

SNAIL'S PACE

MAGAZINE OF THE CLASSIC 2CV RACING CLUB

2CVPARTS.COM

MAY 2014

ALL ACTION AT OULTON!



PETE VS. PETE

**RUNDLE AND
SPARROW WIN
4 OUT OF 4**



DOMINANCE AT CROFT!

2CV RACING - LESS UGLY THAN FORMULA 1



A WORD FROM THE CHAIRMAN....

As this is the first Snail's Pace for 2014 I have to start by just rounding off last season and congratulating Sammie Fritchley on her well-deserved championship win. A great competitor, sportsperson and ambassador for our Club. Also well done to everyone who competed last year.

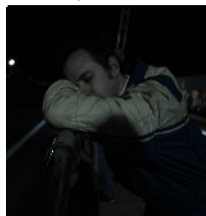
But how things change and what goes around comes around! 2014 has brought us different combinations of drivers and so far some really exciting racing. Oulton Park got the season off to a wonderful start with 2 sprint races and a 3rd bonus race. The race results are published elsewhere but it was really encouraging to have a grid of 25 cars and some fantastic competition all the way down the field. Once again we have a good crop of new and younger drivers who are making their way up the placings and we saw more of this at Croft. Although the weather up North wasn't as good as Oulton there was still some great racing in challenging conditions.

2014 will see a different season from the past few years - more track time for your money and an interesting spread of circuits. It's interesting to note that last year all the sprint drivers spent a minimum of £1360.00 for 190 minutes of track time. This year there is 300 minutes of track time for £1450.00. The 24-hour race at Anglesey will be a challenge for the Club with some suggesting it's a great track (perhaps better than Snetterton) but others having difficulty with the distance and change. The benefits will be an open pit lane for most of Friday to allow for more testing and practice coupled with a more convenient start and finish time for the race itself. We won't be shoehorned around other classes as we have in previous years. Sharing the event with 2CVGB should make it a truly memorable weekend and we hope the combination of racing and other activities will make it more than just a race. There will be a 2CV parade lap and the opportunity for non race drivers to have laps on the track on Friday. 2CVGB are organizing a barn dance and disco as well as children's entertainment. You can also, for the first time ever, bring dogs as long as they are well behaved. But if you have ideas of what else we could do then please email me. Suggestions so far are an auction, autojumble and old race car sale. It has also been suggested that there could be a marshal's fancy dress competition! Just on that topic I want to tell you that our marshals are so keen to help that they are going to put a caravan in the middle of the track and stay in it for the whole race so that they can get to the inside marshal's posts. With all this going on the 24 hour is our opportunity to showcase racing to other 2CV enthusiasts and from that to recruit new drivers for the future. They are the key to the long term survival and prosperity of the Club and we need to bear that in mind all the time. With that in mind your board is working hard to promote the Club and Martin Harrold in particular has done some great work on the publicity side. Richard Hollis is encouraging entries in the economy class which we all hope will assist new and novice drivers to get started in racing.

The next round of the Championship will be at Pembrey. A track we haven't visited for some time and a chance to rebuild some fractured relationships perhaps. Not only will there be the usual 20 minute sprints but also a 2 hour endurance race, something we haven't done since Croft 3 years ago.

So all in all a great season so far with better still to come. As usual a few thanks are in order - to Matt Hollis for production of Snail's Pace and to all those behind the scenes who work so hard to organize or support your racing. Take a moment to thank them personally when you see them at the track - it's much appreciated I can assure you.

Mervyn



A WORD FROM THE EDITOR....

Back in the dim and distant past you might remember receiving the last Snail's Pace. Your mind is not playing tricks, it really has been almost a year since the last one. Without going into too much detail I wasn't in a position where I felt I could give the magazine the attention it deserves, but it's back to business as usual now, and with a new look too. I hope you like it. Eventually I will produce the 2013 Annual, which will reveal all (well, mostly all) of what happened last year, culminating in Sammie taking her 3rd Championship crown!

2014 has as usual seen some great racing, but it already looks as though we could have a landslide on the cards, not seen since the days of Adnitt and Myatt in the early and mid years of the last decade! Having said that, there is still a long way to go in this season, culminating in a step into the unknown with the 24hr moving to Anglesey.

Hope to see you all at a track sometime! Oh, and I thought whilst I was creating a new look, I might as well correct the deliberate grammatical error in the title - like it or not, the apostrophe is here to stay!

Matthew

The Snail's Pace Team:

Writer/Editor	Matthew Hollis (hollis_motorsport@hotmail.com)
Photos	Maria Cooke and Lightprism Imaging
Race Reports	Matthew Hollis
Printing	Georgina Prentice and Richard Hollis
Distribution	Matthew and Nigel Hollis

STOP PRESS!
DINNER/DANCE 2014
CONFIRMED FOR 8TH
NOVEMBER AT
HAMPTON BY HILTON HOTEL,
CORBY

FOR PETE'S SAKE

NEW TEAMMATES SPARROW AND RUNDLE SHARE THE SPOILS

After the 2013 2CV racing season, which saw Sammie Fritchley crowned 2CVParts.com Champion for the 3rd time, the majority of teams and drivers would have headed home thinking of "what if's" and "if only's". Usually over the winter months not much change takes place, indeed many cars arrive at the first race of the new season still bearing the scars of the previous 24hr race. But this year, there were big changes in the driver merry-go-round, to rival F1!

2013 Champion Fritchley had left her championship winning Team SeaLion car behind, and would now be driving Paul Taylor's white machine, along with Louis Tyson, son of former racer and 24hr winner, Paul. Team SeaLion would effectively still run this car, alongside the no. 97 machine, still piloted by multiple champion Pete Sparrow, now joined by Peter Rundle, who had left Gadget Racing. Gadget themselves had had a shuffle, with Simon Clarke now racing on his own, whilst former car sharer Wayne Cowling would now team up with Steve Panas. Rundle was replaced full time by Tom Perry, who had gone so well at Mallory the previous year, alongside regular teamster Lien Davies.

Rosie Racing had elected to still try and confuse the commentators by running various combinations of Mick, Katy and Lauren Storey, along with former Steve Walford Motorsport mechanic (though with plenty of racing experience!) Nick Clarke. Steve Walford himself would be joined by wife Julie for 2014, and if nothing else, could claim to have the longest trailer in the paddock. Hollis Motorsport had their usual 3 cars for Nigel, Richard and Matthew Hollis, whilst full time series returnee Adam Bollons had decked out his car with his new sponsor's colours. One of the most intriguing entries had to be Axtron Ltd., running Steve Jaques' car for father and son duo Richard and Matt Lambert. Ultimately, the racing would do the talking, as 25 cars arrived at Oulton Park for the first 2 rounds, plus a bonus non-championship race just in case you couldn't get enough of the Cheshire track's swoops and curves. Racing on the International Circuit meant that lap times would take a significant amount of time, which would allow the pit crews plenty of time to check Twitter between laps.

