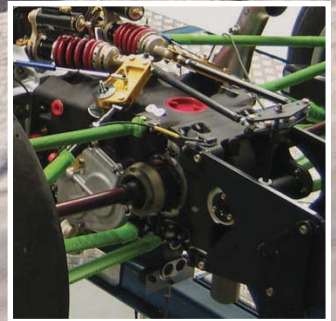


Lola ALMS Sportscar Racing

Media Information 2006





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“Gorgeous – a beautiful piece of engineering. Lola has done us proud... It’s a quality piece of equipment, very impressive.”

James Weaver, Dyson Racing

New B06/10 LMP1 Joins Lola Ranks for Sebring Debut

Lola’s new Lola B06/10 LMP1 model will make its world debut at the Sebring 12 Hours with two cars being fielded by Dyson Racing. Four other Lola entries will also be in action as the Binnie Motorsport and Intersport Racing B05/40 LMP2 entries and the pair of ex-Dyson B01/60 chassis of Highcroft Racing and Autocon Racing all do battle in Florida.

Dyson have been longtime Lola customers and the new chassis is set to go head to head with the latest Audi and Porsche factory sportscars at the world famous sportscar endurance race and opening round of the 2006 American Le Mans Series.

After encouraging initial testing of the B06/10, James Weaver, Butch Leitzinger, Andy Wallace, Chris Dyson and Guy Smith are all motivated to deliver more wins to the Dyson squad in 2006. Chris Dyson will also be out to add more silverware to his Sebring collection which includes an LMP675 class win with Lola in 2003.

Built to the latest ACO LMP1 regulations, the B06/10 has been conceived as a state-of-the-art yet user-friendly customer sportscar. It has been engineered to factory team standard, allowing Lola-equipped private teams to compete on an equal footing with major manufacturer entries – and continue the “giant-killer” role played by Lola in recent ALMS seasons.

The car has been designed at Lola headquarters in Huntingdon near Cambridge in England by a team under the leadership of Julian Sole, chief designer of the B01/60 LMP675 car (later reclassified to LMP1) previously run by Dyson Racing. Some 290 hours of wind tunnel time were spent in developing the new chassis with extensive CFD analysis used for preliminary testing of aerodynamic concepts.

Lola designers and engineering support staff will be in attendance at Sebring to work with Dyson Racing as well as the marque's other customers. Back at the Lola factory, more engineers will be poring over data sent back from the track and generated by virtual testing on Lola's in-house 7-post vehicle dynamics test rig.

Featured on the B06/10 are new Penske shock absorbers as used by the McLaren-Mercedes F1 team. After sampling the shocks at January's Sebring test, Dyson team driver James Weaver said, "I thought the shocks we had last year were good, but these are really excellent. That's just one of the ways the B06/10 improves on the B01/60. It changes direction much better. The first couple of days we had to do what you do in a shakedown test, so the times weren't there but make no mistake, this car is quick."

The Sebring race week kicks off with two days of open testing on Monday and Tuesday, followed by official practice sessions on Wednesday and Thursday leading up to qualifying on Thursday afternoon. The 54th running of the Sebring 12 Hours starts at 10.30 local time on Saturday 18 March.



2006 American Le Mans Series Fact Sheet



Overview

- Launched in 1999 and now most popular road racing attraction in North America
- LMP1/2 and GT1/2 classes and technical regulations identical to Le Mans 24 Hours
- Automakers attracted by link to Le Mans and emphasis on high technology
- 541,000 total spectators at 9 races in 2004 for an average of 60,000 per event

Calendar

- Schedule includes Sebring 12 Hours classic and 10-hour Petit Le Mans

Date	Venue	Major Market	Date	Venue	Major Market
3/18	Sebring	Tampa/St Pete	7/22	Portland	Portland
5/12	Houston	Houston	8/20	Road America	Milwaukee
5/21	Mid-Ohio	Columbus	9/03	Mosport	Toronto
7/01	Lime Rock	New York	9/30	Petit Le Mans	Atlanta
7/15	Miller Park	Salt Lake City	10/21	Laguna Seca	San Francisco

Audience

- 40 hours of CBS and Speed Channel coverage averaging .6 rating and 2.0 share
- 9.7 million TV audience higher than Grand Am, IRL (except Indy 500), Champ Car
- ALMS viewers more affluent and educated than fans of any other US series
- Traffic on ALMS official website up 67% in 2004 to more than 200 million hits

Lola Cars: The Technology to Win



Since 1958, Lola have helped major carmakers – including Ford, General Motors, Honda, Nissan, and MG – and private teams realise their ambitions in every form of motorsport, from Formula 1 and Indianapolis to the Le Mans 24 Hours. Highlights of Lola’s racing achievements over the last 47 years include:

- 10 times CART IndyCar/Champ Car champions and 3-time winner of Indianapolis 500 race
- Supplier of chassis designs to 5 Formula 1 teams 1967-1993 including 1967 race-winning Honda
- Exclusive supplier of chassis to FIA International Formula 3000 Championship 1996-2004
- FIA International Formula 3000 Championship winner 1990
- 8 times JAF All-Japan Formula 3000 champions
- Exclusive supplier of chassis to CART Indy Lights Championship 1992-2001
- 8 times United States/European/Tasman Formula 5000 champions
- Le Mans 24 Hours sportscar designs commissioned by Ford, Nissan, and MG
- 10 times SCCA CanAm/IMSA GTP sportscar championship winners
- Motorsport Industry Association 2003 Export Achievement Award and 2004 Business of the Year

Today, Lola is the world’s leading manufacturer of customer race cars, offering models covering 8 categories and 14 championships on 5 continents. Lola enjoys a 100% market share in North American Champ Car racing, having dominated the category since 2002. The company is the exclusive chassis supplier to Japan’s Formula Nippon championship and the new A1 Grand Prix series. Lola re-entered Formula 3 in 2003, winning 22 races worldwide over the last three seasons. In the sportscar arena, Lola continues to be the leading choice of private entrants, alongside its role as a producer of complete cars and components for factory teams, including the Lola-MG LMP675 project and composite chassis for four of the last five designs to win at Le Mans.

