

Slough
2744

EXPORT
INVOICE

No 6127



LOLA CARS LTD 816 YEOVIL ROAD TRADING ESTATE SLOUGH BUCKS ENGLAND

Wagon Racing Enterprises

P.O. 60398,

Houston, Texas.

Date: 13th June, 1966

XXXXXXXX

1 Lola Type 70 10x.2 chassis, with Howland
L.G. 500 gearbox, set up for Chevrolet engine.

£3,186 9 6

Chassis no. EL71/33
gearbox no. LG.500-73

Invoice Total £3,186. 9. 6. = \$8,673.00

Consigned to: Don Skogno,
c/o Norman Jensen,
Minneapolis.

By Air freight to Minneapolis via
New York and Chicago.

Flight No. 77,581 June 13th.

Air Way Bill No. ~~909.504~~

909.504

LOLA

Yelp Sale 14/6/66

CHASSIS NO 53 71/33 TYPE 70 Mk2

WHEEL BASE 96" FRONT TRACK 57" REAR TRACK 57 1/2"

OIL RADIATOR STD WATER RADIATOR STD

STEERING Lola

FRONT SUSPENSION STD RIDE LEVEL 4 1/2"

SPRING 115 LBS. FLEX AEON RUBBER 3 1/2"

ROLL BAR 75" Front & Rear SHOCK ABSORBERS Armstrong A.T. 9

RACK & PINION Lola RATIO 6 Tooth Pinion

BRAKES Girling FRONT B.B. REAR B.B.

DISCS STD 12 1/2" 5" thick DISCS STD 12" 3 7/8" thick

CALIPER B.B. CALIPER B.B.

MASTER CYLINDER 70" MASTER CYLINDER 70"

PAD MATERIAL DS 11 PAD MATERIAL DS 11

BRAKE PEDAL STD CLUTCH PEDAL STD

TRANSMISSION Howland L.G. 500 v. 73

PETROL TANK STD OIL TANK NONE

Front Toe-in .125" Camber .75° - .9° Castor 6° - 7°

Rear Toe-in .157" Camber .3° - .5° Castor Nil.

ENGINE None DIFFERENTIAL Power Lok

GEAR 1st 23-52 2nd 30-45 3rd 34-41 RATIO 3.31 - 1
4th 37-38

CLUTCH NONE

REAR SUSPENSION STD CHEV

SPRINGS 260 LBS FLEX AEON RUBBER

SHOCK ABSORBER Armstrong A.T. 10

DRIVE SHAFTS B.B.D.

RIDE LEVEL 4.25" MAX MIN

HUBS STD FRONT LOLA REAR LOLA

WHEELS LOLA FRONT 15" x 8" REAR 15" x 10"

TYRES NONE (SCRAP) FRONT REAR

EXHAUST PIPES STANDARD CHEV

ENGINE SERIAL NUMBER * IS-333-001

TRACO ENGINEERING

DYNO TEST

OWNER DON SKOGMO

DATE 8/10/66

OPERATOR Travers TEST NUMBER 1 TYPE HEADERS Traco-Open

DYNO MUFFLER No ENGINE TYPE 333 Chevrolet (Fuel Flow) DYNO ARM LENGTH 18.007"

R.P.M.	BEAM	TORQUE	CORR. TORQUE	B.H.P.	CORR. H.P.	GAL. MIN.	#/HR.	#/B.H.P.H.	FUEL AIR	FUEL PRES	OIL PRES	WATER TEMP	OIL TEMP
4500	260	390	408	335	352		170	.508	4.0	80		165	195
5000	264	396	415	377	395		200	.531					
5500	273	410	430	428	449		205	.477					
6000	262	394	413	448	470		210	.468					
6500	246	369	387	457	478		240	.525					
6800	229	344	361	446	467		238	.533					

REMARKS:

Engine Make Chevrolet
 Bore 4.040
 Stroke 3.250"
 Displacement 333 cu.in.
 Compression 10.77-1

LUBRICATION OIL

Mfg. Mobil
 SAE 50
 SPARK PLUGS
 Mfg. Champion
 Type J-61Y
 Gap .020" - .022"

IGNITION

Front Rear
 Mfg. Delco/Point
 Timing 38° @ 5000 RPM
 Gap 30° Dwell

INJECTION

Mfg.
 Nozzle Size
 Relief Jet Size
 Ram Tube Length

VALVE TIMING * HOT

Intake Exhaust
 Open 41° Open 84°
 Close 85° Close 41°
 Lift .480 Lift .486
 Clear .012 Clear .014

CARBURATION

Mfg. Weber 48mm IDA-4
 Main Jet 1.70mm
 Air Corr. Jet 1.60mm
 Choke Size 45mm
 Idle Jet F10/0.70 1.20 idle

COMPRESSION CHECK

Taken:

1	2	3	4	5	6	7	8

Carb. Intake Temp. 84°
 Wet 69° Dry 79°
 Barr. 29.79
 Vapor Pressure .60
 Corrected Barr. 29.19
 Correction Factor 1.048

FUEL TYPE

Mfg. Standard
 Octane 100+
 % Blend

TRACO ENGINEERING

11928 WEST JEFFERSON BLVD. • CULVER CITY, CALIF.
 EX-mont 8-3722 • HIGH PERFORMANCE ENGINEERING
 CUSTOM ENGINE BLDG. • MARINE ENGINE CONVERSION

SOLD TO:

Mr. Don Skogmo
 15 North Eighth Street
 Minneapolis, Minnesota

SHIP TO:

Same

INVOICE

No 1780

DATE 8-10-66

CUSTOMER P. O. Letter-Skogmo

SHIPPED VIA Western-Air Freight

TERMS C.O.D.

TAXABLE _____ RESALE _____

QUANTITY	DESCRIPTION	PRICE
1	333 cu.in. Chevrolet racing engine - Less carbs. & manifold	\$2,950.00
1	Set - throttle linkage & fuel harness for customers carburetors	47.50
1	Breather & baffle assembly for customers manifold	26.70
8	48mm Weber carburetor gaskets	1.76
8	1.70mm Weber main jets	6.00
8	1.60mm Weber air correction jets	6.00
8	45mm Weber venturis	28.80
12	3/8" manifold bolts & washers	2.40
1	3/8" stud for distributor hold down clamp	0.28
1	Traco labor to install & modify customers manifold & carburetors	36.00
1	Wood crate for engine shipment	35.00
1	B-2213 flywheel - Schiefer - To be shipped on 8/12/66 via REA-air	66.00
	Dyno test engine upon completion	80.00
		\$3,286.44
		-1,500.00
		\$1,786.44

Less deposit paid on 7/16/66

Total amount of COD shipment

In further consideration of sale and delivery, it is understood and agreed that all auto racing parts sold, including running gear (or engines) are subjected to abnormal stress and are not warranted or guaranteed by seller as to performance or length of service.

ORIGINAL