ROUND 1

The evening before the first day of the meeting saw a monumental storm hit the circuit, apparently of biblical proportions. Although Noah failed to make an appearance, it did mean that, coupled with overnight rain, the track was still damp as the cars headed out for the first qualifying session of the year. Mick Storey's pre season prep allowed him to manage just 3 laps as the car decided it wasn't quite ready to go racing yet. No problems for Sparrow though, who secured pole position by nearly 2 seconds from Simon Clarke! R Lambert was an impressive 3rd, ahead of an equally impressive Neil Savage in the 2013 24hr winning car, Stinky. Wayne Cowling and Nick Roads (going very well for Crisis Racing) completed the top 6. Also on the grid were multiple kart champions and now single seater racers George Russell and Ben Barnicoat, who were competing in order to gain more signatures on their licences. The previous days they had been testing at Imola and Assen respectively, so it was a bit of a change to be at a damp Oulton Park now!

Given the advantage that Sparrow had had in qualifying, Clarke's main aim was to try and get ahead at the start. At the exit of the first corner he found himself on the outside of 3 cars and although the track was now dry, the grass wasn't. One wheel on the green stuff was enough to send Clarke spinning off to the inside, miraculously missed by all. Sparrow wasn't hanging about to watch it all unfolding behind him though, as he shot off like a scolded cat to build a 7 second lead by the end of lap 2! Savage, a fast starting Russell and Lambert were giving chase. Further back, Ian Arnold span at the first corner, right in front of Lien Davies. Lien was able to continue albeit badly delayed, but Ian went no further. Lap 2 also saw the demise of Steve Walford, a disappointing start to his campaign. Perhaps distracted by all that was going on behind him, Sparrow's lead vanished on lap 3. Russell and Savage were dragging each other up to his bootlid, leaving Lambert to fall back into the clutches of Glenn Oswin, Michael Fox, and Matthew and Richard Hollis.

With half the race gone, there were three obvious groups heading the field. Sparrow, Russell and Savage battling for 1st, Oswin, M Hollis, Lambert and Fox battling for 4th, and Caryl



At least Clarke could pretend it wasn't him driving by pointing out the name in the back window

Wills, R Hollis, Barnicoat and Roads battling for 8th. Usually the drivers tend to get quicker as the race goes on, but Cowling was gradually getting slower and falling back through the field. Simon Clarke was still trying to recover from his first corner mishap, but having caught his namesake Nick, he failed to pull away, and became embroiled in a Clarke vs. Clarke battle. Nick Crispin had been fighting with birthday boy Paul Robertson, Adam Bollons and Louis Tyson, but he went no further than lap 4. In the second MIM racing car, James Dartiailh was a lonely 19th, ahead of a delayed Mick Storey, and Maria Cooke, competing in her first sprint race after taking part in the 24hr race last year.



Arnold's race didn't get much further than lap 2

Generally speaking, it is normally fairly easy to distinguish between grass and tarmac, one being green (or brown if it is a favourite place for cars to go off the circuit) and the other grey. However, in a bid to ensure the lovely blades of photosynthesizing goodness survived, the authorities were imposing stricter penalties for consistently going off track. In his bid to keep up with leader Sparrow, Savage was pushing it to, and sometimes beyond, the limit, which would come back to bite him at the end of the race. Sparrow might have had Savage and Russell for company for most of the race, but he wasn't going to give up the victory, eventually crossing the line over a second and a half ahead. Savage finished 2nd on the road, but a 5 second penalty for destroying the daisies promoted Russell to a sensational runners-up spot on his 2CV racing debut! Nearly 25 seconds behind, Fox came home 4th, ahead of M Hollis, Lambert and Oswin. Barnicoat won the battle for 8th, another impressive debutant performance, with Wills, Roads and R Hollis following close behind. Nick Clarke had lost his racing companion Simon, who pitted on lap 6 and eventually wound up 17th - a terrible start for one of the championship favourites! Still, it was better than fellow Gadget runner Cowling, who gradually went so slow the car stopped with engine problems. Bollons had also suffered with a decreasing pace, but he did at least finish in 16th. No matter what the result for any of the drivers, they had all had better races than Nigel Hollis, who didn't even make it to the grid for the start, having developed running problems in the second qualifying session.

ROUND 2

Nigel Hollis didn't even manage a lap in the qualifying session for race 2, as the engine mysteriously died halfway around the circuit. What followed was much head scratching as the team tried to identify the problem, but given the tightness of the programme (all the racing was compacted into one day), it meant Nigel missed 2 qualifying sessions and the first race before he got it running again. No such problems for Peter Rundle though, who having taken over the car from Sparrow duly planted it on the front of the grid, by just over a second from S Clarke, Fritchley (replacing Tyson), M Lambert (replacing R Lambert), Tovey (replacing Wills) and Fox.

At the start this time, Clarke kept it all together and latched onto the back of Rundle. Peter wasn't hanging about, and by lap 3 these two were already 8 seconds ahead of anyone else! Fritchley and Lambert were clear in 3rd and 4th, but behind them was a 6 car battle for 5th, involving Russell, Barnicoat, Tovey, M Hollis, Fox and Perry (replacing Davies). Poor Ian Arnold only got slightly further than the first race, recording the only retirement after 3 laps.

Clarke, by his own admission, was driving the wheels off his car to keep up with Rundle. Fortunately this wasn't literal, and with all four tyres still bolted on, he harried Peter for the entire race. But Rundle wasn't about to let his teammate Sparrow take all the spoils, and duly took the win to leave them tied at the top of the Championship table. The battle between Fritchley and Lambert was a lot more intense, with Sammie holding the final podium position for much of the race, before Matt nipped through on the last lap, a great result given this was the first time he had raced a 2CV and had never driven around Oulton before. These two might have had a few more cars for company had it not been for the fact that they were fighting so hard behind. With 6 cars all trying to get to the front it was perhaps inevitable that somebody was going to lose out, in this instance it was Fox and Barnicoat, who disputed the same piece of track as they approached the hairpin on lap 5. Both went well off the circuit but recovered, Fox now back in the pack consisting of R Hollis, Roads, Oswin and N Clarke, whilst Barnicoat recovered to the pits, eventually rejoining in last place.

The collision left Tovey and Russell fighting ahead of Perry and M Hollis, but the former two tripped over each other with a couple of laps left, which brought the four back together. In the end it was Hollis who nipped through at the last corner past Russell, with Perry sneaking through as well on the run to the line. Fox came home 9th after an eventful race, with Oswin, Roads and R Hollis just behind. N Clarke had been with this group, but an off at the first corner in the final laps dropped him down the pack to 18th, behind Julie Walford (replacing



Contrary to the picture, Nick Clarke's 2CV is not rear wheel drive

Steve), Christine Thompson (replacing Savage), Robertson, Crispin and Chris Yates (replacing Cooke). Bollons had another race plagued by mechanical issues but still managed to beat newcomer Sean Sidley (replacing Dartiailh), N Hollis, the recovering Barnicoat, Katy Storey (replacing Mick), and Steve Panas (replacing Cowling), the Gadget car having fallen from 7th on the grid with more engine problems.

