

## FIA INTERNATIONAL FORMULA 3000 CAR

### CONCEPT

This all-new chassis will be built on the experience gained over the last 5 years and makes full use of Lola's increased technical capabilities and resources.

Designed to reflect the aesthetic qualities of contemporary F1 cars, the chassis will also offer improved driver comfort over a larger range of driver sizes whilst also increasing passive safety measures as specified in the new FIA F3000 regulations.



### MONOCOQUE

The carbon-aluminium honeycomb composite monocoque will be constructed using a new specification of carbon fibre offering greater strength, stiffness, and impact resistance.

The chassis will be constructed in 'one-piece' which increases integrity around the driver compartment, whilst also complying fully with the latest FIA F1 side penetration test.

### BODYWORK

Composite bodywork will be designed to give an appearance more akin to contemporary F1 cars.

### AERODYNAMICS

Despite the F1 style narrow track design, the car produces a level of downforce approximately 20% greater than its predecessor and will have a wider range of aerodynamic setups available.

The underbody, rear diffuser, wings and side pods have been completely re-designed conforming to the narrow track rules and producing more downforce.

### SUSPENSION

The front and rear suspension will be independent, with unequal length, aero profile, steel upper and lower wishbones with anti-intrusion links at the front.

All-new uprights are used front and rear which incorporate new brake ducts and stiffer construction whilst retaining the proven bearing, hub and wheel nut system of the previous generation. Wheel tethers now locate to separate points on the upright and chassis.

Shim camber adjustment will be retained allowing for independent camber and toe changes.

### BRAKE SYSTEM

The braking system will be a progression from the Lola B99/50 system. The latest developments in disc and pad material will be incorporated to enhance performance and life.

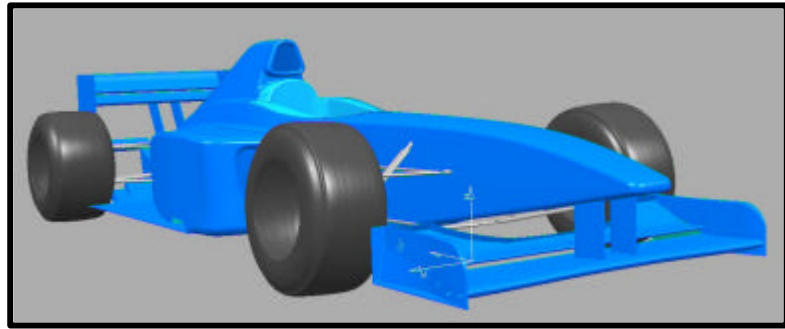
### WHEELS

A new design of one-piece cast alloy wheel will be used to accommodate the new tyre sizes.

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### STEERING

Steering will be by rack and pinion with a bevel gear drive. The column and rack are easily adjusted for steering wheel height.



### TRANSMISSION

The gearbox will be an all-new design based on the highly successful Champ Car unit. Utilising a drop gear on the input shaft raises the gear train out of the underbody. This also allows for a simple overall ratio change by swapping the drop gears, rather than changing the final drive.

The gearbox has six speeds and ratio changes will be possible without removing the underbody.

### DATA LOGGING (Purchased through PI Research)

The data system makes use of the latest PI Research technology, allowing the teams to log ten more channels than the previous systems. The dashboard display will be incorporated into the steering wheel.

### ENGINE INSTALLATION

The engine will be a fully-stressed member of the chassis. The engine oil tank will be a separate unit located in a recess in the rear bulkhead that improves surge characteristics and ease of maintenance.

### FUEL SYSTEM

Refuelling will be facilitated by ATL 2" fuelling ports which can be mounted on either side of the monocoque, angled at 20° from horizontal. Low-pressure lift pumps are retained and the high-pressure pump installation has been redesigned to allow rapid changing in the event of a failure. A removable rear bulkhead will allow for easier removal and re-fitting of the fuel tank.

### BASIC DIMENSIONS

Front track	1555mm	Rear track:	1485mm
Wheelbase	3000mm	Min weight:	645kg

*Lola Cars International Limited reserve the right to vary the specification.*

*The car is currently undergoing development and the information and images provided are for interim information only and subject to change.*

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