

SNAILS PACE

Magazine of the Classic 2CV Racing Club

December 2009

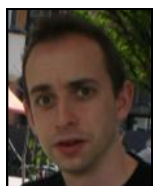


MYATT SNATCHES TITLE IN NAIL-BITING 24HR FINALE!



1989-2009 - 20 years of 2CV racing

VIEWS/NEWS



Your Editor Says...

First of all, apologies for the lateness of this issue. It was originally due to be printed in October but we have been waiting to confirm a few details such as the AGM and race venues for 2010, so it was decided to hold on until we had those details.

So the AGM is to be held on the 6th December and will allow the membership to decide on a number of issues which have been well documented throughout the year, so it is essential that as many people attend as possible, as there will be some very important decisions made (admittedly it may have already happened by the time you are reading this!).

The Dinner/Dance/Awards Ceremony has also been arranged for 23rd January at the Bridge Hotel, Thrapston, Northamptonshire. Hopefully, the reduced price will encourage more of you to attend what will effectively be a celebration of 20 years of 2CV racing! You should have found an invitation to this in the envelope - please try to ensure you return the slips and cheque as soon as possible.

Talking about racing, the 24hrs was a fitting end to an excellent season of racing, which has seen Phil Myatt crowned Champion for the 4th time, so congratulations to him and the whole of the Tete Rouge team. For me to finish as runner-up seems frankly unbelievable, and I hope it goes to show that you don't always need to throw money at it to succeed (though I think I might purchase a Harley coil next year after the Oulton debacle!).

The 24hr next year will be on the August Bank Holiday, with the race starting on the Sunday afternoon. The format for the other races in the season will remain the same (with the possible exception of Mallory - see below), and the venues have been confirmed (see back page), so for those that didn't get to race on the new Anglesey circuit in 2007, here's your chance!

Matthew

DO YOU WANT TO BE ON TV?

The Classic 2CV Racing Club has received an invitation to take part in a unique live televised event at Mallory Park next year for digital channel Motors TV. If it goes ahead it will form part of the Championship in place of the usual Mallory meeting.

This could potentially lead to bigger and better things so please try to support it if you can. Full details were sent by Aubrey by email, and further information has been posted on the forum. To register your interest please leave your name in the relevant thread on the forum, or contact Paul Robertson (paul@towercitroen.com)

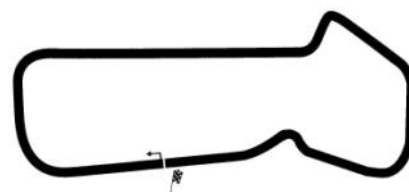
IMPORTANT DATES TO NOTE:

**6TH DECEMBER 2009 - AGM AT HILTON EAST MIDLANDS AIRPORT HOTEL, J24, M1 -
1pm to 4pm**

**23RD JANUARY 2010 - DINNER/DANCE/AWARDS CEREMONY AT THE BRIDGE HOTEL,
THRAPSTON, NN14 4JP - INVITATION ENCLOSED**

**OFFICIAL RACE ENTRY FORMS FOR 2010 WILL BE RELEASED
SHORTLY - CHECK THE WEBSITE FOR MORE DETAILS**

MYATT TAKES THE TITLE IN FOGGY BATTLE!



Coming into the final race of the season, the legendary 24hr event at Snetterton, there were 10 drivers who could still take the title. That was the case mathematically at least, but owing to the fact that several drivers would be sharing cars at this event, it was more realistically 6 or 7, with Martin Hindley and Phil Myatt the two most likely. This was of course a backdrop to the race itself, which any number of teams could win!

It was last year's winners Gadget Racing (Wayne Cowling, Ainslie Bousfield, Simon Clarke and Steve Panas) who took pole by half a second from previous winners Tete Rouge 1 (David O'Keeffe, Myatt, Gary Adnitt and Sammie Fritchley), followed by Rent Boys Racing (Lasse Osterlid, Alec Graham, Merrick Cox and Anthony Coxon) and RSR (Steve Chappell, Anthony Gaymond and Pete Sparrow). But things were not going so well for Whitwell Racing (Mark Turner, Hindley, Andrew Smith and Pete Cardell-Williams) - they were disqualified from qualifying for a technical infringement, putting them at the back of the grid, which immediately disadvantaged Hindley in his quest for the championship.

