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1970-1971

**T200/202/204 - 1970/72 - FF
- 120 built**

The T200 series of Formula Ford racing cars was announced in November 1969 and was mainly intended for the USA, but Lola had hopes for European sales too. The T200 was built using a spaceframe with a Hewland Mark 8 gearbox.

This was Lola's first try at Formula Ford. Peter Hull and Tony Trimmer showed well in Europe; Mike Hiss and Ron Dykes did well in the USA in the inaugural year. Early in 1971, by finishing third to a pair of foreigners, Jody Scheckter won the RSA Driver to Europe Award in his Lola T200. *Autosport* stated that 'he is undoubtedly a driver with a great deal of talent and could go a long way.'

Wheelbase	88in
Front track	54in
Rear track	54in

**T210/212 - 1970/71 - Gp 6 2-litre
Sports - 38 built**

The T210 series of sportscars was Lola's contribution to an era of great racing in Europe. Lola, Chevron and, later on, Toj all competed in a series of races which saw some very close racing. The T210 used an aluminium-skinned monocoque with a separate engine subframe, and the whole car was built to be as simple and uncomplicated as possible so that owner/drivers could maintain them easily. To achieve this the front suspension was the standard double-wishbone type and the rear the usual top link, reversed-bottom wishbone and forward locating radius arms.

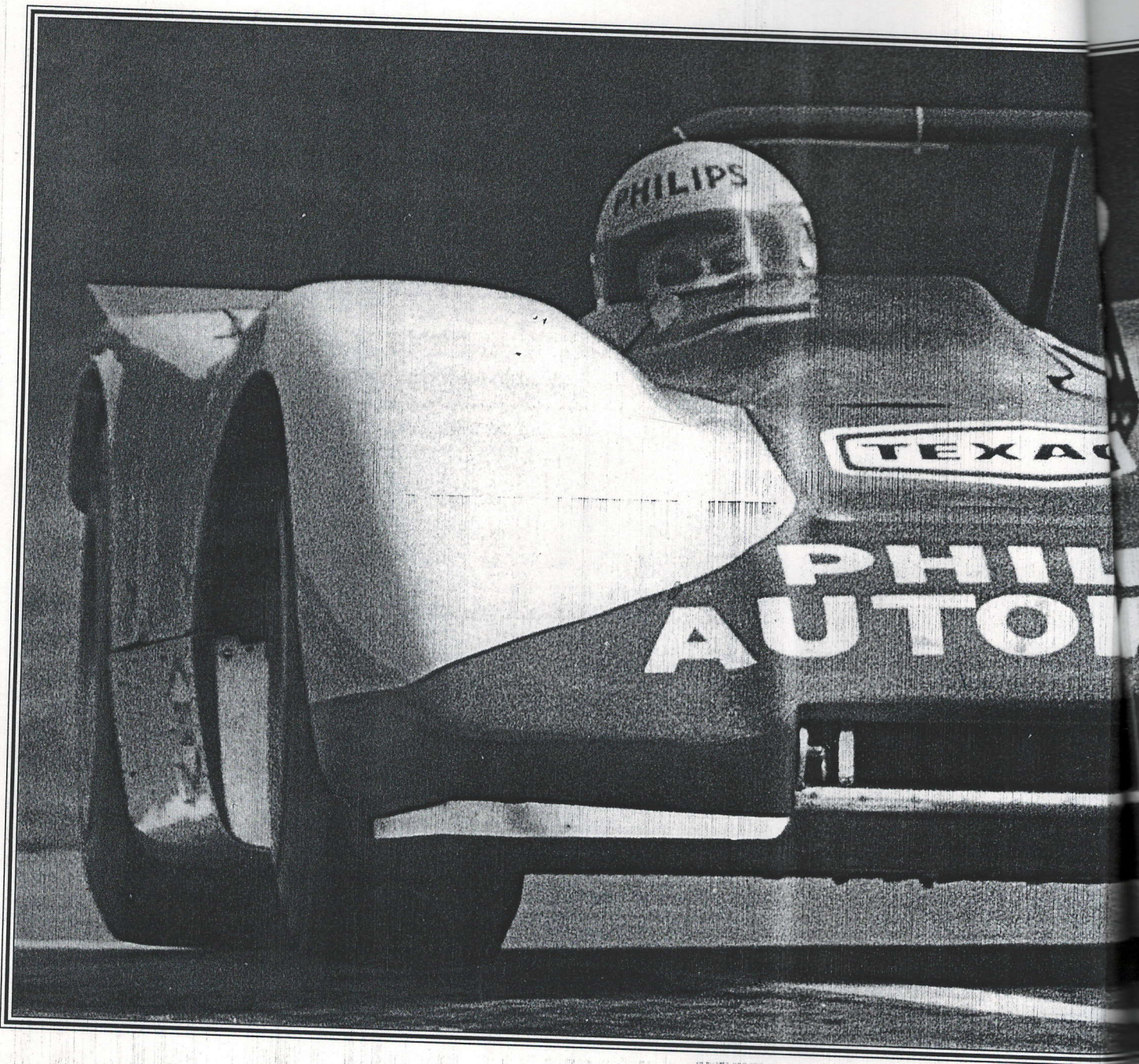
Jo Bonnier was the European agent and his car was really a works effort, although it was race prepared in Switzerland. JoBo's 210 spent some considerable time being modified in Slough, the developments including magnesium uprights, new dampers and aerodynamic tweaks.

