

# LOLA T70 MKIII

**1:12** IDENTICAL  
SCALE

Length—350mm  
Width—152mm  
Height—83mm

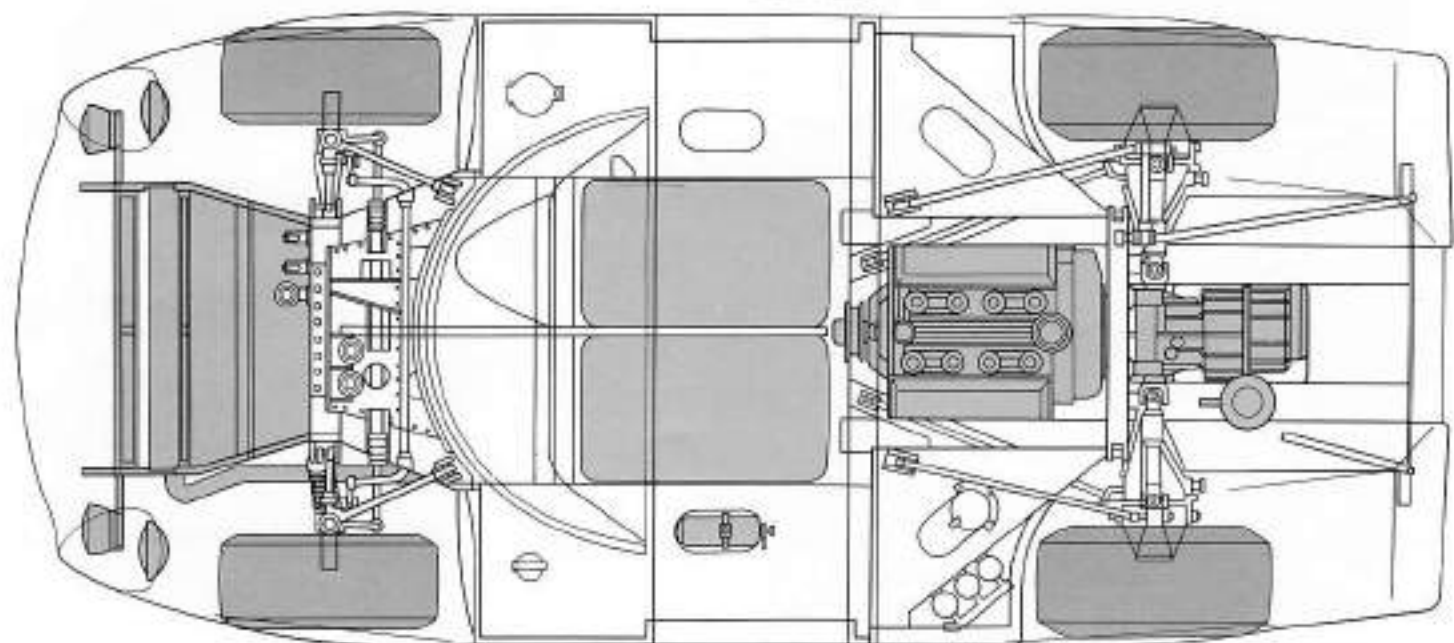
SUPER DETAILED CHEVROLET V-6 ENGINE  
REALISTIC ACTION OF FRONT & REAR SUSPENSION  
STEERABLE FRONT WHEELS  
SEMIPNEUMATIC RUBBER LUG TIRES

**BIG  
SCALE 6**



**TAMIYA**  
DAIWA PLASTIC MODEL CO.  
4770 MIDLAND BLVD. EVANSTON, ILL. U.S.A.

ITEM 12015



# LOLA T70 MKIII

## First Victory:

On February 2nd 1969 at 3pm the Daytona 24-hour race, the first of the 1969 Manufacturer's Championship races, came to an end. The winner was the privately entered Lola T70 MkIII B, driven by Mark Donohue and Chuck Parsons. This result was completely unpredicted, particularly as the works Porsche team had entered no less than five 908s. Two Ford GT 40s were also entered and these seven cars were clear favourites for at least the first six places; the Fords more so, in view of their having been the top car the year before.

As for the Lola, it was questionable whether it would even finish, let alone win. The Lola MkIII, although extremely fast, had shown poor staying power in races, particularly over long distances. In short races, however, it had achieved many victories since its introduction in 1967, but generally speaking it was a disappointment. The Mark III B, developed from the Mark III, had its first race at Daytona and naturally outdistanced everybody by its victory.

The race was a really tough battle. Out of 62 starters, only 25 finished. The favourites, the



Ford GT

Fords and the Porsches all dropped out due to accidents and breakdowns. Even the winning Lola had 31 pit stops and a lot of time was wasted on running repairs. However this win was highly significant after the Lola's previous unfortunate record.

## Erick Broadley and the Lola:

Lola is a small company making racing cars in England. The founder and designer is Eric



Lola T70 MkIII B

Broadley. It is located in Slough, some forty kilometers west of London where other prominent companies in car racing are to be found. These include the John Wire Automotive Engineering Co., who have contributed to the successes of Ford, Porsche and Team Sestons in both Formula 1 and Can Am racing. Also Honda had their headquarters there whilst participating in F1 racing in Europe.

England is the hub of the motor racing world and there one finds some of the most famous drivers and racing car constructors. The main reasons are the great popularity of car racing amongst the public and the very large amount of amateur racing, which is also eagerly followed. These amateur meetings are very frequent and well supported all around the country. They have in the past provided the talent for professional racing, and have helped the development of many small car constructors. From these beginnings Lola emerged.

Eric Broadley built his first car in 1956 for 1170cc formula racing. Later in 1958 he built a new car and used the Coventry Climax 50HC 1.1 litre engine. This car was very successful and gave him considerable publicity. As a result he started to produce cars which he sold to amateur racing enthusiasts under the name of Lola.

But Eric Broadley wanted a still more powerful, but cheaper engine, and he found this in America, a new V8. So in 1963 the famous Lola GT appeared, powered by the Ford Fairlane V8 4.7 litre engine, which although not quite up to the performance of European engines, made up in



Erick Broadley

John Surtees

power and torque through its large capacity. It was situated between the rear axle and the cockpit. The chassis consisted of twin tubes with a box like cross section situated at both sides whilst connected by front and rear bulkheads. In short it was a twin tube of semi-monocoque construction, the first of its type produced in the world and developed by Eric Broadley himself.

The Lola GT was a sensation when it made its debut at the London Racing Car Show in 1963 mainly due to its advanced design. However, it was the Ford Motor Company who were most attracted by this machine. At that time Ford, who had a keen eye on the motor sports field, had been trying hard to buy Ferrari one of the most famous firms in this field in Italy. Reportedly, Ford had about 2 million dollars to spend on the purchase, but this came to nothing when Enzo Ferrari, president of the Italian company, stubbornly refused their offer. Ford, therefore, offered to buy the development project of the Lola GT as a whole and to develop it as a Ford machine. Lola Cars because of their expensive development costs on the Lola GT, were only too glad to accept Ford's proposal. Broadley himself joined Ford's on a one year contract. The result was the Ford GT and in 1966, it defeated the Ferraris to win the coveted Manufacturers' Championship.

## The Lola T70 Series

In 1964, Broadley, then back in England, immediately started construction of a new model and completed the Lola T70. The car made its debut in 1965 at the London Racing Car Show. The new machine was basically an improved version of the Lola GT but differed from the latter in that it had an open-top body.

Its chassis was a twin-tube monocoque construction while the engine was either the Ford V8 4.8 Litre or the larger Chevrolet V8 6 Litre engine. The T70 immediately participated in various races all over England. Powered by the large 6 Litre engine it was highly successful in view of its extremely high speed and the excellent driving of John Surtees. 1966 was also a good year for Lola. They won the U.S. Indianapolis 500-mile race in a Lola 90 using a Ford V8 4.2 Litre engine with Graham Hill at the wheel. 1966 also saw the beginning of Canam racing, a great festival of monster machines, group 7 cars, held at various circuits located in the U.S.A. and Canada. Lola entered the T70 MkIII B, an improved version of the T70 and won five out of six races in this event. Victory at any famous race assures the maker of a substantial increase in sales of their cars. Thus, more than half the participating cars at the following year's Canam Series' races turned out to be Lolas.

In January, 1967, Lola introduced a prototype sports-car, the T70 MkIII, at the London Racing Car Show. Lola planned to win the Manufacturers' Championship with this new machine. Needless to say, the machine was an improved version of the Lola T70 MkIII B. The body was

changed from an open-top to the closed-top type with a half-circle roof in compliance with FIA regulations. Lola's solid twin-tube monocoque chassis was used. A light metal tube of a box-like cross-section with a built-in fuel tank was fixed on both sides of cockpit. The twin-tube itself was connected to and fastened by four bulkheads situated respectively at the front suspension, the dashboard, the rear of the cockpit and at the rear suspension sections. It also had all round independent suspension. The front suspension was a double wishbone type using a coil-spring with a built-in damper with a torsion-bar stabilizer. Rear suspension was a so-called formula type which supported the upright with both upper L arms and lower reverse-A arms. From there, two upper and lower trailing arms were extended forward and fixed at their respective ends to the chassis in order to hold down lengthwise the movement of the wheels. Giring ventilated disc-brakes were fitted to each wheel.

Disc-brakes are commonplace equipment in present-day racing-cars but at the time these brakes were a real innovation. The disc-brake was originally developed for use in aeroplanes. It radiates little heat as compared with the drum-type brake currently used at that time. The latter loses efficiency as it radiates more and more heat. Thus, the high anti-fade feature of the disc-brake is its strong point. BRM were the first to use disc-brakes in 1961 in their P-1 car. In 1962, the Jaguar-Clype cars followed suit. Since then disc-brakes rapidly spread into other racing cars. However, demand for new and better brakes with far less heat radiation and which could stand much harder use were soon required as the speed of racing cars became faster. It was ventilated disc-brakes that appeared to meet the problem. The new brake

Front Suspension



Rear Suspension



consisted of two thin disc-boards with many small pieces inserted in between in a revolving direction just like a water mill. As the disc revolves, air is drawn into the gap between the two boards to cool the whole braking mechanism. Brake cooling is an ever present problem for the car designer. In the Lola a unique way to solve the problem was adopted: The disc was kept at just enough distance from the wheel to have a constant air-flow in between. To improve the cooling effect still further, an air duct to blow air was added. Standard engine was the Chevrolet or Ford V8. Thus any team which purchased a T70MkIII had the choice of engine best suited to its needs, which could be tuned to increase performance capabilities as required. At the same London Racing-car Show as the T70 MkIII made its debut, a V8 5 Litre DOHC engine made by Aston Martin, famous for high-class sports-cars, was also on display. The engine, using four double-choke-down draught Webber carburettors was credited with 420 horsepower. Lola's Factory team planned to have this engine mounted in its car for the Manufacturers' Championship. John Surtees was to be the number one driver for this event. Lola on this occasion, therefore, was a true British team: The machine was British-made, its engine was made by the British "Aston Martin" company and lastly, its driver, John Surtees was also British. Naturally, British racing fans pinned their hopes on this Lola trio for the Manufacturers' Championship.

#### The Lola T70MkIII on the Race Course

The first race for the T70MkIII was the Belgian Spa Grand Prix race held on May 1, 1967. This event was also called the "Spa Francorchamps 1,000km" race. The cars race around a 14.09 km circuit 71 times to complete the race. The T70MkIII equipped with a Chevrolet engine and driven by the Private team of P. Hawkins and J. Epstein made an auspicious start, by coming 4th. Despite this good beginning, however, the Lola was to have its difficulties. The Works team, then participated in the German "Nurburgring" 1,000km race. The Aston Martin engine's performance was improved by replacing the Webber carburettors with a Lucas fuel injection device. Although during practice, the Lola team came second, in the final, the car's rear suspension broke down, forcing its retirement after 8 circuits. The unfortunate Works team then entered the French Le Mans 24-hour and the British BOAC 500 mile race but failed in both, being forced to retire early in each event. That year Private teams also showed poor results. One retirement after another of both Works and Private teams at various races soon gave the Lola a poor reputation for staying power.

For the 1968 season, the T70MkIII was reclassified for Group 4 sports-car racing instead of the former Group 6 prototype sports-car class. With this re-classification, however, the Works Lola had to give up the idea of participating in later racing events. According to Group 4 rules, an engine capacity of over 5 Litres was not allowed. The capacity of the Works Lola's Aston Martin engine was slightly over 5 Litres. All later entries were therefore left to Private teams. Results during this year were worse than in the previous year. Some Private teams entered the Manufacturers' Championship, participating in ten races, but, in only one did the Lola manage to win a place. This was in the British BOAC 500-mile race where J. Bonnier and S. Azeles came in 5th.

For the 1969 season, the T70MkIII was remodelled into the T70MkIII B. This was a much improved car, even its outward appearance being better styled. This new T70MkIII B achieved its first real success at its debut in the Daytona 24-hour race. It was 6th place at its next appearance in the Italian Monza, 1,000km race, & came 5th. Later in the Belgian Spa Grand Prix, it again

came into 5th place, and in the final Australian GP event it came in second. Its overall points added up to 20, giving it third place to Porsche and Ford in the Manufacturers' championship. This result was most impressive, considering that private teams alone, working at great disadvantage against the powerful works teams, had achieved this third position and particularly forcing Ferrari into fourth place. During the 1970 season however, the Lola MkIII B has not appeared so often. Five years old now, it has been outdated by more advanced designs and is no longer really competitive. Now Lola are concentrating on developing a new Canam car. But it is to be hoped that Lola's will again in the future compete for the Manufacturers' Championship.

#### About the Manufacturers' Championship:

This championship was established for top level sports car racing similar to F-1 racing, which also has a points system covering a fixed program of races. However the Manufacturers' Championship is for the manufacturer whose car performs best over the season, while in F-1 racing the driver competes for the championship. This championship was first started in 1953 but has since undergone many changes. Its rules, too, are rather complicated. The so-called "Manufacturers' Championship" races are held in conformity to Appendix J of the International Sport Code, drawn up by the CSI of the FIA (Federation of International Automobils) as the international constitution of regulations governing sports-car racing throughout the world. Appendix J covers an enormous number of detailed rules for vehicles participating in all kinds of motor-sports races. These rules were made to do away with the handicap system, while ensuring safety and practicality. As of 1970, two championships exist under the Manufacturers' Championship.

#### The International Championship

This championship is for vehicles which come under the following designations as defined in Appendix J: The Group 5 Sports Prototype Cars (SP); the Group 5 Sports Cars (S) and the Group 3/4 Grand Touring Cars (GT).

#### The Grand Touring Car Cup

This championship is for Grand Touring (GT) cars. All races to be held under these two championships are authorized each year by the CSI and required to have either a minimum 1,000km course a minimum 5 consecutive or hours of driving. For 1970, the following 11 races have been approved by the CSI.

