

= Richard Lloyd Racing =

Richard Lloyd Racing ( RLR ) , originally named GTi Engineering , was a British auto racing team created in 1977 by driver Richard Lloyd . Originally named for the Volkswagen Golf GTis that Lloyd raced in the British Saloon Car Championship ( BSCC ) , they went on to become a successful Porsche privateer in the World Sportscar Championship ( WSC ) . Richard Lloyd Racing eventually folded at the end of the 1990 season due to the increased cost of the World Championship .

The team was also known for their extensively modified Porsche 956s and 962Cs , developed to overcome some problems in the original Porsche design and construction . The cars , all named GTi after the team , were able to outperform their standard counterparts . The GTis made some of the first uses of exotic materials and innovative design elements that would later be adopted by Porsche and other manufacturers .

Even after the racing team had moved on to running Porsches , GTi Engineering remained a division of Richard Lloyd Racing and continued to offer car tuning for Volkswagen and Audi products . Parts and full conversions were constructed in their shared race shop at Silverstone Circuit . The tuning company was eventually sold off , but it remains in existence today .

= = Racing history = =

= = = 1977 ? 1980 = = =

GTi Engineering was created by Richard Lloyd in 1977 as his personal team in the British Saloon Car Championship , in which he had been competing for several years . The team was the primary entrant of the new GTi version of the Volkswagen Golf , which had been launched in 1976 , and primary backing came from Volkswagen Great Britain . Lloyd not only managed the team , but also continued to drive . He earned a best result in the BSCC in 1978 when he finished second in the championship , and he earned several wins over the three @-@ year period of the GTi program .

In 1980 , GTi Engineering moved from Volkswagen to partner brand Audi , entering the new Audi 80 in the BSCC . Lloyd was able to sign British drivers Stirling Moss and Martin Brundle to the team for that season . Following the 1980 campaign , GTi Engineering was approached by Porsche about becoming the primary European entrant of the company 's new 924 Carrera GTR in endurance racing . To help with the project , GTi Engineering was able to sign Japanese camera firm Canon as the primary sponsor , leading to the team being known as Canon Racing .

= = = 1981 ? 1982 = = =

The team made their international debut at the 1981 1000 km Monza , where drivers Richard Lloyd and Tony Dron finished in eighth place and second in their class . Victory quickly followed as Lloyd and driver Andy Rouse won their class in their home event , the 1000 km Brands Hatch .

For 1982 , the team 's 924 Carrera GTRs were adapted to comply with the International Motor Sports Association 's GTO class regulations . Although this made the car ineligible for class victories in most European events , it was still able to compete with cars of similar classes . The team struggled for results that year , but a best result of fifth overall was achieved at the 1000 km Nürburgring . The team outlasted several Group C and Group 6 sports prototypes to finish high in the results .

= = = 1983 ? 1985 = = =

Following the 1982 season , Porsche ended their 924 Carrera GTR development program and the team moved on to Porsche 's newest motorsport offering , the Group C 956 . This promoted GTi Engineering to the top class in the World Championship , which allowed them to compete for overall wins . In the team 's second race with the 956 , their home event at Silverstone , Jan Lammers and

Thierry Boutsen secured a podium finish , which was followed by another at the Nürburgring . A final appearance on the podium was earned in the final European race of the year at Mugello Circuit . Lammers finished seventh in the Drivers Championship .

For 1984 , GTi continued their success in the World Championship . As part of an agreement with sponsor Canon , GTi Engineering entered a second car in select rounds of the championship for the purpose of carrying an on-board video camera within the cockpit to record the entire event . Although the added weight of the camera systems hampered the performance of the 956 , the car was still driven as normal by Richard Lloyd and team mate , Pink Floyd drummer Nick Mason , and it made its debut at the 24 Hours of Le Mans . GTi 's main 956 entry , however , remained a front runner in the hands of Lammers and John Fitzpatrick . Jonathan Palmer substituted for Fitzpatrick and , along with Lammers , took the team 's first World Championship victory at Brands Hatch , two laps ahead of a Joest Racing Porsche . Soon after the victory , the team debuted its new car , the custom-built 956 GTi . The GTi was quickly able to usurp its predecessor , taking second at Imola . The team ended the year with Lammers and Fitzpatrick tied for fifth in the Drivers Championship .

