

Bartz Engine

The spare engine included with the Lola is a 302 cu in Chevrolet motor that has stamped identification of Bartz. In 1968 302 Chevrolet engines were rare, so engine builders were able to create 302 cu in motors by using a 327 cu in block and use a 283 cu in crankshaft to create a 302 cu in motor. This block is with casting number 3933180 is a 327 large journal for 1968 to 1969 Chevrolet with stamp marking with Bartz and has been modified with four bolt main bearing caps. Al Bartz was an engine builder during this time who worked for Traco Engineering before opening his own engine shop. There is a book "Al Bartz Engine Man" written about him by Phil Henny. Bartz built engines for Trans Am, Can Am and the F5000 series racers and other racers as well.

Given the fact that many of these engines did not have dry sump systems and many results sheets from the day indicate many race cars did not finish due to engine failure, I would guess that many of these engines do not exist today. When we bought the car from Lou Pavesi he included this motor and as I recall he said it came from a McLaren raced by George Eaton.

This motor came as parts which included the modified Block, Crankshaft, 8 new pistons, 8 Carillor H beam connecting rods, Engle roller camshaft, Roller lifters, 3 angle plug cylinder heads and valve covers. If one wishes to build this motor I would recommend Boutry's Engine Shop to build this motor. He has the experience and passion for race motors of this period.

The valve covers on the motor in the Lola has labels for Bartz Motors, though the engine was originally built by Ryan Falconer. The red valve covers were the original ones that came with the engine.