1. Jan. 31 - Feb. 1: The Daytona 24-hour race (to be held in the U.S.)
2. Mar. 20 - 21: The Sebring 12-hour race (in the U.S.)
3. Apr. 12: The BOAC 1,000km race (in England)
4. Apr. 25: The Monza 1,000km race (in Italy)
5. May 3: The Talga Florio race (in Sicily, Italy)
6. May 17: The Spa 1,000km race (in Belgium)
7. May 31: The Nurburgring 1,000km race (in West Germany)
8. Jan. 13 - 14: The Le Mans 24-hour race (in France)
9. Jul. 11 - 12: The Watkins Glen 6-hour race (in the U.S.)
10. Aug. 8 - 9: The CASC 6-hour race (in Canada)
11. Oct. 11: The Austrian 1,000km race (in Austria)

The first six cars at each of the above races will be credited with points as follows: First place, 9; second, 6; third, 4; fourth, 3; fifth, 2; sixth, 1. The championship is won by the car

accumulating the highest number of points over the eleven races.

A brief summary of the appendix J grouping is as follows.

Race	Manufacturers				Points
	Porsche (908/SP)	Ferrari (312P/SP)	Lola (T70MkIII B/S)	Ford (GT40/S)	
The Daytona 24-hour Feb. 1-2	4	9	—	—	—
The Sebring 12-hour Mar. 22	4	9	1	6	—
The BOAC 500 mile Apr. 12	9	2	—	3	—
The Monza 1000km Apr. 25	9	3	2	—	—
The Talga Florio May 4	9	—	—	—	—
The Spa 1000km May 17	9	—	2	6	—
The Nurburgring 1000km Jun. 1	9	1	—	—	—
The Le Mans 24-hour Jun. 14-15	6	9	—	—	3
The Watkins Glen 6-hour Jul. 11-12	9	2	—	—	3
The Austrian G.P. Aug. 10	3	—	6	—	9
Total	71	26	20	15	9
Effective Point (Best 5 races)	45	25	20	15	9

Any team with more than one car in the first six in any race is allotted points only for the car with the highest racing.

#### The Group 3/4 GT

Cars as defined under this denomination are those which have been "manufactured in small numbers to meet the customers' demand for the highest performance and comfort regardless of cost and economic evaluation". It is required that at least over 500 should be manufactured during a consecutive 12-month period (for Group 3, this number will be increased to over 1,000 from 1971) and each car must have more than two seats. In this Group, the Ferrari 275 GTB the 7 litre Chevrolet Corvette, the Honda S800 of Japan and the Fairlady Z are included. Actually it appears that this race will be for cars that are also used for private motoring on ordinary roads.

#### The Group 5S

The participating machine "should be a high-performance car fitted with equipment with which a car running on a public road is usually equipped and required to do so by law". The engine capacity is required to be below 5,000cc. It is also stipulated that over 25 should be produced during a consecutive 12-month period, each being equipped with two seats minimum. Racing cars such as the Ford GT 40, the Porsche 917, the Ferrari 512S and the Lola T70MkIII B are included in this Group.

#### The Group 6 SP:

Cars in this Group should be those "trial-manufactured racing-cars which have been especially produced for speed-and durability-races held on a circuit". Engine capacity is limited to 3,000 cc. But no other particularly stringent requirements are specified except one involving the safety of the participating car itself. Cars in this grouping include the Porsche 908, the Ferrari 312P and the Alfa Romeo T33.

#### Main Specifications of the Lola T70MkIII

Overall length:	4200 mm
Overall width:	1800 mm
Overall height:	1010 mm
Wheel-base:	2410 mm
Tread:	1470 mm (front & rear)
Weight:	855 kg
Engine:	Chevrolet V8 (OHV 5451 cc)
Carburettor:	Webber down-draught, double-choke in quadrate equipment
Maximum power:	460 HP/6300 rpm.
Maximum speed:	310 km/h + a
Transmission:	Hewland 5-speed
Brake:	Girling ventilated disc-brake.

Please read this before commencing assembly.



## CAUTIONS

- Read carefully and fully understand the instructions before commencing assembly. A supervising adult should also read the instructions if a child assembles the model.
- When assembling this kit, tools including knives are used. Extra care should be taken to avoid personal injury.
- Read and follow the instructions supplied with paints

and/or cement (not included in kit). Use plastic cement and paint only. Use them sparingly and ventilate room while constructing.

- Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.
- Remove plating from areas to be cemented.

### (READ BEFORE ASSEMBLY)

★ Study the instructions thoroughly before commencing assembly.

★ Detail painting and some decal application are called out during construction and should be done at that time.

★ Portions printed blue requires cement. Use cement sparingly and ventilate room while constructing.

★ This mark denotes colors to be applied. Paint small parts while they are still on the part tree.

### TOOLS RECOMMENDED

Plastic cement



Side cutters



Modeling knife



+ Screwdriver



Scissors



Tweezers



### 1 (Construction of cylinder block)

Make sure to attach B25 to H12 and H13 prior to assembling them. Assemble F9, H10 and H20 accordingly.

### 2 (Construction of transmission)

Assemble parts H2, H8, H25, H26 and H27 carefully referring to the illustration.

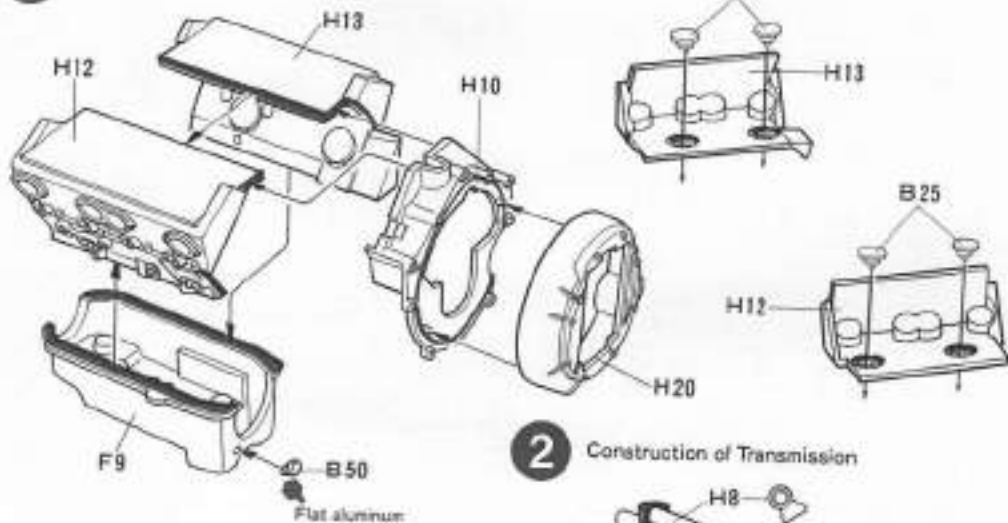
### 3 (Construction of diff housing)

First attach parts H9, H23, H24 and H19 to cylinder block, and then attach the assembled transmission. Add B29 lastly.

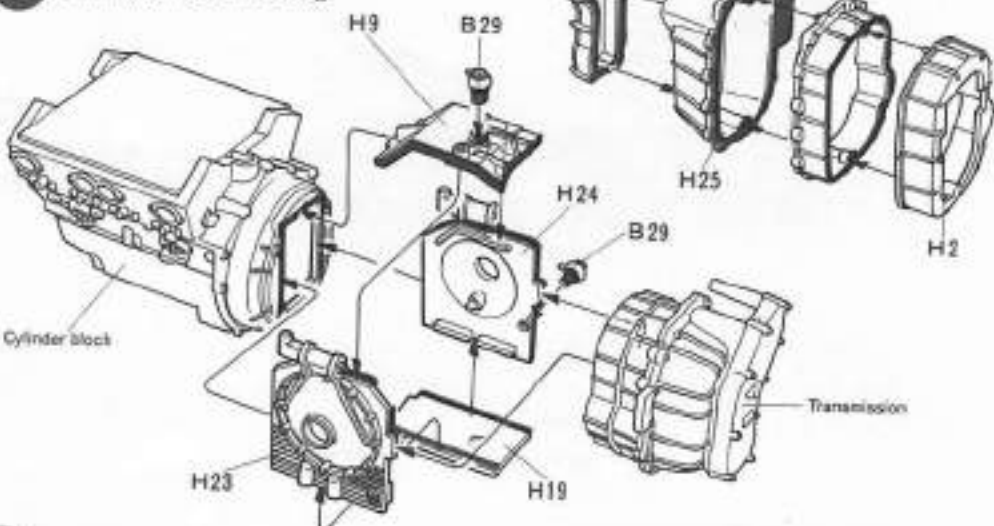
### 4 (Construction of Engine)

Construct the engine front part first.

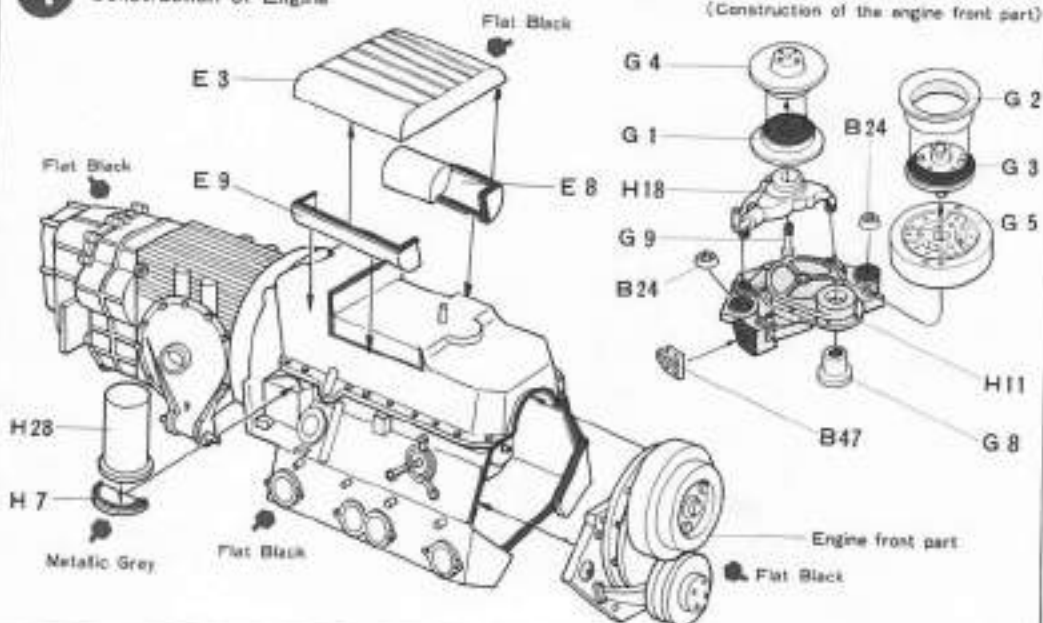
### 1 Construction of Cylinder Block



### 3 Construction of Diff Housing

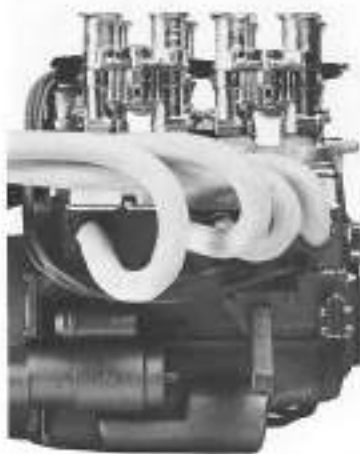


### 4 Construction of Engine



**5** (Fixing of Plug Cord)

Cut Plug Cord into four 155mm-long pieces. Bend these pieces as shown in the diagram right, and fix them to F4. Insert the other end of the plug cords into the cylinder block as shown at ③. H16 & H17 look alike. Make sure of their shape.

**6** (Construction of Rocker Covers)

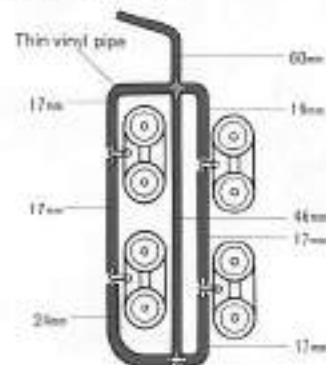
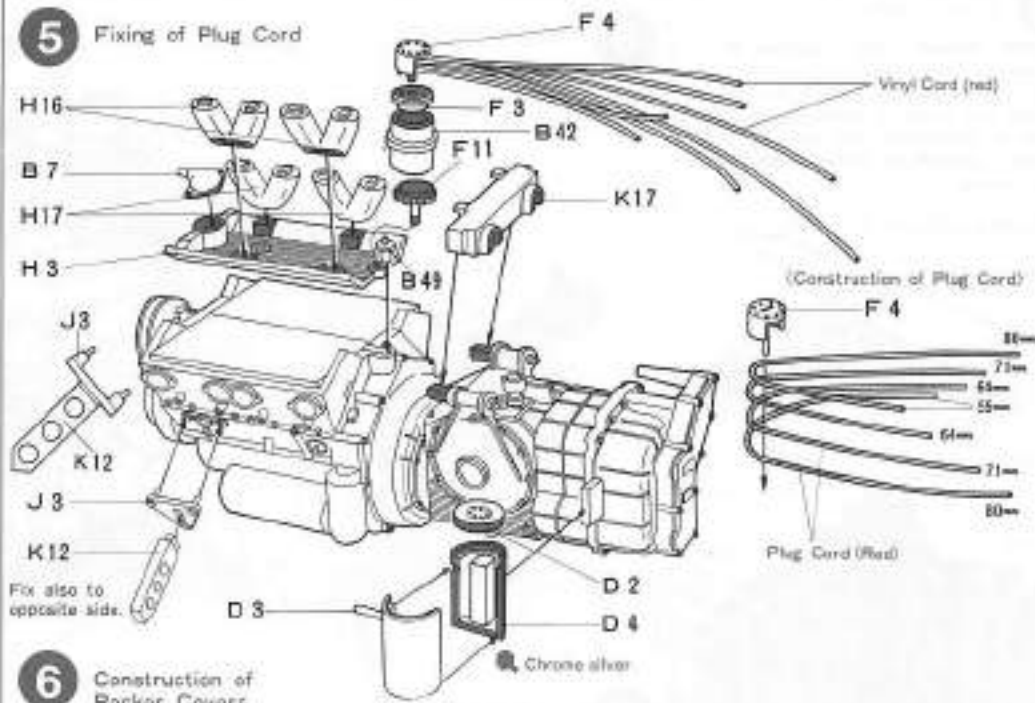
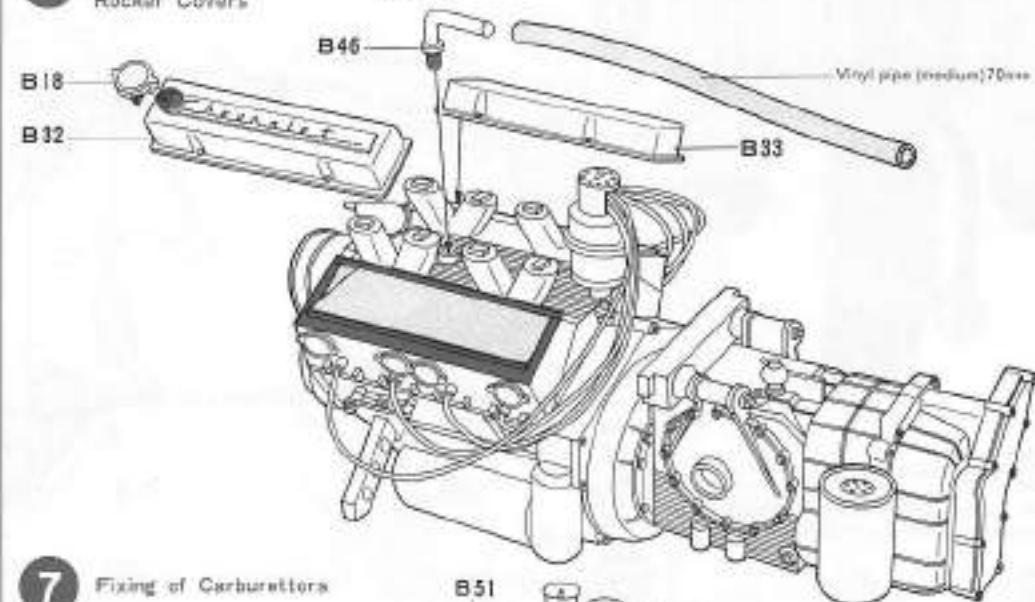
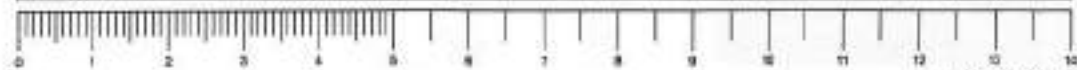
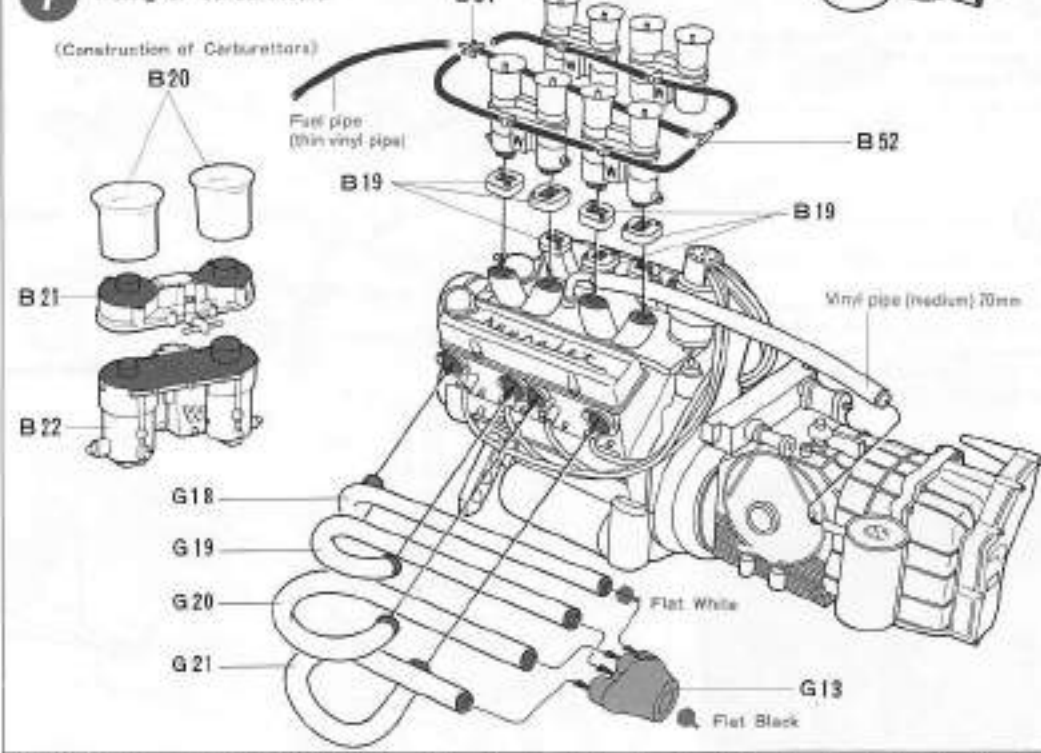
Cement B32 & B33 to the engine. Attach 70mm long medium vinyl pipe to B46 and cement this in position.

