

Lola at Le Mans 2007

Media Guide



A Message from Martin Birrane



It goes without saying that Le Mans is the jewel in the crown of global sportscar competition. Indeed, having both raced and entered cars at La Sarthe, it is to my mind the biggest and best motor race in the world.

This year, Lola is privileged to have six teams running Huntingdon-built chassis. It is extremely pleasing to see three each of our LMP1 and LMP2 cars here and with such a variety of engines, too. You will find elsewhere in this media guide Lola's complete results at Le Mans – an invitation to conjure up your own memories from the wonderful past of this uniquely demanding race – and also a peek into the future with the first images of our new LMP1 coupe.

I have long believed that Lola's fortunes are a barometer of the health of sportscar racing and at the moment the market is looking strong, with this weekend's six Lola entries and the imminent arrival of the first-ever customer LMP1 coupe, the Lola B08/60. As we look ahead to Lola's 50th anniversary in 2008, the commitment to state-of-the-art technical facilities and outstanding engineering talent will remain the cornerstone of our success and appeal to both manufacturers and privateers seeking sportscar success.

I would like to close by personally wishing our customers – and all of our friends throughout the sportscar racing community – the very best of luck in what promises to be an exceptional 75th running of the classic 24 Hours of Le Mans.

A handwritten signature in black ink, reading "M Birrane".

Martin Birrane
Executive Chairman
June 2007

Lola Runners Keep Their Eyes on the Prize at Le Mans Test Day

Le Mans Test Day LMP1 Times

<i>Peugeot 908 HDi FAP</i>	3:26.707
<i>Audi R10 TDI</i>	3:28.277
<i>Audi R10 TDI</i>	3:28.406
<i>Pescarolo 01-Judd</i>	3:28.574
<i>Peugeot 908 HDi FAP</i>	3:30.314
<i>Audi R10 TDI</i>	3:30.613
<i>Dome S101HB-Judd</i>	3:34.035
<i>Zytek 07S</i>	3:34.340
<i>Creation CA07-Judd</i>	3:34.398
<i>Pescarolo 01-Judd</i>	3:34.941
<i>Lola B07/18-Audi</i>	3:35.672
<i>Pescarolo C60-Judd</i>	3:35.896
<i>Lola B07/17-Judd</i>	3:36.267
<i>Courage LC70-AER</i>	3:36.373
<i>Lola B06/10-AER</i>	3:36.567
<i>Courage LC70-AER</i>	3:40.520

Staying firmly focussed on race preparation and set-up, Lola customer teams readied their assault on the 2007 Le Mans 24 Hours sportscar classic during the event's official test day on June 3rd. Six of the Huntingdon-built racers – three each in the LMP1 and LMP2 categories – will compete in the 75th running of the great race on 16-17 June.

Swiss Spirit arrived at Le Mans with just one race under their belts. Yet the potential of the team and the Lola-Audi chassis/engine combination demonstrated by their podium finish at the Valencia 1000KM last month bodes well for their debut at La Sarthe.

Following a brief installation run by Marcel Fassler in the morning session, GT veteran Iradj Alexander set about familiarising himself with the demands of driving the Le Mans circuit in a prototype. Team co-founder Jean-Denis Deletraz also notched up a useful number of laps. The only frustration came when the team were denied the chance to conduct a mock qualifying run on new rubber by a lengthy red flag period late in the day.

Charouz Racing System also concentrated on maximising their drivers' track time. The trio of Jan Charouz, Stefan Mucke, and Alex Yoong officially set a best lap of 3m36.2, as a glitch in the timing system meant their actual fastest time of 3m34.8 went unrecorded. Charouz completed a full programme despite having to leave the circuit immediately after the test to sit an exam at London University!

The Charouz crew are confident they will be battling with the factory cars in the race. "As it was the first time at Le Mans for myself and also Jan, we were finding the braking points and getting to know the track today," said Stefan Mucke. "We are still discovering the limits of the car and taking some of the downforce off. We have a superb team behind us and Frank Coppuck is a great engineer with a strong plan for the race week."

Chamberlain-Synergy Motorsport kick-started their annual Le Mans campaign in fine style with their AER-powered B06/10 lapping quickly in the hands of Bob Berridge. Teammates Peter Owen and Gareth Evans also put in solid runs in the yellow Lola. A best time of 3m36.567s suggests that the Oxfordshire-based team could be fighting for a top-ten grid position.

Le Mans Test Day LMP2 Times

<i>Zytek 07S/2</i>	3:39.016
<i>Zytek 07S/2</i>	3:39.016
<i>Lola B05/40-AER</i>	3:40.613
<i>Lola B05/40-AER</i>	3:41.025
<i>Lola B05/40-Zytek</i>	3:43.867
<i>Radical SR9-Judd</i>	3:43.985
<i>Pescarolo C60-Judd</i>	3:47.145
<i>Pilbeam MP93-Judd</i>	3:49.418
<i>Courage LC75-AER</i>	3:52.023
<i>Courage LC75-AER</i>	3:53.955
<i>Dome S101.5-Mader</i>	4:24.078

Portugal's Quifel ASM Team finished the day third fastest of the LMP2 entries with their updated Lola B05/40-AER turbo package. The team were quietly satisfied with their days work, although like the rest of the Lola runners they did not go for an all-out fast lap on soft tyres. Warren Hughes, reprising his 2006 role as third driver alongside regular drivers Miguel Amaral and Miguel De Castro, set the team's best time of 3m40.613s. "The car is well-balanced and even more stable than last year," said Hughes. "We did some very useful work with the Dunlop tyres today and there's a lot more to come for qualifying and the race."

