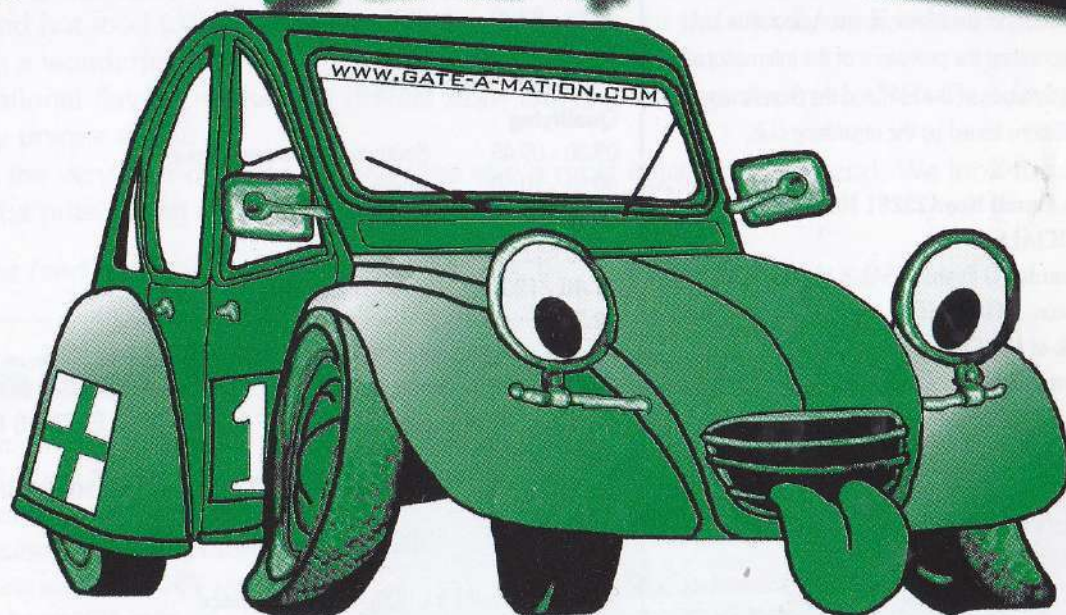


SNETTERTON

2004

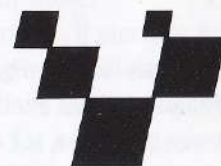


Gate-A-Mation 24 Hour 2CV Endurance Race

**Saturday / Sunday
19th / 20th June 2004**



**OFFICIAL
PROGRAMME
£2**



Snetterton

ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB



Gate-A-Mation 2CV 24 Hour Endurance Race



Snetterton Saturday 19th/Sunday 20th June 2004

This meeting is organised by the British Automobile Racing Club, and held under the General Regulations of the Motor Sports Association Ltd, (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations issued by the organising club.

MSA Permit Nos: 23281 National B OFFICIALS

Stewards: D Evans (MSA), K Harris, M Dixon, P Phillips (T)
Clerk of the Course: G Stewart
Deputy Clerks of Course: C Kellegher, N Price, D Cartwright, J Keenan
Judges: D Davey, T Gough, I Hattersley, F Whatling
Secretary of the Meeting: C Nixon, A Williams (Dep)
Safety Radio: J Baldwin, R Holmes
Chief Marshal: P Phillips, C Bird (Dep)
Chief Startline/Pits: M Palmer, P Savage (Team A), D Uwota (Team B)
Commentators: Lewis Beales, Alan Povey, Alan Hyde
Chief Scrutineer: R Garfitt
2CV Eligibility Scrutineer: Paul Hewer
Chief Timekeeper: A Daff
Medical Officers: Snetterton Circuit
First Aid: Snetterton Circuit
Race Phones: Z Moore
Breakdown Vehicles: Red Rocket Recovery, Reg Bradley Recovery
Marshals and Race Rescue: Members of the BARC and other clubs.

