

# Lola B11/80

**AW only, Flat-6 motor**  
**Detailed model with proper body shape**  
**Improved chassis pickup zone**  
**(larger cable clearance)**



## Lola B11/80

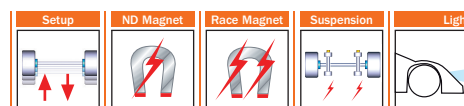
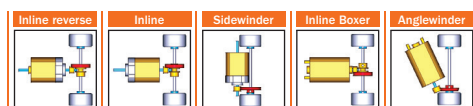
#33 3rd LMP2 Le Mans 2011

C. Bouchut, S. Tucker, J. Barbosa

CA22c				
↔ 148mm	↓ 32mm	↔ 92mm	↔ 63mm	🔥 76gr

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
Flat-6 20.5K	11/28	17.3x8 1159C1	17.3x10 1152C1

Scale
<b>1:32</b>



Motor mount	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
	○ [2]	○ [2]	X	○ [2]	● [1]	●	●	○	○	○	○

- Standard
- Compatible
- X Not Compatible

[1] box stock standard; offset 1 mm  
 [2] only with optional inline body kit



# Lola B11/80



Lola B11/80 is a sports car created to compete in the LMP2 category, according to the ACO regulations.

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 private 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.

The American team Level 5 Motorsport engaged one Lola B11/80 at the Le Mans 24 Hours 2011, with number 33. It was driven by Christophe Bouchut, Scott Tucker and Joao Barbosa.

According to the new LMP2 regulations, the engine HPD HR28TT is a stock derived unit. It's a V6, 60°, 2.8 liters displacement, twin-turbo, 4 valves per cylinder, double overhead camshaft.

The maximum power is 450 HP

Car number 33 finished third in LMP2 class.