RML launched their push for an unprecedented hat-trick of class wins at La Sarthe, with Andy Wallace rejoining team regulars Mike Newton and Tommy Erdos in the bid to repeat the success of 2005 and 2006. In typically methodical style, the team completed an exacting programme of set-up development and driver practice during the day, allowing Andy Wallace to reacquaint himself with the car after a season of ALMS and Grand-Am competition in North America.

Binnie Motorsports put themselves in a good position to equal or better last year's brilliant second place result at Le Mans. The transatlantic squad of Bill Binnie, Allen Timpany, and Chris Buncombe ended the day fifth fastest in LMP2 with newcomer Buncombe setting the team's fastest lap of 3m43.867s on his very first visit to the legendary circuit – no less than 12 seconds faster than the Zytek-engined Lola's test day best in 2006! Running on Kumho tyres, the team managed to complete a comprehensive test programme with all three drivers reporting excellent handling, particularly through the daunting Porsche Curves.

As well as supporting their customers at Le Mans, Lola will also be revealing details of their much anticipated B08/60 model. The new design will be the first LMP1 coupe available to private entrants and will be built at Lola's headquarters in Huntingdon in Cambridgeshire before undertaking an extensive off-season programme of development and track testing.

The Non-Stop Pursuit of Victory



Chief Designer Julian Sole

For 2007, Lola Cars have produced major upgrades to both its LMP1 and LMP2 designs. Taking their lead from Chief Designer Julian Sole, Lola's sportscar design team spent several weeks fine tuning the new look in the company's on-site 50%-scale rolling-road wind tunnel.

The aerodynamic improvements to both models focus on enhancing overall efficiency rather than increasing maximum downforce. To provide customers with a wider chassis set-up 'window', ride height sensitivity in all downforce configurations has been significantly reduced. Sole explained the thinking behind the updates: "The biggest changes are to the aerodynamics, but we've also been working to improve reliability – you can always use a bigger margin in this area and we've paid particular attention to the gearbox and differential."

The new package has been a hit with Lola teams on both sides of the Atlantic, with a noticeable improvement in straight-line speed and turn-in to medium- and high-speed corners. A podium result first time out at the ALMS Sebring 12 Hours for the Acura-powered Fernandez Racing Lola, followed by second and third place overall and an LMP2 class win at Valencia's Le Mans Series round, have confirmed the worth of the revisions.

Alongside development of the current models, Lola engineers have also been busy working on the company's next-generation design, the vaunted B08/60, which is scheduled to hit the track as the first closed-cockpit customer LMP this autumn. Lola senior aerodynamicist Phil Tiller describes the project's progress.

Lola's upgraded LMP models have been successful with manufacturer-engined teams in both the LMS and ALMS





Senior Aerodynamicist Phil Tiller

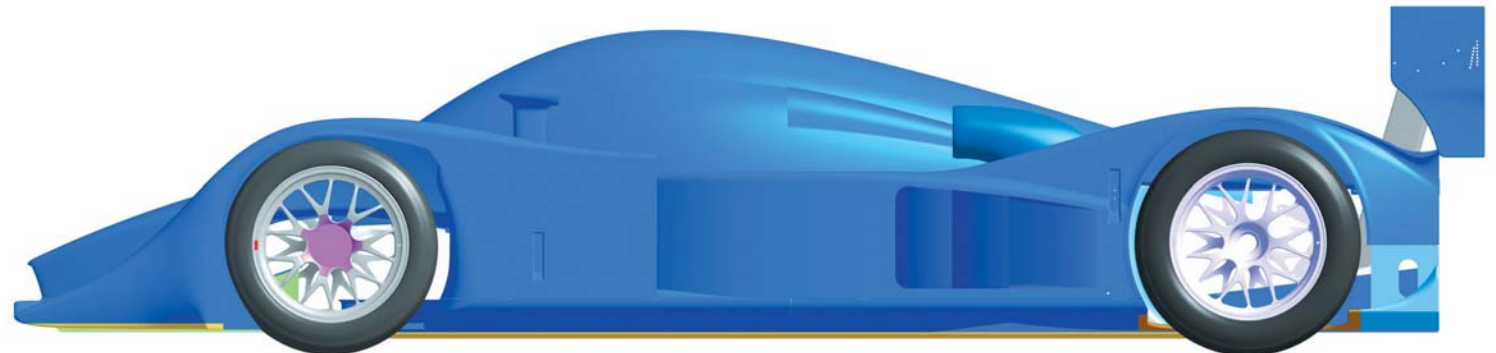
“We did a lot of CFD work, which gave us a short list of shapes, which have been developed in the wind tunnel over the last couple of months. We expect to arrive at the final shape soon after Le Mans. The ACO have given us a set of ‘hard points’ the roll cage has to meet, but we’re keeping our options open as there is the possibility of some adjustments and we want to have some flexibility in case any changes are made.”

Phil Tiller has had some new ‘toys’ to play with in designing the B08/60, thanks to Lola’s recent tie-ups with AMD and FLUENT, suppliers of the Lola design office’s computer hardware and software respectively. “We now have the sort of technology you normally find only at F1 level, so it’s great to have it available for sportscars. It’s been extremely useful in dealing with some of the unique demands of designing a closed-cockpit LMP1, such as the ACO’s driver cooling requirements.”