Eligibility may be checked by a member of the Technical Commission listed:-
 C Barnett, R E Bassett, M E Garton, W G Greig, J M Harris, G Hill, J C Hopwood, P Liddle, R J McDonald, C A Mount, P C Riches, S. Vincent.
 These Technical Commissioners will be considered to be "JUDGES OF FACT" within the regulations laid down.

TIMETABLE

FRIDAY 18th JUNE

20.30 - 22.30 2CV night practice

SATURDAY 19th JUNE

Qualifying

09.30 - 09.45 Southern Saloons and Sports
 09.55 - 10.10 Austin Healeys
 10.20 - 10.35 Classic Clubmans
 10.45 - 11.30 2CV

11.40 - 12.20 LUNCH BREAK

12.30 RACING

Race 1: SOUTHERN SALOON & SPORTSCAR SERIES 10 laps
 INCORPORATING TRACK & RACE CARS SALOON CHAMPIONSHIP

Race 2: RAWLES MOTORSPORT AUSTIN HEALEY CLUB RACE 10 laps
 CHAMPIONSHIP

Race 3: FUELFORCE CLASSIC CLUBMANS CHAMPIONSHIP 10 laps

14.30-15.00 Marshals' Break

15.00 Build up to the 24hr 2CV Race

15.10 Pit lane opens

15.25 Pit lane closed

15.55 Start of pace lap

16.00 RACING

Race 4: GATE-A-MATION 2CV 24 HOUR ENDURANCE RACE

SUNDAY 20th JUNE

16.00 FINISH OF RACE

16.45 Presentations in the marquee (Tyrrell's Restaurant)



The promoters reserve the right to amend or cancel the programme or any part of it without prior notice or refund.

RACE VEHICLES:

The British Automobile Racing Club thanks the following for the loan of vehicles:

COURSE CAR:

Renault UK Ltd - Renault Laguna 2.0i Sport Tourer

Editorial: Paul Lawrence, Martin Harrold, Mick Storey

Cover Illustration:

Duncan Tolmie

Originated, printed and produced by Norton Press Printing.
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 Snetterton Circuit, Norwich, Norfolk, NR16 2JU Telephone: 01953 887303

A Unique Race

I welcome you to the 'Gate-A-Mation 24 Hour 2CV Endurance Race' - 2004. Our company is very pleased to be associated with this unique event in British club motor sport, the only 24 hour motor race in the UK.

Today, you'll see 32 Citroen 2CV's, a true icon of motoring history - all specially prepared for the gruelling task of racing twice around the clock. They are very evenly matched, so the drivers will be doing their best to gain a few parts of a second on each lap - and they expect to total 700+ laps in the race. The pit crews will be keeping the cars fuelled and fixed. Behind the pits, the catering crews will be doling out cake and toast, tea and hot food to keep everyone's spirits high. Around the circuit, we have the volunteer safety marshals doing a wonderful job.

To add an international flavour, we've got drivers from USA, Germany, Australia, New Zealand and Ireland. This is a truly unique event.

I wish every team the very best of luck and everyone else a most enjoyable weekend. We look forward to you joining us at the prize giving at 4.45 on Sunday at Tyrrells.

Alan Smith, Director (and driver in the Gate-A-Mation car)

A BRIEF HISTORY IN TIME - 2CV RACING IN THE UK

2CV circuit racing began in this country in 1989. The first meeting was held at Mallory Park with a very respectable grid of 22 cars. It won instant recognition as close, exciting, affordable racing and these are still the main attractions of 2CV racing.

In 1990, the first 24 hour 2CV race was held at Mondello Park, near Dublin. The success of this venture exceeded all expectations and the annual trek to Ireland became a standard feature of the Championship agenda.

For 2003 we found a new home here at Snetterton. The 'Gate-A-Mation' 24 hour race remains the jewel in the crown of the 2CV racing calendar. The uniqueness of the race, being the only 24 hour race in the UK, attracts drivers not normally associated with such quirky cars. We've got Michael Vergers from ASCAR, Alan Gow who organises TOCA, Edd Straw from Autosport, Antony Feltham-White, the racing vicar from Top Gear, to name just some.