NON-CHAMPIONSHIP ROUND

Only 21 cars took part in the non-championship race, with the 3 Gadget cars and Paul Robertson electing not to race. Russell and Barnicoat took part in the qualifying session but

having both obtained the necessary signatures on their licences, they didn't need to compete in this race. Rundle once again took pole position, by a massive 2.3 seconds from Tovey, with Yates (now driving Stinky) in 3rd ahead of Russell, Fox, and R Hollis. Clearly wanting more of a challenge, and with it being a non-championship race, Rundle elected to start from the back of the grid. Combined with the missing Russell and Barnicoat, the grid had more holes in it than Swiss cheese.

It was Yates who led into the first corner, with Tovey tucked in behind, whilst the Hollis brothers and Fox disputed 3rd. Matt Lambert was waiting to pounce on all of these having started 7th. By the end of lap 1, Rundle was already up to 6th, and then into the lead on lap 2, having dragged Lambert through the pack with him. The next time round though it was Lambert in front from Yates, with Rundle down to 3rd. At the end of lap 5 there was a 6 car battle for the lead, with Rundle back in front ahead of Lambert, Yates, Fox, M Hollis and Tovey, all covered by just 1.6 seconds. This clearly wasn't going to be quite such a walkover it had been in the first 2 races!

With only 19 cars starting, the field started to deplete at a worrying rate from half distance. First to go was Nigel Hollis, who capped off his nightmare weekend by spinning off into the deep mud at Cascades. Bollons didn't get much further, breaking down just a few hundred metres down the road. In some ways he should have been glad to even have a car to race, after the ratchet straps holding it onto the trailer fell off on the way to the circuit! Probably not the greatest way to start your weekend...

Having seen Bollons parked up on lap 4, Nick Roads decided to stop in exactly the same place on lap 5, reducing the running total to 16, with yet more to fall by the wayside. However, at the front the battle still raged, with Rundle now firmly back in control and Lambert easing away from the remainder of the cars. Fox and Hollis had both got past Yates but on the last lap Hollis found himself losing out in a 3 abreast moment into the chicane, dropping back behind Yates and Tovey. Mick Storey was having a less than thrilling race in 7th, all on his own, whilst Oswin and J Walford had been left to fight for 8th after R Hollis explored the scenery on lap 6, rejoining in 10th.

The last 3 laps saw two bizarre incidents, both involving the MIM/Starfish cars. First up was James Dartiailh, who tried to go around the outside of Ian Arnold at the hairpin but found himself running out of room, and promptly drove into the tyres. Not content with having one car damaged, Nick Crispin then clipped the inside kerb at Old Hall on the penultimate lap. Perhaps 'clipped' is a slight understatement, as he hit it hard enough to rip the back hub off the axle! Needless to say, he didn't make the flag either.

Rundle however very much did reach the flag, and was the first to do so. Lambert completed an impressive debut weekend with another trip to the podium, this time joined by Fox, the first time Michael had finished in the top 3 in 2CV racing. Tovey, Yates and M Hollis completed the top 6. Oswin and Walford very nearly caught Storey at the end, but just fell short, whilst R Hollis finished a lonely 10th. 11th was a disappointed Tyson, who earlier in the day was unsure if he would even be racing after ripping a hole in the fuel tank after running over a kerb. Fortunately the team managed to patch it back together having failed to locate a replacement tank in the paddock (and stopping short of trying to take one off one of the road going cars belonging to the spectators). Arnold, Lauren Storey and Cooke completed the final positions.

And so ended the first meeting. Success for Team SeaLion but a torrid weekend for Gadget. The Lamberts are clearly going to be a force to be reckoned with in 2014, and with plenty of others snapping at their heels, we can expect a lot more action throughout the year!



THE FIGHT FOR SUPREMACY

THE BATTLE TO GET AHEAD IN THE TITLE RACE CONTINUES

For many years, 2CV racing has been compared to Formula 1. From the teams pushing the technical boundaries of perfection, to ultra-professional pit crews and multi-million pound sponsorship deals, the 2 series have a lot in common. OK, so maybe that's not quite accurate, but in 2014 there is definitely one similarity. One team, and 2 drivers, clear of the field. Team SeaLion might not have the budget of Mercedes, but after Oulton Park it was clear that their pre-season preparation had given them an advantage that only a few could live with. Croft was to provide the same level of dominance, if not more so.

The largely flat circuit in North Yorkshire usually provides some close racing despite it's reasonably long lap, and this year it also produced a race result that showed that just how close the majority of the field is. Weather conditions were variable to say the least, so as the drivers headed out on to the track each time, it was with their eyes on the skies, but obviously also on the cars around them too hopefully!

ROUND 3

For the 2nd meeting in succession it was Pete Sparrow on pole position, the first qualifying session once again being held in damp conditions following overnight rain. Sammie Fritchley was 2nd, pleased with how well her car was going. Simon Clarke was in his customary high position in 3rd, followed by Richard Lambert, Lien Davies and Mick Storey, who was going significantly better than he had last time out. Also much improved was Adam Bollons, 11th on the grid just behind the Hollis brothers. Once again though, he was lucky to have a car to race. Having lost the trailer ratchet straps on the way to Oulton Park, he went one better and lost the entire trailer on the way to Croft! Fortunately, it came off the tow bar as he entered a service station, so the errant trailer was recovered safely. Jon Davis returned to the grid and plonked the car 15th on it, ahead of Glenn Oswin, who was suffering from the dreaded Weber carb issues, and Michael Fox, who was suffering from a self-inflicted loss of power whilst trying out an experimental running of his engine. Still, at least they got some running. Nigel Hollis once again missed a qualifying session due to electrical problems this time (the problem being that the electrical circuit would not allow him to pass pre-race scrutineering), which resulted in him having to virtually re-wire the front of the car. Ian Arnold was also struggling to get his car running correctly, completing just 2 laps and leaving him 18th on the grid, just ahead of Lauren Storey.



Sparrow leads the field off into the countryside

Despite intermittent rain, the track was dry (well on the racing line at least) for the afternoon race, so it would be interesting to see how well everybody would go in the different conditions to the morning. Off the line, it was Sparrow who led away, with Clarke and Lambert both getting past a slow starting Fritchley. Behind them, Steve Panas squeezed between Storey and Davies but lost out at the next corner and dropped back to his original starting position of 7th. By lap 3, just like at Oulton Park, there were 3 distinct groups battling for the top 10 positions. Sparrow still led, but he had Lambert and Clarke for close company. Fritchley, Storey, Davies and Panas were squabbling over 4th, with Bollons, M Hollis, R Hollis and Fox a few seconds back, fighting over 8th. In the pits was Oswin, whose car was still not running right, and was threatening to turn his weekend into a nightmare.

On lap 4, Mick Storey climbed into 4th place, which he held for the next 3 laps, but he still had Fritchley and Davies right on his tail. Panas meanwhile had lost the tow and was now in no man's land, and in danger of being reeled in by the group behind, which now consisted of 3 cars, as Richard Hollis had exited stage left after disputing Tower corner with Fox. Richard was down to 14th, but up at the front it was still Sparrow, Lambert and Clarke, in that order, as it had been all race. It was almost as if they were waiting for the last lap to make their moves!

