

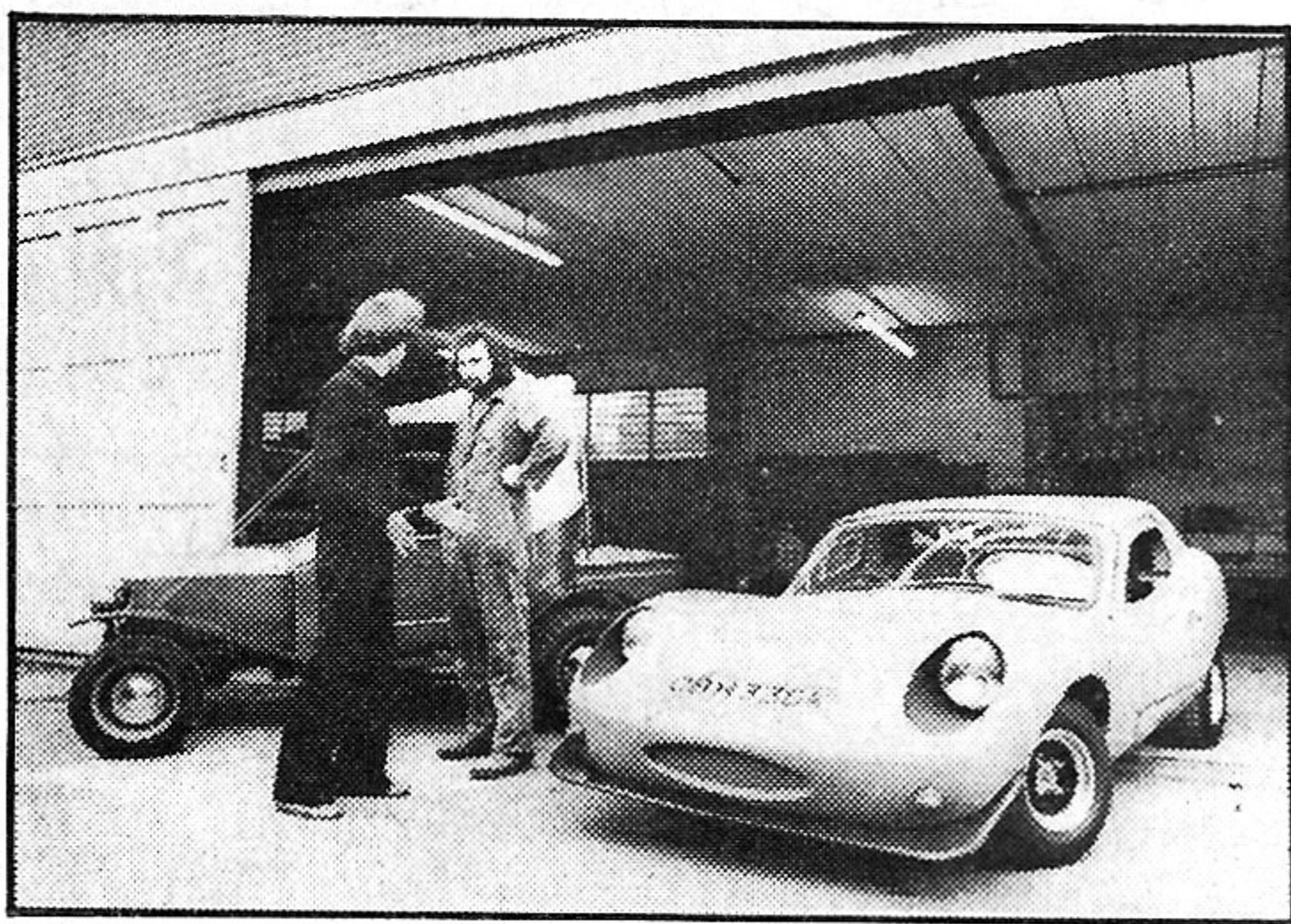
the proprietor, Howard White, there was nothing particularly remarkable about it except that it seemed to be just about the only one in the area. Stocks a pretty wide range of goodies, and seems to be doing fairly well.

Scarab Dragsport

Another spin-off from the Mamba wheels trip was that the brothers Spink handed us a colour pamphlet about a car that was using their wheels. New to us, it's called the Scarab (have I heard that name before?) and it's made up at Yeadon, which is about eight miles out of Leeds to the north west.

Well naturally we took a ride out there, and walked in the door at Siziers Court, Henshaw Lane, to find an old friend busy playing with a bucketful of resin. Remember when we featured three powerful Pops in colour a while back? Well, the Jag-powered one was the creation of Richard Noake, who now seems to have got himself involved with this new Mini-based kitcar.

Featuring a fully triangulated box section frame, the Scarab accepts late Mini or Mini Cooper machinery. The engine is mounted transversely to the rear of the occupants. The general concept seems to be fine, although it doesn't offer anything the GTM didn't have and doesn't look as neat in my opinion. Richard Noake was called in to help sort out some of the problems with the body, and he seems to have made the best of what was not a particularly inspired piece of design in the first place. The back end seems much too bulbous, although the addition of a hardtop to the original open design has helped quite a lot. Expect to pay around £490 for a kit.

