Our passion is classic competition cars

1967 - Lola T70 Mk3B Spyder



Make:	Lola
Model:	T70 Mk3B Spyder
Year:	1967
Location:	Belgium
Type:	Open Sportsracer
Chassis Number:	SL75/125
Drive:	RHD
Road Registered:	No
Competition Ready:	Yes
FIA HTP:	Yes
Exterior Color:	Red
Price:	P.O.A.

Key Features

- With only 4 examples built, the rarest of all Lola T70
- Raced by John Surtees at the 1967 Laguna Seca Grand Prix
- Still retaining its original chassis and VIN-plate
- Expertly restored and in race-ready condition with current FIA HTP and spares
- Front running car for Peter Auto CER1 and Masters Historics Sportscars

Description

We have the pleasure to offer this very rare 1967 Lola T70 Mk3B spyder with chassis number SL75/125 for sale.

Anyone with an affinity in historic racing will know the fabled Lola T70 cars. They competed in both the CanAm “Big Banger” competition as well as in the World Sportscar Championship from 1965 to well into the 70ies. Lola T70s are characterized by their good looks, awesome performance and great V8 sound. In a nutshell, one can distinguish 5 different versions:

1. Mk1 which was the 1st iteration of which only 15 cars were built in 1965. All spyders and very pure in design with a steel chassis skinned with alu panels. Lots of power on “skinny” 8” and 10” wheels
2. Mk2 was mostly identical to the Mk1 except for a re-designed front radiator mounting and the chassis having a bit more aluminum compared to the Mk1. All spyders and 33 were built in 1966.
3. Mk3 was a significant development compared to the Mk1/Mk2 whereby the chassis structure was changed and suspension and brakes were substantially improved with the Mk3 now running on wider 9” front and 12” rear wheels. Built in 1967-1968, 17 spyders and 14 coupes.
4. Mk3B Coupe: contrary to what its model name would suggest, the Mk3B Coupe was a totally different car to the Mk3. Different chassis and not one bolt is interchangeable. 16 Mk3B coupes were built in 1969 and this was the last version of the Lola T70 line.

The Mk1, Mk2 and Mk3 all had a 5.7 litre engine (often enlarged to 5.9 litre) while the Mk3B Coupe had to comply with the new 5.0 litre FIA World Championship rules.

So, what is the 5th T70 version then? Unknown to many, there is also a Lola T70 Mk3B Spyder of which only 4 examples were built in 1967. Whereas the Mk3 cars carry a chassis numbers “SL73/XXX” and the Mk3B Coupes are numbered “SL76/XXX”, the Mk3B Spyders are identified by their “SL75/XXX” chassis number, the 1st car being SL75/122 and the last one being our car, SL75/125. Compared to the Mk3, the Mk3B Spyders had a few differences such as a lightened chassis (achieved by many holes in the side sills and front and rear bulkhead) together with an adjustable front suspension while it could also accommodate wider wheels both front (10”) and rear (14”) coupled to the 5.7 litre Chevrolet engine. This specification enables the Mk3B spyder to compete with the Mk3B coupe given their higher straight line speed whereas the Mk3B coupes have more cornering grip thanks to their wider tires.

Chassis SL75/125 started its Team Surtees racing career at the 1967 Laguna Seca Grand Prix with John Surtees at the wheel who unfortunately retired after a coming together with Lothar Motschenbacher. At the end of 1967 all the cars John had used over the last two seasons in America, either as Team Surtees or Lola Racing entries, were put up for sale with Carl Haas Auto

Imports who had just taken over as the US Lola importer from John Mecom. After being displayed by Haas at the 1968 New York Auto Show in pale yellow Simoniz livery, SL75/125 was sold in late 1968 to its 1st private owner Jeff Stevens who raced the car in SCCA races and Latin-American events such as the Caracas 6 hours where SL75/125 scored its 1st victory. The car then changed hands a few times while in USA (see the ownership and race history below in the History section) where it continued to race until it was bought in 2005 by Swiss resident José Manuel Segimon who brought the car to Europe for his son to race in historics.