During 1985 , the team officially changed its title to Richard Lloyd Racing , although the GTi Engineering name was retained as part of the company . The team continued on with their 956s , even though some competitors were now using the improved 962C . The season began with Lammers and Palmer earning good results , and the team managed to earn a second-place finish at the 24 Hours of Le Mans with Jonathan Palmer , James Weaver , and Lloyd himself completing the race only three laps behind the winning Joest Porsche but ahead of the factory Rothmans Porsche . Trouble occurred during practice for the 1000 km Spa when a tyre let go , sending the car into the barrier at 140 mph ( 230 km / h ) , injuring Palmer and badly damaging the car , forcing it to undergo a lengthy rebuild . The team returned to the championship at Fuji but was unable to finish the event . Richard Lloyd Racing ended the year fifth in the Teams Championship , although Palmer was only twelfth in the Drivers Championship .

=== 1986 ? 1990 ===

Canon chose to end their sponsorship of Richard Lloyd Racing in 1986 , leaving the team to sign Liqui Moly as a replacement . The team pressed on with the 956 GTi , using a variety of rotating drivers without much success early in the season . Their results improved , however , as Brands Hatch once again saw success for the squad when they earned their second World Championship victory by four laps over Joest Racing , with factory Porsche drivers Mauro Baldi and Bob Wollek in the car . A second-place finish at the Nürburgring was the only other podium showing of the year , and the team finished the season sixth in the Teams Championship . Outside of the World Championship , the 956 GTi also made an appearance at an Interserie event at Richard Lloyd Racing 's home track of Thruxton , winning one heat and finishing second overall in the combined results .

Richard Lloyd Racing replaced their aging 956 GTi prior to the 1987 season . A new 962C-based car was obtained , although it was once again built to a unique GTi specification . Jonathan Palmer and Mauro Baldi became full-season drivers for the squad . The team repeated their lack of early success from the previous year , once again earning a victory in the second half of the season . However , unlike the previous Brands Hatch successes , this one was earned at the Norisring sprint event . Brands Hatch remained lucky for the team though , as they earned a second place that year . Richard Lloyd Racing closed off the season with a third at Fuji , earning them fifth in the Teams Championship and helping Baldi tie for eighth in the Drivers Championship . The team also won the post-season exhibition event at Kyalami , South Africa , with Jochen Mass driving .

A limited schedule of races were run in 1988 , as Liqui Moly ended their sponsoring of the team . New backing instead came from Porsche Great Britain . A fourth-place finish at the opening sprint event was followed by a string of accidents and disqualifications , leading to the team missing several races for repairs . A seventh-place finish at the Nürburgring was the only other finish to

earn points for the team , leaving them ninth in the Teams Championship as they ended their season early . Rather than participate in the Fuji event , the team went to North America for an exhibition event in Tampa , Florida , participating against Camel GT Championship teams . American driver Price Cobb joined James Weaver , and the duo earned third place behind the American Electramotive Nissan and the European Brun Porsche .

An evolution of the World Championship in 1989 , with a schedule consisting entirely of shorter sprint events , helped reduce the cost for the teams and allowed Richard Lloyd Racing to restructure and add a second car to their line @-@ up . Drivers included Derek Bell , Tiff Needell , and Steven Andskär . A fifth @-@ place finish at Dijon @-@ Prenois and fourth @-@ place finish in the finale at Autódromo Hermanos Rodríguez were once again the only points earned by Richard Lloyd Racing , leaving them ninth in the Teams Championship . A home success outside the World Championship was achieved when Needell took second in a Supercup event at Silverstone .