But that's not to say there was only Myatt and Hindley in the hunt. Sandro Proietti, who formed part of the Twin Snails team, was 9th on the grid. Matthew Hollis, one third of Hollis Motorsport, was 7th. The other drivers in with a chance were Graham, Panas and John-Paul Wilkinson of Rambo Racing (14th on the grid), though ultimately he would have to win the race with virtually no other championship contenders scoring, which made him a bit of a long shot.



It was quite a sight to see all the cars in suspended animation on the grid when the fog came down - just right for an atmospheric shot!

As usual, for the first hour or two most of the drivers forgot, or chose to ignore, the fact it was a 24hr race and fought tooth and nail for the lead. Gadget, Tete Rouge 1, Rent Boys Racing, JB Doors (Oliver Hall, Hugh Buckley, Darren Baker and Anthony Wilds) and RSR all led in the first hour, before Carl Breeze in the Fine Print car charged through to the front from 20th on the grid!

As midnight approached, various problems had delayed Gadget, Tete Rouge 1, RSR and JB Doors, which left Rent Boys leading from Fine Print (Breeze, Martin Harrold, Said Baloui and Ed Straw) and Twin Snails (Proietti, Aubrey Brocklebank, James Levy and Martin Riman). Then it got a bit foggy. Actually, that would be a slight understatement, as the fog descended so thickly (and quickly), that race control had no choice but to suspend the action for over 6 hours until it cleared, giving most people the chance to get some sleep, unheard of under usual circumstances!

The championship battle had swung backwards and forwards between several drivers already, and it was to continue until the very end, when Tete Rouge 1, having climbed their way back through the field, crossed the line first to clinch Myatt's 4th title! It looked as though Steve Panas would get the 2nd prize, but engine failure in the last hour cost him dear, and promoted Hollis and Graham to 2nd and 3rd in the championship (Hindley had unfortunately never really been in the hunt after a torrid 24hrs for Whitwell Racing).



Sammie once again kept her celebrations restrained!

There was high praise for the 2nd and 3rd places in the race too - Green Electrician (Mick Storey, Paul Taylor, Matt Riley and Simon Pearson), and Fine Print respectively, who snatched the last podium place from Rent Boys Racing with minutes to spare! Despite the race only being 17 hours in terms of on track action, it still showed what the 24hrs is all about. Up and down the pitlane there were tales of how quickly someone had changed an engine, who had caused the other person to go off, and how so and so could have won, if only.....! More of the same next year please (but without the fog if possible)!

The Championship fight was really close - and the final top 3 wasn't settled until the very end! Take a look below to see how it changed throughout the race.

If the race had finished after 1 hour the Championship top 3 would have been:

1st Myatt, 2nd Panas, 3rd Cowling

After 3 hours:

1st Myatt, 2nd Panas, 3rd Graham

After 6 hours:

1st Graham, 2nd Proietti, 3rd Hollis

After 8 hours:

1st Proietti, 2nd Myatt, 3rd Graham

After 12 hours (race suspended):

1st Graham, 2nd Myatt, 3rd Proietti

After 16 hours:

1st Myatt, 2nd Proietti, 3rd Brocklebank

After 19 hours:

1st Myatt, 2nd Hollis, 3rd Panas

After 22 hours:

1st Myatt, 2nd Panas, 3rd Hollis

After 24 hours (final result):

1st Myatt, 2nd Hollis, 3rd Graham

1ST TETE ROUGE 1**David O'Keeffe, Phil Myatt, Gary Adnitt, Sammie Fritchley****Qualified: 2nd****Best race lap: 1:47.136**

Last year's runners up were looking to go one better this time around, to add to their previous successes. The team also included 2009 championship challenger Myatt, so the pressure was on. A front row start allowed the team to break away in the first hour or so along with a few others, but after 4 hours were a lap behind their sister car. By 11pm, they had dropped down to 9th, 5 laps behind the leaders after an engine change. Then followed the long haul back to the top, eventually regaining the lead at 10am as others developed problems, although they held only a one lap lead for much of the rest of the race.