Not content with having visited the pits once, Oswin returned on lap 7 and rejoined now some 4 laps behind. Bollons was having by far and away his best ever race, and although he couldn't drop M Hollis and Fox, he was reeling in Panas and eventually caught and passed him for 7th position on the penultimate lap. With just the final lap remaining, the 3 leaders were still together, but any hope Lambert had of overtaking Sparrow was thwarted by Clarke, who got past and into 2nd place. However the squabbling allowed Sparrow to take the flag unchallenged and record his 2nd win of the season. Fritchley claimed 4th in the end, holding off M Storey and Davies, whilst Bollons took an excellent 7th, a great result that had eluded him for some time. Panas managed to salvage 8th place after cutting inside Fox at the final hairpin, a manoeuvre which also allowed M Hollis to out drag Fox to the line for 9th.



Jon Davis' rear wing clings on for dear life

Not too far behind this group were Caryl Wills and Jon Davis, who had battled all race, along with Sean Sidley for the most part. R Hollis came home in his mud splattered machine in 14th, followed by Nick Crispin and Julie Walford, another pairing who had battled all race long. Ian Arnold, Nigel Hollis and Lauren Storey completed the last classified runners, but Glenn Oswin, despite finishing, was too far behind to be classified and therefore score points.

ROUND 4

The battle between Pete Sparrow and Peter Rundle was an intriguing one. Sparrow of course had been at the front many times before, but Rundle was still out to prove he deserved to be leading the Championship, so it was no surprise when he took pole position again, though for the first time in 2014 the gap was less than a second. The driver joining him on the front row was Matt Lambert (replacing Richard), followed by Simon Clarke, who had had what would have been his fastest lap disallowed for using a a bit too much runoff area. 4th was Panas, and he had Tom Perry (replacing Davies) and M Hollis behind him. A brilliant 7th, and continuing his much improved form, was Bollons, and also well pleased with his position was Louis Tyson (replacing Fritchley), 8th on the grid. Richard Hollis had also had a lap time disallowed, which cost him one place on the grid, whilst James Dartiailh (replacing Sidley) went even further and had two lap times disallowed, which also cost him one place on the grid. Right at the back was Kris Tovey (replacing Wills), who had failed to complete a lap after his wiring loom melted following a electrical short circuit on the dashboard.



At least Kris Tovey got to look at the wild meadow whilst getting towed back



Bollons had easily the best meeting of his 2CV racing career so far

With the second race being held the day after the first, there was every chance the weather would be different again. Rain was predicted to arrive at 3pm, and for once the forecast was spot on, as the clouds burst, or rather split slightly to begin with, and down came the rain. Light at first, by the time the cars were forming up on the grid it was definitely raining enough to make the track very wet.

The race will go down as one of the most unpredictable in 2CV racing history! OK, so maybe the fight for 1st was actually quite predictable - there wasn't one. Rundle led into the first corner, got his head down, and simply drove off into the distance. His fastest lap was 3 seconds faster than anyone else, by the end of lap 1 he already had a 7 second lead, by lap 2 it was 10 seconds and so the pattern continued. Even the fact that he got a 5 second penalty for exceeding the track limits made no difference, as he still won by over 30 seconds! Admittedly, the driver in 2nd place also got a 5 second penalty, but that didn't

make much difference either. That driver was Lambert, who didn't make the best start, and nearly threw his car off the track halfway round lap 1, but from then on drove an equally superb race to finish on the podium yet again. No, it was the places behind that caught most people's attention.

Initially, Panas held 3rd place, but lap after lap he had an ever increasing train of cars behind him. First of all it was Simon Clarke, but he was soon replaced by Oswin, who not only had got his car working correctly but was driving the race of his life. Having made an awful start after selecting 2nd gear (along with Perry and Dartiailh, who all appeared to be competing to try and get the worst start possible), he was 9th at the end of lap 1, 8th on lap 2, then in one lap got past Fox, Bollons, M Hollis, and S Clarke into 4th, before passing Panas for 3rd the next lap. Sensational! Any hope he had of pulling away into a safe podium position was short-lived though, as just behind him, and equally sensational was Steve Walford! Now the Walfords have plenty of racing experience having competed in grass track racing, but up until this meeting hadn't featured in the top 10 too often. But Steve was another driver turning the form book on it's head, as he passed perennial front runners Panas, Clarke and Hollis and shot away in 4th, right on Oswin's tail, having started 14th! Simon Clarke was having great trouble in keeping his car in a straight line, as was Nick Clarke, but it was affecting the latter's lap times a lot less. At half distance, Nick was up to 8th, right on the bootlid of Simon and looking for a way past. In fact, half of the field was now battling for 3rd! Oswin held it, but he was followed at close quarters by Walford, Panas, Fox, S Clarke, N Clarke, M Hollis, Bollons, Crispin (also going extremely well) and Tovey from the back of the grid, with less than 10 seconds covering the 10 cars!

Further back there was another group of Perry, Dartiailh and Paul Rowland (replacing Davis), who had gone so well at Croft in 2013, but wasn't having such a good time in 2014, compounded by the fact that he started from the pitlane. Tyson had slipped down the order from his starting position and now found himself on his own in 16th. The final pack of cars consisted of R Hollis, who had been the first to test the grip of the grass on lap 1 after taking avoiding action in a bid to not hit Tyson and Walford at Tower corner, Katy Storey (replacing Lauren), Arnold and N Hollis.

Perry came into the pits on lap 6, which dropped him to the back and left him a lap behind. With just a lap to go there was less than a second between Oswin and Walford, with Rundle and Lambert well up the road. Despite the conditions, Oswin failed to put a wheel wrong and held on to take his first podium finish, which he had been threatening to do for some time - what a way to do it! Walford also deserved massive praise for a great performance.

Meanwhile, the fight for 5th was still raging, and at times was getting a little boisterous. Fox, N Clarke and Bollons had all now passed Panas, but Clarke's attempts to pass Fox were strongly rebuked, which led to Michael visiting the clerk of the course to explain his side of the story. After the dust had settled, it was Fox in 5th and penalty free, with Clarke 6th and Bollons 7th for the 2nd race in a row! Panas and S Clarke were next, closely followed by Tovey and Crispin, whilst M Hollis had lost the group and finished a lonely 12th after also being found foul of exceeding the track limits and receiving a 5 second penalty. Rowland finally got the better of Dartiailh and pulled away to take 13th, with Tyson in 15th just ahead of the final track battle between R Hollis, Arnold, Storey and N Hollis, who finished in that order.

It had been an interesting meeting, with more wins for Sparrow and Rundle and some great drives throughout the field. On a Championship note, crucially in the first race, the fastest lap was taken by Richard Lambert by just 13 thousandths of a second. With Rundle claiming fastest lap in his race, it meant that he now took the overall Championship lead by 3 points from Sparrow. Next up is Pembrey, which will also feature a 2 hour endurance race - anything could happen!