Lola also supplies technology services to manufacturer and private racing teams in Formula 1, World Rally, sportscar, and touring car competition. The company’s state-of-the-art, in-house engineering infrastructure includes a 50% rolling-road wind tunnel, commercial composites operation, comprehensive vehicle dynamics testing facilities, limited-volume production line, and turn-key race team premises. Lola’s four decades of experience in delivering logistical and technical support to racers around the world is unequalled.

Julian Cooper on Creating the B06/10



*Julian Cooper
Head of Engineering*

Assuming the B05/40 LMP2 as the basis, where did you start in developing the LMP1 B06/10? What areas do you address to take advantage of the differences in the technical regulations for the two categories?

The rules require a minimum weight of 900 kg, up from 750 kg, which does impose additional stresses on the suspension over bumps, when cornering, and under braking. So the suspension has been strengthened accordingly. At the same time, the wheels and tyres are wider, requiring different suspension geometry, and the brakes are bigger which affects the detail design of the uprights.

The range of engine choices called for a thorough review of installation provisions. Although the smaller LMP1 engines such as the Mugen V8 would fall straight into the B05/40, we chose to increase the wheelbase to improve the packaging of both the longer Judd V10 and the new turbo engines from Cosworth and AER, which require twin intercoolers as well as bigger radiators and space for the turbos.

Only minimal changes are required to the transmission as the transverse drivetrain is designed to be easily adaptable for input rpm and gear width. We produce a bespoke bellhousing adaptor for each engine type.

The aerodynamics have received as much wind tunnel and CFD work as the B05/40, not least because we are still on a steep learning curve when it comes to optimizing the possibilities within the latest non-flat bottom regulations. At the same time, the lift/drag targets are different for an LMP1 design because of the additional power available, and the demand for increased cooling of the engine and brakes had to be met as well.

With having to use the same tub for LMP1 and LMP2, did you use the B05/40 wind tunnel model for the B06/10?

No, the B06/10 has its own dedicated model for aerodynamic development. The two models are built and instrumented in the same way, at a scale of 45% and with combination of carbon fibre bodywork main sections and rapid-prototyped details, as well as pressure-tapped scale radiators. But we wanted to be sure that we could respond quickly to competitive pressures or customer requests for their own development programmes in both categories at the same time if necessary, so we opted for separate models.



Julian Sole
Chief Designer

Did you find yourselves wanting to apply lessons learned as you developed the B06/10 back to the B05/40?

As mentioned, the latest rules have put us on a steep learning curve, so it was inevitable that we would discover things we could see being useful for the LMP2. We have identified some aerodynamic improvements which can be applied to the B05/40 to reduce drag for a given downforce level, and to improve brake cooling efficiency. These are being offered to existing customers as an update kit for 2006 and will be automatically included in the build of new cars. Some weight reductions have also been found which will give teams more leeway with ballast. The Penske Porsches have shown that we can't afford to pull any punches, especially when faced with a full factory effort.

Having dealt with the 750 kg weight minimum for LMP2, was it any easier to develop a 900 kg LMP1 design?

An additional weight budget always makes life easier, especially when evolving a design from a lighter starting point. Some of the weight is already accounted for in the obvious changes, such as bigger brakes and wheels, and the rest can be used to add durability or ballast tuning options.

And finally, Lola chassis nomenclature: the '06' makes sense enough, but what about the '10'?

Well, to begin with we have the 'B' designation which has been used for all our cars since Martin Birrane took over the company in 1998. Otherwise, the current system was instituted in the late 1980s when Lola realised they would start running out of type numbers sooner rather than later. The suffix indicates the category, with '10' historically representing the top sports prototype class of the day, whether Group C or LMP. In-house, the final digit can also be varied to denote the engine type.

Lola B06/10 LMP1 Specifications

Weight

- 925kg minimum for complete car

Chassis

- One-piece carbon composite construction monocoque chassis/survival cell
- Exceeds ACO crash test regulations including rollover hoop protection

Bodywork

- All new bodywork to meet revised ACO aerodynamic regulations introduced in 2004
- Pre-preg carbon fibre with honeycomb core to stiffen upper panels
- Lightweight carbon composite construction underbody and rear wing

Front/Rear Suspension

- Front and rear uprights fabricated from aircraft-quality steel and TIG welded
- Steel-fabricated flexure-mounted double wishbones front and rear
- Pushrod/rocker activated springs and dampers

Steering

- Rack-and-pinion type with Kyaba power steering as standard

Brakes

- Hitco carbon discs and pads with AP Racing calipers and master cylinders
- 380 mm diameter vented carbon discs with carbon pads front/rear

Wheels

- 18" diameter x 13.5" wide front, 18" diameter x 14.5" wide rear to customer choice

Engine Installation

- Chassis designed to accept any LMP1-eligible engine selected by customer
- Cooling via water radiator(s) plus charge-air intercooler for turbo engine
- Dry sump oil system with 10-litre tank and air/oil cooler
- Installation kits currently available for AER V8 and Judd GV5 engines

Fuel System

- 90-litre ATL fuel cell (additional capacity available for alternative-fuelled cars)
- Regulation fuel capacity achieved by fitting fuel displacement balls if needed

Transmission

- 6-speed semi-automatic sequential unit with lightweight cast magnesium case
- Bespoke bellhousing adaptor to suit customer engine choice
- Clutch to customer choice with AP Racing unit fitted as standard
- Air/oil cooler

Electrical System

- Bespoke electrical system to suit customer engine choice
- DMS RT40 12-volt heavy duty battery and Tilton/Bosch starter motor
- Plug for jump battery or battery charger
- Dual batteries and/or dual starter motors optional
- Emergency power cut-off switch as per ACO regulations