2ND GREEN ELECTRICIAN**Simon Pearson, Paul Taylor, Mick Storey, Matt Riley****Qualified: 12th****Best race lap: 1:48.915**

Qualified a respectable 12th, not sensational, but respectable given the lack of preparation that the team openly confessed to. Hard driving by Riley in the first stint saw the car shoot up to 6th, and then gradually it climbed higher through the field as the others took their turns, until the car led the race for 30 minutes or so (Storey now behind the wheel), around 11pm. Then hung around the top 6, keeping a watching brief on the leaders. Settled into 3rd place with 5 hours to go, then promoted to 2nd when Gadget struck problems. A great result for the team.

3RD TEAM FINEPRINT**Martin Harrold, Said Baloui, Carl Breeze, Ed Straw****Qualified: 20th****Best race lap: 1:46.783**

Having repaired the car after its Oulton smash, things did not get any better in qualifying. Missed most of the first session and were then disqualified for running a diffuser (which they had not meant to do - it had been fitted for testing only as an experiment!). A misfire hampered them in the second session, so ended up in 20th. The speed was clearly there in the race though, as Breeze fought through the pack to take the lead, and promptly pull away, within 2 hours! Constantly around the front, and leading on several more occasions, despite driveshaft, shock absorber and brake problems. Dropped to 5th by the end, but Gadget's issues moved them to 4th, before Breeze caught and passed Rent Boys Racing in the last hour to snatch the final podium place.

4TH RENT BOYS RACING**Lasse Osterlid, Alec Graham, Merrick Cox, Anthony Coxon****Qualified: 3rd****Best race lap: 1:48.798**

Part of the Tete Rouge stable, this team were always near the front. 4 hours in they had lost 3 laps to the leaders, but 2 hours later they were leading, swapping with Team Fineprint. In front when the race was red-flagged, they technically led for most of the night despite being in the garage with a brake problem. Once the race re-started this was fixed, but it dropped them to 5th. Still looked odds-on for a podium, but with less than an hour to go, and with more braking issues, they conceded the place to Team Fineprint. Still a good result, with the points ensuring Graham finished 3rd in the championship.

5TH TEAM GADGET RACING**Wayne Cowling, Ainslie Bousfield, Simon Clarke, Steve Panas****Qualified: 1st****Best race lap: 1:47.728**

Reigning 24hr winners gave themselves the best possible start with pole position. Within the leading group for the first few hours but had slipped back to 12th as night fell. Like Tete Rouge 1, then had to claw their way back through the field, reaching 2nd, just 1 lap behind the eventual winners, with 4 hours to go. Dropped to 3rd after a pitstop, but were catching Green Electrician for 2nd when a serious engine oil leak occurred. A hasty change saw them rejoin in 5th, but too far behind to catch the cars in front.

6TH HOLLIS MOTORSPORT



Richard Hollis, Nigel Hollis, Matthew Hollis

Qualified: 7th

Best race lap: 1:49.341

Turned up at Snetterton with a hastily re-built car, which had been rolled at Silverstone in the first race, and then not touched until shortly before the 24hrs. Still finishing the car in the garage was not ideal preparation, but managed an unexpected 7th on the grid (despite running out of fuel(!) and suffering a sheared fan). Dropped back in the early stages, but consistently ran in the top 10 from then on. A wheel change and the customary non-starting at every pitstop were their only problems, and 6th place assured Matthew Hollis of 2nd in the championship.

7TH TEAM STINKY



Chris Yates, Neil Thompson, Neil Savage, Christine Thompson

Qualified: 10th

Best race lap: 1:49.135

Always near the front, Team Stinky must have felt in with a chance of victory having risen to 4th, just 2 laps behind the leaders (and ahead of eventual winners Tete Rouge 1) overnight. With 5 hours to go they were up to 2nd, only 1 lap behind, but the engine big end decided it had had enough, and the team tumbled down the order to 7th, where they stayed to the flag.

