

John Brigden is still suffering from the hang-over, Giles Power's remaining hair is now a silvery grey, Barrie Jones' fingers are still gummed together, and I've got an ulcer — but we made it. Eventually.

Yes, after about ten months of furious slog the first Triple C Performance Car Show hit the public in December, and over 30,000 people flocked to Alexandra Palace to feast their eyes on tasty cars and mouth-watering accessories by the score.

However, the slick, glossy presentation that the public saw was merely the end product of some nail-biting and nerve-shattering happenings that, from time to time, made us feel that the bloody thing would never get together at all.

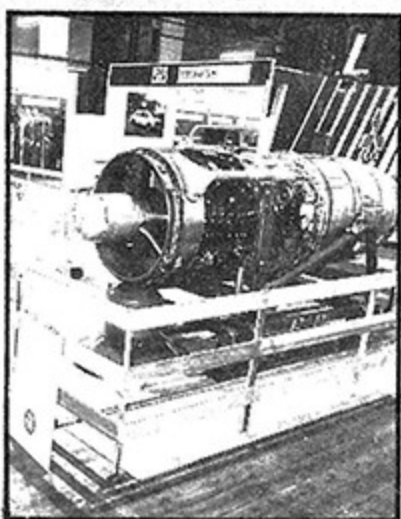
Take the Mario Andretti Lotus, for instance. It looked nice up there on its stage-mounted turntable didn't it? But you wouldn't believe some of the hassles we had actually getting it there.

For a start, the doors into the Palace were eight foot high — but the Lotus transporter was eight foot two inches high, a problem solved by gathering together a crowd of stand fitters who stood on the front bumper of the transporter to compress the suspension enough to give about 0.01in clearance. Of course, with the Lotus dismounted the transporter was even higher, having now lost some 1200lbs. Solution? A helluva lot more stand fitters standing on the flat bed.

A similar problem was evident with Project Thrust's engine, which weighed-in at a mere 2.5 tons. Many thanks are due to Roger from Dees of Croydon, who brought along the Dees' wrecker to tow the engine in — after he first removed the yellow light from the top of the van because the doors were only eight foot high, etc etc.

Sharing the stage with the Lotus and Hannu Mikkola's Escort was Robert Hill's V8 street rod. To get it onto the stage we erected some wooden ramps, up which Robert attempted to drive the car. He got it up there okay — at about 50mph — but in the process gave the underside of the engine a hearty thwack on the edge of the stage and split the sump open. Just what we needed — a gallon or so of steaming 20-50 spreading inexorably over the stage.

And these were just a few of



the problems. However, like I said it eventually all got together and we were pleased at the high quality of paid stands put together by most of the exhibitors.

Indisputable star of the show was the fabulous Janspeed TR7 V8, which will run at Le Mans this year with a twin turbo-charged 4.4 litre unit installed. Watch Triple C for a feature on this exciting machine.

Gaining a lot of attention was the new Marcos Midas, which is a superbly finished Mini-based kit car aimed at the upper end of the kit market. Harold Dermott, the man responsible, seemed very pleased at the response the car received at the show.

A bit of a scoop was the new March Formula Atlantic on Constructors Corner, the first time this machine had been seen in public. Lent to us at the last minute because March had just sold Bruno Giacomelli's European Championship winning 782 (which they'd promised to us) the March was of great interest to single seater fans, and through its exposure at the show March received purchase enquiries from as far afield as USA and South Africa.

Other notable displays included the Deetype Replica, the Panther Lima rally car, DTV's fine display of a works Chevette and the Triple C-backed sohc Project Chevette, Burton Engineering's Rallycross Fiesta, Racing Development's Ford-engined Hot Rod Sunbeam, Douglas Niven's V8 Beetle, Robert Horne's Ferrari 512 and — my own favourite dynamic duo — the Cobra and Esprit Turbo from Bell & Colvill. Oh, and I mustn't forget Ray Potter's Lola T70 CanAm, which Ray had prepared and polished for the show only to knock the rear end off on his gatepost while leaving home for Alexandra Palace!

Most obscene exhibit of the show award goes to Alan Minshaw of Demon Tweaks disgustingly phallic giant red shock absorber, and most hard-working award of the show goes to Mike Allen and his chums from Capital Radio who not only provided background music for the duration but also co-ordinated our "every hour on the hour" giveaway competitions.

Finally thanks to everyone who exhibited at the show, and to everyone who loaned us a car for display. Will we be doing it again next year?

Just try to stop us. TG

# Showbusiness

