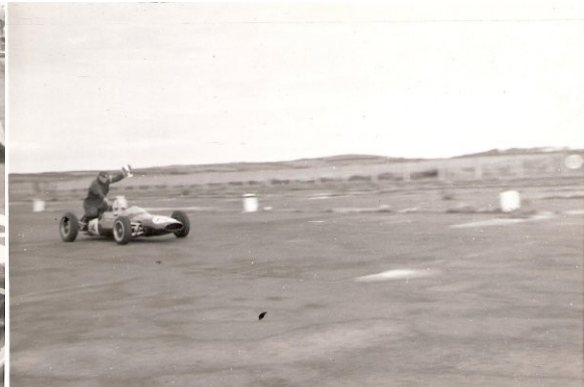


Martin Depper.

To start with I'm the fourth generation of the Depper family to compete in motorsport. My Great Grandfather Alf Depper, in his early day's was riding mechanic for Colonel Arthur Waite in the works Austin 7's racing at venues of the day like Brooklands and LeMans.



My Father Dave in the 60's was race mechanic and driver with Midland Racing Partnership. Bill Bradley has said many times that he owes his early success in Formula Junior to him.



My race career started very early in 1978, not with engines but peddle power in the Scouts doing peddle cart racing. We'd travelled the country race against over Scout group. Once a year there was the national finals, usually at a popular seaside town on the sea front, Blackpool, Scarborough and Cleethorpes to mention a few. Can still put my hands a few trophies.



1992 was first outing of the newly rebuilt Hillclimb Mini. Finished second in class at my first Hillclimb.



After 20+ years, many class records (some still stand today) and overall championship wins decided to move on to circuit racing. Mike Dorset introduced us to 750 Trophy now after rebranding Historic 750 Formula. The Centaur mk 14 we had acquired from Mike took us about 12 months to be race ready. Mallory in 2015 didn't go well, fuel pump and engine failure resulted in a very short day. If I could have made the grid, would have been 4th but was not to be.



So, my first race was at Donington 2016. Went out and did the only way I know how, flat out! qualified on pole by 6 seconds and went on to win by 14 seconds. I think I made a good impression.

6 seasons later and in 4 of those being most successful driver overall in class C thought it was time for a change.



December 2020 acquired the current car, Centaur mk 16 (known once as Golden Oldy) from Conway Daw.



Roll on the 2022 season.