

## **MGCC Snetterton 4 hour relay**

A report by John Bevan on the adventures of team 6 – “Howes That!”

The Snetterton 4 hour relay is the traditional end to the Morgan racing season, taking the place of the 6-hour Birkett relay that has become overpopulated with Radicals and Caterhams. Having raced in the Morgan Challenge on Saturday, the relay on Sunday allows a more relaxed start, with qualifying from 11.00 AM and the race starting at 2.00pm.

This year there were eight Morgan teams, with cars ranging from ARV6 3.7l to 4-seater 4/4s and including an Alfa Romeo interloper. In honour of stalwart Morgan supporter Terry Howes our team was christened Howes That! It turned out that the answer to the question was eventful.....

Some of our team cars were already hors de combat because of problems the previous day. Jack's Moss box Plus 8, WAR, had broken a camshaft and Barry's Black Sheep developed a mechanical issue. So they were both out. Barry and Jack decided to share the driving in reliable VMO which, obviously put out at being second choice, managed to seize the starter solenoid but was never the less pressed into service.

Mary Lindsay in JEK, her trusty Moss Box Plus 8, started proceedings with a stint that started on a wet but drying track. After 50 minutes she was in, handing over to Tim Clark in his freshly restored (ex-Alan Kennedy) Rutherford fibreglass special with the rare Fiat twin cam engine. Resplendent in Tutti-Frutti green, she even had wood shavings on the seat as a testament to the rush to get her race ready! (Tim arrived at his hotel in Thetford at 4am on Sunday after driving up from Dorset). After Tim had completed just a few laps the safety car was deployed - Tim had come off into a gravel trap with a detached rear wheel. His car was recovered to the paddock and so the baton was handed to Barry Sumner in VMO the Yellow Peril. As VMO had a seized starter motor solenoid it had to be push started, necessitating the pit being left clear of cars to leave room for this procedure. Barry put in some good laps and came in after 50 minutes.

I was then sent out for my first session of 50 minutes. Coming in a lap early I handed over to Jack and prepared for a restorative coffee and banana. After ten minutes Jack was back in since VMO had decided to run on three rather than 4 cylinders.

Mary took up the chase again in JEK for around 20 minutes and then I was out again for 10 minutes before handing over to Jack who was sharing Mary's car (his had broken on Saturday!). Jack was going to finish the relay with JEK, so I sat in my car relaxing, not expecting to have to go out again. After a couple of minutes I thought I had better do up my harness just in case.....which was lucky, as no sooner had I got strapped in than Jack

came roaring in with a sticking clutch pedal. We had gone from 5 team cars on Saturday to one functioning Roadster Lightweight! Out I went for a rapid 10 minute sprint finish.... If there were a prize for the most unexpected car swaps we would have one it. Alas, there was not, however we had had a fantastic time.

You cannot run a relay team without a large crew of supporters to feed, water, direct and mend cars and we were so thankful to our friendly group who had stood around in cold damp conditions for four hours without a word of complaint.

If you have never seen a 4-hour relay then make sure you are there next year to see the excitement!

John Bevan



Jack and Tim fettling Tutti Frutti



Jack waits for his stint in VMO while Mary and Barry discuss the chances of him bringing it back in one piece (L) and (R) Mary breaks the news to John that he might have to do more work than he thought