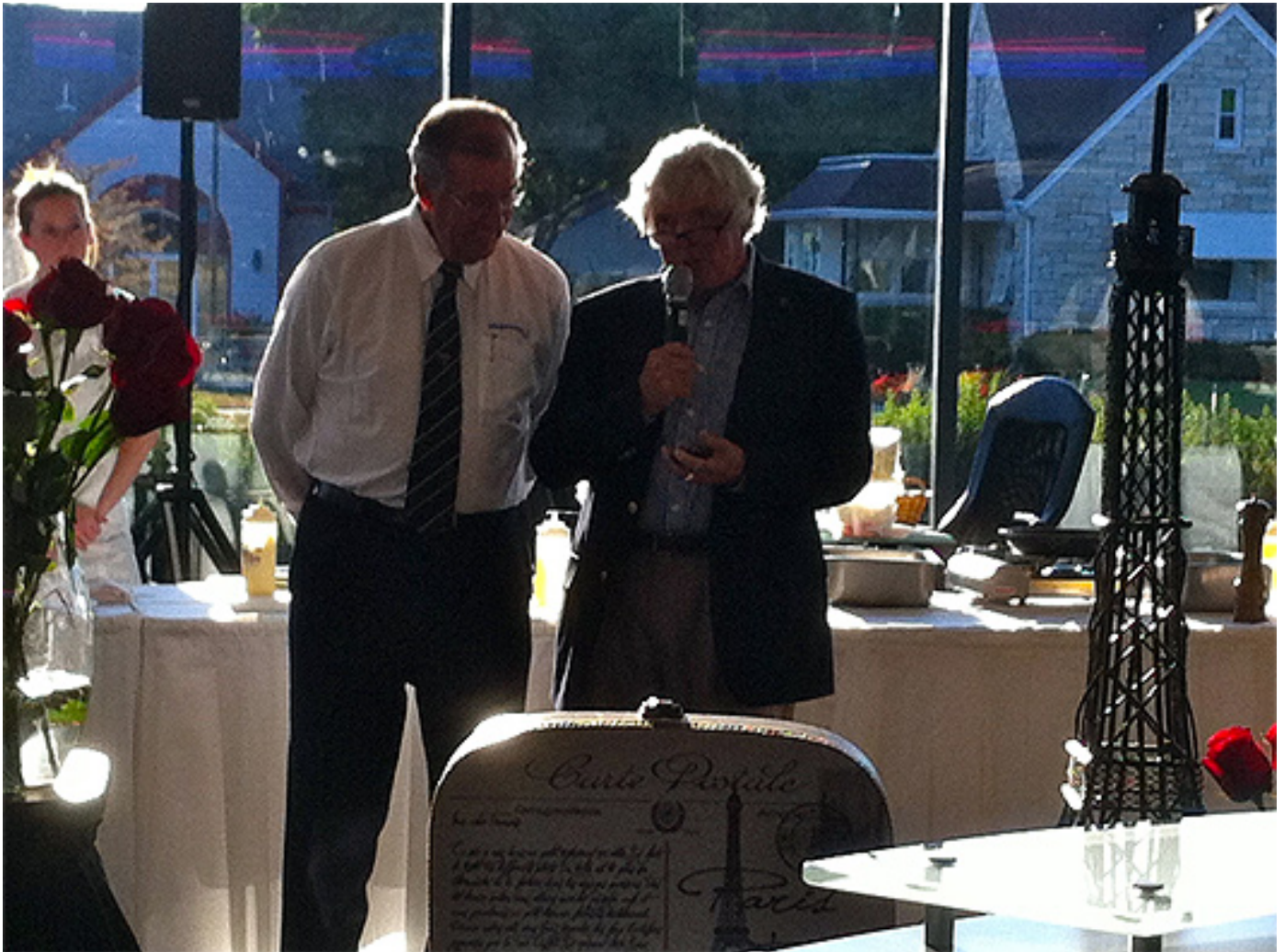


THE HAWK AT ROAD AMERICA...
FEATURING THE LOLA T70 – JULY
11TH TO 15TH, 2012



The Hawk at Road America – July 11th to 15th, 2012



This, for me, promised to be the meeting of the year. A great track, over four miles long and with three very fast straights and fast corners. You only need two high gears, there are no slow corners and "the kink" is a real 'hold your breath, foot down and turn the wheel a little' type of corner where bravery really does count!

Su and I flew to Milwaukee on Wednesday and then drove over to a cocktail party at David Hobbs' Honda, where we met David and I was able to get an interview with him about his time driving a Lola T70 in 1965. He clearly loved T70s, calling the car "fantastic" and then Brian Redman treated us to one of his extremely humorous speeches. When it comes to delivering humor, Brian could have been a professional!



Next morning, Su and I drove to the track in the hired Ford Taurus, which turned out to be an excellent car; this is the first time I've driven a car with a reversing camera installed and you can even adjust the pedal distance to get a good driving position. I'll have to be careful, I grew quite fond of it before we gave it back. One gripe at car hire companies though: Why is there never a manual/handbook in the cars? These days, cars have so many electronic gadgets installed, you really need the manual to tell you how everything works.

Back to the Track on Thursday; I was being lent a Lola T70 Mk. III coupe by Lilo Beuzieron of Toluca Lake Historics team and we were at the track bright and early to see the car being unloaded from its trailer. It looked very new (just restored) and was resplendent in blue with red nose and rocker panels.

I had two great mechanics/characters assigned to me, Demetrius and Don, both very experienced guys with years of Porsche Racing with Patrick Long behind them but this was their first time with a Lola T70. They proved to be very fast learners! We'd missed the first session getting the car ready, so didn't go out until 2.30p.m. I made some notes, which I reproduce here:

"1st session, no clutch, could only use 4th gear. Lost brakes coming into Canada Corner, somehow got it stopped. Brake pads had fallen out of right rear caliper when retaining pin came loose."



Back to team headquarters on a low loader.

“Friday morning, 2nd session. Still no clutch, gears working sometimes.”

“Friday afternoon, 3rd session. Clutch not working well, but can select gears now without using clutch. Above 5500rpm on straights, car starts to wander. Slow down, get off track, rear lower wishbone joint has worked loose.” “Saturday, race for T70s. Still no clutch, gears all good on pace lap but the moment we start, engine starts to misfire. Pull off and retire, piece of foam from tank has clogged a fuel line.”

Ah well, saw a lot of old friends, had a good time. Lilo drove “our” T70 in the Can Am race on Sunday, finished, and received a huge trophy for “The team that tried the hardest!”



The meeting itself was very well attended, there being over four hundred entries there. Old friend and teacher, Jim Pace, won the T70 race in one of Johan Worheide's T70s and, in total, I counted twenty-two T70s at Road America, almost a quarter of the production built between 1965 and 1969. An excellent weekend.





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