**7** (Fixing of Carburetors)

First construct four sets of Carburetors and cement them onto the engine. Next cement Exhaust Pipes onto the engine and cement each set of four to G13.

Cut Vinyl Pipe to the length as shown in the figure below, and fix each pipe with connecting parts to Carburetors.

(Wiring of Fuel Pipe)

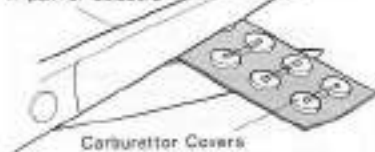
**5** Fixing of Plug Cord**6** Construction of Rocker Covers**7** Fixing of Carburetors

### 8 (Fixing of Mufflers)

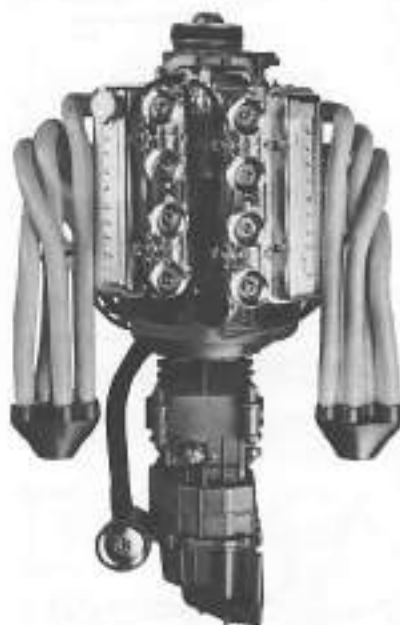
Gather Exhaust Pipes together by cementing them to G12. Cut out Carburettor Covers from the sheet with a pair of scissors, and fix them to Carburettor (they are used to protect carburettors. Removed while the car running.)

(Cutting out Carburettor Covers)

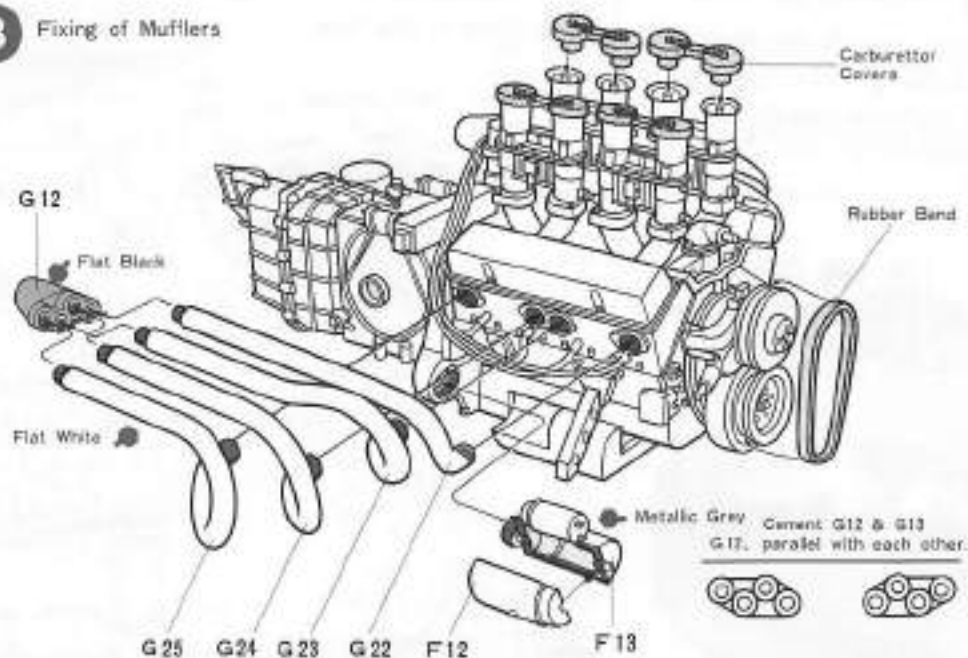
A pair of scissors



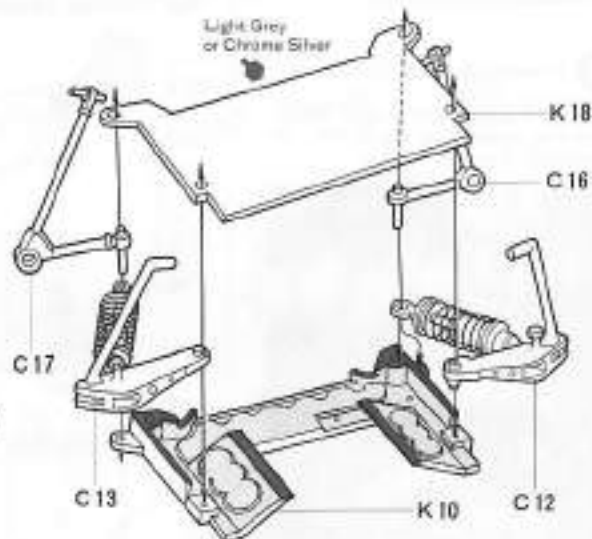
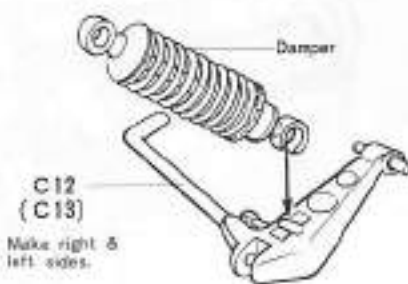
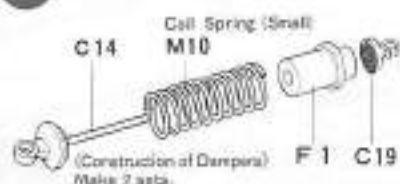
Carburettor Covers



### 8 Fixing of Mufflers



### 9 Construction of Front Bulkhead



### 9 (Construction of Front Bulkhead)

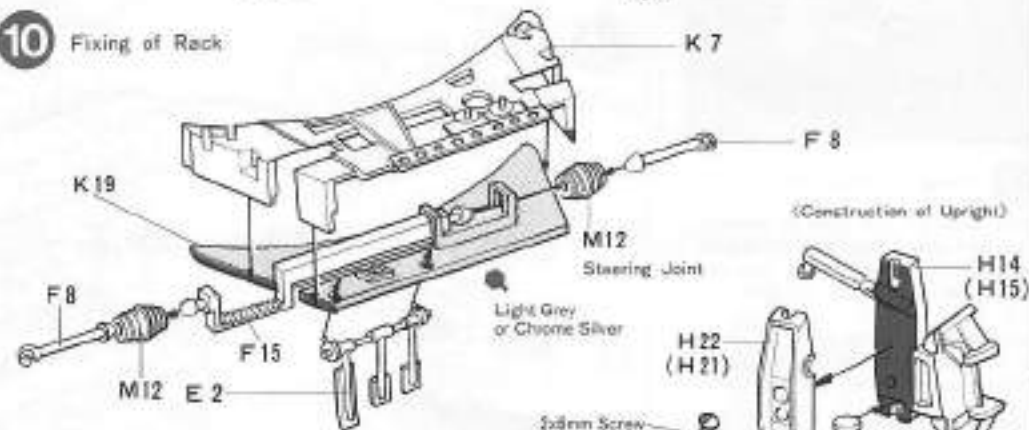
Hold the pre-assembled Front Dampers by cementing K18 & K10 together.

### 10 (Fixing of Rack)

Fit F15 in K19, and fix Steering Joints to both ends of F15. Then fix F8 to Steering Joints.

Note: Make sure that F15 slides smoothly prior to assembly.

### 10 Fixing of Rack



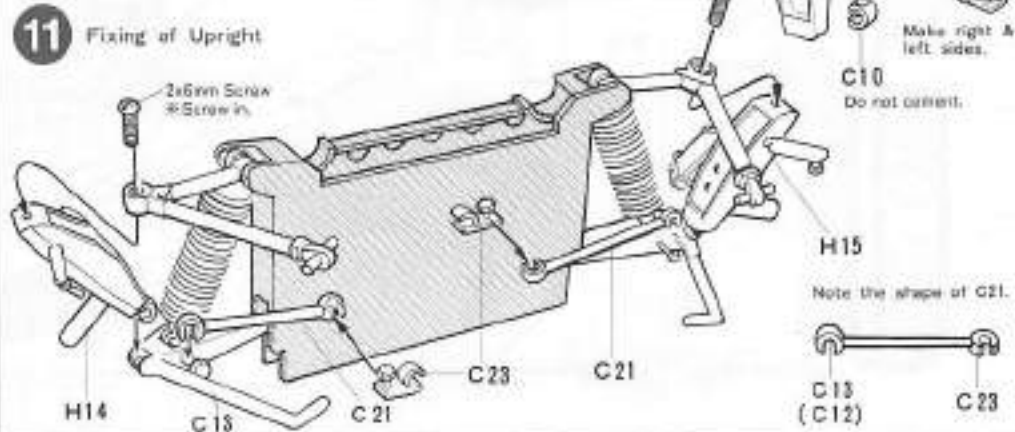
### 11 (Fixing of Upright)

When you construct Upright, do not cement C10.

And when you fix Upright, fix with 2x6mm Screw. Take enough time to dry the cement before fixing.

Fix C23 to C21 and fix to C12(C13). Note the direction of C23.

### 11 Fixing of Upright



**12** (Fixing of Bulkhead)

Fix the pre-assembled Bulkhead to the body.

**13** (Fixing of Stabilizer)

Pass B8 through K15 & K16 and cement to K7.  
Cement B15 to D18, and D11 & D13 to the places as shown in the figure.  
Pass B8 through C23.

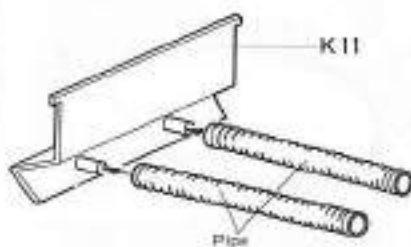
**14** (Fixing of Lead Arm)

Fit K14 to the pins of Upper Wishbone and cement K14 to the body.  
Fix F8 to H14.