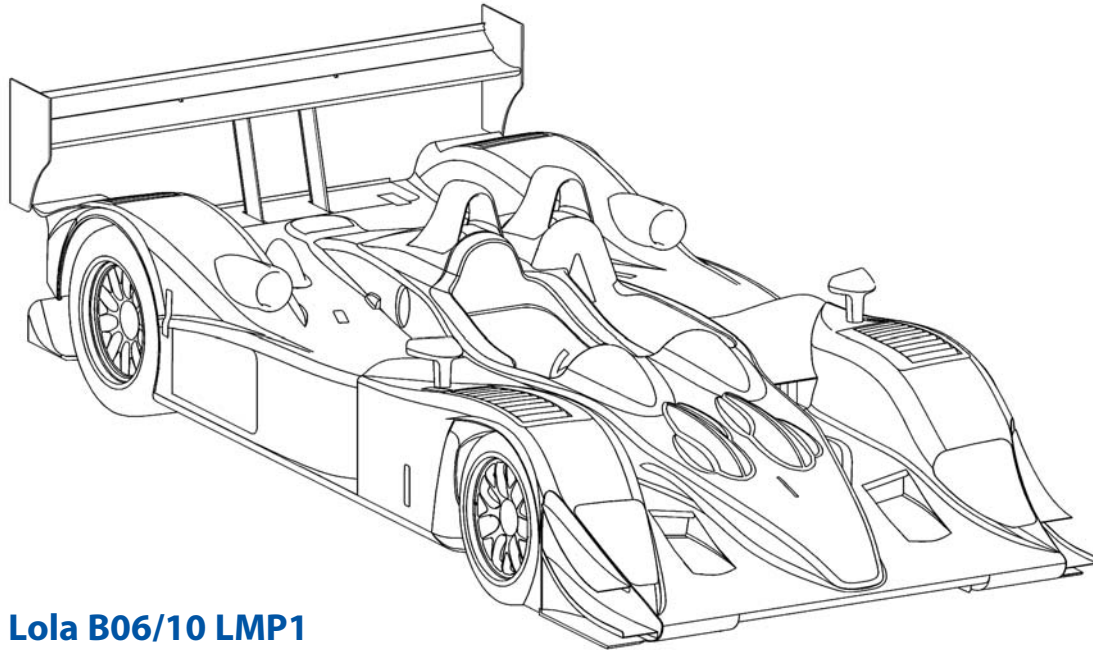
Instrumentation

- Integrated electronic dash and data acquisition system to customer choice

Safety Equipment

- Sabelt lightweight 6-point seat belt harness
- SPA fire extinguisher

Lola LMP Sportscars and Teams 2006

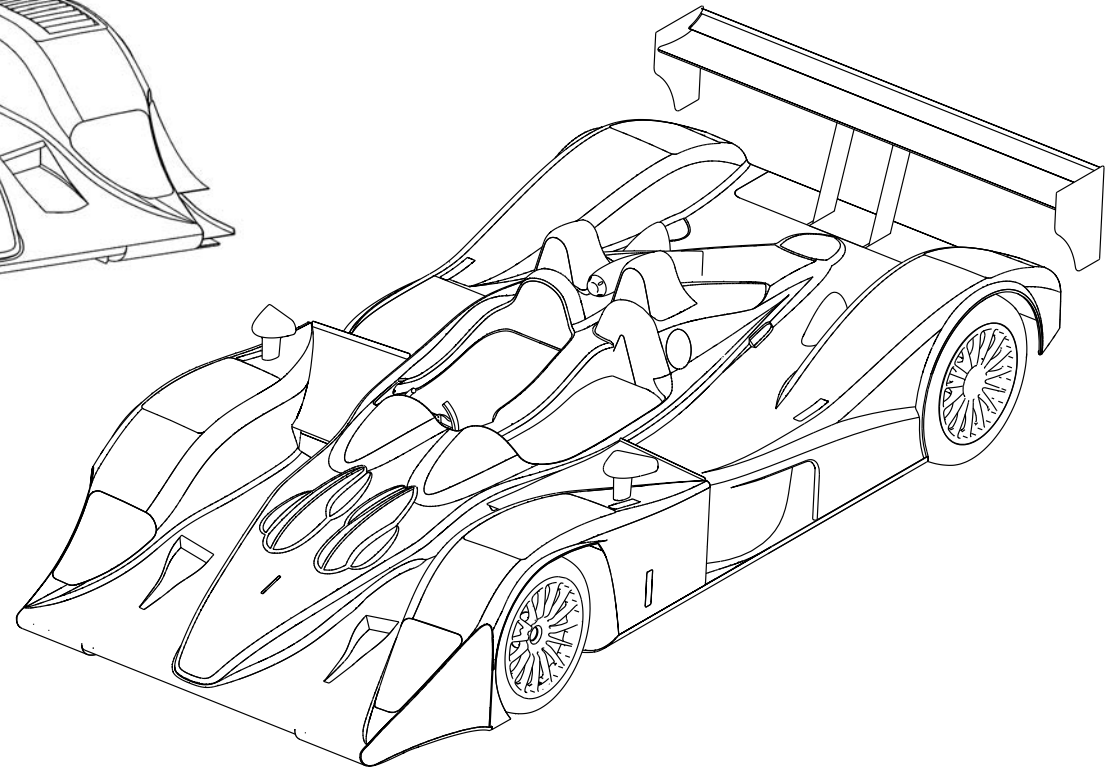


Lola B06/10 LMP1

Dyson Racing
Chamberlain-Synergy Motorsport
Highcroft Racing (B01/60)
Autocon Racing (B01/60)

Lola B05/40 LMP2

Binnie Motorsports
Intersport Racing
RML Group
Chamberlain-Synergy Motorsport



Lola B05/40 LMP2 Specifications

- Weight**
 - 750kg minimum for complete car
- Chassis**
 - One-piece carbon composite construction monocoque chassis/survival cell
 - First LMP2 design to pass all current FIA crash and structural tests
- Bodywork**
 - All new bodywork to meet revised ACO aerodynamic regulations introduced in 2004
 - Pre-preg carbon fibre with honeycomb core to stiffen upper panels
 - Lightweight carbon composite construction underbody and rear wing
- Suspension**
 - Front/rear uprights fabricated from aircraft-quality steel and TIG welded
 - Steel-fabricated flexure-mounted double wishbones front/rear
 - Pushrod/rocker activated Ohlins T44 3-way adjustable dampers
- Steering**
 - Rack and pinion with power steering option available
- Brakes**
 - Hitco carbon discs and pads with AP Racing calipers and master cylinders
 - 355 mm dia vented carbon discs with carbon pads front/rear
- Wheels**
 - Wheel rims 18 in dia x 11 in wide front and 18 in dia x 13 in wide rear to customer choice
- Engine Installation**
 - Chassis designed to accept any LMP2-eligible engine selected by customer
 - Cooling via water radiator(s) plus charge-air intercooler for turbo engine
 - Dry sump oil system with air/oil cooler
 - Installation kits currently available for AER, Judd, Zytek, and NME engines