8TH TEAM TWIN SNAILS



Aubrey Brocklebank, James Levy, Sandro Proietti, Martin Riman

Qualified: 9th

Best race lap: 1:48.657

Slipped back into the midfield in the first few hours, but were soon back in the top 10 by 9pm. Lapping quickly, the team had climbed to 3rd by the time the race was stopped. When it restarted, they took the lead, but were being closed down by the eventual winners. Soon after that they lost 10 laps, which finished off their winning chances (and the championship challenge of Proietti), but they did manage to steal 8th from JB Doors in the last hour.

9TH JB DOORS



Oliver Hall, Hugh Buckley, Darren Baker, Anthony Wilds

Qualified: 6th

Best race lap: 1:48.742

Qualified well, and ran with the leaders in the early stages (including leading at one point). Collided with a car that had spun in front of them and the ensuing pitstop cost them 9 laps to the leaders. Without that delay, they certainly would have finished higher after running faultlessly for the rest of the race.

10TH LUCKY JON



Julian Winn, Martin Baldry, Jon Twidale

Qualified: 13th

Best race lap: 1:48.579

Always threatening to break into the top 10, they certainly had the speed to be there, but didn't actually manage it until 11am, having spent most of the race climbing the field, only to lose time and drop down the order again. From then on however, they held 10th position until the flag.

11TH RSR



Steve Chappell, Anthony Gaymond, Pete Sparrow

Qualified: 4th

Best race lap: 1:47.927

Spent a small fortune on preparing the car, and with multiple champion Sparrow in the driver line-up, in with a real chance of victory. Second row of the grid gave them a good start, and right on the pace, up at the front for the first few hours, only to suffer delays 4 hours in, dropping to 17th. Fought back well, reaching the top 10 by 1am, only 8 laps behind the leader and with enough speed to catch up. But with 6 hours left they lost more time, and did well to salvage 11th in the end.

12TH BTM RACING**Marc Campfield, Fergus MacLeod, Simon Bowrey, Geoff Turrall****Qualified: 11th****Best race lap: 1:46.719**

Started off in the midfield, but had made it into the top 10 within 3 hours, and then the top 5 within another 2 hours, as the lap times came down. Overnight the team had fallen to 9th but were still well in touch with the leading cars. Having spent most of the race in the top 10, problems struck with just a few hours remaining, but setting the fastest lap showed what could have been.

13TH FLYING DUTCHMAN RACING**Niels Loeneh, Kars Brouwer, Roderik Izaks, Arno de Waard****Qualified: 19th****Best race lap: 1:52.339**

Very well organised team, who had made the trip over from Holland having spent a year preparing the car. Good speed and consistent driving in the first half of the race saw them rise steadily up the field until they were threatening the top 10 at midnight. Still going well in the morning, but contact with another car sent Brouwer off the road, and completely destroyed the left rear arm (the wheel bent under the body, resulting in a three-wheeler, which amazingly was still able to drive back to the pits!). Some nifty pitwork got them back out in 14th, and then battled with Stingray RV and Tete Rouge Racing to the flag. An excellent effort from a team who really got into the spirit of the race!

14TH TETE ROUGE RACING**Graham Johnson, Mike Robinson, Lewis Hopkins, Anthony Robinson****Qualified: 5th****Best race lap: 1:48.638**

Like their Tete Rouge stable mates, this was a seriously quick car. One of the teams that was always near the front in the beginning of the race, and actually pulled out a one lap lead after four hours. However, a mysterious problem stopped the car out on the circuit, and having changed the engine, the car would still not run. The issue was eventually traced to an electrical short in the wiring loom, which meant the engine change was unnecessary! The resultant delay dropped them to 20th, and they spent the rest of the race trying to recover.

