



TECHNICAL SPECIFICATION

LOLA B99/50 F3000 CAR

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CHASSIS

Designed with the experience gained over the past two seasons and with the aid of the latest computer modelling stress analysis techniques to ensure that the monocoque is robust, durable and repairable at reasonable cost.

The carbon/aluminium honeycomb composite monocoque is autoclaved for maximum structural integrity and superior surface finish, constructed from upper and lower sections moulded to form the aerodynamic profile.

The two sections are bonded and bolted to the internal bulkheads, to give a strong chassis with maximum torsional stiffness, resistance to fatigue, and incorporates high cockpit sides capable of resisting intrusion and restraining the drivers head in case of side impact.

The nose section and chassis are designed to meet or exceed the mandatory impact and static lateral load tests.

Electrically operated fire extinguisher, six-point seat harness complying with FIA standard 8853-1985 and safety fuel cell all meet or exceed mandatory FIA regulations.

BODYWORK

Composite bodywork features engine cover with air box and sidepods substantially mounted to afford impact energy absorption.

All components are precision jigged to ensure conformity and uniform fit of replacement parts.

Front and rear wings are of carbon composite construction to advanced design.

Rear wing is centre mounted with three elements and can be configured with two elements for low downforce circuits.

FRONT SUSPENSION

Independent suspension by unequal length upper and lower wishbones with anti intrusion link and inboard 2-way adjustable but non-revalvable gas-oil damper/spring units operated by pushrods.

All wishbone components manufactured in aerodynamic tube.

The tensile strength of each arm of the front wishbone is designed to be greater than its buckling stiffness, to avoid the front wheel making contact with the drivers head.

Spring/damper units mounted longitudinally on top of the chassis moulding with excellent accessibility via a removable hatch.

Race proven and highly durable low maintenance fabricated alloy steel vented non-handed uprights with steel 'live' hubs.

Independent camber (by means of shims) and toe adjustment.

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REAR SUSPENSION

Independent by upper and lower wishbones with track control links and 2-way adjustable but non-revalvable gas-oil damper/spring units mounted on top of the gearbox and operated by pushrods. Rear uprights incorporating a one-piece hub unit, with very low maintenance tripod drive coupling allowing simple hub and drive train servicing.

All wishbone components manufactured in aerodynamic tube.

Race proven and highly durable low maintenance fabricated alloy steel vented non-handed uprights with steel 'live' hubs.

Independent camber (by means of shims) and toe adjustment.

BRAKE SYSTEM

4 pot radially mounted calipers act on durable cast iron ventilated discs, with a minimum thickness of 28mm on the front and 25mm on the rear. Separate front/rear master cylinders with driver-adjustable brake bias and adjustable pedal mountings.

WHEELS

Robust one-piece cast alloy, single hexagon nut fixing.

Front: 13" x 10.5"

Rear: 13" x 15"

STEERING

Rack and pinion with 6-tooth pinion ratio. Leather covered anatomical steering wheel 240mm diameter.

TRANSMISSION

High strength, transverse unit in cast alloy, with uprated Hewland TPT 3.2" centre-gears, 5-speed internals and Hewland Powerflow differential with TPT ramps. Incorporates an electric starter capable of starting the engine at all times.

The single pump spray lubrication system is designed for maximum efficiency of oil flow and heat dissipation. Our in-house testing programme has developed an extremely reliable and strong low-friction unit.

Ratio changing is rapid and easy.

Gear change is via a sequential cable shift system enabling quick and sensitive selection.

ELECTRICAL

Modular loom specification designed in conjunction with engine loom supplier to simplify the installation and improve reliability.

PTFE covered military specification fire-resistant wiring. 12V battery power supply

COOLING SYSTEM

Large twin radiator layout for maximum cooling efficiency under the most severe conditions with minimal packaging for easy maintenance. Ducting envelopes all electrical systems (attached to the chassis) for ease of maintenance and minimising damage to systems in the event of side pod damage.

The system includes continuous bleed to a header tank, oil cooler, alloy pipes with silicon high temperature pipe connections. Braided stainless steel hose and unions.

ENGINE INSTALLATION

Dependent on the FIA's mandated engine, the engine can be used as a fully-stressed or semi-stressed member. Engine to chassis and gearbox interfaces are designed for maximum stiffness.

Exhaust system exits above underbody.

FUEL SYSTEM

Single central safety fuel cell manufactured with an integral rubber lining to eliminate porosity problems. Submerged lift pump in collector, rubber mounted to reduce vibration related problems with integral filter. Capacity: 120 litres. Braided stainless steel hose and unions and dry break couplings.

ENGINE LUBRICATION SYSTEM

Oil tank integral with gearbox casting.

DIMENSIONS

Track:	Front	67.25" (1708mm)
	Rear	62.75" (1594mm)
	Wheelbase:	111" (2819 mm)
	Weight:	Min 625 Kgs

Lola Cars International Limited reserve the right to vary the specification to suit changes in requirements.