For 1990 , Richard Lloyd Racing signed Japanese firm Italiya as the primary sponsor for the team . The team was reduced to a single entry , primarily driven by Manuel Reuter , James Weaver , and Steven Andskär . A sixth place at Spa and third at a shortened Montreal event were the highlights of the year , and Richard Lloyd Racing was once again ninth in the championship with three points . The team also ran a standard 962C at Le Mans for Nick Mason . The Mason @-@ owned car finished eleventh while the team 's 962C GTi withdrew after a pit fire . After the season ended , Richard Lloyd Racing was closed due to a lack of funding necessary to continue on into 1991 .

= = GTi Porsches = =

= = = 956 GTi = = =

Following a successful debut season with the 956 in 1983 , Richard Lloyd commissioned designer Nigel Stroud to develop a replacement monocoque and base chassis for the team 's car in an attempt to increase structural rigidity over that of the factory Porsche unit . Aluminium composite honeycomb was used in place of aluminium sheet metal in constructing the new monocoque . This car , originally 956 chassis # 106 , was replaced by the Stroud @-@ designed chassis designated # 106B , leading to the car being renamed a 956 GTi .

Further modifications were made to the car once the monocoque had been completed , which included replacing the entire Porsche front suspension setup with a custom design . Bodywork modifications were also carried out by automotive designer Peter Stevens in an attempt to increase the overall downforce of the car on smaller circuits ; a narrow wing devised by Lloyd and team manager Greene at the 1984 1000 km of Brands Hatch was placed on two vertical struts , attached to the nose of the car between the headlights and fenders . In addition , the standard rear wing was replaced with a two element design at different angles of attack , with a narrow gap between the two . The wings were also constructed from carbon fibre , lighter than the standard material used on 956s .

The # 106B GTi chassis was badly damaged in an accident at the 1000 km Spa in 1985 , requiring the team to build another monocoque known as # 106BII . This chassis also adapted several newer 962 elements , including moving the cockpit farther back from the front axle . This chassis served with the team until the end of 1986 , when it was replaced by the new 962C GTi . Following its retirement , 956 GTi was refurbished in 1990 and is now used in historic motorsport events . The car 's initial Canon paint scheme is used once again .

= = = 962C GTi = = =

In an attempt to catch the improving capabilities of the factory 962Cs , Lloyd commissioned the construction of a new car for the 1987 season . As before , the monocoque was designed by Nigel Stroud , while standard 962 parts were adapted to fit alongside custom @-@ built pieces . The first chassis , intentionally retaining the identification # 106B but not the same chassis as used on the

956 GTi , once again featured noticeable differences from its factory brethren . The rear of the car was completely redesigned , with the rear wing no longer part of the long tail bodywork . Instead , the wing hung off the rear of the car , attached only by struts at the center .

As the 1987 season continued on , modifications were made to the front of the car as well . The fenders and nose were rounded off , while the front brake cooling ducts and smaller headlights featured an all @-@ new design . These front end improvements were continued into 1988 with the construction of another car , chassis # 200 . The central gap on the bottom of the nose was filled in , allowing for the relocation of the brake cooling ducts towards the center of the car , while an extended splitter was added to aid front downforce . At the rear , Nigel Stroud adapted a design element which had been used by Jaguar : bodywork covered the sides of the rear wheels of the car , allowing for better airflow .

Chassis # 201 joined the team in 1989 , identical to the other team car . The new car initially retained the rear wheel covers that # 200 had used for improved aerodynamic performance , but they were later removed in 1990 . The brake cooling ducts were also moved into larger openings higher on the nose .

Two further 962C GTi chassis were constructed by GTi Engineering . Dyson Racing purchased chassis # 202 , which they further modified for the Camel GT Championship , becoming known as # DR1 . Dyson 's 962C GTi won a single event in San Antonio , Texas . ADA Engineering received # 203 for the 1992 24 Hours of Le Mans before using it again in 1994 with Team Nippon . Chassis # 106B was sold after Richard Lloyd had replaced it , and it ended up in the All Japan Sports Prototype Championship in the hands of Trust Racing Team from 1988 to 1990 , then the Nisseki Racing Team in 1991 . Chassis # 200 also ran in Japan under the Alpha Cubic banner in 1990 .