

# GOING AROUND AGAIN



Race car replicas are nothing new, but this one has a much better provenance than most and is very much alive and kicking.

Words: Dave Smith Photography: Matt Richardson



"I began racing at Club level about 20 years ago, in the Porsche Cup, then moved on to British GT racing with Mike Jordan, then FIA GT racing, which is where I met Richard in 2006. His job was to get the new Jaguar XKR back into GT racing. I still own two of the three 2008 GT XKRs.

"Nine years ago, Richard decided to build a replica of his original Camaro to the spec in which it raced in the 1973 Tour of Britain. A new event called Tour Britannia had just started up in 2005, very much in the spirit of the original Tour of Britain, by Alec Poole, one of the original Tour competitors in the works Datsun team. Richard wanted to take part, so he had his company, Apex Motorsports, build this car to the original 1973 specifications."

The car you see here is actually the product of three donor cars. "Richard bought the first car off eBay," says Steve, "but when he got it back to Apex and had it stripped down, it turned out that the shell was none too good. It was like a tea-strainer! So he set out to look for another and ended up finding one in the middle of a paintballing field! Naturally it was covered in paint splodges, but that shell is the one you see here." →

Nostalgia racing isn't what it used to be, as some shining wit once remarked. But, in some instances, it comes pretty damn close, and you'd struggle to get closer than this Camaro. This car is a faithful replica of the Class D Camaro raced by Richard Lloyd in the mid-Seventies British Saloon Car Championship. The original car was sold in the late Seventies and went to Scandinavia, where it was written off in a racing incident, so the original is long gone. Who built the replica? Richard Lloyd. So you have to figure that he knew what went where.

The current owners/racers are Stuart Scott from Cambridge and Steve Wood from Oxford, and the replica is busy living up to the precedent set by the original. "My dad used to take me to watch the racing in the early Seventies," says Stuart. "I always loved the American V8s. He used to take me to Snetterton and Mallory Park, but I wasn't interested in going unless Richard's Camaro was racing - I didn't want to go and watch Triumphs or Minis!

"There was a big event in the early Seventies called the Tour of Britain, and Richard had entered for the 1973 event, but he'd been involved in a road accident and had to draft in another driver. He got James Hunt, who, with co-driver Robert Fearnall, ended up winning overall against names like Graham Hill, Frank Gardner and Roger Clark.

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Right:  
Below right:  
Below left:



## "When Andy dropped it off to me on Valentines Day, the cement floor of the garage was still going off!"

### Technical Specification

- 1970 Chevrolet Camaro
- Peter Knight-built 5.7 small-block
- Stock Muncie four-speed manual
- Original rear axle
- Stock front discs/rear drums
- Ferodo race pads, front
- Leda dampers
- Leda uprated front springs
- Minilite wheels
- Yokohama tyres, road-legal
- Stripped interior
- Custom gauge panel in stock dashboard
- Wind-up windows, remote adjustable mirrors
- Corbeau seats, Schroth harnesses
- Roll cage (currently being updated)

Right:





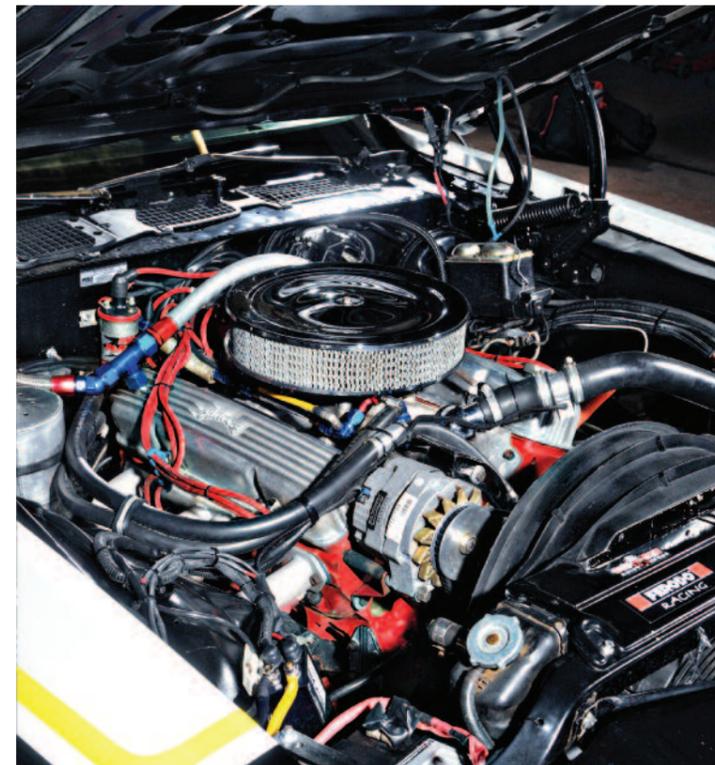
**"I'd never even driven an American car before, and now I had a 1955 Cadillac in my new garage."**

In 1973, the Tour of Britain was for cars that were very close to showroom stock - you basically threw a roll cage into a sporty saloon and went racing. Hence, for all its looks, this Camaro isn't a million miles from a stock 1970-and-a-half Z28. "Richard didn't want to make it too trick," Steve continues. "The Tour Britannia covers a lot of road miles, so a full-race suspension would have shaken it to bits. It runs original leaf springs on the original rear axle, with drum brakes, and the front brakes are all stock except for Ferodo race pads.

