

BAE Bring ARTISAN to Lola



Lola Composites are continuing their collaboration with BAE Systems on the new ARTISAN 3D advanced radar for the UK Ministry of Defence. After the success of its work for BAE on the prototype of the Talisman unmanned underwater vehicle, Lola have been retained to produce tooling at its Huntingdon base for up to 19 ARTISAN systems.

ARTISAN is designed as a primary surveillance and targeting radar for surface vessels, delivering high performance in the most difficult environmental conditions. The design was selected by the MoD in August this year to succeed the INSIGHT generation of medium range radar for the bulk of the current Royal Navy surface fleet and for the Future Aircraft Carrier (CVF) project.

More LMP2 Coupe Converts

Defying the current global economic downturn and reaping the rewards of producing the most competitive privateer LMP chassis of 2008, Lola have taken several orders for the B08/80 LMP2 coupe from both established and new customers for the 2009 endurance racing season.

Lola sportscar loyalists RML Ltd upgraded their LMP2 B07/40 to coupe specification in time for the Le Mans Series finale at Silverstone in September. Despite only a brief shakedown run prior to the race, Mike Newton and Tommy Erdos finished a highly creditable fourth in LMP2 and 11th overall. The off-season has seen the Wellingborough team announce a partnership with Mazda that will see the RML entry powered by Mazda's AER-developed 2-litre turbo engine next year.

Italy's Racing Box squad have recently confirmed their plan to step down from LMP1 in favour of fielding two Lola LMP2 coupes in the 2009 Le Mans Series. The team, based near Milan, will count Filippo Francioni, Andrea Piccini, and Mike Hezemans among their drivers in the coming season.

Finally, erstwhile Lola standard-bearers Dyson Racing will be returning to the Huntingdon fold for the 2009 American Le Mans Series with a pair of Mazda-powered LMP2 coupes boasting primary sponsorship from BP (see below).

Exclusive Dyson Ups the Ante

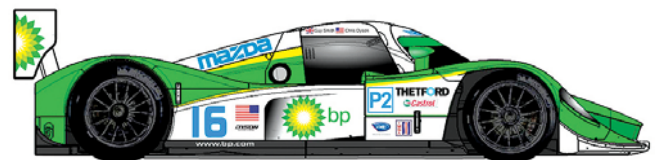
Lola Group News caught up with Dyson Racing team principal and driver Chris Dyson at the team's announcement of its 2009 programme at the recent PRI show in Orlando, Florida. He gave us his take on the renewal of the Dyson-Lola association.

"The Lola coupe is the evolution of the LMP2 and LMP1 Lolas we raced so successfully in recent years. The Mazda MZR-R engine also has a direct link to the AER turbo engines we've won with. So there's a lot of trust and confidence in the technical package. When you add in the commitment from Mazda, BP, and Michelin, we have partners on all sides who understand what it's going to take to turn this into a winning programme."

"We've always had a great relationship with Lola because they are, above all, racers to the core. Martin Birrane is a huge sportscar enthusiast, and his passion permeates the entire company. As a fairly

small firm, Lola is able to react very quickly and more often than not with the right decision. We're thrilled to be back together!"

"Our initial focus will be on refining and optimizing the Lola-Mazda package. We know it has enormous potential and believe we are well equipped to unlock that performance on a consistent basis, especially with our new facility ready to come on line. As always, our aim is to run up front, win races, and go for the championship. We are going to do a brief shakedown and systems check before Christmas and then we plan on more extended chassis and engine testing in the two months leading up to Sebring."



A new look for Dyson Racing's first season as a factory team

A Bit of Fry and Lola: Anniversary Documentary DVD Released

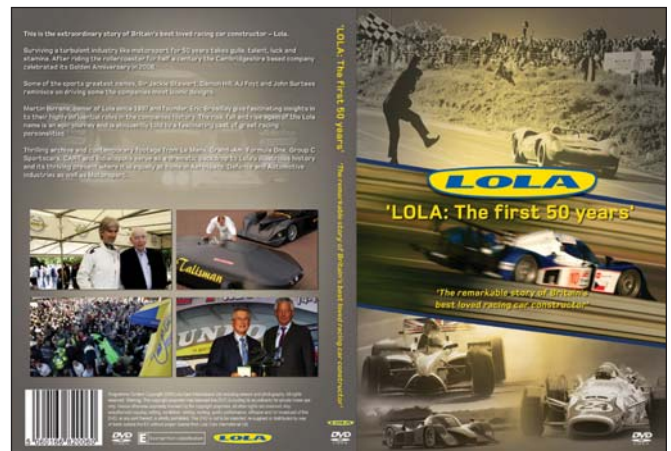


The documentary film *Lola: The First 50 Years* was released on December 17th in DVD format. The official story of Lola features narration by one of Britain's most familiar voices, Mr Stephen Fry. The actor, humorist, and author has lent his dulcet tones to the DVD, an edit of which will also be broadcast on terrestrial television early next year.

Fry, who was brought up in East Anglia near Lola's Huntingdon base, was fascinated by the story of Lola and particularly Graham Hill's victory in the 1966 Indianapolis 500.