Fuel System

- 90-litre ATL fuel cell (additional capacity available for alternative-fuelled cars)
- Regulation fuel capacity achieved by fitting fuel displacement balls if needed

Transmission

- 6-speed manual sequential unit with lightweight cast magnesium case
- Semi-automatic shift available as extra cost option
- Bespoke bellhousing adaptor to suit customer engine choice
- Clutch to customer choice with AP Racing unit fitted as standard
- Air/oil cooler

Electrical System

- Military-spec chassis wiring loom supplied with interface to suit selected engine
- All electrics mounted to inside of monocoque for protection, access, reliability
- 12-volt heavy duty battery to cope with all engine starting conditions
- Plug for jump battery or battery charger
- Emergency power cut-off switch as per ACO regulations

Instrumentation

- Supplied with Motec ADL integrated dash/data logger
- Steering wheel mounted display available as extra cost option
- System fully upgradable to suit customer requirements

Safety Equipment

- Sabelt lightweight 6-point seat belt harness
- SPA fire extinguisher

16 20



Dyson Racing

Dyson Racing has been a fixture of North American sportscar racing since the heyday of IMSA GTP competition in the 1980s. The team numbers two wins at the Daytona 24 Hours among its 61 victories and has claimed a total of 16 championships, including the driver's crown for road racing legend Elliott Forbes-Robinson in the ALMS' inaugural season.

Under the leadership of founder Rob Dyson, the team has consistently challenged and won in a variety of racing disciplines, even including single-seaters. Since 2001, Rob's son Chris has taken on an increasing share of the team's driving and management duties, carrying on a rich racing lineage within the Dyson family.

Over the past three seasons, Dyson have been the only team to have pushed – and several times defeated – the mighty Audi R8 racers fielded by the German manufacturer's factory and semi-works teams. Dyson's demonstration of privateer power came about by accident when the competitiveness of the its LMP675 title-winning Lola B01/60-AER turbo caused it to be reclassified as an LMP1 car. After its historic win with the car in LMP2 trim at Sears Point in 2003, Dyson have gone on to finish a strong second to Audi in the LMP1 standings in 2004 and 2005, scoring three more race victories along the way.

For 2006, Dyson Racing aims to meet the challenge posed by Audi's new diesel-engined R10 with the latest Lola B06/10 LMP1 chassis powered by Advanced Engine Research's all-new twin-turbo V8. Chris Dyson will be joined in the number 20 car by Guy Smith, with the number 16 entry piloted by team stalwarts James Weaver, Butch Leitzinger, and Andy Wallace.

41



Binnie Motorsports

Binnie Motorsports was formed at the end of 2004 after team principal and driver Bill Binnie claimed LMP2 class honours in his very first Le Mans 24 Hours at the wheel of an Intersport Racing Lola B2K/40 shared with Clint Field and Rick Sutherland. Armed with a new Lola B05/40 for the 2005 Le Mans Endurance Series, the team suffered a run of poor reliability and bad luck relieved only by leading the LMP2 class at several events.

Binnie will again focus on Europe this season, with ALMS outings limited to Sebring and Petit Le Mans. Run from its UK base under the direction of Derek Kemp, the team is confident that their new package of Zytek 3.4 litre V8 power and Michelin tyres mated to the Lola chassis can deliver class wins in 2006. On the driving front, Binnie is reunited with the experienced Sutherland for 2006, while veteran Allen Timpany continues with the team after his impressive performances in the latter half of last season.

“It’s been a busy winter,” said Binnie. “We have re-engined and re-tired the Lola and finished our new 20,000 square foot race shop. We’ve moved our program forward a lot and after running 1900 km in testing without problems we feel ready for the new season.”

37



Intersport Racing

One of the ALMS’ most successful teams, Jon Field’s Intersport Racing outfit had recorded 12 race wins, two championship titles, and a class victory at Le Mans – all with Lola – going into 2005. At last year’s Sebring winter test, Field and Intersport first served notice of the Lola B05/40-AER’s potential by lapping three seconds faster than its nearest rival on the car’s first day of running. As the package gained reliability, Intersport once again proved itself the class of the LMP2 field, winning at Sears Point, Road Atlanta, Portland, Mosport, and Petit Le Mans to claim the category’s driver and team titles. 2005’s successful driving trio of Jon Field, son Clint, and rapid Californian racer Liz Halliday return to defend their titles this season.

9



Highcroft Racing

Duncan Dayton, a versatile standout in single-seater, sportscar, and vintage competition, has always enjoyed driving famous race cars. He has countless victories in historic events with the John Player Special Lotus 79 that Mario Andretti drove to the 1978 Formula 1 World Championship. He's also successfully run endurance races from Le Mans and Sebring to Watkins Glen and Daytona for various teams. Now Dayton has purchased another famous car – Dyson Racing's giant-killing Lola B01/60-AER number 16 car. Dayton plans to contest the full 2006 ALMS schedule in the LMP1 class under the aegis of Highcroft Racing, the new team he founded last year. The car will be based at Highcroft's new high-tech 48,000-square-foot shop in Danbury, Connecticut.

"Purchasing the Dyson car was an opportunity to jump-start the team with a proven package on our way to getting a new chassis for 2007," Dayton said. He will be joined in the car by Rick Knoop and Gregor Fisker, both veterans with long sportscar pedigrees.

12



Autocon Racing

Longtime supporters of the ALMS' LMP1 category, Michael Lewis' Autocon Racing team has upgraded its effort for 2006 with the purchase of Dyson Racing's other B01/60-AER chassis. Autocon's driving squad of Lewis, Bryan Willman, and Chris McMurry began testing their new mount at California's Buttonwillow circuit in February, where Dyson regular Butch Leitzinger was on hand to help the team acclimatise to the Lola.

