

Lola B09/60

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#11 Le Mans 2010












 E. Pirro - J. Cocker - P. Drayson



CA22a

↔ 148mm ↕ 32mm ● 92mm ⚙ 63mm 📊 76gr

1:32

| | Inline reverse | Inline | Sidewinder | Inline Boxer | Anglewinder | Setup | ND Magnet | Race Magnet | Suspension | Light | Digital |
|--------------------|---|---|---|---|---|--|---|---|---|---|---|
| Motor mount |  |  |  |  |  |  |  |  |  |  |  |
| STANDARD | ○ [1] | ○ [1] | ○ [1] | ○ [1] | ○ [2] | ● | ● | ○ | ○ | ○ | ○ |
| OFFSET | ○ [1] | ○ [1] | ○ [1] | ○ [1] | ● 1.0mm [2] | | | | | | |

- Standard
- Compatible
- ✗ Not compatible

[1] only with optional inline body kit
[2] Flat-6 only

Lola B09/60

Slot.it



Lola B09/60 is a sports car created to compete in the LMP1 category at the Le Mans 24 Hours. Lola has built cars for Le Mans since 1999; even the factory MG and Aston Martin cars were designed by the English constructor. In 2008, Lola was the first to offer a Coupe design available to privateer teams.

Chassis monocoque and crash box are made of carbon fiber composite. The suspension scheme is push-rod on both the front and the rear axle, with springs operated via rockers. Gearbox X-track 6 speeds, operated via paddle shift. Brakes have 4 pistons AP Racing calipers and carbon vented rotors. Wheels diameter is 18 inches. Overall weight 900 kg, the minimum according to regulations.

A Lola B09/60 was engaged with number 11 by Drayson Racing at the Le Mans 24 Hours 2010; it was driven by Emanuele Pirro, Jonny Cocker and Paul Drayson.

Engine was the Judd GV 5.5, a V10, 72° unit, with 4 valves per cylinder and double overhead camshaft. Displacement was 5.5 liters and weight 135 kilograms; the maximum power, with the two air restrictors required by the rules, is 650 hp at 7000 rpm.