The strength of Lola’s engineering team has been bolstered in recent months by some key appointments. The Lola Technology Centre’s wind tunnel and 7-post test rig are now under the direction of Dr John Davis, who brings over 20 years of F1 experience. The B08/60 is the first assignment for new designer Gene Varnier, who played a major role in creating the Bentley Speed 8 coupe that took a memorable win at Le Mans in 2003.

With several potential customers for the coupe already in talks, Lola is going flat out to make sure its customers have the car they need to beat future coupe designs from factory teams and rival constructors alike.

Wind tunnel model CAD scheme of Lola’s new B08/60 LMP1 coupe



Specifications **Lola B07/10 LMP1**

Chassis

- One-piece carbon composite construction monocoque chassis/survival cell
- Exceeds all FIA and ACO crash test regulations including rollover hoop protection
- Repositionable ballast used 925kg minimum weight for complete car

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

Cockpit

- Rack-and-pinion steering with Kyaba power assist system as standard
- Integrated electronic dash and data acquisition system to customer choice
- Safety equipment includes Sabelt lightweight 6-point seat belt harness and SPA fire extinguisher

Suspension

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

Brakes

- Hitco carbon discs and pads with AP Racing calipers and master cylinders
- 380 mm diameter vented carbon discs with carbon pads front and 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, Judd GV5, and Audi FSI 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

- Lola HT 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
- Dual batteries and/or dual starter motors optional
- Plug for jump battery or battery charger
- ACO-regulation emergency power cut-off switch



Specifications **Lola B07/40 LMP2**

Chassis

- One-piece carbon composite construction monocoque chassis/survival cell
- First LMP2 design to pass all current FIA and ACO crash and structural tests
- Repositionable ballast used 775kg minimum weight for complete car

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

Cockpit

- Rack-and-pinion steering with Kyaba power assist system as standard
- Supplied with Motec ADL integrated dash/data logger fully upgradable to customer requirements
- Steering wheel mounted display available at extra cost
- Safety equipment includes Sabelt lightweight 6-point seat belt harness and SPA fire extinguisher

Suspension

- Front and rear uprights fabricated from aircraft-quality steel and TIG welded
- Steel-fabricated double wishbones front and rear
- Pushrod/rocker activated 3-way adjustable dampers to customer choice



Brakes

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

Wheels

- Wheel rims 18" diameter x 11" wide front and 18" diameter x 13" 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, Honda, and Mazda 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

- Lola HT 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
- ACO-regulation emergency power cut-off switch

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Chassis: Lola B07/18

Engine: Audi FSI 3.6-litre V8 turbo

Tyres: Michelin

Team Principal: Fred Stalder

Team Manager: Yann Cazaubon

Engineer: Mikael Kesraoui

Drivers: Jean-Denis Deletraz CH

Marcel Fassler CH

Iradj Alexander CH

Website: stalder-motorsport.com

Team Profile **Swiss Spirit**

Swiss Spirit arrive at La Sarthe after achieving a superb third place overall in their first-ever race, the recent Valencia 1000KM. The Fred Stalder-run team only came together early in 2007, so there is the promise of much more to come as the team continues to gel and its unique Lola-Audi package is developed.

Team principal Fred Stalder has over 20 years of Audi experience, having run the German marque's touring car campaigns in the 1980s and 1990s. Stalder's Le Mans experience includes running the Simca-powered ROC Chevrons – perennially popular with the French fans – during the 1970s to claiming back-to-back LMP675 class wins with Volkswagen power in 2001 and 2002. Swiss Spirit's talented young race engineer, Yann Cazaubon, is expected to make his own contribution to realising the team's ambition of podium success at Le Mans this year.

The Audi Sport organisation are enthusiastic about giving their famed turbocharged FSI V8 – five times a Le Mans winner – its first outing in a non-Audi chassis. Swiss Spirit's choice of a Lola chassis was fully endorsed by the factory. Audi engine wizard Thomas Mader will be on hand at Le Mans to ensure the combination performs to its maximum potential.

Watch out, too, for another impressive performance from the Swiss Spirit driving squad which worked so well together at Valencia. Leading the charge is ex-DTM standout and Sauber F1 test driver Marcel Fassler, the teamed with compatriot and longtime Stalder favourite Jean-Denis Deletraz and prototype newcomer Iradj Alexander. The team's bold red-and-white livery carries sponsorship from a variety of Swiss companies, including luxury watch brand Franck Müller.

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Chassis: Lola B07/17

Engine: Judd 5.5-litre V10 atmo

Tyres: Michelin

Team Principal: Antonin Charouz

Team Manager: Marcus Sarach

Sporting Manager: Sam Hignett

Engineer: Frank Coppuck

Drivers: Jan Charouz CZ

Stefan Mucke D

Alex Yoong MAL

Website: bpa.cz

Team Profile **Charouz Racing System**

Another new team to have rocked the Le Mans Series boat in 2007 is Charouz Racing System with their Judd-powered Lola B07/17 LMP1. Set up by Czech business and motorsport mogul Antonin Charouz, the team's impressive credentials and early-season form should see them challenge the Swiss Spirit Lola and Pescarolo entries for a possible podium position at Le Mans.

Charouz's sportscar ambitions were fired by strong runs in several GT races last year, including the Spa 24 Hours when the team entered a Saleen S7 and finished a brilliant eighth under the Zakspeed banner. Since then, Charouz has assembled a strong team combining longtime staff and new faces.

Regular Charouz team manager and engineer Marcus Sarach now works closely with Frank Coppuck, who brings decades of topline international experience covering Formula 1 and Champ Car as well as sportscars to the Czech outfit. Charouz also have a partnership with Team Jota, the British team which so nearly scored a top-six finish with a Zytek LMP1 at Le Mans in 2005.