Teams have 3 or 4 drivers who may drive for a maximum of three hours. The cars run for about two hours on a 20 lt tank of fuel so teams have a manager to whom the responsibility of pit stop strategy is delegated. The teams also have refuellers, time keepers on the pit wall, mechanics and usually a bossy boots as team manager. If cars stop on the circuit, drivers know that next lap the Safety Car and a tow truck will be on the circuit, slowing the cars down - so they have to make a call about refuelling during this period.

It wouldn't come as a shock to see some teams changing five engines in a race. At 15 minutes an engine change it's quicker than washing the car. Team organisation varies from slick and cool to the bizarre bedlam one may associate with a brothel on Watership



Down - just take a look in the garages. Teams muck in and help each other out, even to the point of lending each other engines during the race.

The opportunity to race at night is offered to only a few circuit racers in their entire career. Regarded by some as being intensely romantic (really? Ed.) it is a special experience; rain at night is particularly challenging. There is much bravado "I particularly enjoy the night and rain" he lied. Many drivers enter out of curiosity and deny they take it seriously - yet most return for more.

As is the tradition with 24 hour races, it starts at 4pm, and 24 hours later, numerous engines will have been assassinated, a few gearboxes will have baulked once too often and Firestone will have orders for a few dozen more articles of precision rubber. Many thirsty safety marshals, drivers and crew will be quietly sipping a small sherry, complimenting each other on their team's performance or to contemplate whether gudgeon pins should be pink and associated similar intellectual speculations.

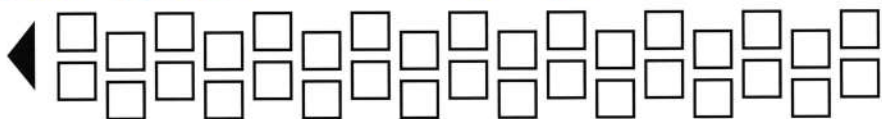
Race 1 SOUTHERN SALOON & SPORTSCAR SERIES

10 Lap
incorporating TRACK & RACE CAR SALOON CHAMPIONSHIP
Round 5 Standing Start

No.	Driver	Town	Entrant	Car	cc
Class A:					
37	Roger Quantrill	Norwich	Driver	Ford Capri	3500
44	Rod Birley	West Kingsdown	Now Garages	Ford Escort WRC	2000
Class B:					
25	Derek Parker	Orpington	HP Motorsport	Caterham Seven	1400
27	Kristian Waite	London	Second Time Round	Ford Sapphire Cosworth	2000
43	Jason Watkins	Chelmsford	Driver	Ford Fiesta XR2	1600
Class C:					
7	Barry Barnes	West Kingsdown	Driver	Toyota Carina E GTL	1998
12	Graham Brindley	Cannock	Driver	Ford Sierra Cosworth	1998
63	Greg Pye	London	Driver	Alfa Romeo Sud-Sprint	1800
64	Andy Wickens	Burgess Hill	Team Also Ran	Ford XR Mk 3	1971
84	Bruce McKie	Bexleyheath	Driver	Peugeot 205 GTI	1905
Class D:					
69	Martin Lewis	Towcester	Martis Racing / Martin St John Mobile Discos	Ford Fiesta XR2	1600
Class E:					
90	Richard Brent	Bristol	Driver	Peugeot 205 GTI 1.9	1905

4 KEVIN CLARKE
67 RAY BURROW

87 28
89 95



TONY BEASIC

LAP RECORD

All classes: To be advised

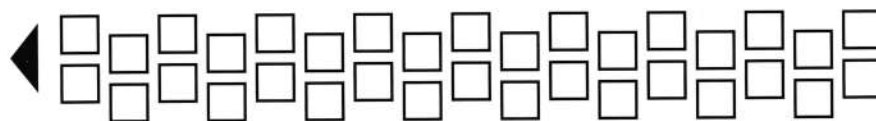
RESULTS

1st	2nd	3rd	4th	5th	6th	7th	8th	9th
10th.....11th.....12th.....Winner's Time.....Speed.....								
Class A: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								
Class B: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								
Class C: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								
Class D: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								
Class E: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								