Battles raged up and down the pack on the greasy circuit



Rowland and Dartiailh fought for much of the race























**ROUND 1 of 10
QUALIFYING
29th MARCH 2014
BRIGHT/DAMP**

POS.	NO.	NAME	TIME	GAP	DIFFERENCE
1 st	97	Pete SPARROW	2:35.949		
2 nd	6	Simon CLARKE	2:37.941	1.992	1.992
3 rd	43	Richard LAMBERT	2:38.862	2.913	0.921
4 th	11	Neil SAVAGE	2:40.361	4.412	1.499
5 th	86	Wayne COWLING	2:41.040	5.091	0.679
6 th	92	Nick ROADS	2:41.743	5.794	0.703
7 th	33	Glenn OSWIN	2:43.184	7.235	1.441
8 th	36	Caryl WILLS	2:43.650	7.701	0.466
9 th	93	George RUSSELL	2:43.680	7.731	0.030
10 th	24	Lien DAVIES	2:43.732	7.783	0.052
11 th	45	Michael FOX	2:43.979	8.030	0.247
12 th	55	Steve WALFORD	2:44.564	8.615	0.585
13 th	16	Matthew HOLLIS	2:44.598	8.649	0.034
14 th	1	Louis TYSON	2:44.843	8.894	0.245
15 th	71	Richard HOLLIS	2:44.885	8.936	0.042
16 th	99	Ben BARNICOAT	2:44.991	9.042	0.106
17 th	89	Nick CRISPIN	2:47.850	11.901	2.859
18 th	96	Paul ROBERTSON	2:47.906	11.957	0.056
19 th	81	Adam BOLLONS	2:48.031	12.082	0.125
20 th	56	Ian Arnold	2:49.512	13.563	1.481
21 st	22	Mick STOREY	2:49.780	13.831	0.268
22 nd	16	James DARTTAILH	2:51.340	15.391	1.560
23 rd	77	Nick CLARKE	2:51.395	15.446	0.055
24 th	76	Nigel HOLLIS	2:53.706	17.757	2.311
25 th	35	Maria COOKE	3:08.550	32.601	14.844

RESULTS - OULTON PARK (INTL.)

2CVPARTS.COM
ROUND 1 of 10
RACE - 20 MINUTES
29th MARCH 2014
BRIGHT/DRY

POS.	NO.	NAME	LAPS	TIME	GAP	DIFF	BEST LAP	
1 st	97	Pete SPARROW	8	20:23.516			2:30.349	
2 nd	98	George RUSSELL	8	20:25.258	1.742	1.742	2:30.663	
3 rd	11	Neil SAVAGE*	8	20:30.131	6.615	4.873	2:30.503	
4 th	45	Michael FOX	8	20:47.938	24.422	17.807	2:33.309	
5 th	10	Matthew HOLLIS	8	20:48.171	24.655	0.233	2:32.909	
6 th	43	Richard LAMBERT	8	20:48.435	24.919	0.264	2:33.832	
7 th	33	Glenn OSWIN	8	20:48.594	25.078	0.159	2:34.019	
8 th	99	Ben BARNICOAT	8	20:53.466	29.950	4.872	2:33.427	
9 th	36	Caryl WILLS	8	20:53.811	30.295	0.345	2:34.004	
10 th	92	Nick ROADS	8	20:54.085	30.569	0.274	2:34.177	
11 th	71	Richard HOLLIS	8	20:54.247	30.731	0.162	2:33.674	
12 th	77	Nick CLARKE	8	21:09.654	46.138	15.407	2:35.725	
13 th	24	Lien DAVIES	8	21:19.336	55.820	9.682	2:34.810	
14 th	1	Louis TYSON	8	21:20.859	57.343	1.523	2:36.164	
15 th	90	Paul ROBERTSON	8	21:21.302	57.786	0.443	2:35.391	
16 th	81	Adam BOLLONS	8	21:30.026	1:06.510	8.724	2:38.919	
17 th	6	Simon CLARKE	8	21:37.513	1:13.997	7.487	2:32.206	
18 th	22	Mick STOREY	8	21:54.554	1:31.038	17.041	2:36.533	
19 th	16	James DARTIAILH	8	21:55.990	1:32.474	1.436	2:39.414	
20 th	35	Maria COOKE	7	21:01.332	1 Lap	1 Lap	2:55.135	

* Neil SAVAGE - 5 second penalty for exceeding track limits

DNF	80	Wayne COWLING	7	18:34.843	1 Lap	2:35.404
DNF	89	Nick CRISPIN	4	10:51.061	4 Laps	2:37.555
DNF	55	Steve WALFORD	1	2:49.822	7 Laps	2:49.822
DNF	50	Ian ARNOLD	1	2:55.579	7 Laps	2:55.579
DNS	70	Nigel HOLLIS	0			

Fastest Lap: ~~97~~ Pete SPARROW 2:30.349 Lap 5

Lap Leaders: Laps 1-8, SPARROW

**ROUND 2 of 10
QUALIFYING
29th MARCH 2014
BRIGHT/DRYING**

POS.	NO.	NAME	TIME	GAP	DIFFERENCE
1 st	97	Peter RUNDLE	2:29.764		
2 nd	6	Simon CLARKE	2:30.906	1.142	1.142
3 rd	1	Sammie FRITCHLEY	2:31.317	1.553	0.411
4 th	43	Matt LAMBERT	2:33.221	3.457	1.904
5 th	36	Kris TOVEY	2:33.227	3.463	0.006
6 th	45	Michael FOX	2:33.655	3.891	0.428
7 th	86	Steve PANAS	2:34.620	4.856	0.965
8 th	99	Ben BARNICOAT	2:35.064	5.300	0.444
9 th	93	George RUSSELL	2:35.181	5.417	0.117
10 th	24	Tom PERRY	2:35.551	5.787	0.370
11 th	16	Matthew HOLLIS	2:35.660	5.896	0.109
12 th	33	Glenn OSWIN	2:36.092	6.328	0.432
13 th	92	Nick ROADS	2:36.904	7.140	0.812
14 th	71	Richard HOLLIS	2:37.390	7.626	0.486
15 th	11	Christine THOMPSON	2:37.468	7.704	0.078
16 th	77	Nick CLARKE	2:37.759	7.995	0.291
17 th	96	Paul ROBERTSON	2:38.272	8.508	0.513
18 th	35	Chris YATES	2:38.298	8.534	0.026
19 th	89	Nick CRISPIN	2:38.495	8.731	0.197
20 th	81	Adam BOLLONS	2:38.728	8.964	0.233
21 st	56	Ian ARNOLD	2:40.545	10.781	1.817
22 nd	16	Sean SIDLEY	2:41.269	11.505	0.724
23 rd	55	Julie WALFORD	2:42.384	12.620	1.115
24 th	22	Katy STOREY	2:45.852	16.088	3.468
25 th	76	Nigel HOLLIS	No Time	N/A	N/A

RESULTS - OULTON PARK (INTL.)