Racing in 1970

The prototype T210 was sorted out at Silverstone by Dickie Attwood in April 1970 for Bonnier, who was immediately the pace of the field against the Chevron B16 coupé. Lola had a weight advantage due to its Spyder form - the Bolton firm were caught on the hop and only really caught up when they introduced their open B19 Spyder version.

Nevertheless, the threat of the B16s *en masse* - together with a mystery brake fault seemingly inherent in his car - were enough almost to negate the sole effort of Bonnier, who just missed the title, having won four out of nine rounds (Salzburg/Anderstorp/Hockenheim/Enna) and placing second in two more. One of these was the nail-biting Spa-Francorchamps race where Brian Redman - enjoying an equally fantastic season with his Chevron B16 - just pipped JoBo at the last corner (La Source). Chevron thus beat Lola in the European Trophy for Makes by one point!

Autosport tested Terry Croker's T212 at Silverstone in their issue of 19 November 1970, and declared the success of the new FIA Two Litre Championship. Simon Taylor, then Editor, wrote: 'The Lola 210 is one of those racing cars which seem to epitomise

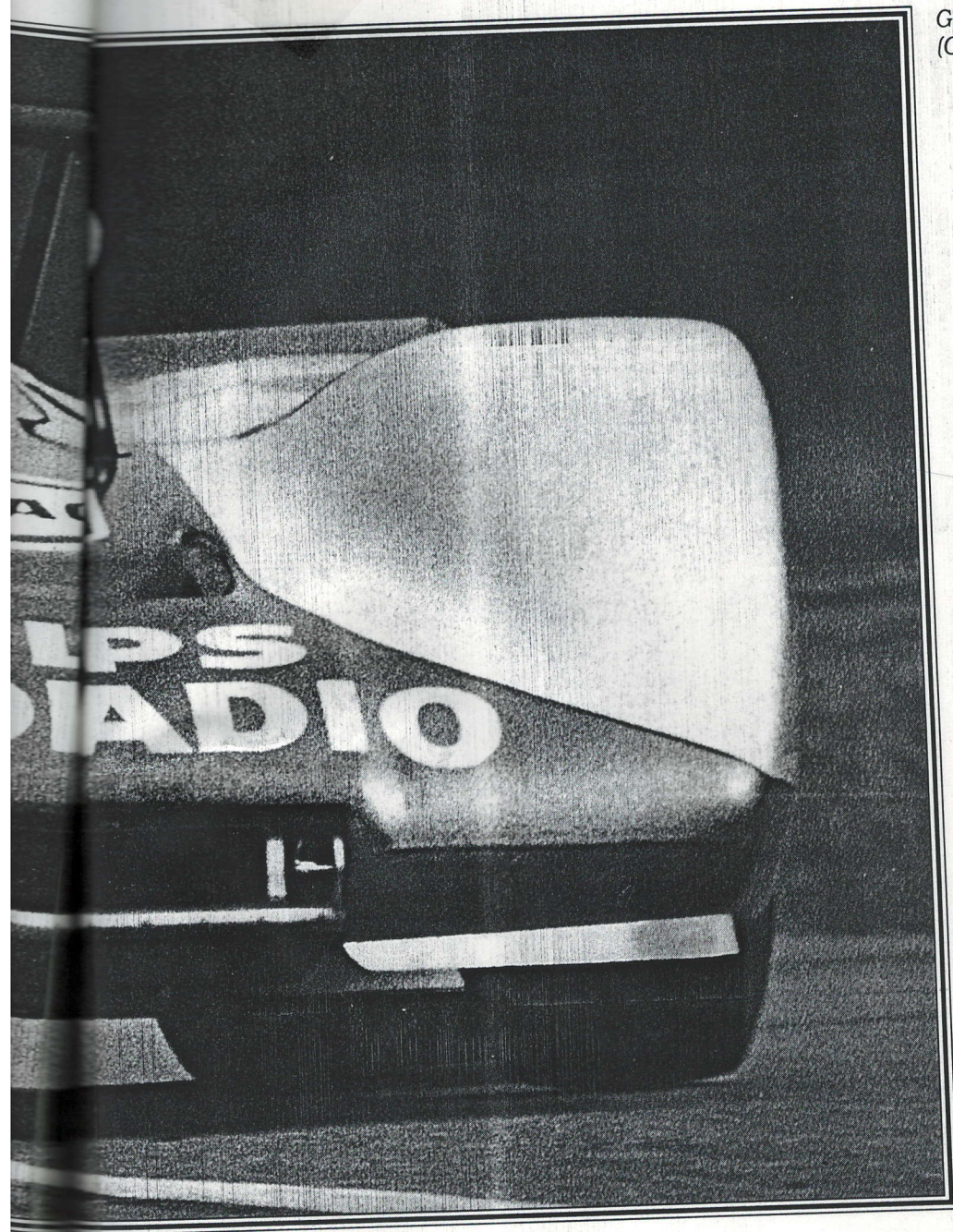


the attainable peak. It looks right, and it is right; in handling, braking, power, neat and superb construction it simply is *right*. When driving it, you experience that rare and indefinable feeling of being in command of a superbly efficient, complex piece of machinery which is doing exactly what is asked of it and is about as good as it can be, a device produced by a man to do a

certain task as effectively as possible.' Taylor then sketched the background to the T210 before giving his driving impressions: 'Much of the car's speed comes from that fabulous little engine, with its instantaneous pickup the moment the throttle is touched: out of Becketts hairpin in second gear and up through the box to fifth, the acceleration actually felt much more im-

pressive than the Formula 5000 car I had driven on the same circuit the week before, for the FVC seems to rev like an F3 unit. The gearchanges up the box follow one another so rapidly that it's best to steer with the left hand and leave the right hand on the gear lever. Woodcote demands a double gearchange from fifth to third, and then up to fourth past the pits; fourth

Guy Edwards in a T212 during 1971.
(Courtesy David Hodges)



if I went from fifth to fourth, and then from fourth straight to second. Getting round Becketts is simply a matter of how neat and quick you can be, almost regardless of throttle opening or how early in the corner the power is turned on, for the Lola seems to be capable of taking full power in second round this hairpin without drama; it just stays glued down, handling neutrally, and rockets you off down the straight, although real hamfistedness will eventually make the car understeer and run wide.'