Race 2 RAWLES MOTORSPORT AUSTIN HEALEY CLUB RACE CHAMPIONSHIP

10 Laps
Standing start
Round 5

No.	Driver	Town	Entrant	Car	cc
Class B:					
18	Robert Rawe	London	Driver	Austin Healey 3000	3000
42	Bill Rawles	Alton	Driver	Austin Healey 3000 Mk II	2962
52	Hugo Holland-Bosworth	London	Driver	Austin Healey 3000 Mk I	2993
Class C:					
4	Mark Lister	Clanfield	Driver	Austin Healey Sprite 3	1330
26	Brian Bedford	Thorpe Bay	Driver	Austin Healey Mk 2 Sprite	1293
32	Andrew Actman	Beckenham	Driver	Austin Healey Sprite	1310
Class D:					
8	W. John Harris	Blackwood	Driver	Austin Healey Sprite Mk I	1380
22	David Jenkins	Cowfold	Driver	Austin Healey Frogeye Sprite	1380
40	Paul Grainger	Sidcup	www.paulgrainger.co.uk	Austin Healey Sprite	1275
66	Pete Taylor	South Woodham	Driver	Austin Healey Sprite Mk I	1275
Class E:					
69	Marc Campfield	Godalming	Driver	Austin Healey Sprite Mk II	1340
87	Ian Permain	Witley	Driver	Austin Healey Sprite TT	1330
Class E:					
9	Patrick Harris	Seaford	Driver	Austin Healey Frogeye Sprite	1380
10	Christian Andrew	Lillingstone Lovell	Driver	Austin Healey Frogeye Sprite	1380
20	Anthony Bolton	Leicester	Driver	Austin Healey Sprite (Sebring)	1380
34	Nigel Adams	Stourbridge	Driver	Austin Healey Sprite	1380
41	Mike Thorne	Blockley	Driver	Austin Healey Frogeye Sprite Mk I	960



LAP RECORD

Class A: Sandy Glen (Austin Healey) 27/7/97: 1:28.62, 79.29mph/127.61km/h
Class B: Bruce Montgomery (Austin Healey 3000 Mk11) 27/7/03: 1:23.95, 83.70mph/134.70km/h
Class C: Mark Lister (Austin Healey Mk111) 27/7/97: 1:31.32, 77.02mph/123.82km/h
Class D: Mike Johns (Austin Healey Sprite) 20/4/96: 1:25.17, 92.50mph/132.78km/h
Class E: John Hughes (Austin Healey Sprite) 27/7/03: 1:25.88, 91.81mph/131.67mh/h

RESULTS

1st	2nd	3rd	4th	5th	6th	7th	8th	9th
10th.....11th.....12th.....Winner's Time.....Speed.....								
Class A: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								
Class B: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
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Class C: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
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Class D: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
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Class E: 1st.....2nd.....3rd.....Winner's Time.....Speed.....								
Fastest Lap: No. Time Speed.....								