15TH STINGRAY RV**Danny Wright, Glenn Burtenshaw, Kevin Hancock****Qualified: 16th****Best race lap: 1:50.140**

Hastily prepared team, with the driver line-up sorted only shortly before the race. Unfortunately, the team had to start the race from the pitlane, but quickly caught up and had risen to 14th within 2 hours. A multitude of problems followed, resulting in the car yo-yoing up and down the leaderboard. Looked on for 12th with an hour to go, but slipped back to 15th by the flag.

16TH GREASE MONKEY RACING**Sean Foulger, Glen Finn, Trevor Williams, Peter Haynes****Qualified: 17th****Best race lap: 1:50.415**

Shot up to 7th after 5 hours with some quick, consistent driving. Still in the top 10 at midnight, but an engine change at 1am dropped them right back to their original starting position. Might still have managed a result in the top half of the field, but a broken steering arm further delayed them. Recovered well to 16th, having been 19th with 4 hours to go.

17TH TEAM FLUFFY DICE**Matt Jones, Peter Whelan, Mark Waghorn****Qualified: 8th****Best race lap: 1:46.882**

Another team that were very quick but waylaid with problems. Within 2 hours the first delay had occurred, dropping them out of the top 20, but still only 6 laps behind the leader. Despite some very quick laps, the team didn't break back into the top 20 until 3pm on Sunday, and were only able to climb to 17th by the flag.

18TH INWORTH RACING EXTRAVAGANZA

**Barry Sumner, Mary Lindsay, Rick Bourne,
Jack Bellinger**

Qualified: 22nd Best race lap: 1:52.940



Back once again for another stab at the 24hrs, this team may well have hoped for a better result. Having said that, 18th position wasn't bad considering they had an engine and starter motor change, plus the accidental discharge of the plumbed-in fire extinguisher, which was less than helpful. They did however succeed in their battle with Badgeroo Racing, beating them to 18th by just 25 seconds!

19TH BADGEROO RACING

Mike Joyce, Andy Jenkins, Jon Davis, Dave Edmundson

Qualified: 18th Best race lap: 1:50.516



Another team that did well in the first few hours, they were just outside of the top 10 when problems struck. The delays meant they were down to 23rd, and some 50 laps behind after 8 hours. Once the race had re-started the car went better, and they actually only lost 4 laps to the leaders for the remainder of the event as they climbed the order, though they just missed out on another position gain to Inworth Racing Extravaganza.

20TH RAMBO RACING

John-Paul Wilkinson, Derek Coghill, Willie Paterson, Graham Harper

Qualified: 14th Best race lap: 1:49.639



Had the potential to get a better result, but things did not start well as the car ran out of petrol before the planned first stop (for the second year in a row!), which dropped them from 12th to 22nd. Clawed their way back up to 16th, where they stayed for the majority of the race, but an engine change within the last hour resulted in 20th place.

21ST THAMES GATEWAY COLLEGE

Colin Stancombe, Kenzie Beecroft, Tony Clements,

Miles Johnston

Qualified: 23rd Best race lap: 1:54.012



Renault Clio Cup specialist Colin Stancombe entered one of the two college teams this year. Despite the car not being as quick as some of the others, the team were still able to reach 17th with just a few hours remaining. However, a tow-back (and resultant pitstop) within the last 2 hours cost them places, but they still ended up higher than they started (and won the inter-college competition)!

22ND CRISIS RACING

Hugh McCurrich, Nick Roads, Simon Gue, Andrew Maude

Qualified: 15th Best race lap: 1:50.883



Crisis Racing's 24hrs was a tale of two halves. The first half was relatively trouble free, with the team getting as high as 10th. The second half involved a multitude of engine changes, which included them having to borrow one from another team. Without that, the team would have finished much nearer to the top 10.