Taylor concluded: 'I'm smitten. My bank balance dictates that I can only love Lola from afar, that my infatuation for her will never be fulfilled. But smitten I remain.'

Most fast 210s used the Cosworth 1800cc FVC engine, and complete cars cost about £6000. Phil Scragg, the hillclimber with a penchant for hairy motorcars, having raced an E-type Jaguar and a Lola T70 with bodywork cut down so that it resembled a large Lotus 7, now ordered a Lola 210 to be fitted with a Ford 289cu in V8 engine.

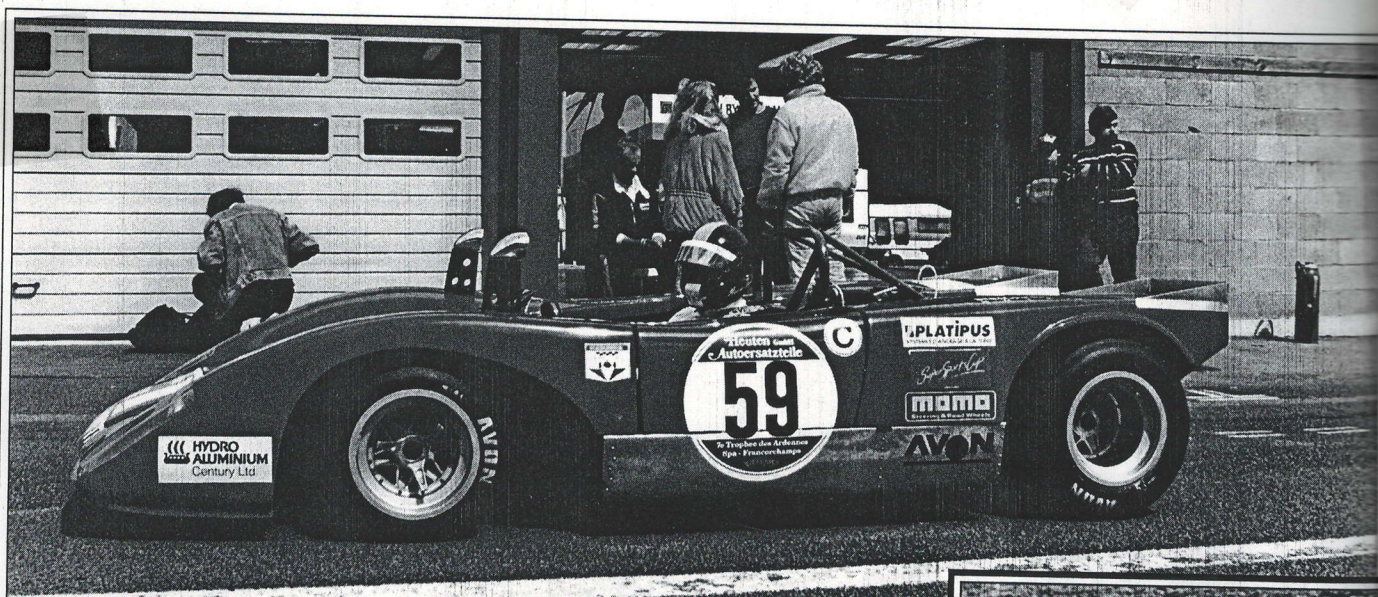
Emerson Fittipaldi won the Brazil Cup sportscar series in a Lola T210 FVC from Jorge de Bagration's Porsche 908 by 30 points to 26, and Alex Soler-Roig was third with a 907 on 21. Wilson Fittipaldi was fourth on 15 points with a T70 Mark 3B coupé.