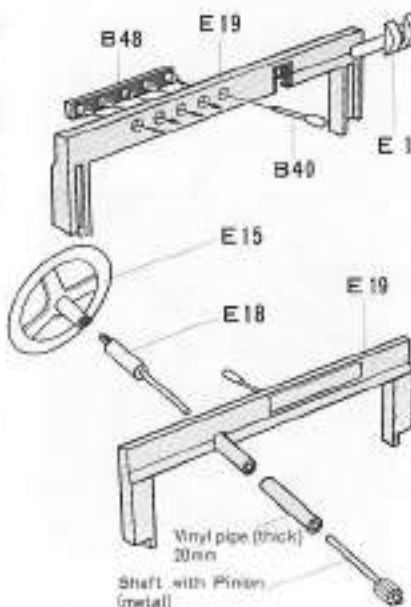
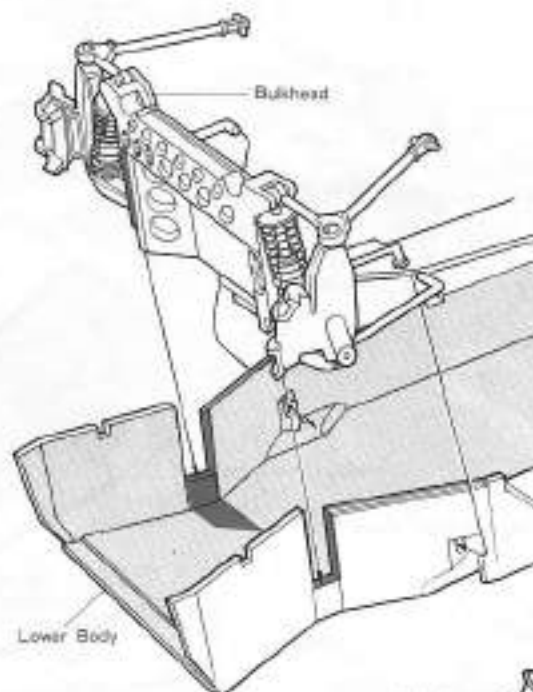
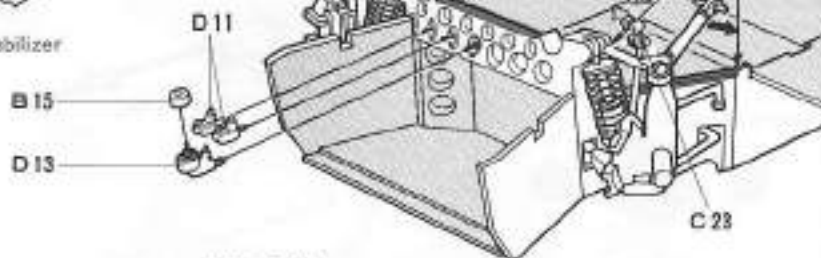
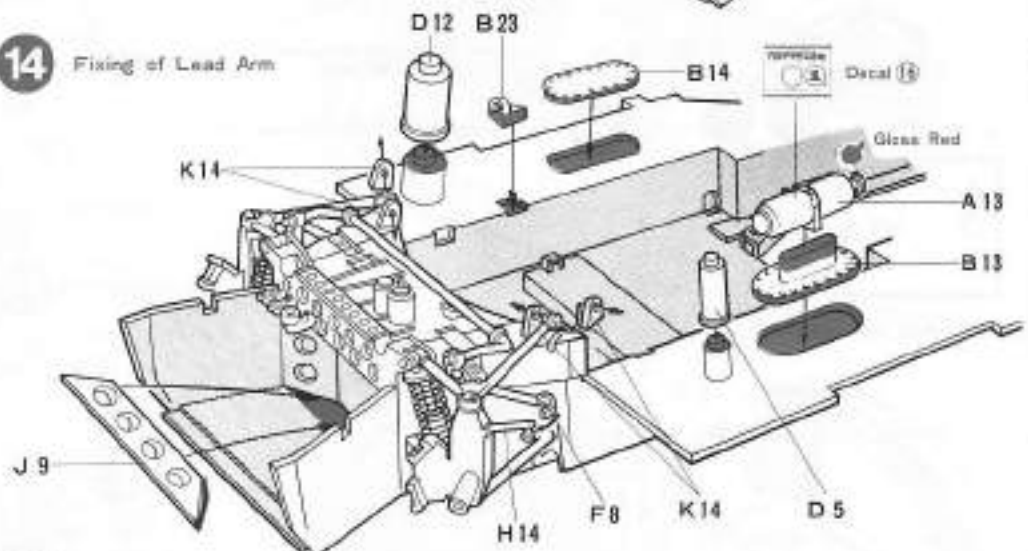
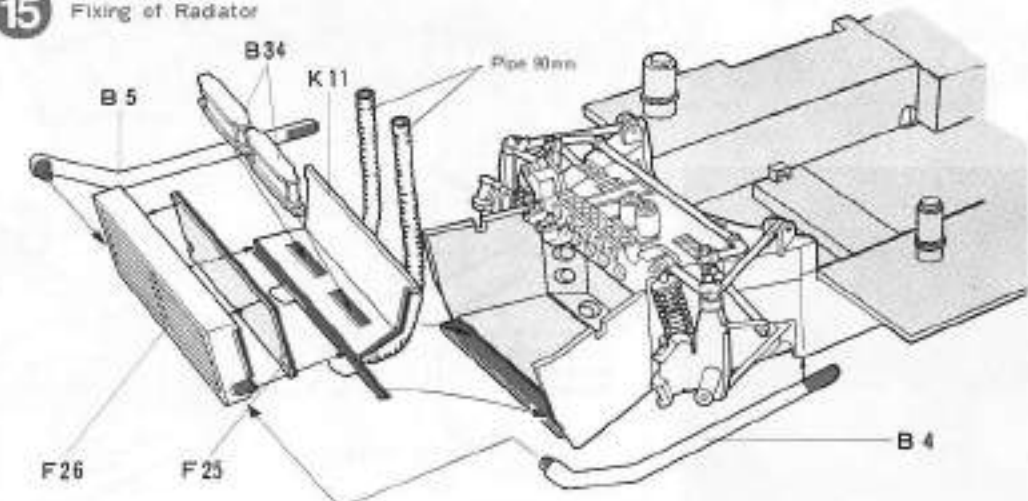
**15** (Fixing of Radiator)

Attach Pipes referring to the following figures. Cement B34 to K11, and cement them to the body.  
Cement F25 to Radiator F26, and cement them to K11.  
Also cement B4 & B5 to the round groove in the lower body.

(Fixing of Pipe)



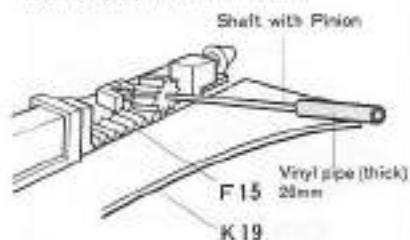
(Construction of Cockpit Bulkhead)

**12** Fixing of Bulkhead**13** Fixing of Stabilizer**14** Fixing of Lead Arm**15** Fixing of Radiator

### 16 (Fixing of Chassis Frame)

Cement K13 to the body first, and then cement Cockpit Bulkhead. When cementing Cockpit Bulkhead, be sure to engage rack-and-pinion as shown in the diagram below.

(Connection of Rack and Pinion)



### 17 (Fixing of Fuel Tank)

Assemble fuel tanks and fasten them together with cellophane tape until cement has cured.

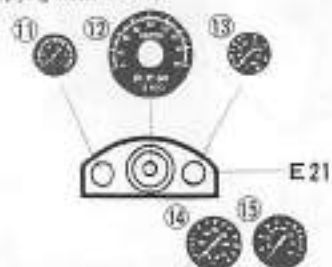
### 18 (Construction of Body Center Part)

Apply decals as shown below. Also apply decal to E10 as shown in the figure prior to fixing it.

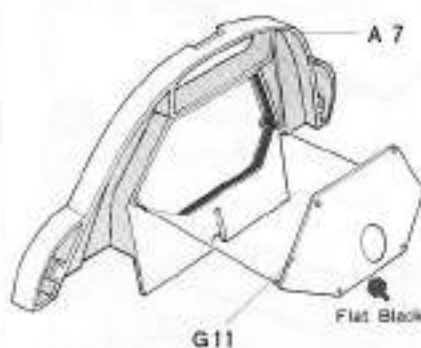
Pass Shift Rod E16 through Bulkhead and cement E17 to it and fix in position. Lastly, cement the completed Central Body to Fuel Tank.

Temporarily secure using cellophane tape etc.

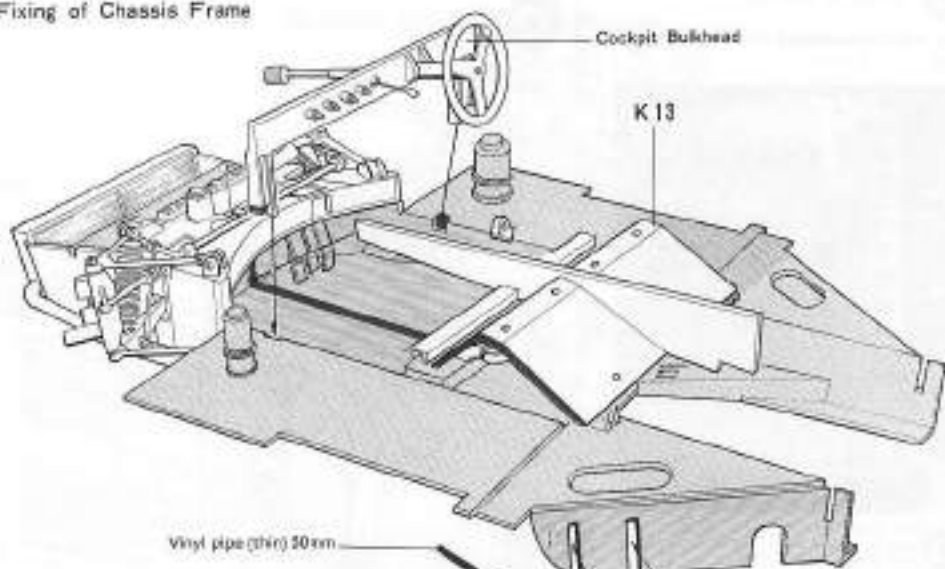
(Applying meter decals)



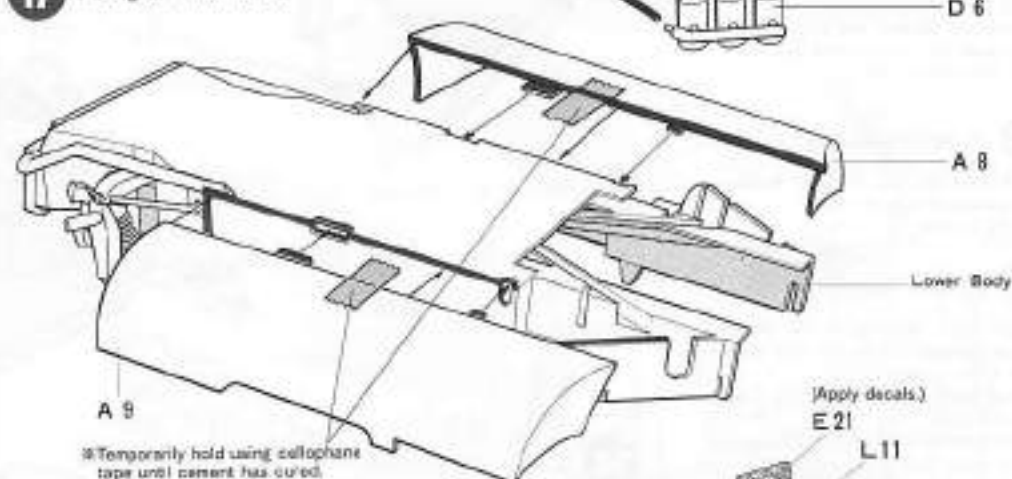
(Fixing of Body Bulkhead Parts)



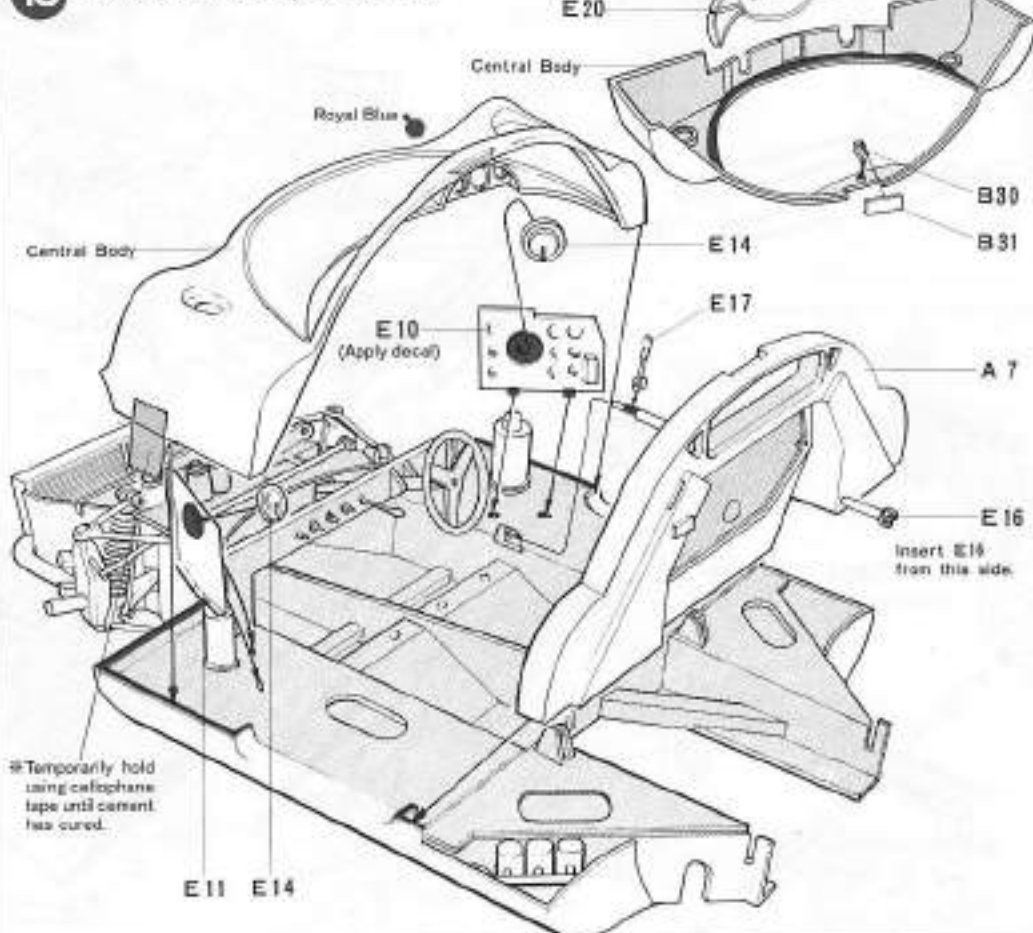
### 16 Fixing of Chassis Frame



### 17 Fixing of Fuel Tank



### 18 Construction of Body Center Part





**19** (Construction of Doors)

First assemble right and left Doors. Make sure that inner Door Handles operate well. After cementing Hinges B10 & B9 to Doors, cement E6 and A2 together putting pins of Hinges in between. Take enough time to dry the cement on Hinges.