23RD WHITWELL RACING

Mark Turner, Martin Hindley, Andrew Smith, Pete Cardell-Williams

Qualified: 26th Best race lap: 1:49.112



Actually qualified in the top 6, but were disqualified and put to the back of the grid, after a protest that claimed they were running an illegal engine was upheld. Hardly the best of preparations for championship leader Hindley, but having borrowed an engine from Tete Rouge, they were not out of it yet - the 24hrs is a long race! Initially they worked their way up through the midfield, but within the first hour problems had occurred, dropping them back down to last. Things didn't get much better as the race wore on, with further tow-back penalties during the 4th, 6th and 20th hours. Consequently spent most of the race in 24th, only rising to 23rd when Fox & Fox were delayed. Undoubtedly, a major disappointment for the whole team, and Hindley in particular.

24TH FOX & FOX**Michael A Fox, Martin Asquith-Fox, Mark Rayment, Paul Rayment****Qualified: 21st****Best race lap: 1:50.631**

Having competed in all of the races so far this season, the Foxes drafted in the Rayment to make up the 24hr team. Latched on to the back of the midfield battle within the first hour, rising to 19th. Got up to 18th, and still in touch with many of the cars in front, but had slipped to 20th when the race was halted. Back up to 18th at the restart, battling with Inworth Racing Extravaganza, but a tow-back and the resulting delay around 11am dropped them to 23rd, which quickly became 24th, where they stayed to the flag.

25TH CRUSADER VANS RACING**Keith Shoebridge, David Shoebridge, Bob Rice****Qualified: 25th****Best race lap: 1:50.662**

After one hour, things were looking good for the returning Shoebridge & Rice. After five hours, things were not quite so rosy, running last, some 95 laps behind the leader. From that sort of deficit, their best bet would have been to aim for a top 20 finish, and when the race was red-flagged they had only lost another 4 laps, and were sitting in 25th. Ultimately, the early delay was too big to overcome however, and they were destined to finish exactly where they had started.

26TH FLAT TWIN RACING**Jonathan Walter, John Norrington, Lien Davies, Mark Witherspoon****Qualified: 24th****Best race lap: 1:51.622**

It is fair to say that Flat Twin Racing's race did not go according to plan. A grand total of 10 engine changes will never give you the chance of victory, but it did allow the mechanics to perfect the art of fitting engines in double-quick time! Initially, the failures were caused by bent valves, but later on it was the problem of oil leaks as the repaired engines started to struggle to stay in one piece. Eventually they borrowed one from JB Doors which lasted to the end, and amazingly they didn't finish last, an achievement in itself! All this after Lien Davies' crash at Oulton, not a great few months for Davies and co.!

27TH CROSSWAYS ACADEMY**Oli Doctrove, Anthony Bravo, Paul Bravo****Qualified: 27th****Best race lap: 1:54.609**

Having arrived with a car that was nowhere near ready to race, it was no small miracle that this team made it into the race. Doctrove had some experience of the 24hrs with the Top Gear team back in 2003, but the Bravos had only just done their ARDS test the weekend before! Filling the car up with diesel wasn't the best of starts. Some serious work from other teams, and particularly the Hollis Motorsport mechanics, got them ready for the race, but the team had already missed qualifying and warm-up so were hardly best prepared (there was also the serious doubt that the car would make it to the end, as the chassis was on it's last legs!). Ominous signs when the car had to start from the pitlane when the coil overheated on the grid, but as time wore on, the car kept going, despite numerous stops for repairs (including bodywork, lighting and a detached steering column!), and a somewhat laidback attitude during the pitstops! The highest position was 24th in the first hour, and they didn't actually reach last place until 1pm on Sunday, and only then because they parked the car for the last few hours in the pits, to ensure it would go out and cross the line at the end. Awarded the Spirit of the Meeting award for their perseverance, most notably that of mechanic Chris, who ironically was from rival college Thames Gateway!