2CVPARTS.COM

ROUND 2 of 10
RACE - 20 MINUTES
29th MARCH 2014
BRIGHT/DRY

POS.	NO.	NAME	LAPS	TIME	GAP	DIFF	BEST LAP	
1 st	97	Peter RUNDLE	8	20:10.244			2:30.004	=
2 nd	6	Simon CLARKE	8	20:11.813	1.569	1.569	2:30.202	=
3 rd	43	Matt LAMBERT	8	20:35.678	25.434	23.865	2:32.591	↑1
4 th	1	Sammie FRITCHLEY	8	20:35.799	25.555	0.121	2:31.967	↓1
5 th	10	Matthew HOLLIS	8	20:39.840	29.596	4.041	2:32.466	↑6
6 th	24	Tom PERRY	8	20:40.027	29.783	0.187	2:32.318	↑4
7 th	93	George RUSSELL	8	20:40.292	30.048	0.265	2:32.636	↑2
8 th	36	Kris TOVEY	8	20:40.381	30.137	0.089	2:32.354	↓3
9 th	45	Michael FOX	8	20:47.477	37.233	7.096	2:31.484	↓3
10 th	33	Glenn OSWIN	8	20:53.163	42.919	5.686	2:33.584	↑2
11 th	92	Nick ROADS	8	20:53.816	43.572	0.653	2:33.585	↑2
12 th	71	Richard HOLLIS	8	20:53.943	43.699	0.127	2:33.396	↑2
13 th	55	Julie WALFORD	8	21:13.700	1:03.456	19.757	2:36.509	↑10
14 th	11	Christine THOMPSON	8	21:22.794	1:12.550	9.094	2:37.439	↑1
15 th	90	Paul ROBERTSON	8	21:23.333	1:13.089	0.539	2:37.332	↑2
16 th	89	Nick CRISPIN	8	21:23.718	1:13.474	0.385	2:35.914	↑3
17 th	35	Chris YATES	8	21:24.139	1:13.895	0.421	2:36.535	↑1
18 th	77	Nick CLARKE	8	21:27.676	1:17.432	3.537	2:33.167	↓2
19 th	81	Adam BOLLONS	8	21:33.538	1:23.294	5.862	2:38.914	↑1
20 th	16	Sean SIDLEY	8	21:40.449	1:30.205	6.911	2:39.633	↑2
21 st	70	Nigel HOLLIS	8	22:24.865	2:14.621	44.416	2:44.427	↑4
22 nd	99	Ben BARNICOAT	8	22:39.025	2:28.781	14.160	2:32.708	↓14
23 rd	22	Katy STOREY	8	22:49.844	2:39.600	10.819	2:48.461	↑1
24 th	80	Steve PANAS	8	22:50.254	2:40.010	0.410	2:48.565	↓17
DNF	50	Ian ARNOLD	3	8:33.389	5 Laps		2:45.709	

Fastest Lap: 97 Peter RUNDLE 2:30.004 Lap 8















Lap Leaders: Laps 1-8, RUNDLE

**NON-CHAMPIONSHIP ROUND
QUALIFYING
29th MARCH 2014
BRIGHT/DRY**

POS.	NO.	NAME	TIME	GAP	DIFFERENCE
1 st	97	Peter RUNDLE*	2:31.139		
2 nd	36	Kris TOVEY	2:33.462	2.323	2.323
3 rd	11	Chris YATES	2:33.639	2.500	0.177
4 th	98	George RUSSELL	2:34.103	2.964	0.464
5 th	45	Michael FOX	2:34.126	2.987	0.023
6 th	71	Richard HOLLIS	2:34.531	3.392	0.405
7 th	43	Matt LAMBERT	2:34.913	3.774	0.382
8 th	10	Matthew HOLLIS	2:34.991	3.852	0.078
9 th	92	Nick ROADS	2:35.842	4.703	0.851
10 th	77	Mick STOREY	2:36.042	4.903	0.200
11 th	99	Ben BARNICOAT	2:36.536	5.397	0.494
12 th	81	Adam BOLLONS	2:37.511	6.372	0.975
13 th	50	Ian ARNOLD	2:38.914	7.775	1.403
14 th	55	Julie WALFORD	2:39.113	7.974	0.199
15 th	89	Nick CRISPIN	2:40.410	9.271	1.297
16 th	33	Glenn OSWIN	2:40.557	9.418	0.147
17 th	16	James DARTAILH	2:42.525	11.386	1.968
18 th	1	Louis TYSON	2:42.888	11.749	0.363
19 th	22	Lauren STOREY	2:51.665	20.526	8.777
20 th	35	Maria COOKE	2:54.820	23.681	3.155
21 st	70	Nigel HOLLIS	No Time	N/A	N/A

* Peter RUNDLE - started from back of the grid

NON-CHAMPIONSHIP ROUND**RACE - 20 MINUTES****29th MARCH 2014****BRIGHT/DRY**

POS.	NO.	NAME	LAPS	TIME	GAP	DIFF	BEST LAP	
1 st	97	Peter RUNDLE	8	20:31.581			2:31.277	
2 nd	43	Matt LAMBERT	8	20:33.999	2.418	2.418	2:31.311	
3 rd	45	Michael FOX	8	20:36.572	4.991	2.573	2:31.716	
4 th	36	Kris TOVEY	8	20:36.782	5.201	0.210	2:32.167	
5 th	11	Chris YATES	8	20:37.942	6.361	1.160	2:32.004	
6 th	10	Matthew HOLLIS	8	20:38.468	6.887	0.526	2:31.943	
7 th	77	Mick STOREY	8	20:56.366	24.785	17.898	2:34.162	
8 th	33	Glenn OSWIN	8	20:58.866	27.285	2.500	2:35.137	
9 th	55	Julie WALFORD	8	21:01.523	29.942	2.657	2:35.362	
10 th	71	Richard HOLLIS	8	21:18.191	46.610	16.668	2:35.267	
11 th	1	Louis TYSON	8	21:34.098	1:02.517	15.907	2:37.855	
12 th	50	Ian ARNOLD	8	22:08.733	1:37.152	34.635	2:40.860	
13 th	22	Lauren STOREY	8	23:07.680	2:36.099	58.947	2:50.738	
14 th	35	Maria COOKE	7	20:54.937	1 Lap	1 Lap	2:56.517	
DNF	39	Nick CRISPIN	7	18:39.506	1 Lap		2:37.383	
DNF	16	James DARTAILH	6	16:25.952	2 Laps		2:40.603	
DNF	92	Nick ROADS	5	13:18.416	3 Laps		2:32.793	
DNF	31	Adam BOLLONS	4	10:46.023	4 Laps		2:38.301	
DNF	70	Nigel HOLLIS	4	11:15.770	4 Laps		2:45.564	
DNS	98	George RUSSELL	0					
DNS	99	Ben BARNICOAT	0					