Lola Group Executive Chairman Martin Birrane said, "This is the most substantial telling ever of the Lola story. Lola has been described as a pretty young girl that grew into a beautiful and sophisticated woman, never out of fashion, and I feel that is quite true. This film shows the depth of feeling that so many people have for the marque and explains its staying power over the last half century."

The 80-minute film features a parade of motorsport greats who enjoyed success with Lola, such as John Surtees, Sir Jackie Stewart, Damon Hill, AJ Foyt, Mario and Michael Andretti, Al Unser Jr, Bobby Rahal, Brian Redman, and Mark Blundell. The DVD's exceptional archive and contemporary footage includes fascinating extras and coverage of Lola's golden anniversary events at Le Mans, Goodwood, and Huntingdon. The company's successful composites-driven diversification into other high technology disciplines is also chronicled. The DVD is available now from www.motorsportdvd.com priced at £14.99.



Lola Composites Progress

The Mantis UAS (unmanned autonomous system) demonstrator is on schedule for an early 2009 maiden flight. The assembly of the aircraft and ground control infrastructure is taking place now and the show model will be unveiled in the New Year.

Gary Bootle, Head of ASFC Operations for BAE Systems Warton, was on hand for His Royal Highness the Duke of York's visit to Lola in October and said of the project, "Lola have been doing some excellent work around production of the fuselage components, specifically the monocoque which houses a five-metre long fuel cell. With the project seeing design work one day and manufacturing the next, Lola's exceptional ability to respond rapidly to changes in design requirements has been put to good use."

Lola have also recently secured a deal to supply composite wings to Bombardier for their new C-Series commercial jets. The deal will see Lola producing the development tooling and components for the new aircraft. The new range was announced at the Farnborough air show in July and has already seen significant interest from global airlines. Entry into service is scheduled for 2013.

HRH Duke of York's Visit Marks Lola Golden Anniversary



His Royal Highness the Duke of York visited Lola in October in his capacity as UK Special Representative for International Trade and Investment. Following a welcome by children from the local St Peter's School, the Duke viewed Lola's technical facilities, enjoyed a demonstration of the Lola wind tunnel, and viewed exhibits as diverse as the Voodoo UAV, Talisman UUV, A1 Grand Prix race car, and McLaren Mercedes SLR.

The Duke was presented with a pair of limited-edition Lola anniversary cufflinks depicting the 1969 Daytona 24 Hours-winning Penske Lola T70 Mk3B-Chevrolet before being invited to unveil a plaque commemorating the action-filled royal visit.

In a fitting finale to the day's activities, His Royal Highness witnessed a pit stop demonstration in the Lola House courtyard by Charouz Racing System's Lola LMP1 coupe, powered by an Aston Martin V12. Charouz pilot Stefan Mücke received a richly merited round of applause for a dramatic entry that left a strip of rubber down the length of the directors' car park!



"To welcome a member of the Royal family in our 50th anniversary year was a great honour for all at Lola," said Lola Executive Chairman Martin Birrane. "It was a privilege to introduce His Royal Highness to our facilities and the talented team we have here in Huntingdon. The Duke of York plays a vital role for companies like Lola in keeping British industry at the forefront of the world's high-technology sector."



T70: Life of the Lola Party

The iconic T70 Mk3B has been a mainstay of Lola's 50th birthday celebrations, and the closing months of



the firm's anniversary year have been no exception.

The latest T70 Continuation Series car was shaken down at Donington Park in October. The evocative British Racing Green example has been bought by American racing enthusiast Ray Hartman, who took delivery at the Lola factory. The chassis features a unique bespoke interior autographed by John Surtees just before he took Lola founder Eric Broadley for a high-speed ride around the streets of Huntingdon. The car will be modified to road-legal specification for the US and is scheduled to be shipped to its new owner just in time for Christmas.

Meanwhile, an original T70 coupe was on show at the prestigious Royal Automobile Club in Pall Mall for a week in November. Leo Voyazidies' pristine ex-Carlo Avallone T70 Mk3B, once driven by Wilson Fittipaldi, was displayed in the elegant foyer of the landmark building in the heart of London's club land.

From the Vault 1987

For a car semi-affectionately dubbed 'The Shed', you could say Mark Blundell's Lola T86/50 F3000 car managed to live down its name. Or perhaps the local lad's courage masked the car's slightly recalcitrant handling. Blundell carved out his reputation with this somewhat elderly design in the 1987 FIA International F3000 Championship. He is pictured below on his series debut at Silverstone – note the freshly reconfigured Woodcote complex – where he qualified 17th but retired with a gearbox problem.

A month later, Blundell nearly won at the ultimate driver's circuit: Spa. In typical Ardennes weather, he qualified a stunning fifth and ran second early on before being promoted to first by a spinning Stefano Modena. Then a lengthy tyre change set him back several places. "We didn't have enough people or equipment to do a quick pit stop, so people from other teams helped out," Blundell explains. Back on track, the Royston native put his head down and looked certain to retake the lead until a two-car incident at Eau Rouge stopped the race.