"We picked up pointers from Butch we'll be able to use throughout the season," commented McMurry. "The jump for me from LMP2 felt entirely natural, but there are some significant differences. The most satisfying for me were better acceleration and braking, and the lower physical demands of the paddle-shift and power steering. The car is a pleasure to drive, and the whole team feels really good about our prospects this season."

"This package has proven competitive with the best sports cars in the world," said Lewis. "We think it will be a strong contender during this transitional season between the current and next generations of LMP cars."

Appendix Lola Sportscar Class Podium Results 1999-2005

1999	Race	Series	Class	Model	Team	O/C	Drivers
	Donington	SRWC	SR1	B98/10	DAMS	1/1	JM Gounon/E Bernard
	Brno	SRWC	SR1	B98/10	DAMS	1/1	C Tinseau/JM Gounon
	Nürburgring	SRWC	SR1	B98/10	DAMS	1/1	E Bernard/JM Gounon
	Magny Cours	SRWC	SR1	B98/10	Kremer	2/2	J Nielsen/G Orbell
	Las Vegas	ALMS	LMP	B98/10	DAMS	3/3	JM Gounon/C Tinseau
	Kyalami	SRWC	SR1	B98/10	DAMS	1/1	JM Gounon/E Bernard
2000	Charlotte	ALMS	LMP	B2K/10	Rafanelli	3/3	M Schiattarella/D deRadigues
	Phoenix	GARRA	SR2	B2K/40	S&S	10/2	M Snow/S Hayner
	Estoril	GARRA	SR2	B2K/40	Archangel	7/1	L Oberto/R Hampton
	Estoril	GARRA	SR2	B2K/40	TRP	8/2	B Sherman/G Tiller
	Spa	SRWC	SR1	B982K/10	Kremer	3/2	D deRadigues/C Vann/C Glaesel
	Lime Rock	GARRA	SR2	B2K/40	Archangel	7/1	R Hampton/L Oberto
	Mid-Ohio	GARRA	SR1	B2K/10	Creighton	3/3	A Wallace/S Schubot
	Mid-Ohio	GARRA	SR2	B2K/40	Archangel	7/1	L Oberto/R Hampton
	Mid-Ohio	GARRA	SR2	B2K/40	S&S	12/3	M Snow/L Schumacher
	Le Mans	ACO	LMP675	B2K/40	Multimatic	25/1	S Maxwell/J Graham/G Wilkins
	Daytona	GARRA	SR2	B2K/40	Archangel	6/1	L Oberto/R Hampton
	Daytona	GARRA	SR2	B2K/40	S&S	7/2	M Snow/L Schumacher
	Road America	GARRA	SR2	B2K/40	S&S	9/1	M Snow/L Schumacher
	Road America	GARRA	SR2	B2K/40	Archangel	11/3	R Hampton/P Macey/L Oberto
	Trois Rivières	GARRA	SR2	B2K/40	Archangel	7/1	L Oberto/R Hampton
	Trois Rivières	GARRA	SR2	B2K/40	TRP	13/3	J Macaluso/P Macey
	Watkins Glen	GARRA	SR1	B2K/10	Intersport	2/2	J Field/O Gavin
	Watkins Glen	GARRA	SR1	B2K/10	Intersport	2/2	J Field/O Gavin
	Watkins Glen	GARRA	SR2	B2K/40	TRP	31/2	B Rice/G Tiller/J Macaluso
	Watkins Glen	GARRA	SR2	B2K/40	Archangel	NC/3	L Oberto/R Hampton/P Macey
	Nürburgring	SRWC	SR1	B2K/10	Konrad	3/3	S Maassen/J von Gartzen
	Laguna Seca	ALMS	LMP675	B2K/40	S&S	11/1	M Snow/G Jeannette
	Las Vegas	ALMS	LMP675	B2K/40	S&S	12/1	M Snow/G Jeannette
	Kyalami	SRWC	SR1	B98/K2000	Kremer	1/1	G Formato/R Kelleners
	Kyalami	SRWC	SR2	B2K/40	SRTS	6/1	S Dickens/F Ekblom
	Adelaide	ALMS	LMP900	B2K/10	Konrad	2/2	F Konrad/A Heath/C Slater

2001

Race	Series	Class	Model	Team	O/C	Drivers
Daytona	GARRA	SRP2	B2K/40	Archangel	13/1	Lally/Macey/Henderson/Seldon
Daytona	GARRA	SRP1	B2K/10	Intersport	21/4	Jon Field/C Rosenblad/Joel Field/C Field
Estoril	GARRA	SRP1	B2K/10	Intersport	2/2	J Field/O Gavin
Estoril	GARRA	SRP2	B2K/40	Archangel	7/1	M Durand/N Greensall
Estoril	GARRA	SRP2	B2K/40	PorscheHaus	8/2	B St. Jacques/R Julien
Barcelona	WSCC	SR2	B2K/40	SRTS	5/2	L Oberto/T Bjork
Phoenix	GARRA	SRP1	B2K/10	Intersport	1/1	J Field/O Gavin
Phoenix	GARRA	SRP2	B2K/40	PorscheHaus	8/1	R Julien/B St. Jacques
Phoenix	GARRA	SRP2	B2K/40	Archangel	9/2	J Clinton/M Durand
Phoenix	GARRA	SRP2	B2K/40	Archangel	NC/3	A Lally/P Macey
Monza	WSCC	SR2	B2K/40	SRTS	5/1	L Oberto/T Bjork/Stanley Dickens
Watkins Glen	GARRA	SRP2	B2K/40	Archangel	4/2	A Lally/P Macey/L Oberto
Watkins Glen	GARRA	SRP2	B2K/40	PorscheHaus	21/3	B St. Jacques/G Pootmans/R Julien
Jarama	ELMS	LMP675	B2K/40	KnightHawk	9/2	E Goddard/T Saldana/M Hawkins
Lime Rock	GARRA	SRP2	B2K/40	Archangel	4/1	H Katz/M Durand
Lime Rock	GARRA	SRP2	B2K/40	PorscheHaus	5/2	R Julien/B St. Jacques
Lime Rock	GARRA	SRP2	B2K/40	Archangel	6/3	P Macey/A Lally
Mid-Ohio	GARRA	SRP1	B2K/10	Intersport	1/1	J Field/O Gavin
Mid-Ohio	GARRA	SRP2	B2K/40	Archangel	5/1	A Lally/P Macey
Mid-Ohio	GARRA	SRP2	B2K/40	PorscheHaus	7/2	B St. Jacques/R Julien
Mid-Ohio	GARRA	SRP2	B2K/40	Multimatic	8/3	S Maxwell/P Czapka
Brno	WSCC	SR2	B2K/40	SRTS	8/1	L Oberto/T Bjork
Road America	GARRA	SRP1	B2K/10	Intersport	3/3	J Field/C Field/O Gavin
Road America	GARRA	SRP2	B2K/40	Archangel	7/1	B Devlin/L Oberto/D Sterenberg
Road America	GARRA	SRP2	B2K/40	PorscheHaus	13/2	B St. Jacques/R Julien/B Woodman
Trois Rivières	GARRA	SRP2	B2K/40	PorscheHaus	5/1	S Veilleux/JF Dumoulin
Trois Rivières	GARRA	SRP2	B2K/40	Archangel	6/2	B Devlin/JF Veilleux
Trois Rivières	GARRA	SRP2	B2K/40	PorscheHaus	8/3	R Julien/B St. Jacques
Portland	ALMS	LMP675	B2K/40	KnightHawk	12/2	M Hawkins/S Knight
Watkins Glen	GARRA	SRP1	B2K/10	Intersport	3/3	J Field/O Gavin
Watkins Glen	GARRA	SRP2	B2K/40	Archangel	5/1	B Devlin/D Sterenberg
Watkins Glen	GARRA	SRP2	B2K/40	PorscheHaus	6/2	B St. Jacques/R Julien