The combined efforts of the old and new personnel resulted in a sensational debut for the team at the Le Mans Series' season opener at Monza, when the Charouz Lola was only beaten in qualifying by the factory Peugeots. At Valencia last month, the team celebrated a great second place finish, with ex-F1 pilot Alex Yoong joining the regular driving team of up-and-coming star Jan Charouz and former DTM ace Stefan Mucke.

Resplendent in the Czech national colours of white, blue, and red, the Charouz Lola enjoys backing from a range of international and domestic brands active in the Czech market, including O₂ mobile telecommunications and Skoda cars and trucks.

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Chassis: Lola B06/10 (updated)

Engine: AER 3.6-litre V8 turbo

Tyres: Michelin

Team Principal: Hugh Chamberlain

Team Manager: Dave Lampitt

Engineer: Dave Lampitt

Drivers: Bob Berridge GB

Peter Owen GB

Gareth Evans GB

Team Profile **Chamberlain-Synergy Motorsport**

2007 marks the third Le Mans 24 Hours for one of the most popular teams in the paddock. Chamberlain-Synergy Motorsport are a down-to-earth, straight-talking team with the potential to upset the form book and claim a strong result come Sunday afternoon at La Sarthe.

Chamberlain-Synergy are led by veteran sportscar entrant Hugh Chamberlain and versatile sportscar and historic racer Bob Berridge. The other half of the team's moniker is contributed by driver Gareth Evans' Synergy Pharmaceuticals firm. Berridge and Evans are partnered by Peter Owen, winner of the Sports Racing World Cup SR2 title in 2000 with the Redman-Bright team driving a Pilbeam MP84.

After guiding a pair of factory TVR GT2 entries to the finish at Le Mans in 2004, the ambitious team placed its order for a new Lola B05/40 for 2005 and enjoyed an outstanding debut season in the prototype arena as Evans emerged with the LMP2 class crown.

2006 saw Chamberlain-Synergy graduating to the LMP1 division with the first of the new Lola B06/10 models to follow the European sportscar trail. Mated to AER's all-new 3.4-litre twin-turbo engine, the team started the season with a fine fourth place finish in Istanbul. Le Mans last year was less satisfying, as the team ended the race running but not officially classified as finishers.

This season has seen the team adopt the latest Lola update kit and switch from Dunlop to Michelin tyres. These changes quickly produced an upturn in the team's form, as one of sportscar racing's most stable driving crews enjoyed an encouraging run to seventh place at Valencia in May.

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Chassis: Lola B05/40 (updated)

Engine: AER 2.0-litre I4 turbo

Tyres: Michelin

Team Principal: Ray Mallock

Team Manager: Phil Barker

Engineer: Matt Beers

Drivers: Tommy Erdos BR

Mike Newton GB

Andy Wallace GB

Website: rmlmallock.co.uk

Team Profile **RML Ltd**

RML was founded in 1984 to undertake Le Mans projects, initially with the Nimrod and later Ecurie Ecosse and works Aston Martin Group C efforts. Expanding into saloon car competition during the 1990s, RML ran successful BTCC programmes for Nissan and Vauxhall, taking the title in 1995 and 1998. More recently, the Wellingborough-based operation has been involved with both road and race versions of the Saleen S7 supercar, as well as Chevrolet's successful entry into the World Touring Car Championship.

Aiming to complete an unprecedented hat-trick of LMP2 class wins at Le Mans this year, RML have been the clear pacesetters in the category since 2005, when they became the first team to opt for Lola's new B05/40 LMP2 model. RML's consecutive Le Mans class victories in 2005 and 2006 were supplemented by three wins and eight pole positions in the Le Mans Series over the same period. Armed with the latest Lola update kit, RML looked set to continue its winning ways into 2007 at Valencia, only to be denied by technical gremlins late in the race.

Mike Newton, head of a successful internet video/CCTV technology group, is recognised as one of the world's foremost 'gentleman' sportscar drivers. Having forsaken a promising racing career in the early 1990s to pursue his burgeoning business interests, Newton returned to the cockpit in 2003 with RML and co-driver Tommy Erdos, and has driven with both ever since.

Since entering the prototype arena in 2004, Brazil's Erdos has regularly topped Le Mans Series and Le Mans 24 Hours starting grids. Returning to the team's Le Mans lineup is the final member of last year's winning trio, sportscar legend Andy Wallace. The vastly experienced Briton will no doubt be keen to add another winner's trophy to the ones he already has from 2006 and his very first Le Mans in 1988 with the mighty Group C Jaguar.

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Chassis: Lola B05/40

Engine: Zytek 3.4-litre V8 atmo

Tyres: Kumho

Team Principal: Bill Binnie

Team Manager: Pat Twinley

Engineer: Roger Parkes

Drivers: Bill Binnie USA

Chris Buncombe GB

Allen Timpany GB

Website: binracing.com

Team Profile **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-entered Lola B2K/40 shared with Clint Field and Rick Sutherland.

Entering the 2005 Le Mans Series with a new Lola B05/40 – the latest addition to Binnie’s impressive collection of racing sportscars, which includes a Ferrari 312PB and Ford GT40 – the team suffered a run of poor reliability and bad luck relieved only by leading the LMP2 class at several events.

