

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 fitment, then this little car

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

must have been truly formidable in

its day.

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

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

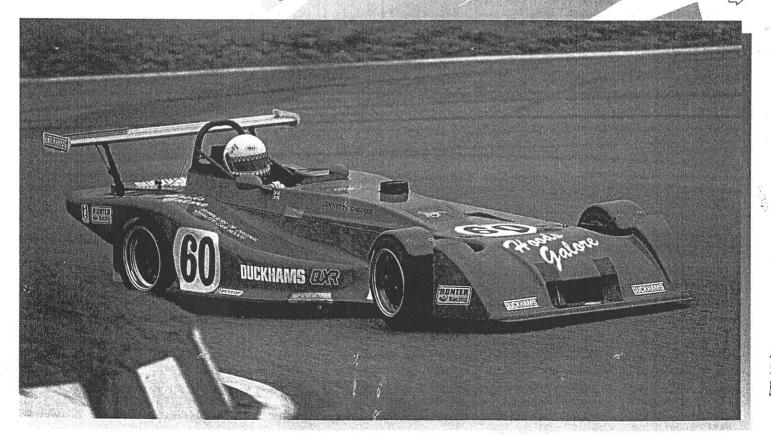
accelerated out of the pit lane for the first time, especially in comparison with the milder FF1600powered cars. But the abiding impression I was left with was not of great straightline performance. or of immense cornering abundance), but of traction, and braking.

The Clubman Sports

category does not allow limited slip differentials, which must provide designers, especially of the powerful Supersports Vauxhall-powered cars,

power (although of course it had both in

with perhaps their greatest challenge. Traction out of



I could come out of

Shaws Hairpin and nail

the throffle without giving

a thought to controlling

wheelspin... the Mk30PR

sat on its haunches

without a squeak from its

rear tyres. Remarkable!