



Our passion is classic competition cars

## 1984 - Lola T711 Corvette GTP (Group C)



<b>Make:</b>	Lola
<b>Model:</b>	T711 Corvette GTP (Group C)
<b>Year:</b>	1984
<b>Location:</b>	U.S.A.
<b>Type:</b>	Coupé
<b>Chassis Number:</b>	711-HU02
<b>Drive:</b>	RHD
<b>Road Registered:</b>	No
<b>Competition Ready:</b>	No
<b>FIA HTP:</b>	No
<b>Interior Color:</b>	Alu
<b>Exterior Color:</b>	Red and white
<b>Price:</b>	EUR 325.000,-

### Key Features

- The only running example of 7 built Lola Chevrolet GTP racers
- Campaigned in IMSA GTP in 1985 and 1986 including Daytona and Sebring
- Kevlar body with 430ci injected aluminium V8 engine developing 800bhp and MOTEC management
- Sold in race-ready condition with extensive spares
- A welcome, competitive and budget-friendly entry to Group C racing and Le Mans Classic Legends

### Description

We have the pleasure to offer this rare and stunning 1984 Lola T711 Corvette GTP racer – chassis T711-HU02 - for sale.

Prior to 1984, Chevrolet's naturally aspirated V8s and Buick turbocharged V6s were popular engines in the GTP class for privateer teams. General Motors (GM) saw the opportunity to enter the IMSA GT Championship for themselves in the 1984 season in competing against Jaguar, Porsche, Nissan and Mazda, but more importantly to expand and explore the limits of the V8 and V6 engine programs. General Motors' Chevrolet Corvette C4 race engineering team developed the car partnering with Lola Cars International, who had previous experience building cars for Mazda, to build their own chassis dubbed the Corvette GTP. Following testing on an older Lola T600 equipped with a Chevrolet V8, an all-new car was built, identified as the T710. The first chassis was delivered to General Motors in 1984 and outfitted with a 3.4-litre turbocharged V6 built by Ryan Falconer, a de-stroked version of the 4.3-liter Chevrolet V6. Our car, known as T711 used a Chevrolet Corvette C4-derived 7.0-liter naturally aspirated, fuel injected V8 developing 725bhp, and was campaigned by Lee Racing. The cars – of which only 7 were build - featured Kevlar bodywork similar to a Chevrolet Corvette C4 at the front, with a long pontoon-style tail featuring Corvette taillights. Suspension incorporates coil over shock absorbers at each corner, with the front units mounted inboard as part of a pushrod setup. The car was also equipped with quick jacks.

Immediately following its delivery to Lee Racing, T711-HU02 made its debut in the 1985 24 Hours of Daytona, from which it retired due to mechanical trouble before returning to the track three weeks later for a seventh-place finish at the Miami 3 Hours. In eight additional races during 1985, the car achieved two more top-10 finishes in the 500km Watkins Glen and 3-Hour Daytona Finale before a three-race 1986 season that included retirements from the Daytona 24 Hours and Sebring 12 Hours. It was then sold by Lew Price to Dennis Kazmerowski of Eagle Performance Parts and was later purchased by another US-owner who campaigned it in historic racing for several years.

It was purchased in 2008 by Australian Paul Stubber who commissioned a complete refurbishment by Damax Race Engineering in Northamptonshire (UK) in 2014. A new 430ci small block alu Chevrolet V8 built by Draime Enterprises in Massillon, Ohio (USA) was installed and features fuel injection with MoTeC engine management. The refurbishment also included the overhaul of the Hewland VGC 5-speed manual transaxle, replacement of the fuel cell, AN hoses and fittings, and wiring harness, with the latter incorporating a MoTeC Power Distribution Module and data logging for the chassis and engine.

Following completion of the project, the car was campaigned at the 2014 Le Mans Legends race, Silverstone Classics, and Spa Classic as well as various races in Australia before its return to Florida, USA. In 2024, T711-HU02 received a mechanical refresh by AJR Restorations including an engine and gearbox overhaul by RB Motorsports Engineering and subsequently participated in the 2024 Rolex Reunion and 2025 IMSA Classic at Daytona, winning its class in the latter.



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T711-HU02, in striking red and white livery, is the only running example existing and is now offered for sale whereby the seller will undertake crack-testing, renewal of the fuel cell and fire system such that the car is sold in race-ready condition. T711-HU02 comes with extensive spares including two 18" BBS wheel sets, invoices from current ownership, memorabilia, CAMS ID and logbook.

This stunning Lola Corvette GTP racer will be a welcome, competitive, and budget-friendly entry in the exclusive Group C race series including the 2026 Le Mans Legends.

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







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