For 1971 Bonnier announced that his company was to do the preparation work on all four 'semi-works' Lolas for the year: two for Karl von Wendt's team (Helmut Marko plus rent-a-driver) and two for Scuderia Filipinetti (Elford and Bonnier). The cars were almost un-

gear is held until copse, so that at the braking point there one is almost at peak revs. A short, sharp stab on the brakes and a simultaneous downchange (when I managed the heel and toe right!) from fourth to third, and then the car is powered through copse.

'Back into fourth and fifth at the beginning of Maggotts, which even I was able to take flat; the car felt beau-

tifully steady, and only the G-forces on one's body brought home that one was going round a corner at over 120mph. As a result the car was travelling at a pretty astonishing rate into Becketts, but so rapidly does it respond to the middle pedal that there is barely time to make three gearchanges to get to second gear by the time the braking is done, and I tended to manage it better



The same T212, twenty years later, at the "Trophee des Ardennes" at Spa-Francorchamps. The driver is Mauro Borella.

changed from 1970 - new rear uprights and relocated oil coolers being the major modifications although Bonnier also made some minor body and chassis changes.

Helmut Marko and Jean Pierre Jabouille won the first round of the European Championship at the Paul Ricard circuit in a T212 in April, followed by Elford, as Vic had slowed with electrical problems on the last lap. All this was achieved despite a spin by Marko. Nicki Lauda won for Chevron at the Salzburgring round two with Ronnie Peterson second for Lola at Silverstone in round three.

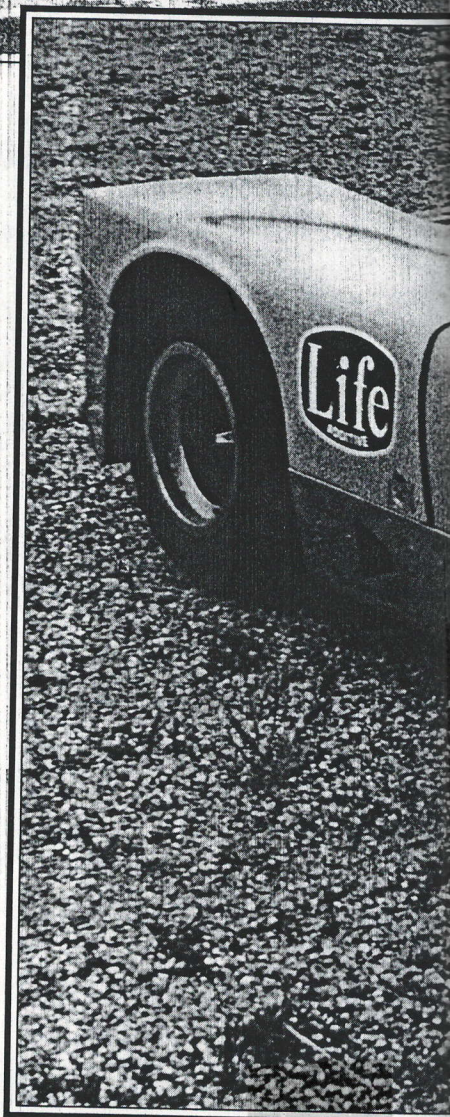
For the Targa Florio on 16 May Jo Bonnier and Richard Attwood placed third to the Alfa Romeo T33/3s of Vaccarella and Hezemans and de Adamich and van Lennep. Mixed in among a trio of 911Ss, Mike Parkes and Peter Westbury came fifth, and seventh was the Antonio Nicodemi/Jonathan Williams car. All these drivers were in T212s with Cosworth FVCs.