ROUND 9: SNETTERTON - 08/08/2009

QUALIFYING

Dusk/Dark/Dry

Pos	Team Name	Time (Q1)	Time (Q2)	Gap	Difference
1	Team Gadget Racing	1:47.539	1:52.869		
2	Tete Rouge 1	1:48.061	1:49.189	0.522	0.522
3	Rent Boys Racing	1:48.116	1:52.750	0.577	0.055
4	RSR	1:48.762	1:48.184	0.645	0.068
5	Tete Rouge Racing	1:48.639	1:49.429	1.100	0.455
6	JB Doors	1:48.806	1:53.515	1.267	0.167
7	Hollis Motorsport	1:50.284	1:50.817	2.745	1.478
8	Team Fluffy Dice	1:50.316	1:51.796	2.777	0.032
9	Team Twin Snails	1:50.421	1:54.131	2.882	0.105
10	Team Stinky	1:50.446	1:50.707	2.907	0.025
11	BTM Racing	1:52.350	1:50.625	3.086	0.179
12	Green Electrician	1:52.361	1:51.330	3.791	0.705
13	Lucky Jon	1:52.291	1:51.654	4.115	0.324
14	Rambo Racing	1:52.187	1:52.179	4.640	0.525
15	Crisis Racing	1:52.497	1:54.187	4.958	0.318
16	Stingray RV	1:52.656	1:53.321	5.117	0.159
17	Grease Monkey Racing	1:52.929	1:54.943	5.390	0.273
18	Badgaroo Racing	1:52.932	1:54.410	5.393	0.003
19	Flying Dutchman Racing	1:54.436	1:53.940	6.401	1.008
20	Team Fineprint	DSQ	1:54.395	6.856	0.455
21	Fox & Fox	1:55.419	1:55.255	7.716	0.860
22	Inworth Racing Extravaganza	1:55.339	1:55.993	7.800	0.084
23	Thames Gateway College	1:55.715	1:58.134	8.176	0.376
24	Flat Twin Racing	1:55.828	1:57.704	8.289	0.113
25	Crusader Vans Racing	1:58.589	1:56.986	9.447	1.158
26	Whitwell Racing	DSQ	DSQ	N/A	N/A
27	Crossways Academy	No Time	No Time	N/A	N/A



Crossways Academy



Crossways Academy



RESULTS

ROUND 9: SNETTERTON - 09/08/2009-10/08/2009

RACE - 24 HRS

Bright/Dark/Dry

Pos	Name	Laps	Time	Gap	Difference	Best Lap	Grid Pos
1	Tete Rouge 1	566	24:01:20.254			1:47.136	2
2	Green Electrician	564	24:02:45.800	2 Laps	2 Laps	1:48.915	12
3	Team Fineprint	562	24:02:18.129	4 Laps	2 Laps	1:46.783	20
4	Rent Boys Racing	561	24:01:20.638	5 Laps	1 Lap	1:48.798	3
5	Team Gadget Racing	559	24:02:18.909	7 Laps	2 Laps	1:47.728	1
6	Hollis Motorsport	558	24:01:22.039	8 Laps	1 Lap	1:49.341	7
7	Team Stinky	556	24:02:19.159	10 Laps	2 Laps	1:49.135	10
8	Team Twin Snails	555	24:01:47.629	11 Laps	1 Lap	1:48.657	9
9	JB Doors	555	24:02:13.051	11 Laps	25.422	1:48.742	6
10	Lucky Jon	552	24:02:45.142	14 Laps	3 Laps	1:48.579	13
11	RSR	549	24:01:47.411	17 Laps	3 Laps	1:47.927	4
12	BTM Racing	540	24:01:39.213	26 Laps	9 Laps	1:46.719	11
13	Flying Dutchman Racing	538	24:03:04.499	28 Laps	2 Laps	1:52.339	19
14	Tete Rouge Racing	536	24:01:21.025	30 Laps	2 Laps	1:48.638	5
15	Stingray RV	534	24:01:49.104	32 Laps	2 Laps	1:50.140	16
16	Grease Monkey Racing	519	24:01:44.592	47 Laps	15 Laps	1:50.415	17
17	Team Fluffy Dice	507	24:01:21.803	59 Laps	12 Laps	1:46.882	8
18	Inworth Racing Extravaganza	505	24:01:45.216	61 Laps	2 Laps	1:52.940	22
19	Badgaroo Racing	505	24:02:10.771	61 Laps	25.555	1:50.516	18
20	Rambo Racing	504	24:02:32.490	62 Laps	1 Lap	1:49.639	14
21	Thames Gateway College	493	24:02:47.789	73 Laps	11 Laps	1:54.012	23
22	Crisis Racing	486	24:02:49.019	80 Laps	7 Laps	1:50.883	15
23	Whitwell Racing	465	24:02:13.153	101 Laps	21 Laps	1:49.112	26
24	Fox & Fox	458	24:02:09.330	108 Laps	7 Laps	1:50.631	21
25	Crusader Vans Racing	444	24:03:11.866	122 Laps	14 Laps	1:50.662	25
26	Flat Twin Racing	407	24:01:29.901	159 Laps	37 Laps	1:51.622	24
27	Crossways Academy	344	24:03:39.420	222 Laps	63 Laps	1:54.609	27