2001 *continued*

Race	Series	Class	Model	Team	O/C	Drivers
Watkins Glen	GARRA	SRP2	B2K/40	Archangel	7/3	A Lally/J Tillman
Mid-Ohio	ALMS	LMP675	B2K/40	KnightHawk	12/2	C Huertgen/S Knight
Donington	WSCC	SR2	B2K/40	SRTS	8/2	L Oberto/T Bjork
Mondello Park	WSCC	SR2	B2K/40	SRTS	3/1	D Faulkner/L Oberto/T Bjork
Nürburgring	WSCC	SR2	B2K/40	SRTS	4/1	L Oberto/T Bjork
Road Atlanta	ALMS	LMP675	B2K/40	Archangel	17/2	B Devlin/A Davis/J Workman
Daytona	GARRA	SRP1	B2K/10	Champion	2/2	A Wallace/H Haywood
Daytona	GARRA	SRP2	B2K/40	Rand	4/1	A Lazzaro
Daytona	GARRA	SRP2	B2K/40	Archangel	6/2	B Devlin/A Lally

2002

Daytona	GARRA	SRP2	B2K/40	Rand	3/1	A Lazzaro/T Borcheller/B Rand/R Kelleners
Daytona	GARRA	SRP1	B2K/10	Champion	4/3	A Wallace/S Maassen/H Haywood/L Luhr
Daytona	GARRA	SRP2	B2K/40	Archangel	6/2	C Block/S Knight/B DeVries/M Hawkins
Estoril	GARRA	SRP1	B2K/10B	Intersport	2/2	Jon Field/Joel Field
Estoril	GARRA	SRP2	B2K/40	Rand	3/1	T Borcheller/A Lazzaro
Sebring	ALMS	LMP675	MG EX257	Intersport	7/1	J Field/D Dayton/M Durand
Fontana	GARRA	SRP2	B2K/40	Rand	3/1	T Borcheller/R Kelleners/B Rand
Barcelona	WSCC	SR1	B98/10	Berridge	3/3	B Berridge/I McKellar
Barcelona	WSCC	SR2	B2K/40	SRTS	9/3	N Loven/M Andersson
Estoril	WSCC	SR2	B2K/40	SRTS	8/3	N Loven/M Andersson
Phoenix	GARRA	SRP1	B2K/10B	Intersport	3/3	J Field/R Sutherland
Phoenix	GARRA	SRP2	B2K/40	Rand	4/1	M Franchitti/N Jonsson
Brno	WSCC	SR2	B2K/40	SRTS	6/3	N Loven/M Andersson
Sears Point	ALMS	LMP675	B2K/40	Archangel	18/1	B Devlin/D McEntee
Sears Point	ALMS	LMP675	MG EX257	KnightHawk	21/2	C Block/S Knight
Sears Point	ALMS	LMP675	MG EX257	Intersport	22/3	J Field/R Sutherland
Watkins Glen	GARRA	SRP2	B2K/40	Rand	2/1	T Borcheller/R Kelleners/A Lazzaro
Watkins Glen	GARRA	SRP2	B2K/40	Rand	3/2	N Jonsson/M Franchitti/B Rand
Watkins Glen	GARRA	SRP2	B2K/40	Archangel	4/3	D Sterenberg/B Arsenault/P MacLeod
Watkins Glen	GARRA	SRP1	B2K/10	Pegasus	7/3	O Kuttner/J Calvet
Mid-Ohio	ALMS	LMP675	B2K/40	Archangel	14/2	B Devlin/B Arsenault
Mid-Ohio	ALMS	LMP675	B2K/40	KnightHawk	15/3	S Knight/J Fergus

