



The Major Achievement

way of proving the product! In contrast to the Mk2, which you sit on as much as in, the bodywork of the latest car rises high and close to your head, so it feels almost as if your helmet is sticking out through a conveniently-located hole in the bodywork.

With a mighty 185bhp propelling just 485kg, the Mk30PR felt wickedly fast when I accelerated out of the pit lane for the first time, especially in comparison with the milder FF1600-powered cars. But the abiding impression I was left with was not of great straightline performance, or of immense cornering power (although of course it had both in abundance), but of traction, and braking.

The Clubman Sports category does not allow limited slip differentials, which must provide designers, especially of the powerful Supersports Vauxhall-powered cars, with perhaps their greatest challenge. Traction out of

● Left: 'Major' Mallock and son in the Mallory pits. Below: Rod Hunter's Mk27

car's record of success suggests that it is at least as good as its competitors of the day - but is phenomenally quick in a straight line. Bearing all that in mind, and the fact that modern 'historic' racing tyres are probably better than the original filment, then this little car must have been truly formidable in its day.

Formidable is a word that springs readily to mind when describing the latest 2-litre Vauxhall 16v-powered Mk30PR as well. It is owned by Paul Dawson (yes, the same Paul Dawson who owns and races the Mk18) and was raced by him and Richard Mallock in 1993, Richard in fact winning at Oulton Park in his single outing in the car - not a bad

I could come out of Shaws Hairpin and nail the throttle without giving a thought to controlling wheelspin... the Mk30PR sat on its haunches without a squeak from its rear tyres. Remarkable!

