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INSIGHT: 70 YEARS OF 750MC

A history of innovation

The 750 Motor Club has been a proving ground for racing engineers since 1939

by Rob Ladbrook
junior reporter

The 750 Motor Club, which celebrates its 70th anniversary this year, has played a crucial role in the development of the British motor racing industry.

Since 1939, the 750MC's various formulas have offered budding engineers a place to experiment with self-developed machines. The secret is simple: rules that offer plenty of scope for ingenious thinking combined with competitive racing.

Originally founded in 1939 as an enthusiasts' club for the Austin Seven, the 750MC has always welcomed experimental racing cars. During the club's 70-year history such names as Marcos, Mallock and even legendary Lotus founder Colin Chapman have forged projects in its various competitions.

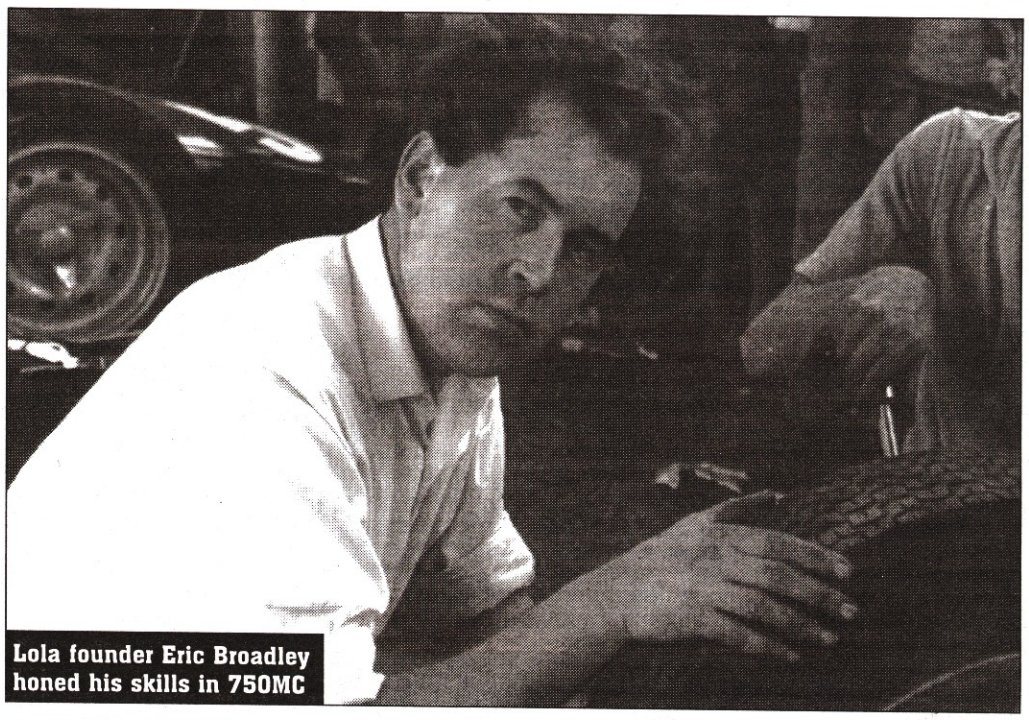
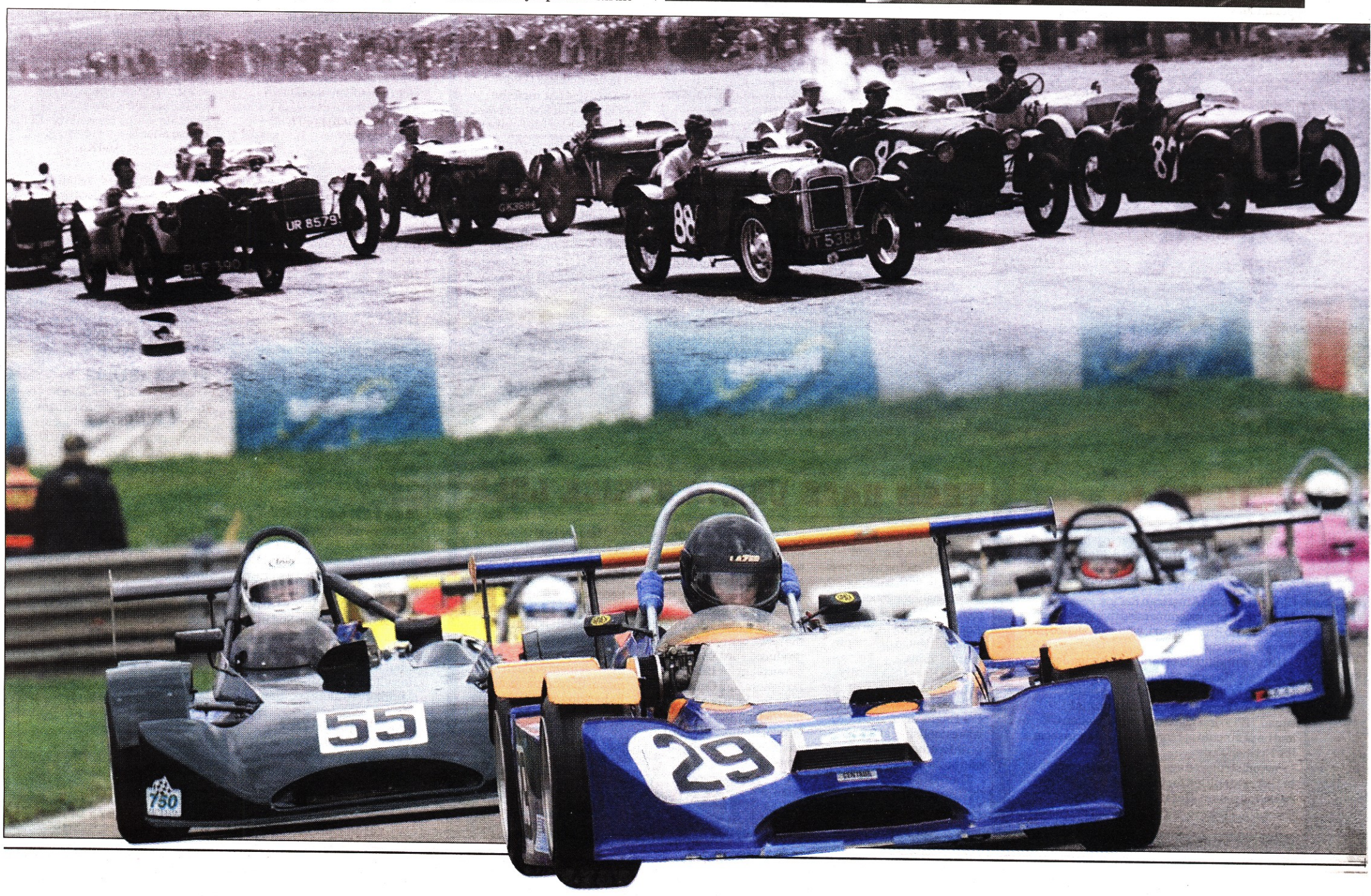
With names like these steeped in the club's history, it's hardly surprising to see a range of new engineering firsts being wheeled out across the board. Last year the club featured the first circuit racing Citroën C2 within its ranks, courtesy of Stock Hatch stalwart Maurice Hayden. This year the Bike Sports series will provide a platform for the stunning new Reynard Inverter prototype, 36 years after Adrian Reynard's first creation, the Formula Ford 73F-001, was raced by its creator in a 750MC Formula Libre event at Silverstone.

"The club gave me a foothold in the industry," says Reynard. "I was barely a teenager when I first went to a 750 meeting but I remember rubbing shoulders with great men like Chapman and [Lola chief designer] Eric Broadley. I also remember asking some very naïve questions but they were there to advise me and I idolised them for that. That is an atmosphere you would never get anywhere else."

Speak to any long-standing 750MC member and it's clear most view the club's strength is in its freedom for racers and engineers alike. Ever since its inception the club has offered creative individuals a canvas to create and perfect whatever they wanted.

"750MC was founded on and still revolves around a group of people who share a like mind toward their passion for playing with and engineering cars," explains club competition secretary Robin Knight. "The most intriguing part of the club's history involves incredible people who simply turned up and experimented with a car in our championships because they were allowed the freedom to do so. And in a few cases they went on to become household names."

One individual to take advantage of the club's open nature was established team boss and former British Formula Three racer John Village. His career began with a 750 Formula kit car in 1973, which was eventually replaced with the



Lola founder Eric Broadley honed his skills in 750MC