2002 *continued*

Race	Series	Class	Model	Team	O/C	Drivers
Daytona	GARRA	SRP2	B2K/40	Rand	6/ 1	A Lazzaro/J Nadeau
Road America	ALMS	LMP675	B2K/40	Archangel	10/1	B Devlin/P MacLeod/L Oberto
Road America	ALMS	LMP675	MG EX257	KnightHawk	19/3	C Block/M Hawkins/S Knight
Washington DC	ALMS	LMP675	MG EX257	Intersport	12/1	J Field/C Field
Washington DC	ALMS	LMP675	B2K/40	Archangel	22/3	B Devlin/W Langhorne
Trois Rivières	ALMS	LMP675	B2K/40	Essex	16/3	M Paterson/P Fix
Watkins Glen	GARRA	SRP2	B2K/40	Rand	4/1	T Borcheller/A Lazzaro
Watkins Glen	GARRA	SRP2	B2K/40	Rand	5/2	N Jonsson/M Franchitti
Mosport	ALMS	LMP675	B2K/40	Essex	16/2	R Bentley/M Paterson
Mid-Ohio	ALMS	LMP675	B2K/40	Archangel	14/2	B Devlin/B Arsenault
Mid-Ohio	ALMS	LMP675	B2K/40	KnightHawk	15/3	S Knight/J Fergus
Daytona	GARRA	SRP2	B2K/40	Rand	6/ 1	A Lazzaro/J Nadeau
Road America	ALMS	LMP675	B2K/40	Archangel	10/1	B Devlin/P MacLeod/L Oberto
Road America	ALMS	LMP675	MG EX257	KnightHawk	19/3	C Block/M Hawkins/S Knight
Washington DC	ALMS	LMP675	MG EX257	Intersport	12/1	J Field/C Field
Washington DC	ALMS	LMP675	B2K/40	Archangel	22/3	B Devlin/W Langhorne
Trois Rivières	ALMS	LMP675	B2K/40	Essex	16/3	M Paterson/P Fix
Watkins Glen	GARRA	SRP2	B2K/40	Rand	4/1	T Borcheller/A Lazzaro
Watkins Glen	GARRA	SRP2	B2K/40	Rand	5/2	N Jonsson/M Franchitti
Mosport	ALMS	LMP675	B2K/40	Essex	16/2	R Bentley/M Paterson
Virginia	GARRA	SRP2	B2K/40	Rand	3/1	T Borcheller/A Lazzaro
Virginia	GARRA	SRP2	B2K/40	Rand	4/2	R Kelleners/M Franchitti/N Jonsson
Mt Tremblant	GARRA	SRP1	B2K/10	Pegasus	16/3	O Kuttner/D Pavlina/J Calvet
Spa	WSCC	SR2	B2K/40	SRTS	8/3	N Loven/T Bjork
Laguna Seca	ALMS	LMP675	MG EX257	KnightHawk	7/1	C Block/S Knight/C Huertgen
Laguna Seca	ALMS	LMP675	MG EX257	Dyson	8/2	J Weaver/B Leitzinger
Laguna Seca	ALMS	LMP675	MG EX257	Intersport	9/3	J Field/R Sutherland
Miami	ALMS	LMP 675	MG EX257	KnightHawk	8/1	C Huertgen/C Block
Miami	ALMS	LMP675	MG EX257	Dyson	18/2	J Weaver/B Leitzinger
Road Atlanta	ALMS	LMP 675	MG EX257	Intersport	8/1	J Field/D Dayton/M Durand
Road Atlanta	ALMS	LMP 675	B2K/40	Archangel	12/2	B Devlin/J Workman/G Forgeois
Daytona	GARRA	SRP2	B2K/40	Rand	5/1	T Borcheller/A Lazzaro

Lola ALMS Sportscar Racing 2006

2002 *continued*

Race	Series	Class	Model	Team	O/C	Drivers
Daytona	GARRA	SRP2	B2K/40	Rand	6/2	R Kelleners/N Jonsson
Daytona	GARRA	SRP2	B2K/40	Essex	15/3	D Gaylord/W Gaughran/P MacLeod

2003

Race	Series	Class	Model	Team	O/C	Drivers
Daytona	GARRA	SRP2	B2K/40	Essex	7/1	R Bentley/D Kitch/J Pruskowski/J Pruskowski
Daytona	GARRA	SRP2	B2K/40	Essex	8/2	W Gaughran/S Gorriaran/P MacLeod/D Gaylord
Sebring	ALMS	LMP675	MG EX257	Dyson	18/1	D deRadigues/C Block/C Dyson
Sebring	ALMS	LMP675	MG EX257	Intersport	30/2	J Field/D Dayton/M Durand
Monza	WSCC	SR1	B2K/10B	Taurus	3/3	P Andrews/C Vann
Road Atlanta	ALMS	LMP675	MG EX257	Intersport	3/1	J Field/D Dayton
Road Atlanta	ALMS	LMP675	MG EX257	Dyson	4/2	J Weaver/B Leitzinger
Road Atlanta	ALMS	LMP675	MG EX257	Dyson	15/3	A Wallace/C Dyson
Sears Point	ALMS	LMP675	MG EX257	Dyson	1/1	B Leitzinger/J Weaver
Sears Point	ALMS	LMP675	MG EX257	Dyson	7/2	A Wallace/C Dyson
Sears Point	ALMS	LMP675	B2K/40	Essex	18/3	J Workman/D McEntee
Trois Rivières	ALMS	LMP675	MG EX257	Intersport	10/ 1	J Field/D Dayton
Trois Rivières	ALMS	LMP675	B2K/40	Essex	18/ 2	J Workman/M Paterson
Mosport	ALMS	LMP675	MG EX257	Dyson	2/1	C Dyson/A Wallace
Mosport	ALMS	LMP675	MG EX257	Dyson	24/3	J Weaver/B Leitzinger
Road America	ALMS	LMP675	MG EX257	Dyson	2/1	C Dyson/A Wallace
Road America	ALMS	LMP675	B2K/40	Essex	25/2	J Workman/J Gue
Laguna Seca	ALMS	LMP675	MG EX257	Dyson	2/1	J Weaver/B Leitzinger
Laguna Seca	ALMS	LMP675	B2K/40	Essex	17/2	J Workman/S Bradley
Laguna Seca	ALMS	LMP675	MG EX257	Intersport	26/3	J Field/D Dayton

2004

Sebring	ALMS	LMP2	B2K/40	Miracle	23/1	I James/J Macaluso/M Borkowski
Sebring	ALMS	LMP2	B2K/40	Rand	26/2	M Fitzgerald/J Gue/B Rand
Sebring	ALMS	LMP2	B2K/40	Intersport	27/3	C Field/B Binnie/R Sutherland
Le Mans	ACO	LMP2	B2K/40	Intersport	25/1	C Field/B Binnie/R Sutherland
Mid-Ohio	ALMS	LMP1	MG EX257	Dyson	2/2	A Wallace/C Dyson
Mid-Ohio	ALMS	LMP2	B2K/40	Intersport	5/1	C Field/R Liddell
Mid-Ohio	ALMS	LMP2	B2K/40	RCC	12/2	A Lally/R Eversley