Fastest Lap: 97 Peter RUNDLE 2:31.277 Lap 7

Lap Leaders: Lap 1, YATES; Laps 2 & 5-8, RUNDLE; Laps 3-4, LAMBERT

ROUND 3 of 10
QUALIFYING
26th APRIL 2014
CLOUDY/DRYING

POS.	NO.	NAME	TIME	GAP	DIFFERENCE
1 st	97	Pete SPARROW	2:05.196		
2 nd	1	Sammie FRITCHLEY	2:06.580	1.384	1.384
3 rd	6	Simon CLARKE	2:06.930	1.734	0.350
4 th	43	Richard LAMBERT	2:07.683	2.487	0.753
5 th	24	Lien DAVIS	2:08.424	3.228	0.741
6 th	77	Mick STOREY	2:08.675	3.479	0.251
7 th	86	Steve PANAS	2:09.015	3.819	0.340
8 th	36	Caryl WILLS	2:09.032	3.836	0.017
9 th	16	Matthew HOLLIS	2:09.565	4.369	0.533
10 th	71	Richard HOLLIS	2:11.123	5.927	1.558
11 th	81	Adam BOLLONS	2:12.443	7.247	1.320
12 th	89	Nick CRISPIN	2:12.451	7.255	0.008
13 th	16	Sean SIDLEY	2:12.883	7.687	0.432
14 th	55	Julie WALFORD	2:13.180	7.984	0.297
15 th	57	Jon DAVIS	2:13.226	8.030	0.046
16 th	33	Glenn OSWIN	2:14.305	9.109	1.079
17 th	45	Michael FOX	2:15.276	10.080	0.971
18 th	56	Ian ARNOLD	2:20.854	15.658	5.578
19 th	22	Lauren STOREY	2:24.821	19.625	3.967
20 th	76	Nigel HOLLIS	No Time	N/A	N/A

ROUND 3 of 10
RACE - 20 MINUTES
26th APRIL 2014
BRIGHT/DRY

POS.	NO.	NAME	LAPS	TIME	GAP	DIFF	BEST LAP	
1 st	97	Pete SPARROW	10	20:46.350			2:02.980	
2 nd	6	Simon CLARKE	10	20:48.123	1.773	1.773	2:03.050	
3 rd	43	Richard LAMBERT	10	20:49.326	2.976	1.203	2:02.967	
4 th	1	Sammie FRITCHLEY	10	21:05.128	18.778	15.802	2:04.122	
5 th	77	Mick STOREY	10	21:05.654	19.304	0.526	2:04.120	
6 th	24	Lien DAVIES	10	21:06.319	19.969	0.665	2:04.480	
7 th	81	Adam BOLLONS	10	21:22.700	36.350	16.381	2:05.916	
8 th	80	Steve PANAS	10	21:23.044	36.694	0.344	2:05.248	
9 th	10	Matthew HOLLIS	10	21:24.132	37.782	1.088	2:06.323	
10 th	45	Michael FOX	10	21:24.279	37.929	0.147	2:05.595	
11 th	36	Caryl WILLS	10	21:27.912	41.562	3.633	2:06.327	
12 th	57	Jon DAVIS	10	21:28.814	42.464	0.902	2:06.297	
13 th	16	Sean SIDLEY	10	21:34.228	47.878	5.414	2:07.129	
14 th	71	Richard HOLLIS	10	21:38.894	52.544	4.666	2:07.149	
15 th	89	Nick CRISPIN	10	21:55.460	1:09.110	16.566	2:08.613	
16 th	55	Julie WALFORD	10	21:55.811	1:09.461	0.351	2:07.934	
17 th	50	Ian ARNOLD	10	22:26.759	1:40.409	30.948	2:12.504	
18 th	70	Nigel HOLLIS	10	22:55.481	2:09.131	28.722	2:14.327	
19 th	22	Lauren STOREY	9	20:50.969	1 Lap	1 Lap	2:15.342	
NC	33	Glenn OSWIN	6	21:11.279	4 Laps		2:18.341	

Fastest Lap: ~~43~~ Richard LAMBERT 2:02.967 Lap 9

Lap Leaders: Laps 1-10, SPARROW

ROUND 4 of 10
QUALIFYING
26th APRIL 2014
CLOUDY/DRY

POS.	NO.	NAME	TIME	GAP	DIFFERENCE
1 st	97	Peter RUNDLE	2:02.742		
2 nd	43	Matt LAMBERT	2:03.739	0.997	0.997
3 rd	6	Simon CLARKE*	2:04.274	1.532	0.535
4 th	80	Steve PANAS	2:05.422	2.680	1.148
5 th	24	Tom PERRY	2:05.515	2.773	0.093
6 th	10	Matthew HOLLIS	2:06.560	3.818	1.045
7 th	81	Adam BOLLONS	2:07.252	4.510	0.692
8 th	1	Louis TYSON	2:07.268	4.526	0.016
9 th	57	Paul ROWLAND	2:07.606	4.864	0.338
10 th	45	Michael FOX	2:08.826	6.084	1.220
11 th	71	Richard HOLLIS*	2:09.332	6.590	0.506
12 th	33	Glenn OSWIN	2:09.484	6.742	0.152
13 th	89	Nick CRISPIN	2:09.624	6.882	0.140
14 th	55	Steve WALFORD	2:09.853	7.111	0.229
15 th	16	James DARTAILH*	2:09.938	7.196	0.085
16 th	77	Nick CLARKE	2:10.252	7.510	0.314
17 th	50	Ian ARNOLD	2:12.304	9.562	2.052
18 th	70	Nigel HOLLIS	2:12.452	9.710	0.148
19 th	22	Katy STOREY	2:13.108	10.366	0.656
20 th	36	Kris TOVEY	No Time	N/A	N/A

* Simon CLARKE - 1 lap time removed for exceeding track limits
Richard HOLLIS - 1 lap time removed for exceeding track limits
James DARTAILH - 2 lap times removed for exceeding track limits

ROUND 4 of 10
RACE - 20 MINUTES
27th APRIL 2014
DRIZZLE/DAMP

POS.	NO.	NAME	LAPS	TIME	GAP	DIFF	BEST LAP	
1 st	97	Peter RUNDLE*	9	20:07.990			2:11.742	==
2 nd	43	Matt LAMBERT*	9	20:40.090	32.100	32.100	2:14.647	==
3 rd	33	Glenn OSWIN	9	20:48.663	40.673	8.573	2:16.005	
4 th	55	Steve WALFORD	9	20:49.161	41.171	0.498	2:16.139	
5 th	45	Michael FOX	9	20:59.374	51.384	10.213	2:17.303	
6 th	77	Nick CLARKE	9	21:00.586	52.596	1.212	2:17.929	
7 th	81	Adam BOLLONS	9	21:02.545	54.555	1.959	2:17.711	==
8 th	80	Steve PANAS	9	21:03.030	55.040	0.485	2:18.245	
9 th	6	Simon CLARKE	9	21:03.813	55.823	0.783	2:18.725	
10 th	36	Kris TOVEY	9	21:04.053	56.063	0.240	2:17.705	
11 th	89	Nick CRISPIN	9	21:05.456	57.466	1.403	2:18.110	
12 th	10	Matthew HOLLIS*	9	21:20.569	1:12.579	15.113	2:19.068	
13 th	57	Paul ROWLAND	9	21:27.313	1:19.323	6.744	2:18.633	
14 th	16	James DARTAILH	9	21:36.552	1:28.562	9.239	2:19.412	
15 th	1	Louis TYSON	9	22:13.515	2:05.525	36.963	2:22.287	
16 th	71	Richard HOLLIS	9	22:20.160	2:12.170	6.645	2:23.815	
17 th	50	Ian ARNOLD	9	22:22.755	2:14.765	2.595	2:26.103	==
18 th	22	Katy STOREY	9	22:23.151	2:15.161	0.396	2:25.792	
19 th	70	Nigel HOLLIS	9	22:26.178	2:18.188	3.027	2:26.697	
20 th	24	Tom PERRY	8	20:26.706	1 Lap	1 Lap	2:21.945	

