

18th November 1988.

Dr. Grant Hill,  
C/O Sheep River Medical Clinic,  
40 Elizabeth Street,  
BOX 430,  
Okotoks,  
Alberta,  
T0L 1T0,  
Canada.

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211.258.

Our ref  
Ext.no  
Your ref

Dear Dr. Hill,

We thank you for your letter of 7th November 1988 regarding the Lola T140 Racing Car which you are restoring.

From the information that you were able to give us we have identified the fuel cells in question and enclose for your information a print of our drawing FT/C/14657/58 which we believe are the Cells in question. However, you will note that the drawings of the Cells are isometric and are in no way dimensioned.

The back-ground to this is that in those days the metal manufacturing formers on which these particular Cells were fabricated were furnished to us by the Car Manufacturers. When we had finished the Production Run the Formers were returned to the Manufacturer for destruction or for modification to a revised standard of design which they may or may not have decided upon.

As a result, our usual practice of producing fully-dimensioned Drawings of the Cells would not have been implemented since we were, in effect, fabricating to the standard dictated by the tooling supplied. This means therefore that we have no definitive record of the actual size and dimensions of the Cells and it is highly unlikely that the original Tooling has survived the 20-odd years since last we made this standard of Cell.

The only hope therefore is that you send the existing Cell to us to see whether, in the first place, we could repair it. In our Product Support Department we have a Repair Section who are not unused to the seemingly impossible task of "salvaging" Fuel Cells which should by rights be in a Museum. We have, in fact, recently re-conditioned a set of "Spitfire" Fuel Cells dating back to 1946 which are now re-installed into the Aircraft and operating most successfully.

...../



Registered Office: Westland Works

- 2 -

Dr. Grant Hill,  
C/O Sheep River Medical Centre.

18th November 1988.

If you do decide to send the Right-hand Cell back to us we will immediately give it a thorough inspection and will advise you by return whether it is possible to repair it and what costs would be involved.

We could then use the Right-hand Cell to make a mirror-image dimensioned drawing of the Left-hand from which we would manufacture a one-shot, disposable Former on which the replacement Cell would be fabricated. It goes without saying that if we are unable to repair the Right-hand Cell then a similar procedure would be adopted.

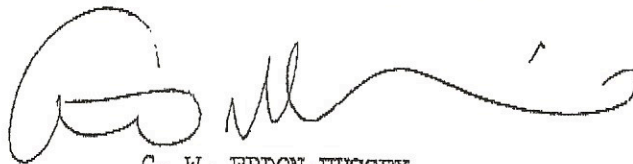
However, we feel that it is only fair to point out to you that this is an extremely time-consuming operation and it is more than likely that, together with the cost of the complementary Disposable Former, each newly-built Cell would cost of the order of 900.00-1,000.00 sterling. In addition, if you decide to adopt this procedure, we would ask you to physically and dimensionally check the Fuel Cell Compartments on your Vehicle to ensure that they are, albeit mirror-image, identical in dimensions. If there is a variation then, obviously, we would require to know about it. We suggest you use the print of our Drawing to high-light any such differences.

We hope that the fore-going is of assistance to you and await your further instructions. If you have any questions of a more immediate nature, please do not hesitate to contact the undersigned.

If you have access to either telex or telefax our numbers are on the letter-heading. In the case of fax the area code is 705.

Assuring you of our best attention, we remain.

Yours sincerely,  
FOR F.P.T. INDUSTRIES LIMITED.



G. W. EBDON-HUSSEY,  
PRODUCT SUPPORT MANAGER.

Encl.



**WINNERS 1987 CART/PPG  
INDY CAR WORLD CHAMPIONSHIP**

**LOLA**

**LOLA CARS LTD**

Glebe Road St Peter's Hill Huntingdon  
Cambridgeshire PE18 7DS England

Telephone (0480) 51301 Telex 32192 Faxtel (0480) 56722

Our ref: /HJC

7 December 1988

Mr. G. Hill,  
Sheep River Medical Clinic,  
40 Elizabeth St.,  
Box 430, Okotoks,  
Alberta T0L 1T0  
CANADA.