2004 *continued*

Race	Series	Class	Model	Team	O/C	Drivers
Mid-Ohio	ALMS	LMP2	B2K/40	Miracle	17/3	I James/J Gue
Mid-Ohio	ALMS	LMP1	B01/60	Intersport	20/3	J Field/D Dayton
Nürburgring	LMES	LMP2	B2K/40	Tracsport	25/3	J Ingram/J Gaw/R Pearson
Lime Rock	ALMS	LMP1	MG EX257	Dyson	2/2	J Weaver/B Leitzinger
Lime Rock	ALMS	LMP1	MG EX257	Dyson	3/3	C Dyson/A Wallace
Lime Rock	ALMS	LMP2	B2K/40	Miracle	12/1	I James/J Gue
Lime Rock	ALMS	LMP2	B2K/40	RCC	17/2	A Lally/R Eversley
Sears Point	ALMS	LMP1	MG EX257	Dyson	2/2	C Dyson/A Wallace
Sears Point	ALMS	LMP1	MG EX257	Dyson	3/3	B Leitzinger/J Weaver
Sears Point	ALMS	LMP2	B2K/40	Intersport	5/1	J Field/R Liddell/C Field
Sears Point	ALMS	LMP2	B2K/40	Miracle	6/2	I James/J Gue
Portland	ALMS	LMP1	MG EX257	Dyson	2/2	B Leitzinger/J Weaver
Portland	ALMS	LMP2	B2K/40	Intersport	5/1	J Field/R Liddell/C Field
Portland	ALMS	LMP1	MG EX257	Dyson	6/3	C Dyson/A Wallace
Portland	ALMS	LMP2	B2K/40	Miracle	17/2	I James/J Gue/J Macaluso
Mosport	ALMS	LMP1	MG EX257	Dyson	1/1	J Weaver/B Leitzinger
Mosport	ALMS	LMP1	MG EX257	Dyson	3/3	C Dyson/A Wallace
Mosport	ALMS	LMP2	B2K/40	Intersport	6/1	C Field/R Liddell
Mosport	ALMS	LMP2	B2K/40	Miracle	19/2	J Gue/I James/J Macaluso
Road America	ALMS	LMP1	B01/60	Intersport	2/2	J Field/D Dayton
Road America	ALMS	LMP2	B2K/40	Miracle	16/2	M Borkowski/J Macaluso
Road Atlanta	ALMS	LMP1	MG EX257	Dyson	3/ 3	J Lammers/C Dyson
Road Atlanta	ALMS	LMP2	B2K/40	Intersport	6/1	C Field/R Liddell/M Duno
Road Atlanta	ALMS	LMP2	B2K/40	Marshall Cooke	18/2	A Lally/S Pumpelly/R Eversley
Laguna Seca	ALMS	LMP1	MG EX257	Dyson	3/3	B Leitzinger/J Weaver
Laguna Seca	ALMS	LMP2	B2K/40	Intersport	7/1	C Field/R Sutherland/R Liddell

2005

Sebring	ALMS	LMP1	MG EX257	Dyson	3/3	J Weaver/A Wallace/B Leitzinger
Spa	LMES	LMP2	B05/40	Chamberlain	5/1	B Berridge/G Evans/P Owen
Road Atlanta	ALMS	LMP1	MG EX257	Dyson	2/2	C Dyson/A Wallace
Road Atlanta	ALMS	LMP2	B05/40	Intersport	4/1	C Field/J Field
Mid Ohio	ALMS	LMP1	MG EX257	Dyson	1/1	J Weaver/B Leitzinger

2005 *continued*

Race	Series	Class	Model	Team	O/C	Drivers
Mid Ohio	ALMS	LMP1	MG EX257	Dyson	2/2	C Dyson/A Wallace
Le Mans	ACO	LMP2	MG EX264	RML	20/1	T Erdos/M Newton/W Hughes
Lime Rock	ALMS	LMP1	MG EX257	Dyson	12/3	J Weaver/B Leitzinger
Lime Rock	ALMS	LMP2	B2K/40	Van der Steur	16/2	B Devlin/G van der Steur/E van der Steur
Monza	LMES	LMP2	B05/40	Chamberlain	5/2	B Berridge/P Owen/G Evans
Monza	LMES	LMP2	MG EX264	RML	11/3	T Erdos/M Newton
Sears Point	ALMS	LMP2	B05/40	Intersport	4/1	C Field/L Halliday
Sears Point	ALMS	LMP1	MG EX257	Dyson	2/2	C Dyson/A Wallace
Portland	ALMS	LMP1	B05/40	Intersport	4/1	C Field/G Fiske
Portland	ALMS	LMP1	MG EX257	Dyson	3/3	J Weaver/B Leitzinger
Portland	ALMS	LMP1	MG EX257	Dyson	2/2	C Dyson/A Wallace
Silverstone	LMES	LMP2	MG EX264	RML	10/3	T Erdos/M Newton
Road America	LMES	LMP1	B01/60	Dyson	2/2	C Dyson/A Wallace
Road America	LMES	LMP2	B2K/40	Van der Steur	14/3	G van der Steur/B Devlin
Mosport	ALMS	LMP1	MG EX257	Dyson	1/1	J Weaver/B Leitzinger
Mosport	ALMS	LMP2	B05/40	Intersport	5/1	C Field/L Halliday
Nürburgring	LMES	LMP2	B05/40	Horag Lista	7/1	D Theys/E Van De Poele
Nürburgring	LMES	LMP2	MG EX264	RML	15/3	T Erdos/M Newton
Road Atlanta	ALMS	LMP1	B01/60	Dyson	2/2	C Dyson/G Smith
Road Atlanta	ALMS	LMP2	B05/40	Intersport	5/1	C Field/J Field/L Halliday
Laguna Seca	ALMS	LMP1	B01/60	Dyson	3/3	C Dyson/A Wallace
Istanbul	LMES	LMP2	B05/40	Chamberlain	7/2	G Smith/P Owen/G Evans
Istanbul	LMES	LMP2	B05/40	Horag Lista	9/3	D Theys/T Bjork
Istanbul	LMES	LMP2	MG EX264	RML	6/1	T Erdos/M Newton

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