"I was gutted but at the same time thrilled to be on the podium," said Blundell 21 years later. "It was a great result but quite painful to realise we could and should have won it." The pain was doubly felt by Lola stalwart David Scotney, who was part of the heroics required by that mid-race tyre stop. He ended an eventful weekend by falling off the Lola transporter and breaking his pelvis!

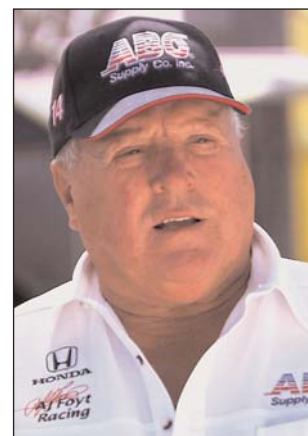


Lola Hit the Links!

Congratulations to Martin Parr for conquering the golfing legend that is Anthony Mann in Lola's latest teeing-off assault on low flying aircraft. The results of October's Lola Golf Society tournament at Pidley saw Parr eke out a two-point win over joint runners-up Mann and Sharon Hewison, with Kevin Thorne also demonstrating strong form one point further back.

5 Questions for AJ Foyt Jr

There are only a few genuine living legends still active in racing, and AJ Foyt is certainly one of them. The four-time Indy 500 winner took a break from running his IRL team at Sears Point in August to wish Lola a happy anniversary and recall his exploits in various Lolas during his half century in the sport.



What are your favourite Lola memories?

"Well, I go way, way back with Eric Broadley. I drove the T70 sportscar in the 1960s for him and John Mecom, and I also drove the Indycar run by George Bignotti, which was a hell of a lot of fun."

How do you remember Eric Broadley?

"He's a great guy. An engineer's engineer. Real quiet, but he sure did produce some beautiful cars."

What are your memories of the T70?

"We did a few races, I think one was in Nassau. I had a few accidents, too! But it was a classic design, way ahead of its time and it handled real well."

How was it to finish driving career with Lola?

"I would never have thought you could have run round the Brickyard as fast as I did with that Lola in 1990 (*Foyt finished sixth – ed.*) I never lifted and I ran 225mph. Back at the start of my career, the magic number was 150, so it was a big, big jump in how fast you could lap at Indy."

What about your wreck in a Lola at Elkhart Lake?

"Well, I think the Lola probably saved me. It was just one of those things where I had a failure and went straight into a dirt embankment. I was messed up real bad and apparently I asked Terry Trammel to hit me with a hammer, the pain was so bad... so I guess you could say I'm grateful to Lola for being here to talk to you."

Lola Group News

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Editor: Sam Smith

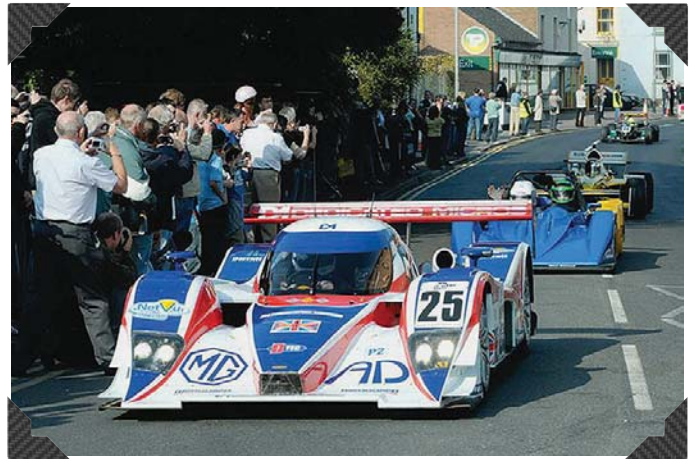
Design: David Aronson/Speedstar

Inspiration: Everyone who turned out for the big parade

Perspiration: Andrew Lindsay and Andy Hoadley for push-starting the boss!

Photos: Jakob Ebrey, John Brooks, Simon Hildrew, David Lord, Don Queue, BAE Systems, Dyson Racing, Stephen Fry, BHP





*Left to right and top to bottom:
 Mayor Saeed Akhtar and Lola's Glyn Jones ready for the off
 Jonathan Djangoly MP ready for the ride of his life with Calum Lockie
 The crowd thronging the route enjoyed a beautiful autumn day
 A trio from Lola's first decade negotiates Huntingdon's own esses
 Legends on board: John Surtees chauffeurs Eric Broadley
 The modern end of the procession heads for Market Square
 James Leslie drives his late father David's immaculate Mk1*



Left to right and top to bottom:

The complete assembly of Lola luminaries pose in front of Town Hall

A capacity crowd filled Huntingdon's Market Square

Frank Lyons' pristine Formula 5000 T400 in the display marquee

The anniversary poster tent was a popular stopping point

New Lola fans – and future staff members? – display their souvenirs

Tony Jardine interviews Eric and Martin on the balcony of Town Hall

Lola VIPs lunched in elegant surroundings at Town Hall

