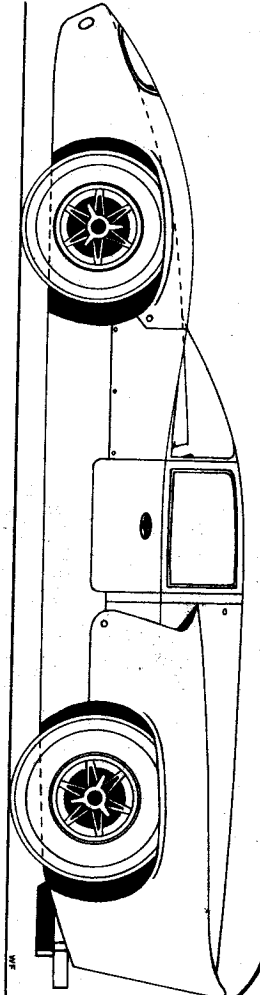
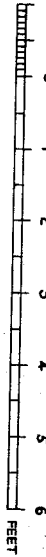
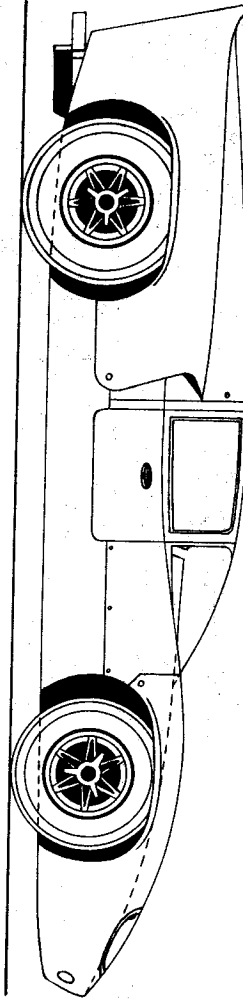
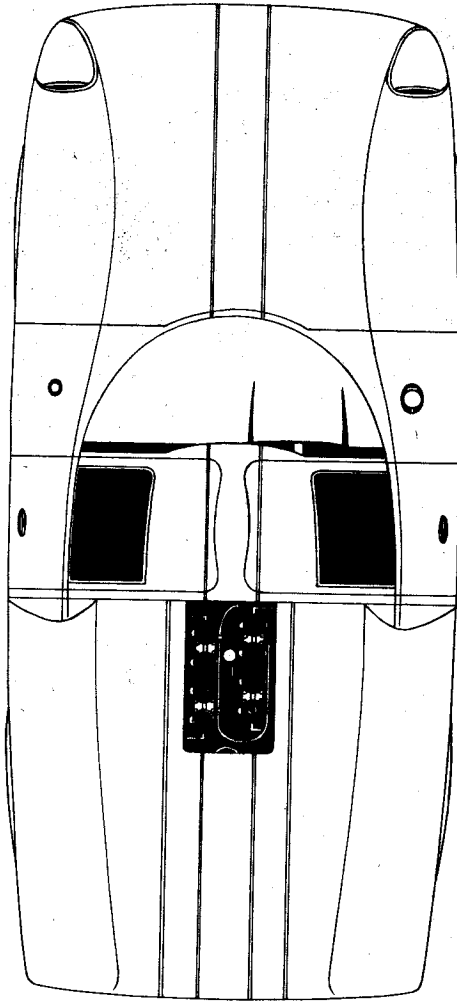
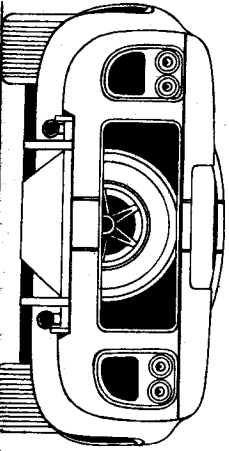
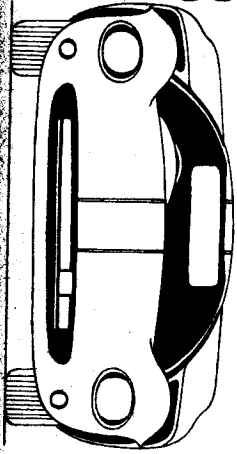
It would therefore appear that considerable work lies ahead before the Mark III can be considered reliable. The potential is there however, and it can be only a matter of time before this fine machine becomes a decided threat to the other contenders.

Despite the setbacks of the prototype, the Lola 70 Mark III GT has caught the enthusiasm of the British slot racing fraternity. Soon after its introduction, glass fibre and vacuum-formed acetate 1/32 scale shells became available, and in this scale it has become one of the most popular GT models in Britain. A number of beautifully finished miniature replicas of the car have been seen in action on model car circuits and some of these, powered by Pitt man 196B motors, are very impressive. In model form the Mark III is scoring a number of victories, a trend that will no doubt be followed in due course in the realm of full scale!

1/24 SCALE



# 1/32 SCALE



## Essential Prototype Dimensions:

Wheelbase: 7' 11"

Front and Rear Tracks: 4' 10"

Overall Length: 13' 9"  
approximately

Overall Width: 6' 2"

Overall Height: 3' 2"

Wheels and Tires:

Front: 10.60 x 15

Rear: 12.00 x 15

# HO SCALE