"The only time this has given us problems is in a long sprint race where we get brake fade towards the end. We had to fit an aluminium fuel cell inside the boot, as the original tank hangs

down behind the axle, which is not good on rough rally stages. The original engine broke its crank on a track day at Silverstone - possibly a thrust issue caused by pressure on the clutch and flywheel - so we had Peter Knight build this one from a second-hand block. It uses the original carburettor and distributor, but still turns out about 450bhp. The only major change is a smaller gear-reduction starter motor to avoid hot-starting issues."

Richard took it out on the Tour Britannia with co-driver Alan Rivers in 2005, 2006 and 2007 then, after Richard's fatal accident in March, Alan and his son Alex took it out for the 2008 Tour but their heart wasn't in it and they retired. →



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**TOUR BRITANNIA**

Car owned by Richard Lloyd

**2005** - Richard Lloyd and Alan Rivers, 23rd overall and 4th in class

**2006** - Richard Lloyd and Alan Rivers, 17th overall and 7th in class

**2007** - Richard Lloyd and Alan Rivers, 8th overall and 2nd in class

**2008** - Alan Rivers and Alex Rivers, retired

Car owned by Stuart Scott

**2009** - Stuart Scott and Steven Wood, 23rd overall and 5th in class

**2010** - Stuart Scott and Steven Wood, 6th overall and 1st in class

**2011** - Stuart Scott and Steven Wood, 8th overall and 1st in class

**2012** - Stuart Scott and Steven Wood 3rd overall and 1st in class

**2013** - Stuart Scott and Steven Wood entered for Tour Britannia, May 10th and 11th.

See [www.tourbritannia.co.uk](http://www.tourbritannia.co.uk) for more details.

Stuart and Steve have been a racing partnership since 2001, in series such as Britcar, British GTs and FIA GTs. Since 2009, the Tour Britannia has been a major fixture on their racing calendar, with ever-improving results and a hat trick of class wins in the past three years. This year is likely to be an important one, being the 40th anniversary of James Hunt's Tour of Britain victory, so they have everything to aim for. "The car is currently in the workshop having changes to the roll cage to stiffen the shell," says Stuart. "The cage was originally built as a replica of the 1973 cage, and the scrutineers have been 'suggesting' that it needs updating. That's fair enough - historical accuracy is one thing, but you can't take chances with safety. Also, it'll hopefully stiffen up the shell."

"On the last day of the last Tour," Steve continues, "I went through the tape and onto the grass in the pouring rain, and lost 14 seconds. If it hadn't been for that, we'd have finished 2nd overall. It really is quite nimble for such a big car, and we score surprisingly well on tight tracks. It has such a long first gear we can leave it in first and drive it on the throttle. Plus we do very well on the longer circuits, mainly because many of the other Tour competitors are rally drivers."

"Compared with a GT car, this is quite agricultural," adds Stuart. "It's easy to drive with so much torque, but it's like being on a P&O ferry there's so much roll! And it's so big! Width, especially, can be a real issue on some of the smaller tracks. Last year, one of the Tour Britannia stages was a go-kart track, which was... entertaining. It's different, though. Everyone knows the Mustang but Camaros and Falcons are still just a bit different. And when you open the bonnet, it's like switching on a magnet..." **ACM**



**"Wherever I go, guys come up to the car and just stand there looking around for the bloke that owns it..."**

Above:  
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## Richard Lloyd

Richard Lloyd was first bitten by the racing bug in the late Sixties at the wheel of a Triumph TR4A. He later moved into the British Saloon Car Championship (what would now be called British Touring Cars) and found some success in the mid-Seventies, with plenty of Class D wins and 12 race wins in the Camaro alongside the likes of Frank Gardner.

In 1978, he switched to the then-new VW Golf GTi and later the Audi 80 with much greater success in Class B, then formed Richard Lloyd Racing, running in the World Sportscar Championship with Porsches from 1985 until 1990 when the expense became just too great.

Richard went back to racing in the Porsche 924 Championship before getting factory backing to run Audis in BTCC in 1995. This led to his involvement with the Audi R8C at Le Mans in 1999 and running Bentley's EXP Speed 8 programme in 2001. He went on to spearhead Jaguar's FIA GT3 efforts, and was on his way to Nogaro for testing with Jaguar when the private jet he was a passenger in crashed on take-off from Biggin Hill on March 30th, 2008 killing all on board.