**20** (Fixing of Doors)

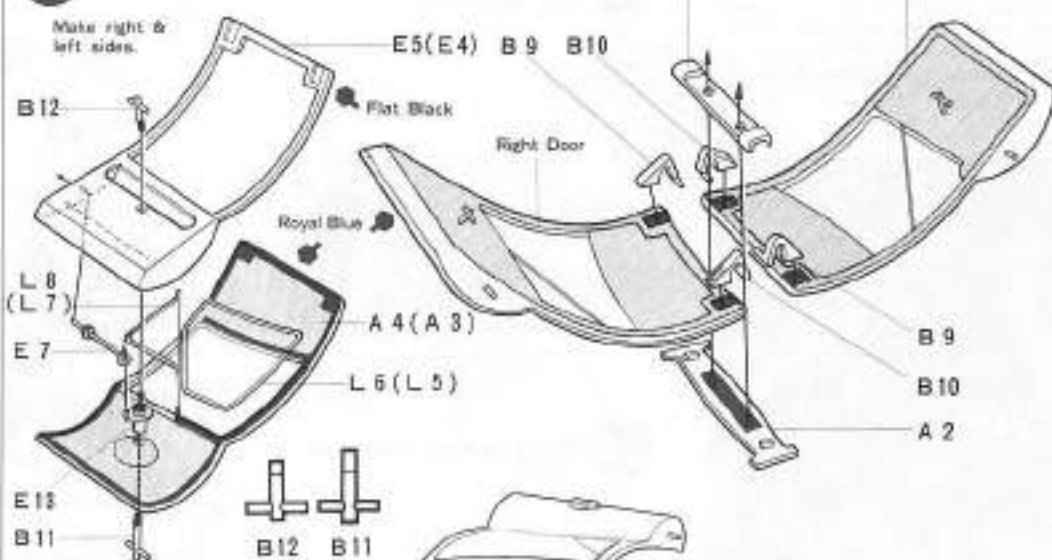
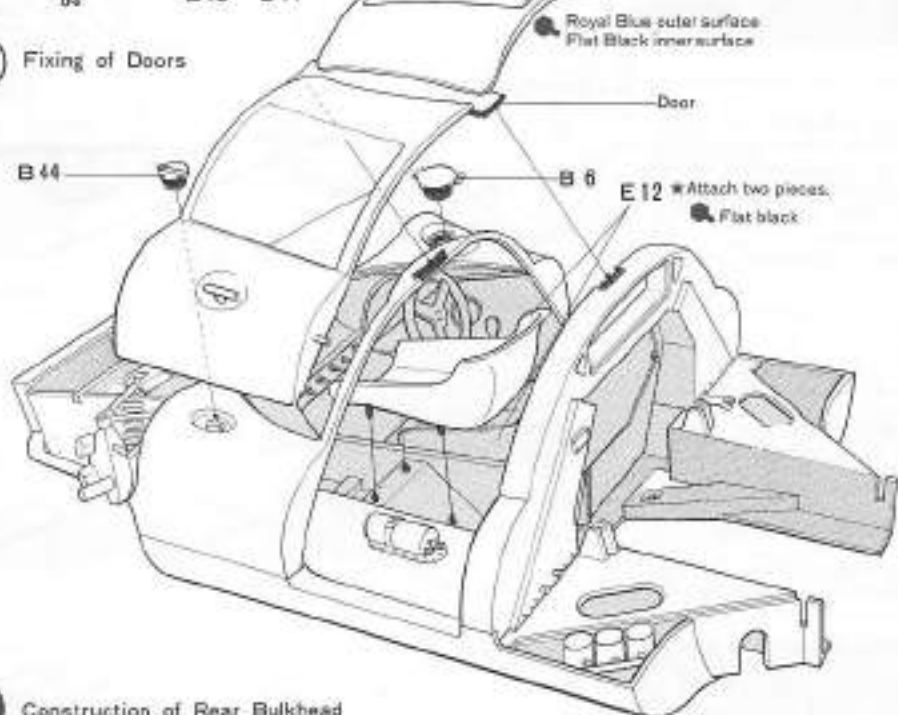
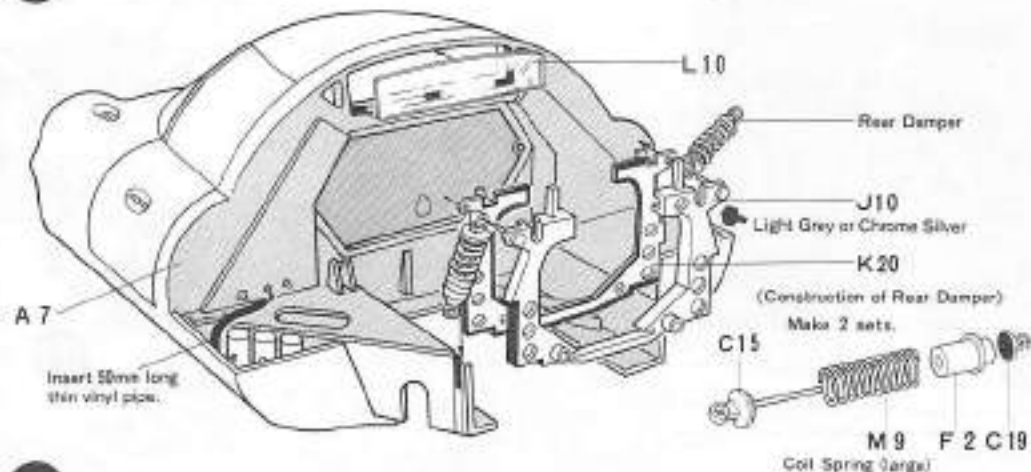
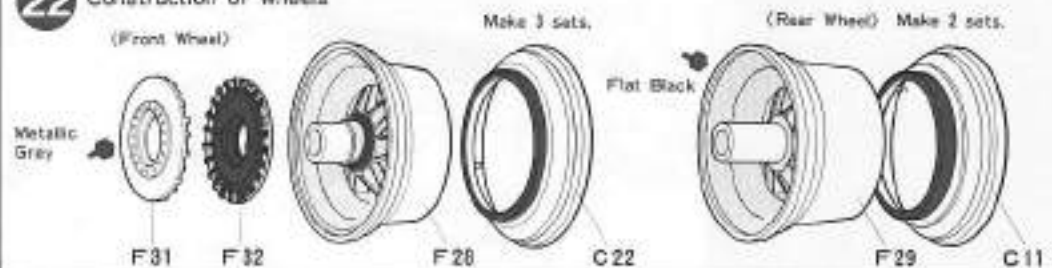
Cement A2 to Central Body and Bulkhead A7. Note the shape of both ends.

**21** (Construction of Rear Bulkhead)

First construct Rear Damper. Next fit C15 of Rear Damper to the pins of J10 and cement to the body with K20. Attach Vinyl Pipe to center pin of A7. Be careful not to cloud Transparent Part L10 with cement. Take care in assembling.

**22** (Construction of Wheels)

Make sure of numbers of wheels, front and rear. Assemble three front wheels and two rear wheels.

**19** Construction of Doors**20** Fixing of Doors**21** Construction of Rear Bulkhead**22** Construction of Wheels

**23** (Construction of Rear Suspension)

Assemble Disc F31 & F30, and cement Rear wheel and the round holes of F30 together. Make sure of preventing cement overflow. Cement Disc Caliper H1 to H5(H4).



**24** (Fixing of Rear Suspension)

Insert C8(C9) to Bulkhead and fix rear damper to C8(C9). Cement Reservoir Tank C3, C4, and C2 together and fix to the body by cementing the fixing pin on C4. Next cement J4 & J5 to the chassis as shown in the diagram. Temporarily fasten C7 to upright using cellophane tape.

**25** (Fixing of Lower Radius Rod)

Fix Lower Radius Rod C1 to C9 & C6, and cement A11 & A12 from upside.

**26** (Construction of Drive Shaft)

Make sure that part has no flash (excessive plastic) on its cementing area, and construct Universal Joints.

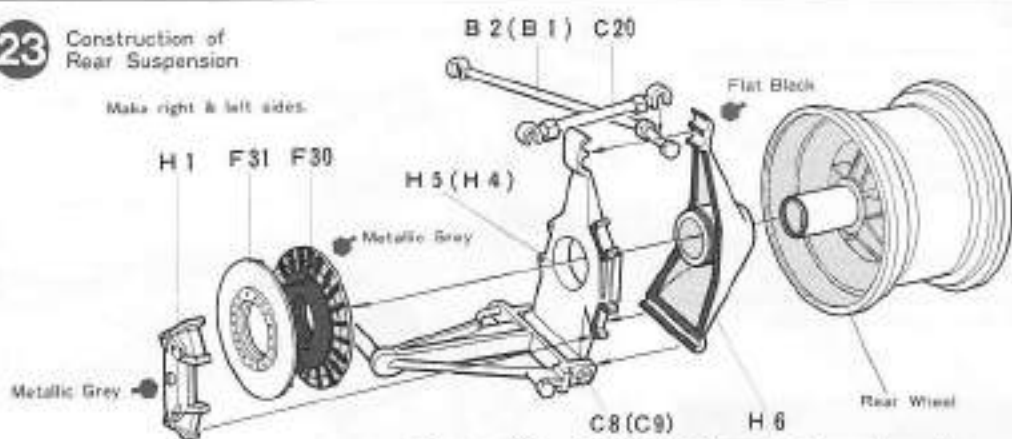


**27** (Construction of Tail Pipe)

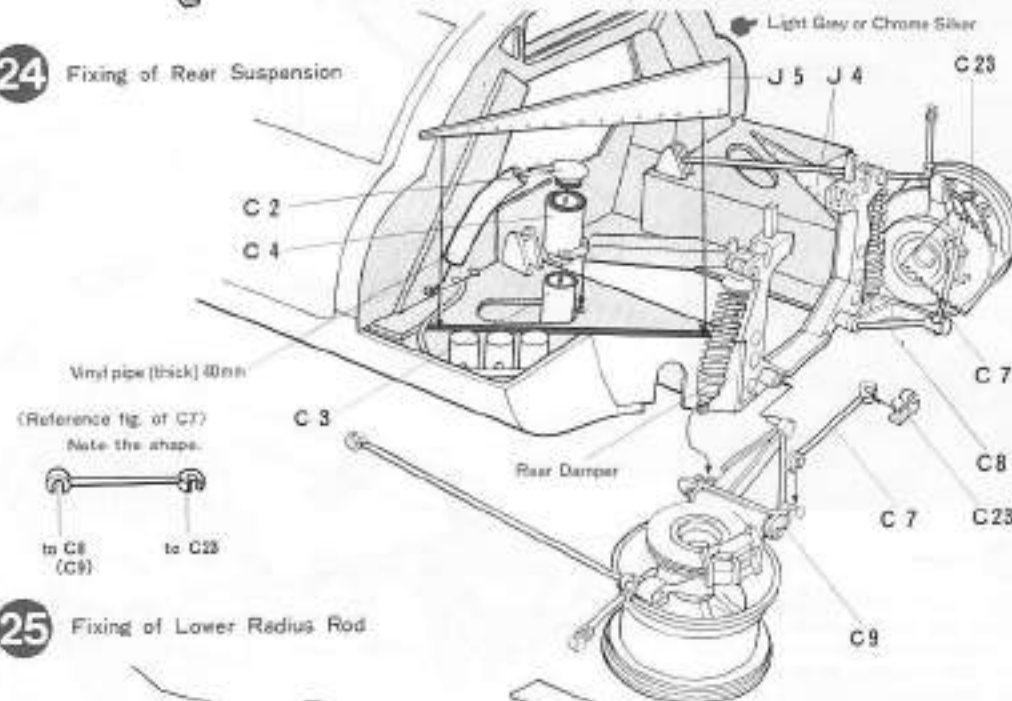
Construct right and left Tail Pipes. Scrape off the surplus cement after the cement has dried up.



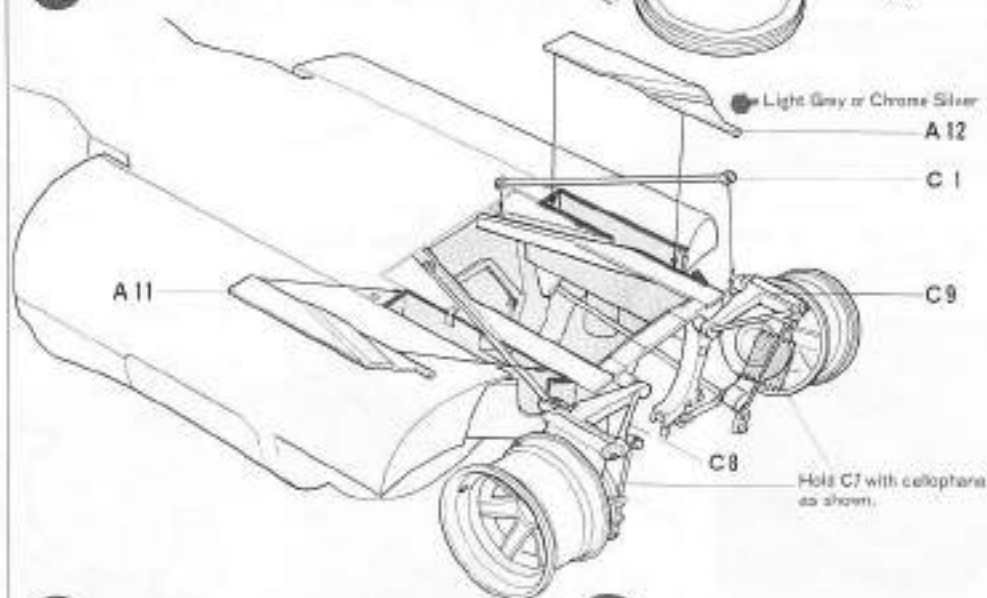
**23** Construction of Rear Suspension



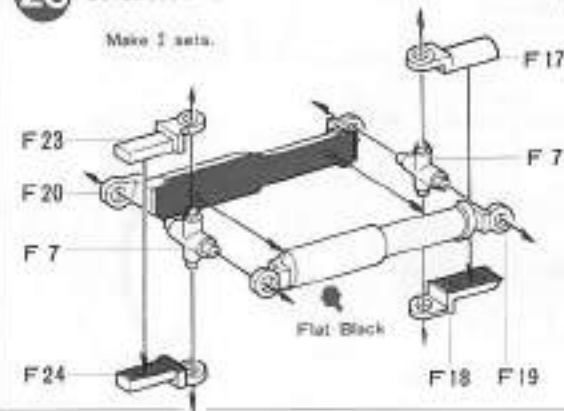
**24** Fixing of Rear Suspension



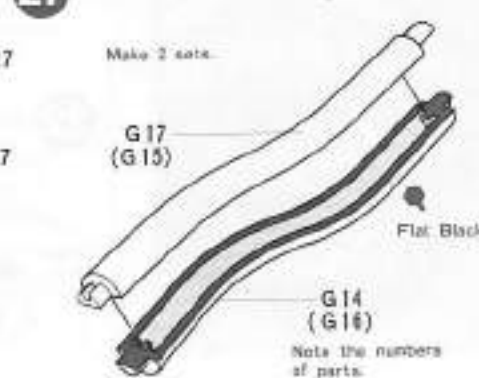
**25** Fixing of Lower Radius Rod



**26** Construction of Drive Shaft



**27** Construction of Tail Pipe

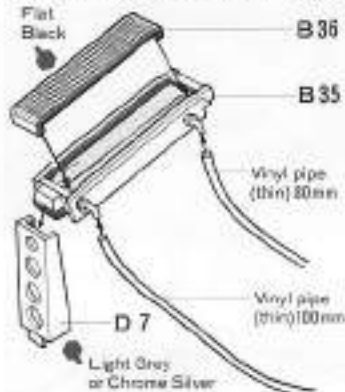


**28** (Fixing of Oil Cooler)

Construct Transmission Oil Cooler and attach thin vinyl pipe cut to the specified lengths.

And construct Oil Tank D8, D9, and D10 together and cement Cap B45. Next attach Oil Cooler and Spare Tyre Trunk as shown in the right figure.

(Construction of Transmission Oil Cooler.)