In February 2014, Segimon sold the car to the current owner who had the car inspected by T70 specialist Clive Robinson who confirmed that the car had retained its original type 75 lightweight chassis, including front and rear sub-frames, as built by Lola in 1967. SL75/125 was then fully rebuilt by WDK Motorsport to the correct lightweight Mk3B spyder spec and correct bodywork in Team Surtees livery as raced by John Surtees at Laguna Seca in 1967. The restoration was completed by early 2016 and in August of the same year, SL75/125 returned to Laguna Seca, 49 years after its only race with John Surtees at the same track and celebrated its return by winning the Monterey Historics Can-Am feature race. Since then SL75/125 has been used sparingly on the historic racing scene in the USA and Europe. Rarely does one find the rarest version of a Lola T70 with such impeccable provenance and still carrying its original chassis and VIN-plate.

This rare T70 Mk3B Spyder is sold in excellent, race-ready condition with an FIA HTP valid until December 2027 and comes with an extensive spares package and an impressive history file. SL75/125 is eligible for Peter Auto’s CER1, Masters Historic Sportscars, Daytona 24hr classic, etc.. where it is a front-running car.

History

SL75/125 Ownership History



22/09/67: Lola Racing Ltd, Slough, England
- last of four type 75 lightweight tubs
- with revised MkIIIB suspension
- exported to Carl Haas, US Lola Agent for Team Surtees
- raced by John Surtees once, '67 Laguna Seca

12/67: Haas Auto Imports Inc, Broadway, Chicago, Illinois, USA
- US Lola Importer
- displayed at '68 New York Auto Show in Simoniz livery
- advertised for sale along with SL71/17 & SL71/43

68: Jeff Stevens, Miami, Florida, USA
- entered by American Racing Motors
- raced by Stevens in SCCA and Central/South American races

70: Harvey Lasiter, Studio City, California, USA
- raced 1970 Can-Am by Lasiter and Lou Sell

80: Chuck Haines, Manchester, St Louis, Missouri, USA
- restored and rebuilt preserving original chassis
- raced in SCCA club events

85: Jeff Simes, Wisconsin, USA
- restored - front bulkhead replaced - old bulkhead retained for provenance
- raced at Road America in '85

87: John Casado, California, USA
- re-painted in Penske racing livery
- raced in historics

96: Tomy Drissi, USA
- raced in historics

02/00: Steven Young, Los Angeles, California, USA
- raced in historics

05: Manuel Segimon Escobedo, Switzerland
- raced in historics
- placed in storage

02/14: Current owner
- rebuilt by WDK Motorsport to Mk3B spec in Team Surtees livery
- completed early 2016
- winner 2016 Monterey Historics Can-Am

Race History:

	Lola Racing Ltd				
15/10/67:	Monterey GP, Laguna Seca Can-Am	#7	J.Surtees	Rtd	31 laps - accident
	American Racing Motors				
09/12/68:	Caracas 6 Hours, Venezuela	#29	J.Stevens	1st	-
29/12/68:	Circuito los Proceres, Venezuela	#29	J.Stevens	1st	-
15/06/69:	Hollywood Park, Miami National SCCA	#29	J.Stevens	1st	-
14/09/69:	Bridgehampton Can-Am	#29	J.Stevens	Rtd	2 laps - blown engine
26/04/70:	Virginia National SCCA	#29	J.Stevens	DNA	did not arrive
	Harvey Lasiter Restaurants				
18/10/70:	Monterey GP, Laguna Seca Can-Am	#42	H.Lasiter	Rtd	30 laps - gearbox
01/11/70:	LA Times GP, Riverside	#42	L.Sell	Rtd	22 laps - mechanical

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









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RMD bv - Zilverstraat 14-16 - 2900 Schoten - Belgium

+32 (0) 475 422790 - salesinfo@rmd.be - https://www.rmd.be