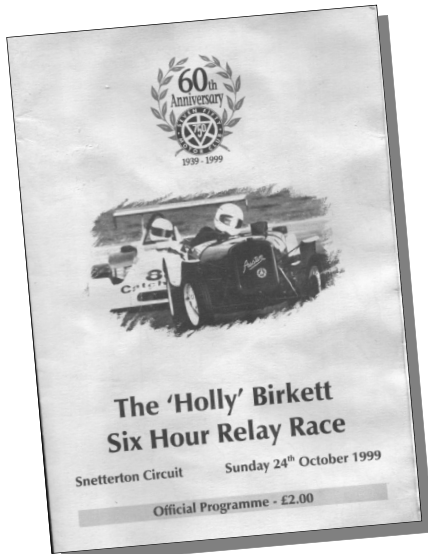




PIT STOP



MOUSE LEADS SEVENS TO VICTORY



SNETTERTON - SUNDAY 24th OCTOBER 1999

TEAM FURNELL gathered around sponsor David Furnell and Team Captain Reg Nice in gathering wind and rain at the (racing) un-earthly hour of 0730. Because of the early start, scrutineering had been held the evening before in torrential rain and pitch black. Dorset Dave needn't have worried about the cracked aero-screen which was caused by an inconsiderate sleeping policeman on the journey up as the scrutineer was too busy drawing diagrams of the A7 Arrow that he and his wife had had when first married!

"It's going to be pretty bloody out there today chaps" advised a tight-lipped Reg. "The big boys are going to be going around over a hundred and visibility is deteriorating fast". In fact *everything* was deteriorating fast as the wind got up and the rain came down. "We need a volunteer to lead the team for the first hour - David, you'll do nicely!". "Right-o, Skipper," said Determined Dave, as

he leapt into The Mouse, first bailing it out.

On the track things were, indeed, pretty desperate as the rain increased to a downpour and the wind got up to a full gale. Lap after lap un-wound under a solid wall of spray sent up by such monsters as Cobras, Jaguars, Spyderys, Kougars, and Frogeyes. There were also a few cars - Alfa Romeos, Austin Healeys, Mallocks, Darens, Lotus-es of all sorts, a Chevy, several Porsche and BMWs. In the Historic Class, which included the Team Seven, were Bugattis, Frazer Nashes and the big "Silverstone" Healeys. The pit crew (yes, you read that right! - a real gang with welding and garage equipment, pit boards, a garage, catering, a uniform, battery charger and generator, spare engines etc etc.) hung out over the pit wall counting the laps and giving the times on the board to Despairing Dave. A good lap was one he stayed on the black stuff. A very good lap was one where he could *see* the black stuff!

man out - Ed Bradley - got ready in the pits. And then, through the wall of spray he was spied. But what was wrong? A meaningful signal from Dismal Dave pointed to the



Mouse's rear end and as he sped off into the gloom we could see the damage - the Mouse had been hit!

Drama - on lap 16 he was overdue. The second

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FOR SALE

19XX RUBY Nice condition, drives excellently, used every year for the last five to shows and rallies. £3,600 ono Ring Paul 01202-880271.

1958 SIDE-VALVE RELIANT ENGINE & GEARBOX - been stood a long time. £50. Ring Phil on 01425-473737

1936 OPEN ROAD TOURER (Ruby 4-seat Tourer). Incomplete project - chassis complete; new springs; axle restored; body 50% complete; new floor by Keith Roach; wings restored; new rear wings inner and outer; engine/gearbox running. Ring Robert Birket on 01794-368487.

1936 RUBY DELUXE. Excellent condition. Royal blue/black. Re-con engine, new rad, orig reg., T&T. £3900. Ring Alf on 01703-845229.

WANTED

BIG SEVEN CRANKSHAFT by Neil Mitchener - ring 01202-660652

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By lap 25 after 50 mins of hell the Course Car was called out and the Team Manager called in a Drenched Dave. To Delighted Dave's surprise he was greeted by an ecstatic team - we were in first place *overall* on handicap! However, they did have to pull him out of the car as the rain had turned to sleet but soon the hot soup and bangers restored our hero to full spirits especially as he watched as the team of mechanics, including our own Vince Leek, attacked the Mouse with welding equipment (the exhaust had dropped off).

The race had to be suspended until 1300 hrs until the conditions improved from outrageous to atrocious and by the end of 4 ½ hours, although we couldn't keep up with the really big boys in such conditions, we beat the Bugattis, the Healeys and the Frazer Nashes to come **FIRST IN CLASS!**

And, as a special bonus - can you see what was on the front of the programme? - The Mouse,

driven by its father, Vince Leek.

We had an amazing time, never before having taken part in a team relay. The drivers - Reg, Doug Bukin, Ed, DD, Jeremy Brewster and Graham Goode - drove a valiant race in appalling conditions and the pit crew, including Geoff Roe and Vince did a marvellous job of support on the cars. But special thanks to David Furnell for his sponsorship to make it all possible. (And for the team jacket!)

A very damp Penelope Pitstop