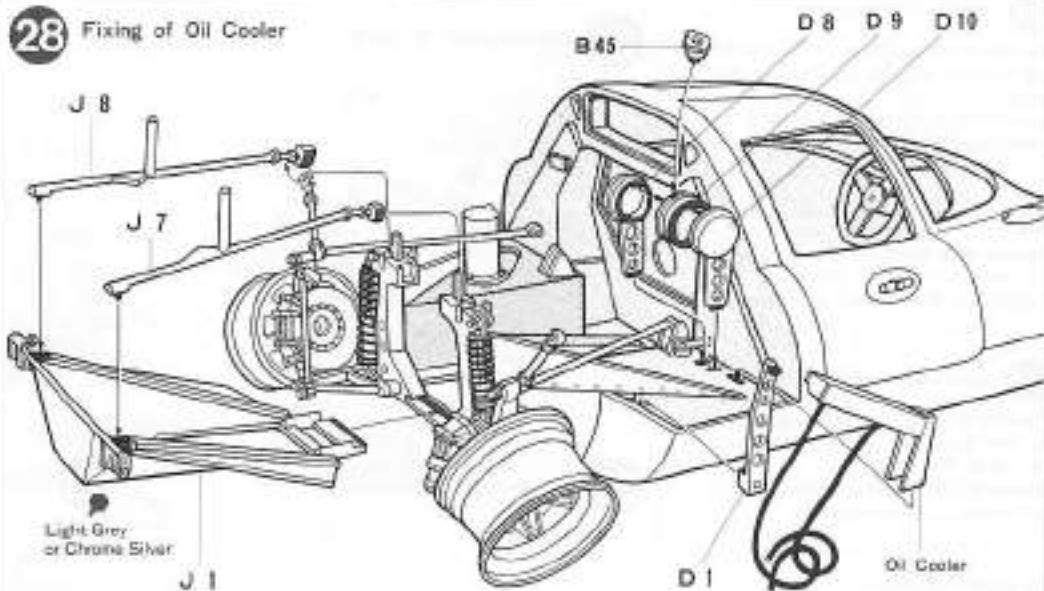
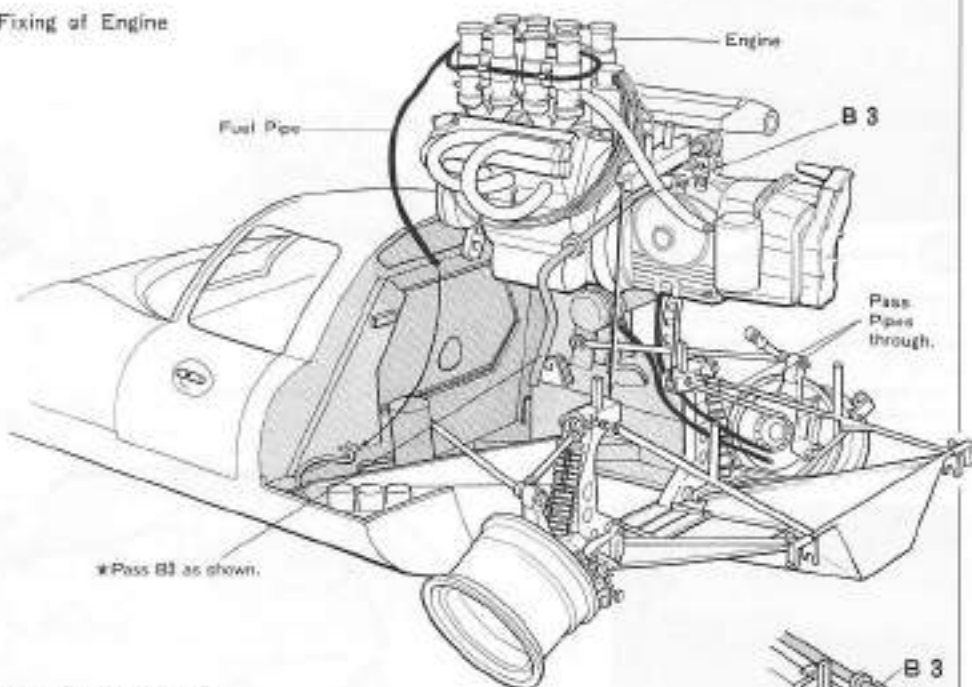
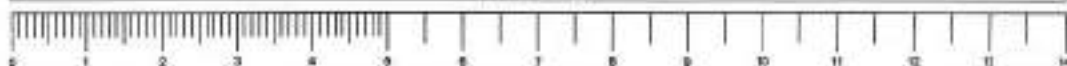
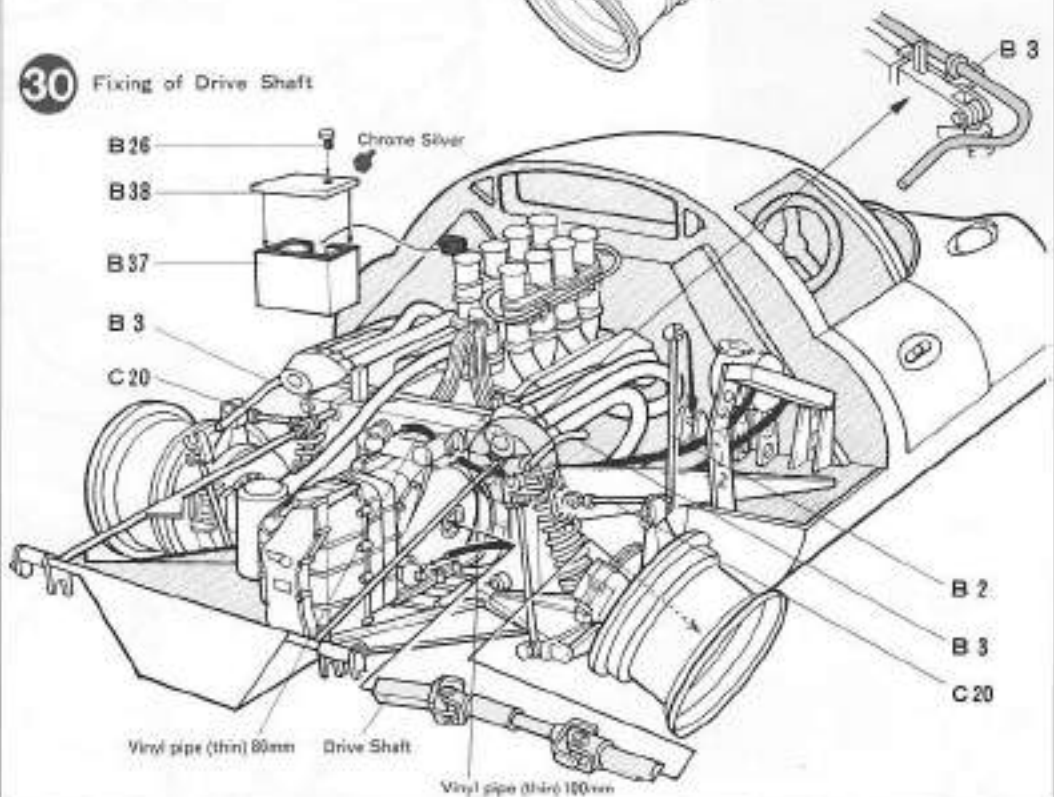
**29** (Engine Installation)

Engine can be removed. Install it without cement.

Attach Fuel Pipe to the pins on Bulkhead. Pass Vinyl Pipe for Oil Cooler as shown in the figure.

**30** (Fixing of Drive Shaft)

Insert Drive Shaft and fix B2 & C20 in position as shown in the figure. Attach the pipe from Oil Cooler to the pin on B26 fixed to Transmission. Cement B38 & B26 to Oil Tank B37, and cement this to Bulkhead. Make sure that Stabilizer B3 is fixed in position.

**28** Fixing of Oil Cooler**29** Fixing of Engine**30** Fixing of Drive Shaft

### 31 (Construction of Jack)

Put K1 in K9 first. Pass K4 through K2 and hold K9 with K8 as shown in the figure.  
Cement K3 & K1 to Jack, and fix K8 without cement.

### 33 (Construction of Front Parts)

Cement Wire Cloth to F14 and cement this assembly to A10. Fix Small Light Lens L4 to B17 without using cement.

### 34 (Construction of Front Cowl)

Fix M18 to A5(A6) before cementing them to Front Body. Next cement A10, B27, A5, and A6 to Front Body.  
Remove "LOLA" emblem on the outer surface of the front body prior to painting.

(Direction Indicator)

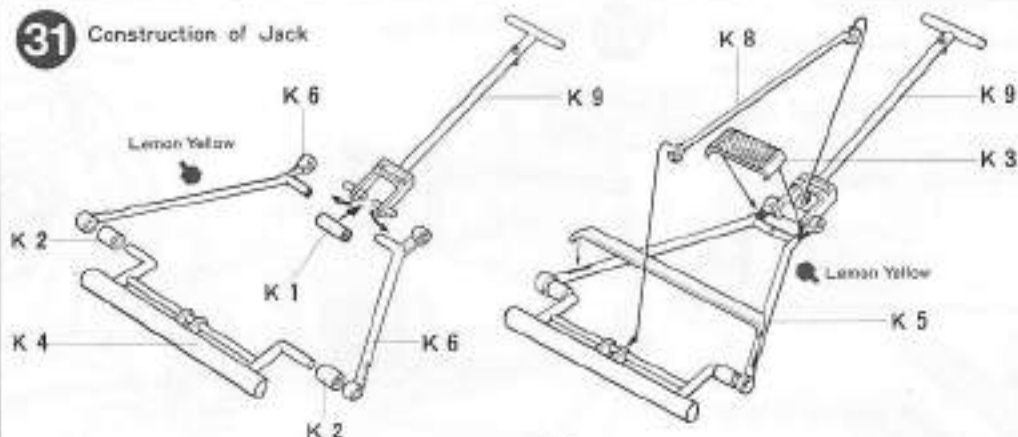


### 35 (Construction of Rear Cowl)

Cement J13 & J14 to Rear Body. Hinges J13 & J14 should be cemented with sufficient cement to both sides and take enough time to dry the cement.  
Paint outer tail lamps with Clear Red, and inner lamps with Clear Orange.

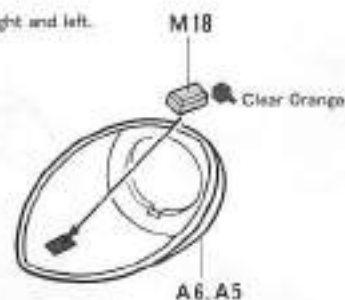


### 31 Construction of Jack

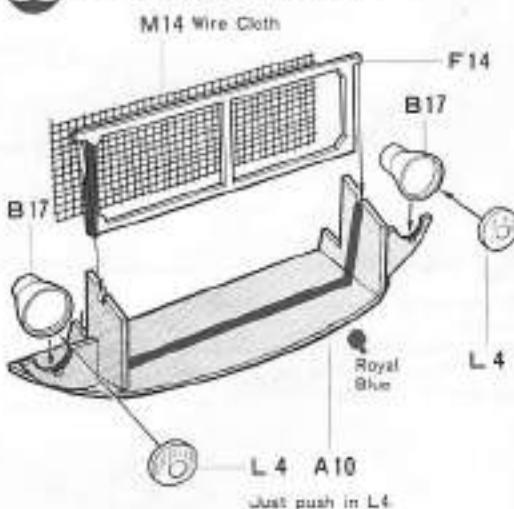


### 32 Construction of Headlights

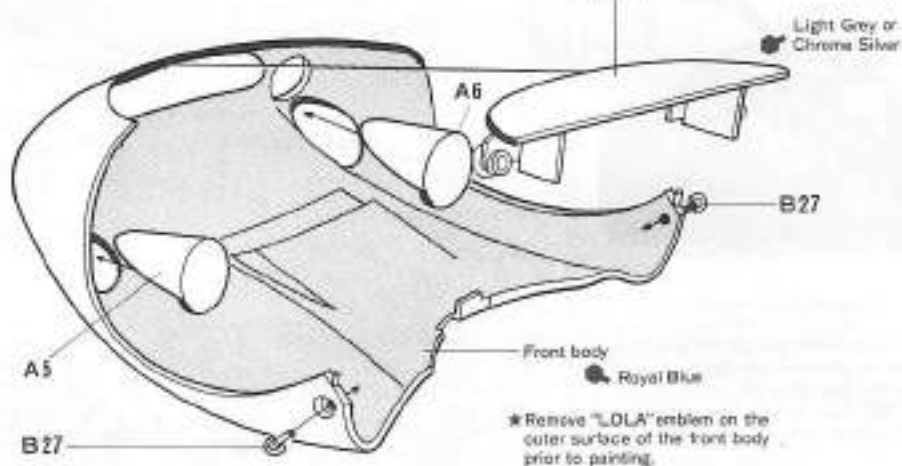
\*Make right and left.



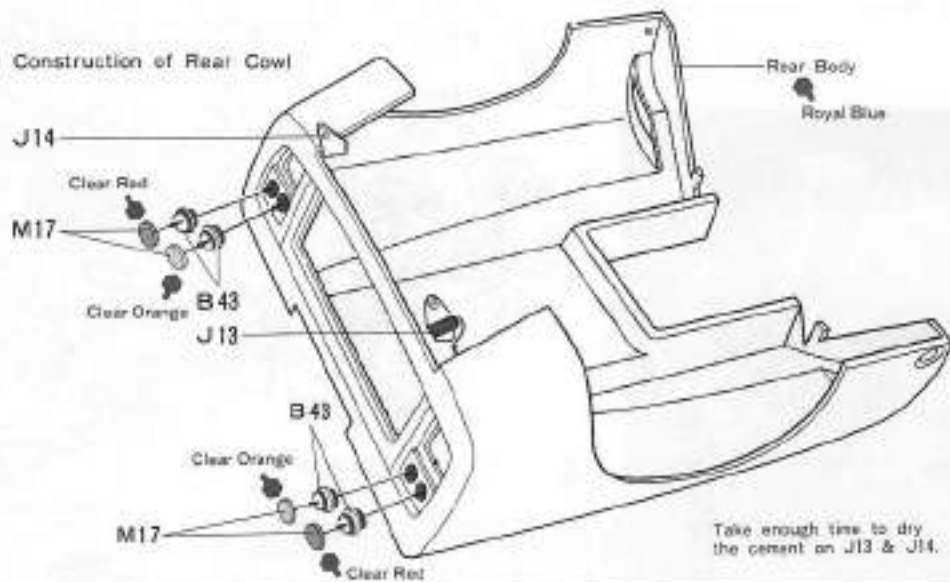
### 33 Construction of Front Parts



### 34 Construction of Front Cowl



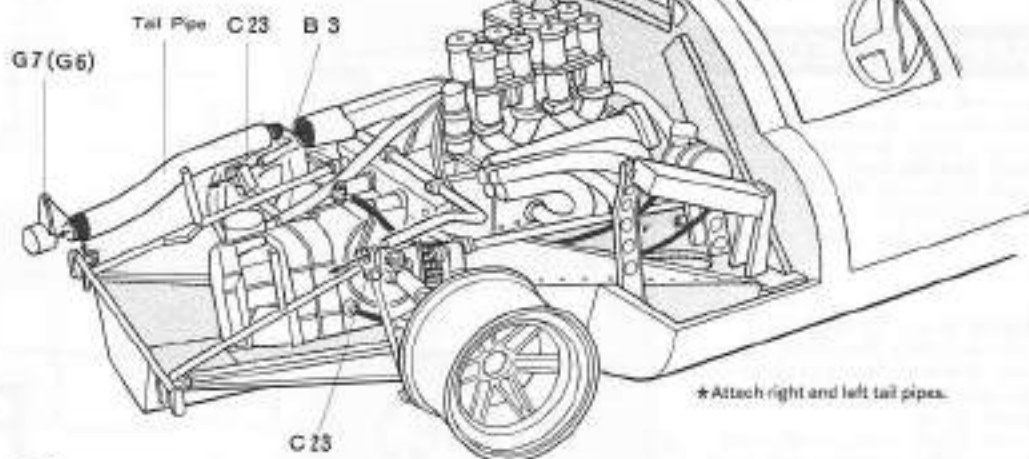
### 35 Construction of Rear Cowl



Take enough time to dry the cement on J13 & J14.