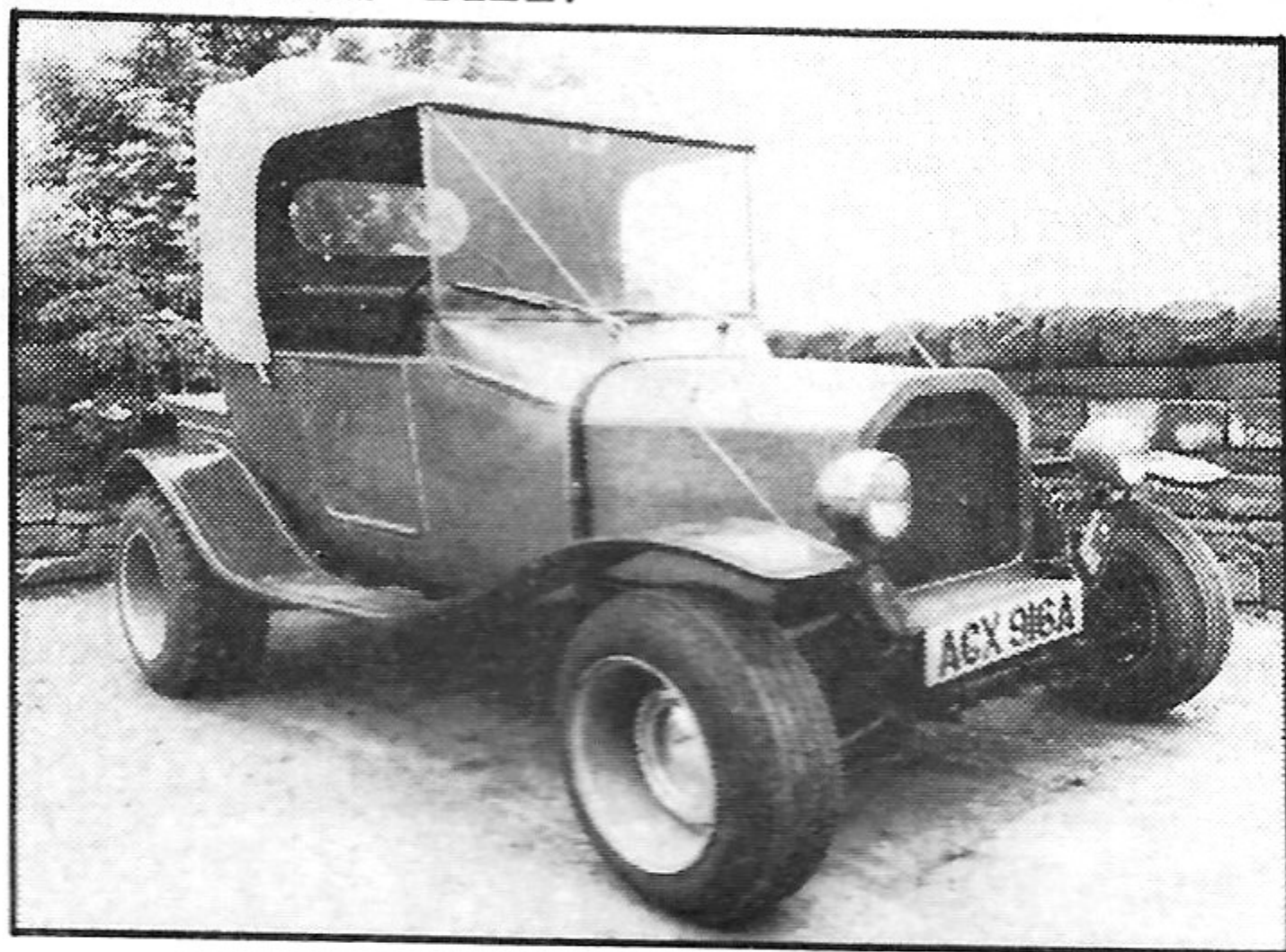


Dragsport T

Richard Noake wasn't just sorting out Scarabs, though. Through his own company, Dragsport Cars, he's now producing Model T rod kits. Fortunately there was a complete car in the workshop, and Phillips and I only needed asking once. Rumbled off into the country to take these fine photographs, and we were both really knocked out by the totally functional nature of the car. It was two years old, and right from the start we both knew that there was something unusual

about it although we couldn't figure out exactly what. Only after we left did I finally figure out that unlike a normal rod, the engine was covered over.

This had the effect of making it look a lot more like the real thing, except that it didn't have the traditional Ford radiator surround. Richard will be offering his customers a choice in this area though. Kits will be on sale at £165, which is extremely reasonable when you're getting the body and pick-up bed, the chassis, the windscreen, frame and stays, running boards, shortened prop shaft, and brake pipes all included. Front suspension is HA Viva, otherwise all moving parts are Ford 105E. There's a rear coil spring option, and if you want to talk to Richard about paint jobs or part-built cars or mods of any sort, you should call him on Rawdon 4422.



Tate Rallye Sport

Tate of Leeds is one of the biggest Ford dealers in the North East, and it was very encouraging to see just how involved they are with the motor sport scene. Apart from selling lots of Mexicos and RS1600 Escorts, they run a brace of single seaters and a V8 Anglia. Rallye Sport division chief at Tate is enthusiastic Barry Smith, and while we were there chatting too him in rolled a V12E and out got Chris Meek, who turned out to be their No 1 driver.

Large chief racing mechanic pulled his head out from underneath the Capri bonnet where he was trying to coax some life out of the ailing Kenlowe, and spotting Chris in a pair of shiny brown strides and a nifty blue and green cotton jacket commented