The only other FIA points earned for Lola that year were scored by Teddy Pilette and Taf Gosselin who came in sixth at the Spa Francorchamps 1000km the previous weekend in a T70 Mark 3B coupé (SL76/146) be-

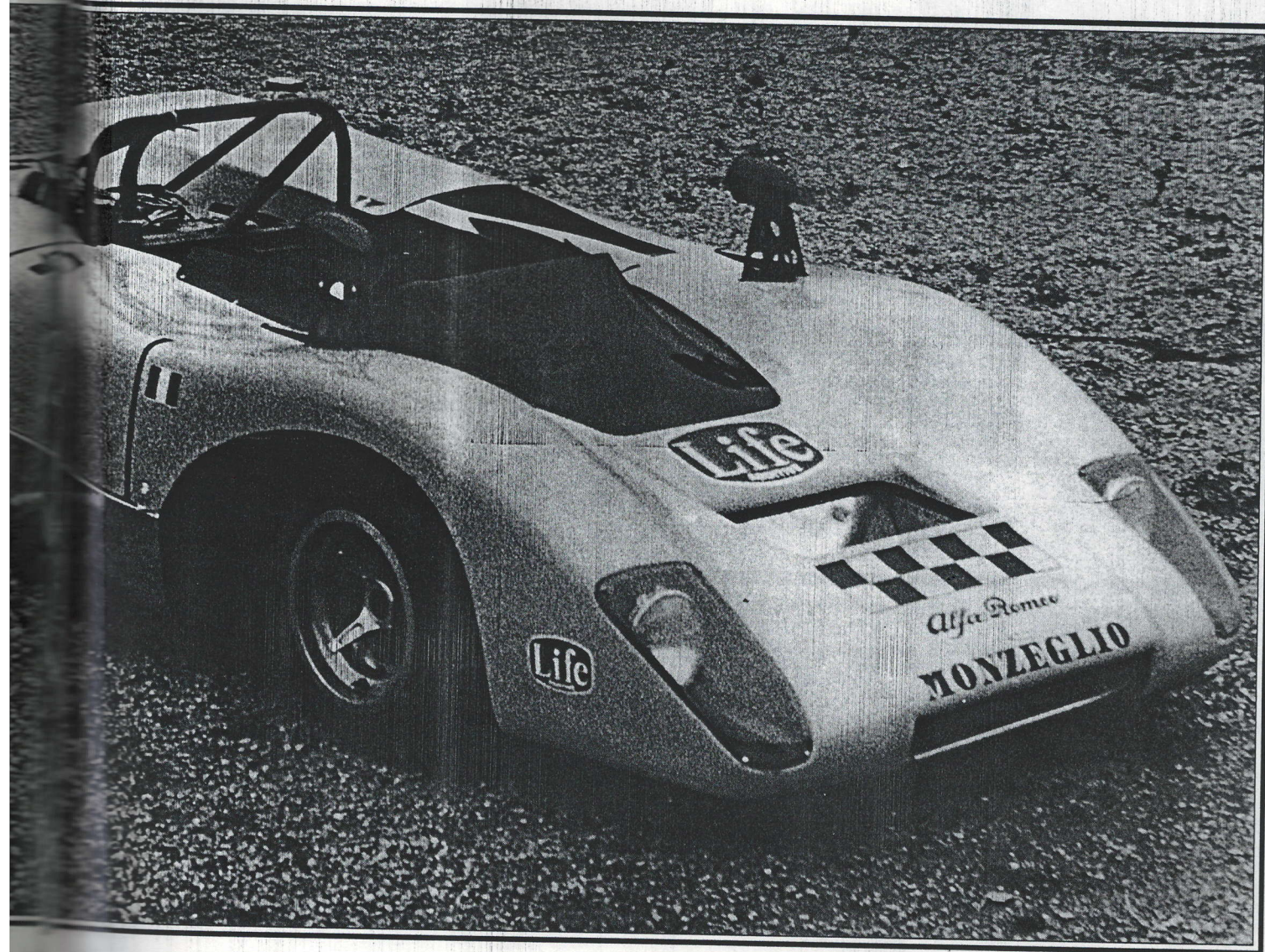
hind the Porsche 917Ks.