* Peter RUNDLE - 5 second penalty for exceeding track limits

Matt LAMBERT - 5 second penalty for exceeding track limits

Matthew HOLLIS - 5 second penalty for exceeding track limits

Fastest Lap: ~~97~~ Peter RUNDLE 2:11.742 Lap 3

Lap Leaders: Laps 1-9, RUNDLE

2CVPARTS.COM DRIVER'S CHAMPIONSHIP

1 st	Peter RUNDLE	416
2 nd	Pete SPARROW	413
3 rd	Richard LAMBERT	318
4 th	Matt LAMBERT	315
5 th	Simon CLARKE	240
6 th	Michael FOX	240
7 th	Matthew HOLLIS	225
8 th	Sammie FRITCHLEY	195
9 th	Louis TYSON	195
10 th	Kris TOVEY	190
11 th	Caryl WILLS	190
12 th	Glenn OSWIN	185
13 th	Nick CLARKE	180
14 th	Lien DAVIES	170
15 th	Tom PERRY	170
16 th	Mick STOREY	155
17 th	George RUSSELL	150
18 th	Adam BOLLONS	145
19 th	Steve WALFORD	120
20 th	Steve PANAS	120
21 st	Julie WALFORD	120
22 nd	Richard HOLLIS	115
23 rd	Neil SAVAGE	105
24 th	Christine THOMPSON	105
25 th	Nick ROADS	85
26 th	Nick CRISPIN	75
27 th	Sean SIDLEY	75
28 th	James DARTIAILH	75
29 th	Ben BARNICOAT	65
30 th	Jon DAVIS	65
31 st	Paul ROWLAND	65
32 nd	Paul ROBERTSON	40
33 rd	Katy STOREY	40
34 th	Nigel HOLLIS	30
35 th	Ian ARNOLD	20
36 th	Chris YATES	20
37 th	Lauren STOREY	20
38 th	Maria COOKE	20
39 th	Wayne COWLING	10

stickmann TEAM CHAMPIONSHIP

1 st	Team SeaLion	62
=2 nd	Tete Rouge Racing	61
=2 nd	Gadget Racing	61
4 th	Crisis Racing/ Mobility Scooters Plus	57
5 th	Hollis Motorsport	43
6 th	Rosie Racing/ Steve Walford Motorsport	40
7 th	MIM/Starfish Racing	26
8 th	Team Stinky/Herbee	14

After 2 meetings, Rundle and Sparrow are nearly a win ahead of anybody else in the 2CVParts.com Championship, with the chasing Lambert pairing similarly clear of the rest of the field. But it could only take one DNF for any of them to be caught, and there is still a long way to go in this 2014 season!

Simon Clarke has clawed his way back up to 5th and failing to finish the first race of the year, but the same cannot be said of his 2013 Wayne Cowling, who languishes at the bottom of the table after an awful meeting at Oulton Park and being unable to compete at Croft with a leg injury.

Matt Lambert is top rookie at the moment, but Louis Tyson and Nick Clarke are waiting to pounce should he record a bad result.

The Stickmann Sport Team Championship has undergone a points scoring revamp in 2014, and positions are now also based on the finishing places of cars rather than individual drivers. It's made for a very close fight, with 4 teams pulling clear at this early stage. 6 of the 8 teams have already recorded top 3 team finishes in the races so far, so it's far too soon to predict who will come out on top.

To clarify, the teams are:

Team SeaLion - Cars 1, 57 and 97

Tete Rouge Racing - Cars 33 and 43

Gadget Racing - Cars 6, 24 and 80

Crisis Racing/Mobility Scooters Plus -
Cars 36, 81 and 92

Hollis Motorsport - Cars 10, 70 and 71

Rosie Racing/Steve Walford Motorsport -
Cars 22, 55 and 77

MIM/Starfish Racing - Cars 16 and 89

Team Stinky/Herbee - Cars 11 and 35

2014 SEASON

MAY 17 th -18 th	PEMBREY	2 x 20MINS 1 x 2HRS
JULY 26 th -27 th	CADWELL PARK	2 x 20 MINS
AUGUST 30 th -31 st	ANGLESEY	24HRS
OCTOBER 11 th -12 th	SPA, BELGIUM (NON-CHAMPIONSHIP)	24HRS
NOVEMBER 8 th	DINNER/DANCE, CORBY	

Classic
2CV
Racing Club



AVO
MOTORSPORT



£235 FOR A SET OF 4
INC. VAT
SPECIAL RACE PRICE

2CV
ADJUSTABLE RACE DAMPERS

- ON CAR ADJUSTABLE
- ADJUSTS BOTH BUMP/REBOUND TOGETHER (INDEPENDENTLY AVAILABLE — CALL)
- POLY BUSH MOUNTS
- VALVING DEVELOPED IN CONJUNCTION WITH A NUMBER OF DRIVERS
- FULLY RE-BUILDABLE

TEL: 01604 708101
www.avouk.com

AVO UK, CASSWELL ROAD, BRACKMILLS INDUSTRIAL ESTATE, NORTHAMPTON, NN4 7PL

SolicitorsTitle

Accessible Committed Ethical

Motor Sport Legal Specialists

Help for Drivers

- MSA Tribunals
- Blue book issues

Help for Tracks

- Noise abatement issues
- Planning problems

Special rates for normal legal services to Classic 2CV Racing Club

Tel: 01392 207900
Email: mervyn@solicitorstitle.co.uk



SPARROW
AUTOMOTIVE
Classic & Modern vehicle services

www.sparrowautomotive.co.uk
info@sparrowautomotive.co.uk
 07557 388828

29 years of Citroen experience from 1960 to present

- Friendly service and quality workmanship
- MOT's, repairs, servicing and restorations
- Nationwide transportation service
- Pre-purchase inspections and advise
- Engine conversions and performance upgrades
- Competition cars, built, repaired and set up
- On site fabrication facilities

Discounts available to club members

AS ALWAYS, THANKS TO ALL OUR SPONSORS



AND SUPPLIER PARTNERS



FOR THE LATEST UPDATES VISIT www.2cvracing.org.uk