Dear Mr. Hill,

Many thanks for your letter requesting details on 1968 T140. This chassis, serial number 10, was exported by us in April 1968 to our Distributor in the States, Carl A. Haas Auto Imports Inc. Unfortunately we do not keep records of eventual customers ourselves.

We regret that we cannot supply any of the parts requested as these are no longer available. However, nose badges can be obtained from Haas Autos.

These cars had wet sumps in 1968, and high wings were mounted on the top of the rear uprights.

Hope the above information is of some help to you. Thank you for your enquiry.

Yours sincerely,



Jane Cusworth (Mrs.)  
Secretary to  
Sales & Commercial Manager

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**From:**  
**Sent:** Monday, July 05, 2004 3:30 AM  
**To:**  
**Subject:** Re:

Hi Claire, I have received your mail at my London Office and do not have any of the factory records here. However I will be at the Lola factory on Wednesday when I will ask the archivist, Laurie Bray to have a look for you.

As you have already bought your car, you may wish to join the Lola Heritage Register which is a free to join group of Lola owners and enthusiasts. There are some benefits from being a member and you can find out about the Register at [www.lolaheritage.com](http://www.lolaheritage.com) as well as log your details for inclusion in the records.

As to information on the T140 models, you may wish to try [www.racingschool.co.nz](http://www.racingschool.co.nz) This is a site run by Crawford Services who own a number of F5000 Lolas. You will I am sure also find the HSCC site useful as there is a link to the F5000 Drivers Association. [www.hsc.org.uk](http://www.hsc.org.uk) go to Championships and click on Derek Bell Trophy for e.mail addresses.

I look forward to receiving your application.

----- Original Message -----

**From:**  
**To:**  
**Sent:** Friday, July 02, 2004 5:50 PM

Hello...

I hope I have reached the right email address. We recently purchased a vintage Lola T-140 vintage Formula F000 car, built in 1968. The number on the Lola Placard is 10.

Can you give me any information about this chassis--who originally purchased the car, etc.? Is there any paperwork related to this chassis? Is there any historical website, or other source, with Lola T-140 information. We would like to obtain as much information as possible.

Thank you for any help you can give us.

Model type 140  
Chassis No SL140/10

7/5/2004

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**From:**  
**Sent:** Thursday, July 08, 2004 3:43 AM  
**To:**

Having had a rummage in the old records I can tell you that Lola T140/10 was completed and left the factory on 19th April 1968. The car was supplied as a rolling chassis with Hewland gearbox no. LG600-83 to Carl Hass in Chicago. At that time all Lola cars sold in the USA were shipped through Hass and consequently the story ends there as far as the factory is concerned. No records were kept of the competition history relating to any cars sold through Lola distributors.

You may wish to try Hass and a call or e.mail to Greg Wryzinski may prove fruitful.

I wish you luck with your car, it will be good to hear from you as you enter some events and photos are always welcome for the website.

Best wishes,



Subj: **Fwd: Lola T140**  
Date: 12/19/2010 1:15:26 A.M. Pacific Standard Time  
From:  
To:

-----Original Message-----

Sent: Fri, Dec 17, 2010 9:36 am  
Subject: Lola T140

Bruce     Larry Paterson tells me you are the owner and competing with my old Lola 140. I gather that any history would be useful. I bought the car in pieces from a guy living on an acreage outside Calgary. The car was all apart and he claimed it had broken in a formula 5000 race in Edmonton. This was about 1978 or so. I cannot remember his name but he was big into Lotus twin cam stuff and had a super 7 and some elans. The frame ,some body pieces, 3 rims, hewland lg500 ,headers ,bell housing, oil cooler ,suspension ,brakes ,instruments ,half shafts are the things I recall having come with it. I was vintage racing a production 289 cobra in those days and thought I would restore it to compete in a different class. I traded the car to Lou Pavesi for a Brabham BT21 instead and last I heard Lou had put it back together and it was trackworthy again. I cannot recall any pictures that I took and I wish I had a better recall for his name. David Zubick was involved with this guy somehow. He was involved in a racing school using replica cobras and Legend cars in Phoenix and in Calgary. I have had no contact with him for years. Sorry that this isn't more helpful. Grant Hill     Box 430 Okotoks Alberta T1S1A6 403 938 1424     The nose cone I recall was set up for front winglets but the wings were missing.