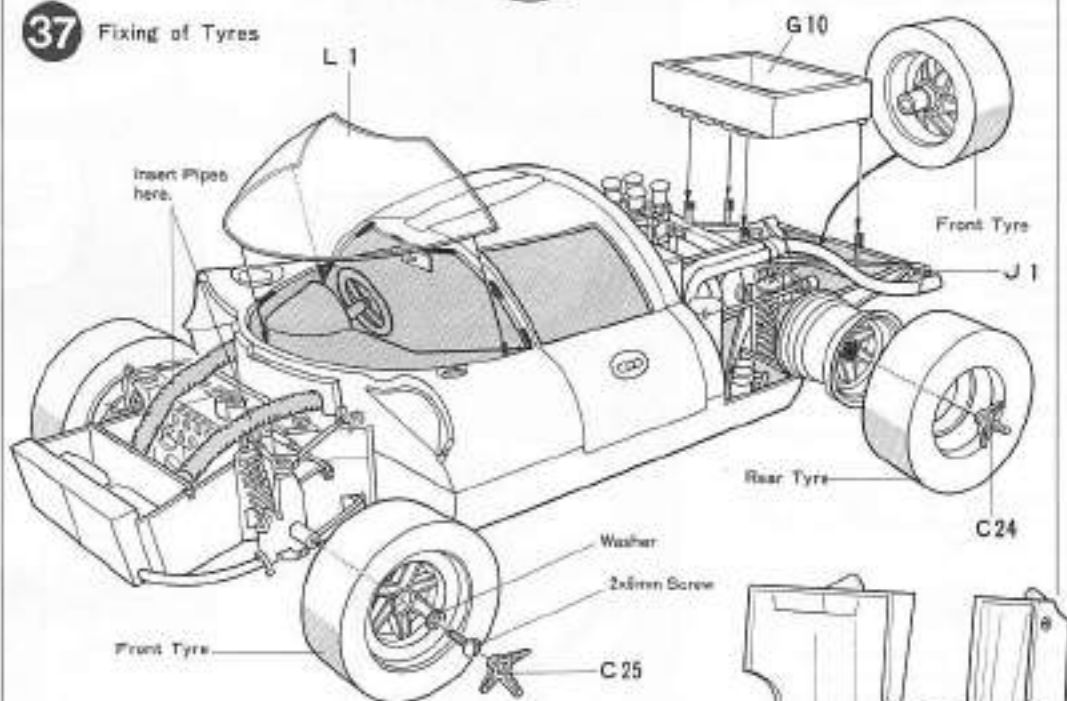
**36** (Fixing of Tail Pipes)

Connect C23 to Stabilizer B3. Cement Tail Pipes to G10(G13). After inserting G6 & G7 to Tail Pipes, turn inside and fix also to J1. Make sure of fixing parts right or left.

**36** Fixing of Tail Pipes**37** (Fixing of Tyres)

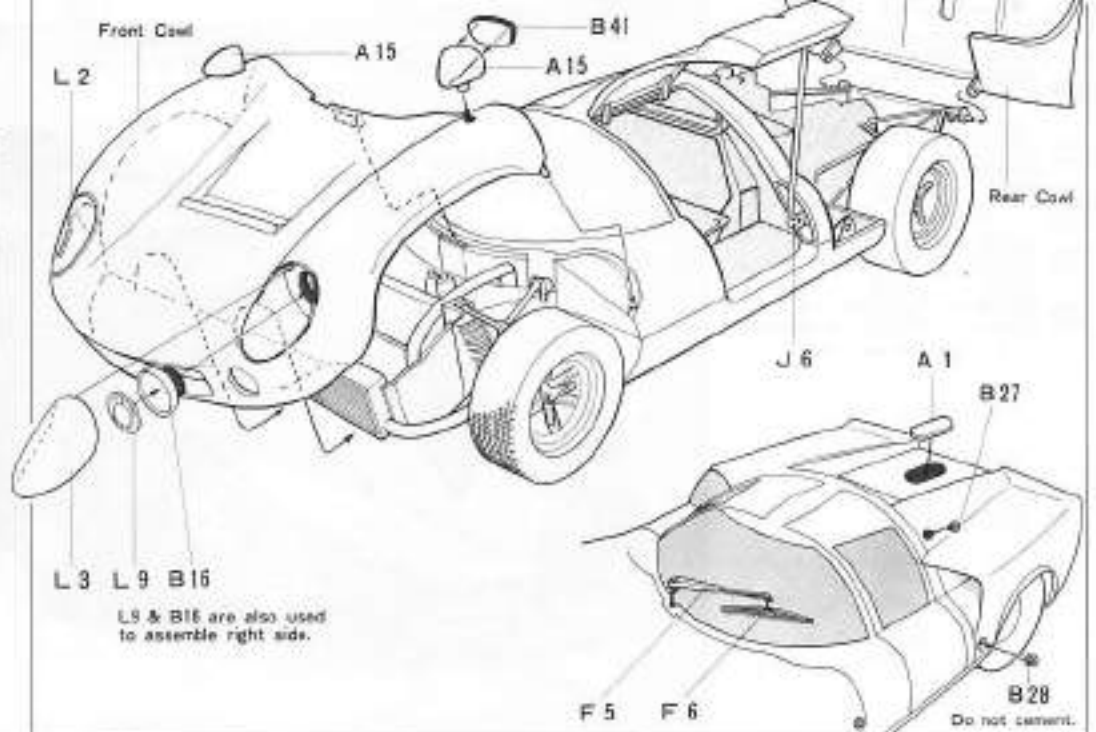
Fix Front tyres to the upright by using a washer and 2x6mm screw. Cement Spinner C25 to Wheel.

Fix Rear Tyres to Wheels with care to prevent other assembly from breaking. Cement Spinners C24 to the holes of Wheels. Mount the same tyre with Front Tyre inside of J1. Insert Pipes to the holes of Central Body.

**37** Fixing of Tyres**38** (Completion of Lola T-70MkIII)

Rear Body can be movable, open or closed through hinges fixed to the pins. When you prefer to fix this, insert the claws of Rear Body into the grooves of Bulkhead A1. Front Body can be removed.

Use J6 in opening and closing Doors (prepared two, right and left). Cement Body Knock Pin B27, but do not cement B28 as it works to prevent Rear Body from swelling. Cement Nipper in position.

**38** Completion of Lola T-70Mk III

## PAINTING



## APPLYING DECALS

The model illustrated on the box top represents the machine driven by John Surtees at the Nurburgring 1,000 km race on 28th May 1967. The letter "P" stands for the word "PROTOTYPE". The car had to retire on the 8th lap whilst in 8th position due to rear suspension trouble.

(Painting of Lola T70M(III))

Body colour: Royal Blue and White arrow stripe. This white arrow is the symbol of cars Team Surtees, and all team cars are painted this way.

Chassis: Chrome Silver or Light Grey.

The monocoque chassis is made out of aluminum alloy.

Colours of each part are indicated in parts diagrams and assembly figure.

(Paints to be used)

White.....	X-2
Royal Blue.....	X-3
Red.....	X-7
Lemon Yellow.....	X-7
Chrome Silver.....	X-11
Clear Orange.....	X-26
Clear Red.....	X-27
Flat Black.....	XF-1
Flat White.....	XF-2
Metallic Grey.....	XF-56

Small parts and internal parts should be painted while still on the sprue.

(Marking of Lola T70M(III))


Apply Decals in position as shown in the figure.


### Applying Decals

Please refer to the illustration.

"LOLA" letters on bonnet may be filed down flush before applying decal ①.


Decal parts ① and ② should be folded inside the body. When applying decal ①, lay it from the front of the car, taking care to fit it at the correct angle. Cut the decals carefully from the sheet. Decals ③ and ④ indicate the car number and that the car is a group 6 sports prototype, as specified by the FIA rules.

 Decal of the Marchal company, a French manufacturer making lights, sparking plugs etc.

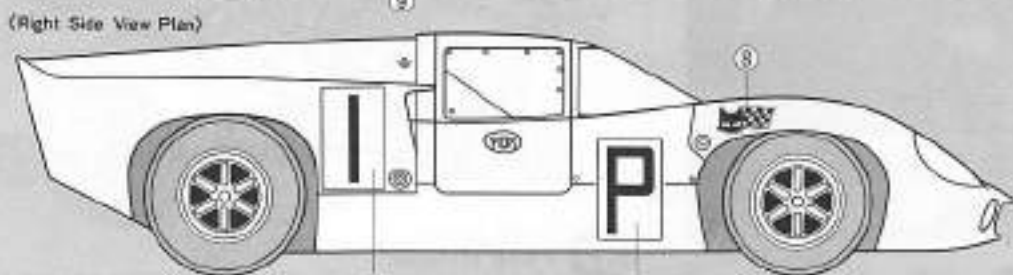
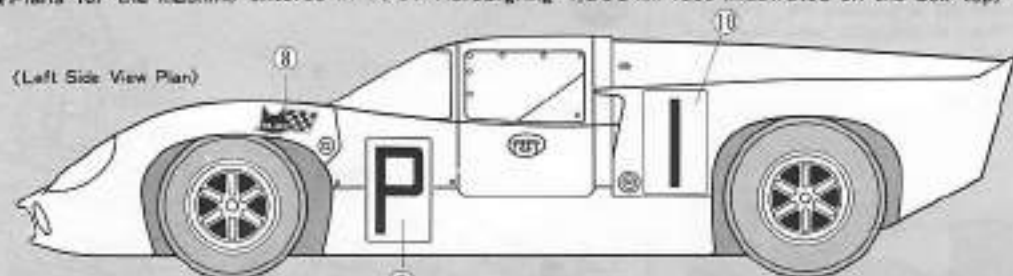
 This decal is to be applied to the fire extinguisher.

 Autolite company decal

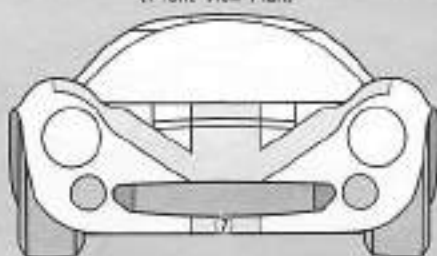
 Champion company decal

 STP decal. Please note the last three decals should not be applied to the Team Surtees Lola.

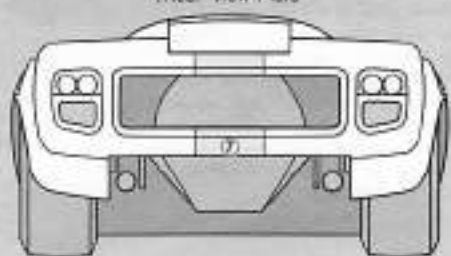
★Plans for the machine entered in 1967 Nurburgring 1,000 km race (illustrated on the box top)



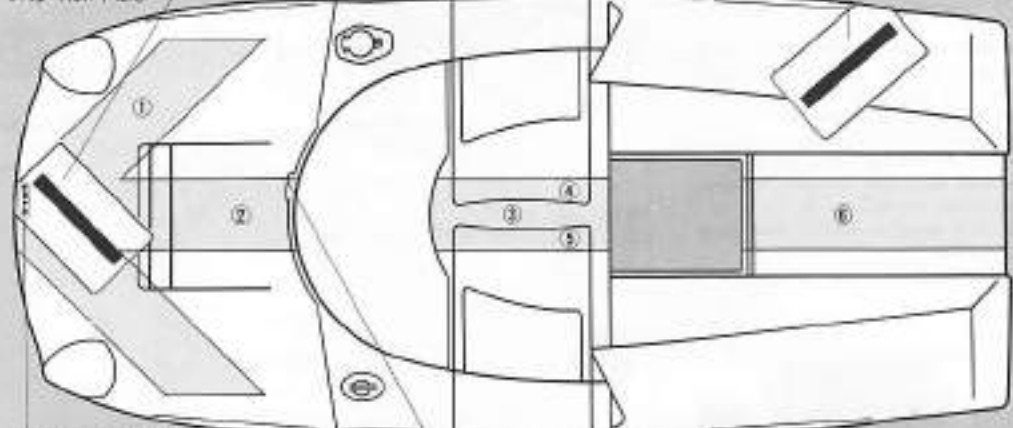
(Front View Plan)



(Rear View Plan)



(Top View Plan)



★Shave off the emblem.

Cut off excessive part of ③ along with Windscreen end.

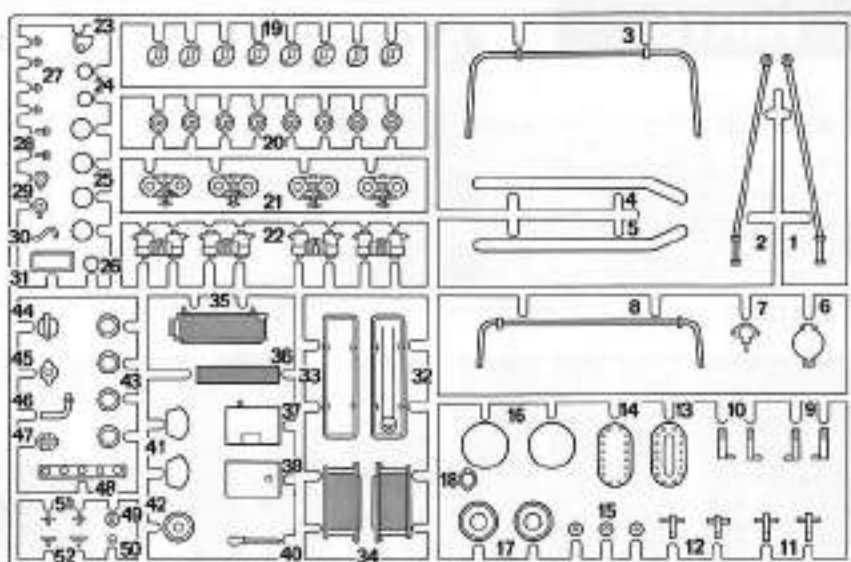


## PARTS

## B PARTS

- Upper Radius Rod (left)
- Upper Radius Rod (right)
- Rear Stabilizer
- Radiator Water Pipe (left)
- Radiator Water Pipe (right)
- Fuel Cap
- Water Outlet
- Front Stabilizer
- Door Hinge A
- Door Hinge B
- Door Handle
- Inner Door Handle
- Fuel Tank Parts (left)
- Fuel Tank Parts (right)
- Master Cylinder Cap
- Headlight
- Small Light
- Rocker Cover Cap
- Carburettor C
- Air Intake
- Carburettor A
- Carburettor B
- Shift Rod Stay
- Engine Parts A
- Engine Parts B
- Oil Tank B Cap
- Body Knock Pin A
- Body Knock Pin B
- Engine Parts C
- Rear View Mirror Stay
- Rear View Mirror
- Rocker Cover (left)
- Rocker Cover (right)
- Engine Oil Cooler
- Transmission Oil Cooler A
- Transmission Oil Cooler B
- Oil Tank B (1)
- Oil Tank B (2)
- Passing Lever
- Side Mirror
- Distributor C
- Tail Light Mirror
- Fuel Cap
- Oil Tank A Cap
- Engine Parts D
- Engine Parts E
- Engine Parts F
- Engine Parts G
- Drain Bolt
- Fuel Pipe Connection A
- Fuel Pipe Connection B