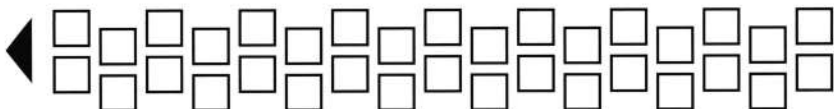
No.	Drivers	Entrant	Car	cc
2	Phil Myatt Edward Mason Graham Wallace	Dead End Racing with Myatts.co.uk	Citroen 2CV	602
4	Wayne Cowling Ainslie Bousfield Simon Clarke Colin Stancombe	Team Gadget Racing	Citroen 2CV	602
7	Pete Cardell-Williams Mick Storey Andy Findlay Andrew Smith	Rocket Dog Racing	Citroen 2CV	602
8	Trevor Williams Christian Callander Simon Turner Shaun Morris	Tete Rouge Racing 1	Citroen 2CV	602
10	Clive Garnham (AUS) Michael Gartside Andy Jenkins Simon Melber	Extreme Novices with Clockwork Orange	Citroen 2CV	602
11	Steve Panas Colin Whiteley Gary Adnitt David O'Keefe John Davis	Stealth Racing with AVO Shocks	Citroen 2CV	602
17	Antony Feltham-White Said Baloui (D)	Frome 2CV Centre with AMT Coffee	Citroen 2CV	602
18	Christine Thompson Neil Savage Chris Yates	Team Stinky	Citroen 2CV	602
20	Stuart Dean Peter Smith Kevin Raymond (F) Howard Maguire	Imbroglio Racing	Citroen 2CV	602
21	Derek Coghill Bill Murray Tom Allam	Red Nose Scotland for Cancer Research	Citroen 2CV	602
22	Francis Rottenburg John Rainger Steve Jaques Colin Vallance-Owen	Ecurie Cheveaux Blancs	Citroen 2CV	602
24	Michael Higson Ian Gibbon Willie Patterson Alec Graham	Armageddon	Citroen 2CV	602
26	Aubrey Brocklebank Julian Griffin Philip House Andre Severs	Aubrey Brocklebank	Citroen 2CV	602
27	Norrie Taylor Alan Gow (Aus) Hazel Taylor	Shark Attack	Citroen 2CV	602
32	Graham Harper Ken Thompson Craig Patrick <i>TOM GRAY</i> Scott Brennan	RAMBO	Citroen 2CV	602
55	Angus Duke Keith Padmore Nick Padmore Andrew Newman	Formula 1 (£)	Citroen 2CV	602

No.	Drivers	Entrant	Car	cc
58	Tim Williams Matt Riley Michael Vergers (NL)	Riley Williams Racing with Morris Lubricants	Citroen 2CV	602
59	Andrew Pirt Alan Smith <i>RICH DALTON</i> Greg Wheeler	Team Gate-A-Mation	Citroen 2CV	602
60	Steve Storey Alan Maynard Lol Pilfold Andy Tidy	Deckchair Racing with Thames Valley Tool Hire	Citroen 2CV	602
62	Paul Ravenhill James Grantham Steve Ellerby	Team Monkfish	Citroen 2CV	602
63	Paul Robertson Pete Sparrow Neil Thompson Roy Eastwood	Tete Rouge Racing 2	Citroen 2CV	602
67	Julian Winn Luke McSweeney Jon Twidale Gary Byatt	Lucky Jon Racing	Citroen 2CV	602
68	David Teale Muir Johnson Richard Dalton <i>ALAN SMITH</i>	Team Traleda	Citroen 2CV	602
69	Paul Taylor Simon Pearson Tim Dodgson	MRB Racing	Citroen 2CV	602
70	Glenn Burtenshaw Iain Milligan Peter Ritchie Robin Webb	Viscom Motorsport	Citroen 2CV	602
71	Richard Hollis Matthew Hollis Mike Cooper	Hollis Motorsport	Citroen 2CV	602
77	Derek Harnett (IRL) Mike Hynes Cormac Casey	Paradise Racing	Citroen 2CV	602
88	Katie Croucher Stewart Croucher Jon Frankel Graham Taylor	Team Dolly with www.misspolly.co.uk	Citroen 2CV	602
90	Claire Furnell Guy Loveridge Clive Bergman Matt Shepherd	French Frogeye Automobile Racing Team	Citroen 2CV	602
97	Martin Harrold Edd Straw Jeremy Clark Bruce Trenery (USA)	Team FINE PRINT with InkFlow and Drytac	Citroen 2CV	602
98	Terry Clark Steve Hindle Campbell McClory Mark Harris (CH)	Racing For England with www.crash.net	Citroen 2CV	602
101	Patrick Collier Maurice O'Reilly (NZ) Steve Pfeiffer (USA) James Hewes	Team Collier Racing	Citroen 2CV	602

RESULTS

1st.....2nd.....3rd.....4th.....5th.....6th.....7th.....8th.....9th.....
10th.....11th.....12th.....Winner's Time.....Speed.....
Fastest Lap: No. Time Speed.....