Persistence was rewarded with several podium results in 2006, highlighted by a superb run to second place in the LMP2 class at Le Mans. The friendly team and its eye-catching blue car – sporting both the Saltaire of Binnie’s native Scotland and the Stars and Stripes of his adopted home – are a real threat for another podium result in 2007 with their Zytek-powered and Kumho-shod Lola.

The team have made several changes since last year’s assault on the great race, most notably a move from Pirelli to Kumho rubber. Binnie have also brought on board respected race engineer Roger Parkes who liaises with longtime team manager Pat Twinley. On the driving side, the team have maintained their commitment to supporting young British talent with Chris Buncombe joining Binnie and team regular Allen Timpany, who also brings backing from IT provider Vanco plc.

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Chassis: Lola B05/40 (updated)

Engine: AER 2.0-litre I4 turbo

Tyres: Dunlop

Team Principal: Antonio Simoes

Team Manager: Mauricio Pinheiro

Engineer: Gavin Wills

Drivers: Miguel Amaral P

Miguel Angel de Castro E

Warren Hughes GB

Website: asm.co.pt

Team Profile **Quifel ASM Team**

This Portuguese team were the sensation of European sportscar racing in 2006, winning three Le Mans Series races and only losing the team championship title due to a quirk in the rules. Having started the year under the wing of the Chamberlain-Synergy operation, ASM quickly found their feet and assumed full control of their programme at mid-season – accompanied by a name change which unfortunately barred them from transferring points earned earlier in the season. The team has continued to enjoy success to in 2007 with a convincing victory at the Valencia 1000KM in May.

Founded by former British Formula 3 racer Antonio Simoes, the compact yet effective ASM operation are targeting class victory at Le Mans in 2007 following a strong debut run in last year's 24 hour classic. As in 2006, the Iberian driving duo of Miguel Amaral and Miguel Angel de Castro will be joined by Britain's Warren Hughes at La Sarthe. Hughes has a strong Lola connection, having raced for the factory MG-Lola team in 2001 and 2002 and filled the role of development driver for several Lola customer models. The team have a sound engineering squad as well, with Mauricio Pinheiro and former Swift Racing Cars GB principal Gavin Wills spearheading the technical effort.

Lola Cars Profile **The Technology to Win**



Since 1958, Lola have helped major carmakers – including Ford, General Motors, Honda, Nissan, and MG – and private entrants realise their ambitions in every form of motorsport, from Formula 1 and Indianapolis to the Le Mans 24 Hours.

Today, Lola is the world's leading manufacturer of customer race cars, offering models covering seven classes and 17 series on five continents. Lola's latest generation LMP2 sportscar design entered the fray in 2005, claiming Le Mans 24 Hours, American Le Mans Series, and Le Mans Series honours. An LMP1 version arrived in 2006 and has allowed privateers to challenging the might of the factory Audis and Peugeots. 2006 also marked Lola's victorious return to the Sports 2000 class it helped create in the 1970s, while 2007 will see Lola's debut in the Grand-Am Daytona Prototype category in partnership with series champions Krohn Racing.



Recent seasons have seen Lola rule the major single-seater categories below Formula 1, claiming the Champ Car title for the last five years in a row, and winning one-make contracts for Formula 3000, Formula Nippon, and the A1 Grand Prix World Cup of Motorsport. Lola re-entered Formula 3 competition in 2003, winning 37 races worldwide over four seasons and breaking through in 2006 to dominate the German Recaro F3 Cup.

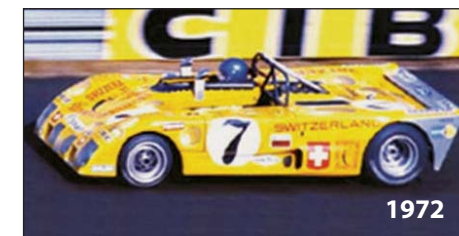


The company also provides technology services to factory and private racing teams in F1, sportscars, touring cars, and international rallying. Lola's state-of-the-art engineering infrastructure includes a world class 50%-scale rolling-road wind tunnel, commercial composites operation (producer of chassis and bodywork for four of the last six designs to win at Le Mans), extensive vehicle dynamics testing facilities, limited-volume production line, and turn-key race team premises. All operations are now AS9100-certified. Lola's four decades of experience in delivering logistical and technical support to racers around the world is unequalled.

Lola's racing-bred technology, efficiency, responsiveness, and quality have seen the company expand beyond motorsport into collaborations with major and specialist motor manufacturers on projects from concept cars to roadgoing supercars. Lola received the Motorsport Industry Association's 2003 Export Achievement and 2004 Business of the Year awards.