Fastest Lap: BTM Racing

1:46.719

Lap 324

Hourly leaders: 1 & 17-24, Tete Rouge 1; 2, 5 & 8-9, Team Fineprint; 3-4, Tete Rouge Racing; 6-7 & 10-15, Rent Boys Racing; 16, Team Twin Snails



1.	Phil Myatt	656
2.	Matthew Hollis	608
3.	Alec Graham	605
4.	Sandro Proietti	600
5.	Steve Panas	596
6.	Wayne Cowling	585
7.	Aubrey Brocklebank	580
8.	Martin Hindley	578
9.	Mark Turner	535
10.	Sammie Fritchley	495
11.	John-Paul Wilkinson	483
12.	Neil Thompson	453
13.	Christine Thompson	450
14.	Anthony Robinson	435
15.	Simon Pearson	375
16.	Trevor Williams	295
17.	Nick Grant	285
18.	Helen Deeley	285
19.	Matt Riley	180
20.	Mick Storey	150
21.	Jon Twidale	150
22.	Nick Roads	150
23.	Darren Baker	135
24.	Richard Hollis	120
25.	Nigel Hollis	120
26.	Pete Sparrow	115
27.	Martin Harrold	100
28.	Ainslie Bousfield	90
29.	Simon Bowrey	90
30.	Lien Davies	90
31.	Michael Fox	90
32.	Simon Gue	85
33.	Derek Coghill	80
34.	Anthony Gaymond	80
35.	Steve Chappell	80
36.	Simon Crook	80
37.	Peter James	75
38.	Geoff Turrall	70
39.	Martin Asquith-Fox	70
40.	Chris Yates	60
41.	Fergus MacLeod	55
42.	Frank Barnard	30
43.	Mary Lindsay	20
44.	Andrew Smith	10


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TEAM CHAMPIONSHIP

Position	Team/Drivers	Total
1	Tete Rouge - Myatt/Fritchley/Robinson	123
2	Twhitwell Snails - Brocklebank/Turner/Hindley	112
3	Bimbogeddon - Harper/Wilkinson/Graham	108
4	Gadget Racing - Cowling/Panas/Crook	107
5	Hollis Motorsport - M Hollis/R Hollis/N Hollis	78
6	The Green Electrician - Riley/Grant/Pearson	74
7	Team Stinky - C Thompson/N Thompson	74
8	The Mish-Mash Team - Baker/Proietti/Davies	71
9	Paddock Hill Owners Club - Williams/Deeley	43
10	Crisis Racing - Roads/Gue	15
11	Team Asquith - Mike Fox/Martin Fox/Barnard	12

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Dinner/Dance

23rd January The Bridge Hotel, Thrapston

Rounds 1-8

Dates TBC	Mallory Park	2x25 mins
	Cadwell Park	2x25 mins
	Anglesey	2x25 mins
	Oulton Park	2x25mins

Round 9

27th-30th August Snetterton 24hr



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The Snails Pace Team:

Editor:	Matthew Hollis (hollis_motorsport@hotmail.com)
All photos:	Maria Cooke (except 24hr trophy presentations (Rich Harmer))
Race report:	Matthew Hollis
Printing:	Georgina Prentice and Richard Hollis
Distribution:	Matthew Hollis

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