Just one week after sharing victory at the Le Mans 24-hour race with Gijs, Marko won the non-championship Auvergne Trophy at Clermont Ferrand, beating JoBo, with more T210/212s coming in 4th, 5th and 6th. Their win was aided by a new Firestone compound - but only after Larrousse's Matra 660 had sustained a puncture to finish third. Marko then swept Hockenheim in round four on 4 July, with Elford 2nd, to give Lola the lead in the championship - Bonnier only taking fourth - while Vic Elford debuted Bonnier's T222 into third in the Interserie event there. Guy Edwards won the non-championship Nogaro round in his T212 in August.

In a dramatic end to the season Vic Elford won at the Nürburgring round for the second consecutive year. But he was disqualified from third place in the next - penultimate - round at Vallelunga, having left the pits when the red light was on. Marko, who came in second, was thus the champion, as were Lola, despite Merzario winning for Abarth. Jo Bonnier won the last round, at Jarama in November, to make it Lola 57/63 points and Chevron 46/49 in the best eight scoring. Lola won



*Lola T212, chassis number SL212/20, before running in the 1972 Targa Florio, in which it won the 1300cc class.
(Courtesy Mauro Borella)*



The Can-Am T222 on display at the 1970 Racing Car Show.

five, Chevron three, Abarth one. Marko totalled 36 points and Elford 24. Antonio Zadra took third place at Jarama in a T210 behind Jose Juncadella in a Chevron B19.

Marko was absent from this round - as were many - and only thirteen cars took part. Instead, that same weekend, Marko was fifth (with John Love) in a T212 at the Rand 9 hours at Kyalami, where Terry Croker shunted Edwards' T212, making it the eighth chassis the team had destroyed that year! *Autosport* asked if the team was Lola's favourite customer! Marko and Love won round two at the Cape Town 3 hours with Edwards and Croker third in the new car behind Hailwood and Redman in a B19 with a Chevrolet Vega engine.

Helmuth Marko escaped unhurt from a crash at the next race, in Lourenco Marques, towards the end of the race, when he was in line to take the lead. He was classified fourth, and Chevron won. At the sixth and final round at Pietmaritzburg, John Love and Bill Gunston's T212 won from Guy Edwards and Jackie Pretorius (also T212-mounted) on 27 December. Jody Scheckter was third in a B19, thereby winning the Springbok title.

The Lola T212 and Chevron B19 were then made eligible for Group 5 when it amalgamated with Group 6 for 1972. The European Two Litre Sports Car Championship was to be for Group 7, the RAC Championship for both types. Surprising all, Gerard Larrousse won the first round of the European Two Litre Championship in an updated two-year-old T210. Bonnier had

beaten him into second in the first heat in a brand-new T290, but JoBo dropped to seventh overall with a pitstop for a loose cam cover in the second heat. Jean-Jacques Cochet was third and Edwards sixth, both in T290s. T210/212s were still very popular with privateers. Eric Broadley later said, in an interview in *Autosport*, that the T210 series became the basis of the T290 series.

T220/222 - 1970/71 - Gp 7 Can-Am - 9 built

Eric Broadley returned to the Can-Am series with the T220 in 1970, designing a simple and practical car for Peter Revson to drive under the Carl Haas banner. L and M cigarettes provided the sponsorship, and an aluminium big-blocked fuel-injected 8-litre Chaparral-Chevrolet provided the urge through the usual Hewland LG600 gearbox with fuel capacity of 68 gallons. The monocoque chassis followed the typical tried and trusted riveted and bonded aluminium format, and the suspension used a lot of components from the F5000 T190. The curvaceous body had been designed with as much downforce as possible; despite this, extra nosetabs still had to be added after the first shakedown runs. The brakes were by Girling.

In 1970 Peter Revson qualified fourth at the first race, Mosport, but he was still 1.8 seconds off Dan Gurney's pole in a McLaren M8D. In the race proper Revson retired with an oiling problem, but he had some good runs in the T220 (once second, twice third) and came in eighth in the final points