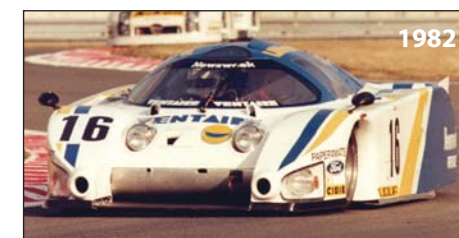
Appendix Lola Le Mans Results 1960-2005

Year	Drivers	Car	Class	Overall/Class Result
1960	Peter Ashdown/Eric Broadley/Charles Vögele/William Honegger	Lola Mk1-Climax	Sports 1150	DNF: engine
1963	Richard Attwood/David Hobbs	Lola Mk6-Ford	Prototype/5-litre	DNF: accident
1967	Chris Irwin/Pieter de Klerk John Surtees/David Hobbs	Lola T70 Mk3-Aston Martin Lola T70 Mk3-Aston Martin	Prototype/5-litre Prototype/5-litre	DNF: engine DNF: engine
1968	Jackie Epstein/Edward Nelson Ulf Norinder/Sten Axelsson/Jo Bonnier/Yngvie Rosqvist	Lola T70 Mk3-Chevrolet Lola T70 Mk3-Chevrolet	Sports/5-litre Sports/5-litre	DNF: suspension DSQ
1969	Jo Bonnier/Masten Gregory/Herbert Muller	Lola T70 Mk3B-Chevrolet	Sports/5-litre	DNF: engine
1970	Teddy Pilette/Gustave Gosselin Robin Ormes/David Prophet	Lola T70 Mk3B-Chevrolet Lola T70 Mk3B-Chevrolet	Sports/5-litre Sports/5-litre	DNF: transmission DNQ
1971	Teddy Pilette/Gustave Gosselin Guy Edwards/Roger Enever	Lola T70 Mk3B-Chevrolet Lola T212-Ford Cosworth	Sports/5-litre Prototype/2-litre	DNF: engine DNF: accident
1972	Hughes de Fierlant/Jorge de Bagration/Mario Cabral Jo Bonnier/Gerard Larrousse/Gijs van Lennep Rene Ligonnet/Barrie Smith	Lola T280-Ford Cosworth Lola T280-Ford Cosworth Lola T290-Ford Cosworth	Sports/3-litre Sports/3-litre Sports/2-litre	DNF: clutch DNF: accident 14/1
1973	Jean-Louis Lafosse/Reine Wisell/Hughes de Fierlant Christian Ethuin/Christian Mons/Daniel Rouveyran Jacques Henry/Bernard Grabot/Fred Stalder	Lola T282-Ford Cosworth Lola T280-Ford Cosworth Lola T290-Ford Cosworth	Sports/3-litre Sports/3-litre Sports/2-litre	DNF: accident DNF: transmission DNF: engine



Year	Drivers	Car	Class	Overall/Class Result
1974	Heinz Schulthess/Michel Lateste/Michel Dupont	Lola T284-Ford Cosworth	Sports/3-litre	DNF: engine
	Fred Stalder/Francois Servanin/Robert Meiusset	Lola T292-ROC Chrysler Simca	Sports/2-litre	DNF: fuel pressure
	Chris Craft/Alain de Cadenet/John Nicholson	Lola T380-Cosworth Ford	Sports/3-litre	DNF: accident
1975	Herve Bayard/Heinz Schulthess/Andre Savary	Lola T294-Ford Cosworth	Sports/3-litre	DNF: suspension
	Franz Hummel/Pierre-Marie Painvin	Lola T292-ROC Chrysler Simca	Sports/2-litre	DNF: driveshaft
	Xavier Lapeyre/Christian Ethuin/Laurent Ferrier	Lola T294-ROC Chrysler Simca	Sports/2-litre	DNF: starter
	Nigel Clarkson/Derek Worthington	Lola T292-Ford Cosworth	Sports/2-litre	29/4
	Francois Servanin/Jacques Henry/Albert Dufrene	Lola T294-ROC Chrysler Simca	Sports/2-litre	24/3
	Jean-Marie Lemerle/Alain Levie/Patrick Daire	Lola T294-ROC Chrysler Simca	Sports/2-litre	22/2
Chris Craft/Alain de Cadenet/Guy Edwards	Lola T380-Cosworth Ford	Sports/3-litre	14/5	
1976	Xavier Lapeyre/Bernard Chevanne	Lola T286-Ford Cosworth	Group 6/3-litre	DNF: engine
	Jean-Marie Lemerle/Patrick Daire/Alain Levie	Lola T294-ROC Chrysler Simca	Group 6/2-litre	NC
	Tony Birchenough/Simon Phillips/Ian Harrower/Brian Joscelyn	Lola T290/4-Ford Cosworth	Group 6/2-litre	22/2
	Francois Trisconi/Georges Morand/Andre Chevalley	Lola T292-Ford Cosworth	Group 6/2-litre	15/1
	Chris Craft/Alain de Cadenet	De Cadenet Lola T380-Ford Cosworth	Group 6/3-litre	3/3
1977	Georges Morand/Frederic Alliot/Christian Blanc	Lola T296-Ford Cosworth	Group 6/2-litre	DNF: ignition
	Alain Levie/Jean-Marie Lemerle/Pierre-Francois Rousselot	Lola T294-ROC Chrysler Simca	Group 6/2-litre	DNF: engine
	Xavier Lapeyre/Patrick Perrier	Lola T286-Ford Cosworth	Group 6/2-litre +	DNF: wheel
	Martin Birrane/Ernst Berg/Ian Harrower/Richard Down	Lola T294-Ford Cosworth	Group 6/2-litre	NC
	Chris Craft/Alain de Cadenet/Gordon Spice	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre +	5/3
1978	Martin Birrane/Bob Evans/Richard Down/Richard Bond	Lola T294-Ford Cosworth	Group 6/2-litre	DNF: chassis
	Jean-Marie Lemerle/Alain Levie/Pierre-Francois Rousselot	Lola T294-ROC Chrysler Simca	Group 6/2-litre	DNF: chassis
	Georges Morand/Eric Vagnat/Christian Blanc	Lola T296-Ford Cosworth	Group 6/2-litre	DNF: oil pressure
	Ian Harrower/Juliette Slaughter/Brian Joscelyn/Tony Birchenough	Lola T294-Ford Cosworth	Group 6/2-litre	DNF: engine
	Pierre-Francois Rousselot/Jean-Marie Lemerle/Alain Levie	Lola T294-ROC Chrysler Simca	Group 6/2-litre	DNF: engine
	Nick Faure/John Beasley/Simon Phillips/Martin Raymond	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre +	DSQ
	Michel Lateste/Jean-Francois Auboiron/Dominique Lacaud	Lola T297-BMW	Group 6/2-litre	NC
	Bruno Sotty/Gerard Cuyenet/Jean-Claude Dutrey	Lola T294/6-Ford Cosworth	Group 6/2-litre	NC
	Michel Elkoubi/Pierre Yver/Phillipe Strieff	Lola T296-Ford Cosworth	Group 6/2-litre	NC
Chris Craft/Alain de Cadenet	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre +	15/6	