## B PARTS



## E PARTS

- Steering Shaft Holder
- Pedal
- Inner Door Panel (left)
- Inner Door Panel (right)
- Door Hinge Stopper
- Door Lock Parts B
- Oilpan C
- Oilpan D
- Cockpit Panel (right)
- Cockpit Panel (left)
- Door Lock Parts A
- Bucket Seat
- Air Outlet
- Shift Rod A
- Shift Lever
- Steering Shaft
- Cockpit Bulkhead
- Dashboard
- Meter Panel

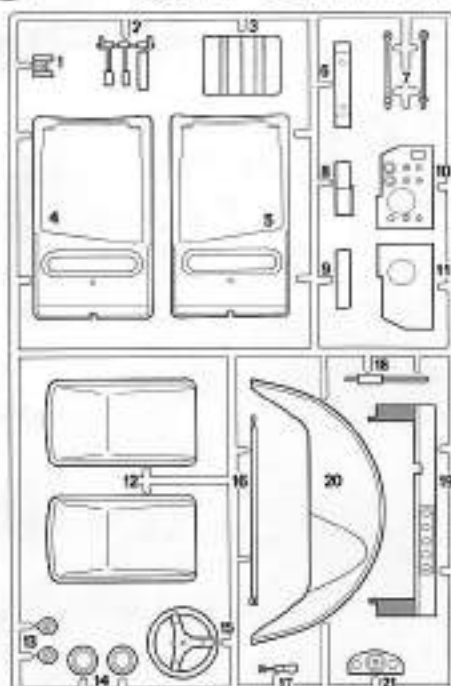
## E PARTS



## F PARTS

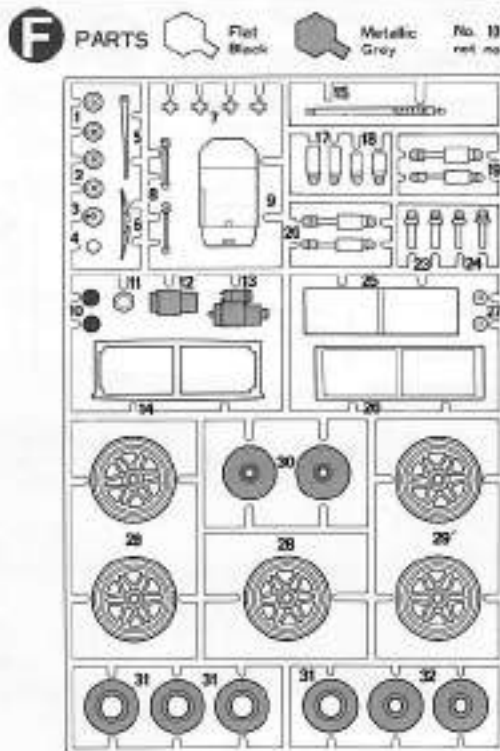


No. 13 is not needed



## F PARTS

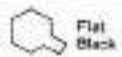
- Front Damper B
- Rear Damper B
- Distributor B
- Distributor A
- Wiper A
- Wiper B
- Hall Shaft Cross
- Lead Arm
- Oilpan A
- Unnecessary
- Distributor D
- Starter A
- Tie-rod
- Radiator Grille Frame
- Hall Shaft A
- Hall Shaft B
- Hall Shaft C
- Hall Shaft D
- Hall Shaft E
- Hall Shaft F
- Starter B
- Starter C
- Starter D
- Starter E
- Starter F
- Starter G
- Starter H
- Starter I
- Starter J
- Starter K
- Starter L
- Starter M
- Starter N
- Starter O
- Starter P
- Starter Q
- Starter R
- Starter S
- Starter T
- Starter U
- Starter V
- Starter W
- Starter X
- Starter Y
- Starter Z



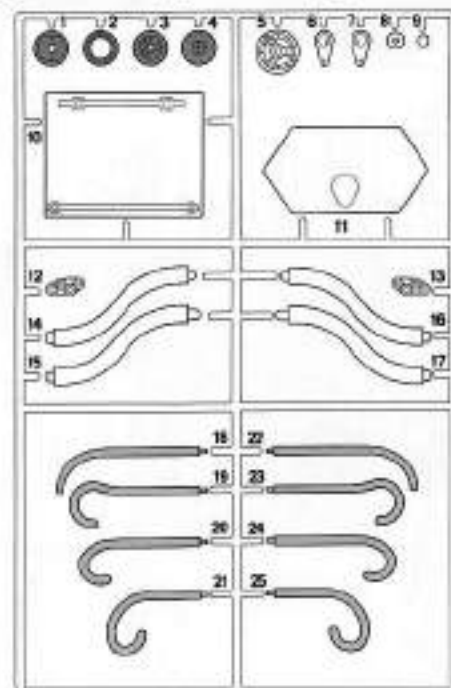
## G PARTS

- Pump Pulley A
- Crankshaft Pulley A
- Crankshaft Pulley B
- Pump Pulley C
- Pump Pulley D
- Crankshaft Pulley Stopper Parts
- Tool Box
- Body Bulkhead
- Right Tail Pipe
- Left Tail Pipe
- Right Tail Pipe
- Left Tail Pipe
- Right Tail Pipe
- Left Tail Pipe
- Right Exhaust
- Left Exhaust
- Right Exhaust
- Left Exhaust
- Right Exhaust
- Left Exhaust

## G PARTS

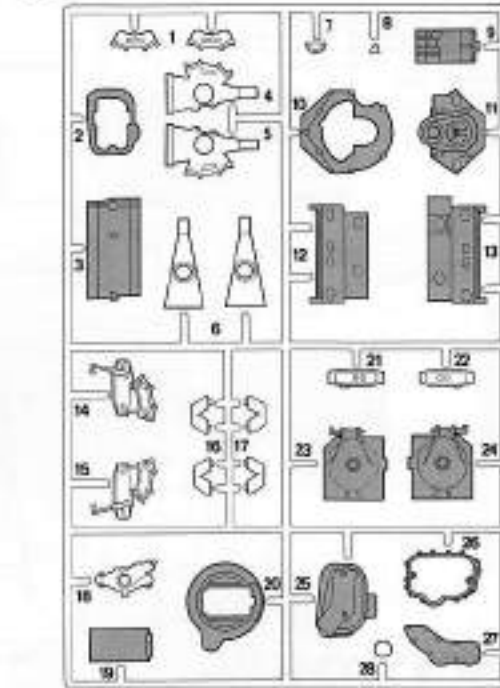


## H PARTS



## H PARTS

- Caliper
- Transmission E
- Intake Manifold
- Rear Upright A (left)
- Rear Upright A (right)
- Rear Upright B
- Oil Filter Parts
- Shift Rod B
- Transmission A
- Engine (rear)
- Engine (front)
- Engine (right)
- Engine (left)
- Front Upright A (right)
- Front Upright A (left)
- Intake Manifold Parts (left)
- Intake Manifold Parts (right)
- Water Pump
- Transmission D
- Clutch Housing
- Front Upright B (left)
- Front Upright B (right)
- Transmission B
- Transmission C
- Transmission G
- Transmission F
- Transmission H
- Oil Filter



## M PARTS

- Coil spring (large)
- Coil spring (small)
- Steering shaft
- Steering joint
- Carburettor cover
- Wire cloth
- Locking Screw
- Washer
- Clear Parts
- Clear Parts
- Rubber Band

# PARTS

## A PARTS

1. Body Parts (rear)
2. Body Cockpit Bar
3. Door (right)
4. Door (left)
5. Headlamp (right)
6. Headlamp (left)
7. Body Bulkhead
8. Fuel Tank (right)
9. Fuel Tank (left)
10. Body Parts (lower front)
11. Lower Radius Arm Cover (right)
12. Lower Radius Arm Cover (left)
13. Fire Extinguisher
14. Side Mirror Case

## C PARTS

1. Lower Radius Rod
2. Reservoir Tank A
3. Reservoir Tank B
4. Reservoir Tank C
5. Rear Stabilizer Rod
6. Reserver A Arm (left)
7. Reserver A Arm (right)
8. Upright C
9. Rear Wheel A
10. Lower Wishbone (right)
11. Lower Wishbone (left)
12. Front Damper A
13. Rear Damper A
14. Upper Wishbone (right)
15. Upper Wishbone (left)
16. Upright D
17. Damper C
18. I Arm
19. Front Stabilizer Rod
20. Front Wheel A
21. Stabilizer Holder
22. Rear Spinner
23. Front Spinner

## D PARTS

1. Oil Cooler B Stay (1)
2. Oil Catch Tank A
3. Oil Catch Tank B
4. Oil Catch Tank C
5. Fuel Pipe B
6. Fuel Pump
7. Oil Cooler B Stay (2)
8. Oil Tank A (1)
9. Oil Tank A (2)
10. Oil Tank A (3)
11. Master Cylinder A
12. Fuel Pipe A
13. Master Cylinder B

## K PARTS

1. Jack Wheel A
2. Jack Wheel B
3. Jack A
4. Jack B
5. Jack C
6. Jack D
7. Front Chassis Parts B
8. Jack E
9. Jack F
10. Front Bulkhead A
11. Front Chassis Parts A
12. Engine Mount B
13. Chassis Frame
14. Upper Wishbone Bushings
15. Front Stabilizer Receiptacle
16. Front Stabilizer Receiptacle
17. Transmission Frame
18. Front Bulkhead B
19. Front Chassis Parts C
20. Rear Bulkhead A

## J PARTS

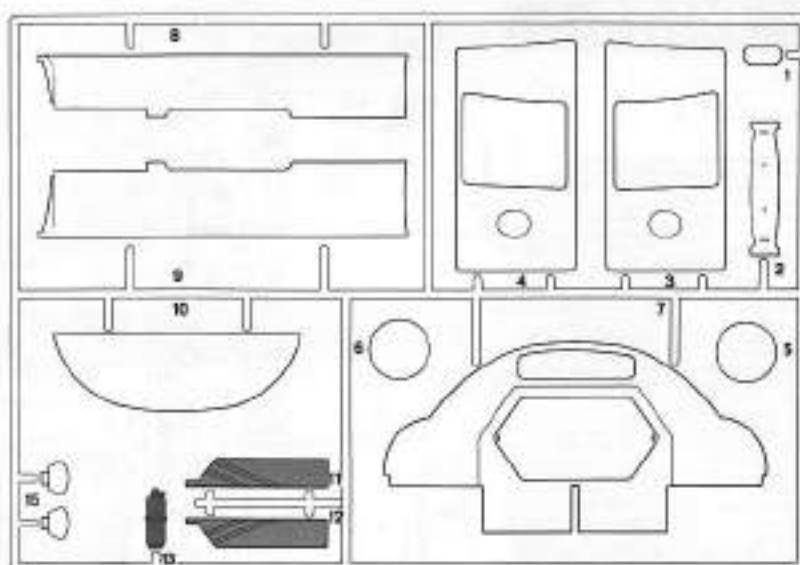
1. Spare Tyre Trunk
2. Rear Chassis Parts (right)
3. Rear Chassis Parts (left)
4. Rear Chassis Parts (right)
5. Rear Chassis Frame (right)
6. Rear Chassis Frame (left)
7. Front Bulkhead C
8. Rear Bulkhead B
9. Rear Cowl Hinge (left)
10. Rear Cowl Hinge (right)

## L PARTS

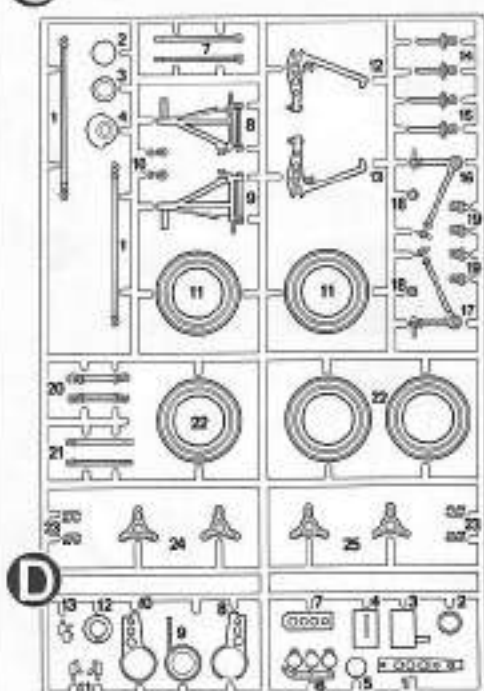
1. Front Window
2. Headlight Cover (right)
3. Headlight Cover (left)
4. Small Light Lens
5. Door Window A (right)
6. Door Window A (left)
7. Door Window B (right)
8. Door Window B (left)
9. Rear Window
10. Headlight Lens
11. Tachometer Glass

## A PARTS

- Royal Blue
- Red
- Light Grey or Chrome Silver

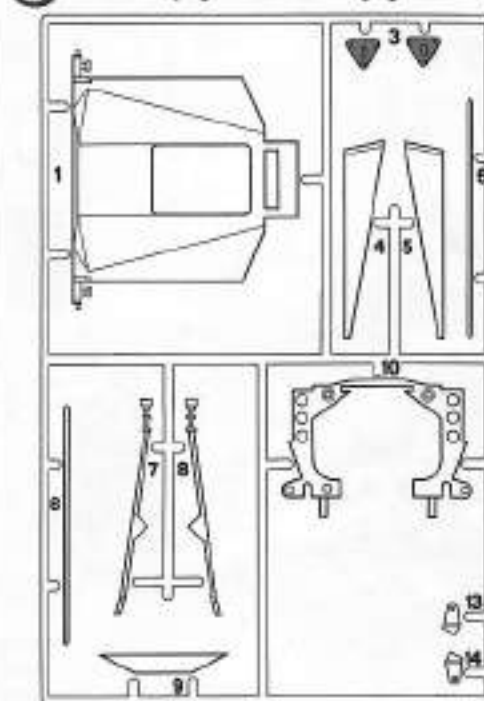


## C PARTS



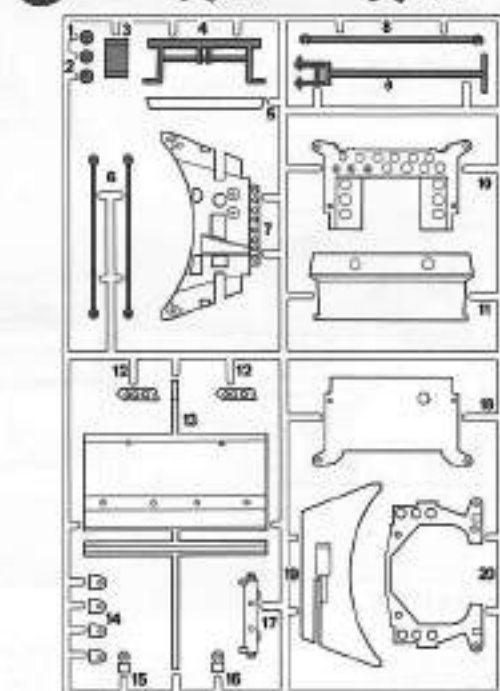
## J PARTS

- Light Grey or Chrome Silver
- Chrome Silver



## K PARTS

- Light Grey or Silver
- Lemon Yellow



## L PARTS