Year	Drivers	Car	Class	Overall/Class Result
1979	Alain de Cadenet/Francois Migault	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre+	DNF: transmission
	Xavier Lapeyre/Andre Chevalley/Patrick Perrier	Lola T286-Ford Cosworth	Group 6/2-litre+	DNF: electrics
	Georges Morand/Eric Vagnat/Jacques Boillat/Daniel Laurent	Lola T296-Ford Cosworth	Group 6/2-litre	DNF: ignition
	John Cooper/Peter Lovett/John Morrison	Lola T380-Ford Cosworth	Group 6/2-litre+	DNF: electrics
	Bruno Sotty/Gerard Cuynet/Marc Frischknecht	Lola T296-Ford Cosworth	Group 6/2-litre	DNF: accident
	Alain Levie/Jean-Marie Lemerele/Jean-Pierre Malcher	Lola T298-ROC Chrysler Simca	Group 6/2-litre	DNF: oil pressure
	Dominique Lacaud/Christian Heinkele/Michel Lateste	Lola T297-BMW	Group 6/2-litre	DNF: clutch
	Michel Elkoubi/Max Cohen-Olivar/Pierre Yver	Lola T298-BMW	Group 6/2-litre	21/3
	Ray Mallock/Martin Raymond/Simon Phillips	Lola T286-Ford Cosworth	Group 6/2-litre+	20/3
	Nick Mason/Richard Jenvey/Tony Birchenough/Brian Joscelyn	Lola T297-Ford	Group 6/2-litre	18/2
1980	Bernard Verdier/Marc Sourd	Lola T298-ROC Talbot	Group 6/2-litre	DNF: engine
	Patrick Gaillard/Francois Trisconi/Andre Chevalley	ACR Lola T380-Ford Cosworth	Group 6/2-litre+	DNF: suspension
	Patrick Perrier/Pierre Yver/Michel Elkoubi	Lola T298-BMW	Group 6/2-litre	DNF: engine
	Martin Birrane/Nick Mason/Peter Clarke/Tony Birchenough	Lola T297/8-Ford Cosworth	Group 6/2-litre	22/3
	Michel Dubois/Florian Vetsch/Christian Debais	Lola T298-ROC Talbot	Group 6/2-litre	18/2
	Alain de Cadenet/Francois Migault/Desirée Wilson	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre+	7/3
1981	Max Cohen-Olivar/Jean-Marie Lemerle/Alain Levie	Lola T298-BMW	Group 6/2-litre	DNF: electrics
	Vivian Candy/Martin Birrane/Nick Faure	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre+	DNF: transmission
	Alain de Cadenet/Jean-Michel Martin/Phillipe Martin	De Cadenet Lola T380-Ford Cosworth	Group 6/2-litre+	DNF: engine
	Pierre Yver/Jacques Heuclin/Michel Dubois	Lola T298-BMW	Group 6/2-litre	NC
	Jean-Phillipe Grand/Yves Courage	Lola T298-BMW	Group 6/2-litre	18/1
	Emilio de Villota/Guy Edwards/Juan Fernandez	Lola T600-Ford Cosworth	Group 6/2-litre+	15/3
1982	Brian Redman/Jim Adams/Ralph Kent Cooke	Lola T610-Ford Cosworth	Group C	DNF: out of fuel
	Mike Wilds/Ian Harrower/Francois Duret	De Cadenet Lola T380-Ford Cosworth	Group C	DNF: out of fuel
	Guy Edwards/Rupert Keegan/Nick Faure	Lola T610-Ford Cosworth	Group C	DNF: engine



Year	Drivers	Car	Class	Overall/Class Result
1983	Jim Adams/Francois Servanin/Ralph Kent Cooke John Sheldon/Ian Harrower/Francois Duret	Lola T610-Ford Cosworth	Group C	DNF: overheating
		De Cadenet Lola T380-Ford Cosworth	Group C Junior	NC
1984	Francois Migault/Francois Servanin/Steve Kempton Boy Hayje/Jim Busby/Rick Knoop Yoshimi Katayama/John Morton/John O'Steen	Lola T610-Ford Cosworth	Group C1	DNF: engine
		Lola T616-Mazda	Group C2	12/3
		Lola T616-Mazda	Group C2	10/1
1989	Julian Bailey/Mark Blundell/Martin Donnelly Masahiro Hasemi/Toshio Suzuki/Kazuyoshi Hoshino Geoff Brabham/Chip Robinson/Arie Luyendyk	Nissan R89C	Group C1	DNF: accident
		Nissan R89C	Group C1	DNF: engine
		Nissan R89C	Group C1	DNF: engine
1990	Kenny Acheson/Martin Donnelly/Olivier Grouillard Julian Bailey/Mark Blundell/Gianfranco Brancatelli Maurizio Sandro Sala/Takao Wada/Anders Olofsson Geoff Brabham/Chip Robinson/Derek Daly Herve Regout/Costas Los/Alain Cudini/Fabien Giroix Bob Earl/Michael Roe/Steve Millen	Nissan R90CK	Group C1	DNF: transmission
		Nissan R90CK	Group C1	DNF:differential
		Nissan R89C	Group C1	DNF: electrics
		Nissan R90C	Group C1	DNF: fuel leak
		Nissan R89CP	Group C1	22/20
		Nissan R90CK	Group C1	17/17
1991	Masahiro Hasemi/Kazuyoshi Hoshino/Toshio Suzuki	Nissan R89C	Group C1	5/5
1992	Cor Euser/Jesus Pareja/Charles Zwolsman Heinz-Harald Frentzen/Shunji Kasuya/Hideshi Matsuda	Lola T92/10-Judd	Group C1	DNF: transmission
		Lola T92/10-Judd	Group C1	13/6
1999	Tomas Saldana/Grant Orbell/Didier de Radigues Christophe Tinseau/Franck Montagny/David Terrien Peter Kox/Jan Lammers/Tom Coronel	Lola B98/10-Ford	LMP	DNF: engine
		Lola B98/10-Judd	LMP	DNF: engine
		Lola B98/10-Ford	LMP	DNF: transmission
2000	Jan Lammers/Peter Kox/Tom Coronel Mimmo Schiattarella/Didier de Radigues/Emanuele Naspetti Scott Maxwell/Greg Wilkins/John Graham	Lola B98/10-Ford	LMP900	DNF: wheel
		Lola B2K/10-Judd	LMP900	DNF: engine
		Lola B2K/40-Nissan	LMP675	25/1



Year	Drivers	Car	Class	Overall/Class Result
2001	Anthony Reid/Warren Hughes/Jonny Kane	MG Lola EX257-AER	LMP675	DNF: oil pressure
	Kevin McGarrity/Julian Bailey/Mark Blundell	MG Lola EX257-AER	LMP675	DNF: oil leak
	Claudia Hurtgen/Rich Fairbanks/Chris Gleason	Lola B2K/40-Nissan	LMP675	DNF: overheating
2002	Mel Hawkins/Steve Knight/Duncan Dayton	MG Lola EX257-AER	LMP675	DNF: fire
	Anthony Reid/Warren Hughes/Jonny Kane	MG Lola EX257-AER	LMP675	DNF: transmission
	Kevin McGarrity/Julian Bailey/Mark Blundell	MG Lola EX257-AER	LMP675	DNF: engine
	Phillipe Gache/Michel Neugarten/Emmanuel Clerico	Lola B98/10-Judd	LMP900	NC
2003	Jon Field/Duncan Dayton/Rick Sutherland	MG Lola EX257-AER	LMP675	DNF: engine
2004	Jon Field/Duncan Dayton/Larry Connor	Lola B01/60-Judd	LMP2	DNF: suspension
	Phil Andrews/Calum Lockie/Anthony Kumpen	Lola B2K/10B-Caterpillar	LMP1	DNF: transmission
	Tommy Erdos/Mike Newton/Nathan Kinch	Lola B01/60-AER	LMP2	DNF: engine
	Bill Binnie/Rick Sutherland/Clint Field	Lola B2K/40-Judd	LMP2	25/1
	Christian Vann/Ben Leuenberger/Didier Andre	Lola B2K/10B-Judd	LMP1	20/8
2005	Bob Berridge/Peter Owen/Gareth Evans	Lola B05/40-AER	LMP2	DNF: transmission
	Gregor Fisker/Liz Halliday/Sam Hancock	Lola B05/40-AER	LMP2	DNF: engine
	Mike Newton/Tommy Erdos/Warren Hughes	Lola B05/40-Judd	LMP2	20/1
2006	Bob Berridge/Peter Owen/Gareth Evans	Lola B06/10-AER	LMP1	NC
	Tommy Erdos/Mike Newton/Warren Hughes	Lola B05/40-Judd	LMP2	8/1
	Bill Binnie/Yojiro Terada/Allen Timpany	Lola B05/43-Zytek	LMP2	13/2
	Clint Field/Liz Halliday/Duncan Dayton	Lola B05/40-AER	LMP2	19/4
	Miguel Amaral/Miguel de Castro/Warren Hughes	Lola B05/40-AER	LMP2	DNF: transmission



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Rafaqat Ali	Michael Collings	Arthur Gover	Rebacca Nasejje Kibazo	Bruce Oliver	Robert Smith
Russell Annison	Stuart Collins	Craig Graves	Richard King	Jaroslav Orzol	Sam Smith
Brian Appleyard	Andrew Cooper	Justin Green	Andrew Kipling	Colin Osborn	Julian Sole
Stephen Appleyard	Julian Cooper	Steven Halsall	Brian Kitchen	Sean Paffett	Sam Spring
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Norman Ashmore	Michael Cotogno	Peter Handscombe	Ian Langford	Alec Parkin	Yusuf Ssonko
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Gary Barker	Colin Cracknell	Michael Haywood	Andrew Lindsey	Kerry Peddar	Vernon Thomas
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Ian Beevor	Colin Davis	Sharon Hewison	Anthony Mann	Graham Pooley	Darren Tompkins
Daniel Bennett	Thomas Davis	Nicholas Hill	Rupert Manwaring	Steve Porter	Terry Treadgold
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Stephen Brown	Veronika Fabkova	Jevon Hynds	Gareth Moores	Trevor Robertshaw	Peter Whitewick
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