No.	Driver	Town	Entrant	Car	cc
Class A:					
1	Peter Harper	Sheffield	Driver	Mallock Mk 20B	1700
2	Ray Harper	Chesterfield	Driver	Phantom P79	1700
3	Mike Hickson	Herford (D)	Seymour Racing	Mallock Mk 20B	1700
4	Ray Mallock	Northants	Driver	Mallock U2 Mk 11G	1700
5	Gavin Childs	Kettering	RACINGCHILDS	Gryphon C73/75	1700
7	Reg Powell	Brookwood	Driver	Pink Panther Gryphon C73	1700
26	Robin Booth	Bolton	Driver	Mallock Mk 20B	1700
27	Finley Bason	Fowey	Driver	Myers Special	1700
30	Malcolm Jackson	Evesham	Driver	Mallock Mk 20B	1700
11	DAVID CHILDS				
Class B:					
23	Philip O'Halloran	Hersham	Vegantune Motorsport	Mallock Mk 20B	1600
44	Ian Mitchell	Maiden Newton	Driver	IM Mk I	1600
55	Mike Gurr	Bishops Stortford	HuntsPeugeot.com	Mallock Mk 18BW	1600
60	Steven Chaplin	Bledlow	Driver	Mallock Mk 14	1600
66	Barry Webb	Redditch	Driver	Mallock 16 BW	1600
68	Dave Facer	Chelmsford	Driver	Mallock Mk 18BW	1600
69	Alan Davenport	Newbury	Beech House Motorsport	Mallock Mk 18	1600
21	MARK CHARTERS				
Class D:					
82	Stephen Clamp	Sawtry	Racing for St Thomas' Lupus Trust	DRAT F1300	1298
93	Richard Hypher	Trenton (CAN)	Roberts Bell Engineering	RAE Type E1	1300



LAP RECORD

Class A: Ray Harper (Phantom P79) 3/6/01: 1:13.12, 96.10mph/154.66km/h
Class B: Malcolm Jackson (Mallock Mk20B) 14/9/03: 1:19.046, 88.90mph/143.07km/h
Class D: Greg Robertson (Tasman 3) 30/6/02: 1:18.07, 90.01mph/144.85km/h

RESULTS

1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....	7th.....	8th.....	9th.....
10th.....	11th.....	12th.....	Winner's Time.....	Speed.....				
Class A:	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....			
	Fastest Lap: No.	Time.....	Speed.....					
Class B:	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....			
	Fastest Lap: No.	Time.....	Speed.....					
Class D:	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....			
	Fastest Lap: No.	Time.....	Speed.....					

CHAMPIONSHIP INFORMATION

Fuelforce Classic Clubmans Championship Permit No. CHR 04044

The 2004 Fuelforce Classic Clubmans Championship is organised and administered by the British Automobile Racing Club, is being contested over 10 rounds and is for competitors participating in non-standard cars, either open two-seat front-engined Clubmans cars with cycle-type front mudguards which were manufactured and raced before 31/12/1980 or front- and rear-engined Classic Formula 1300 cars.

Classes: **A** - Pre '80 chassis with 1700cc Ford X-Flow full race engine; **B** - Pre '80 chassis with 1600cc Formula Ford X-Flow full race engine; **C** - Pre '70 chassis with 1600cc Ford pre-X-Flow full race engine; **D** - Formula 1300 cars with 1300cc Ford X-Flow full race engine; **E** - Invitation class for Clubmans (type) cars, which will be allowed to race only at the specific invitation of the Classic Clubmans Standing Committee of the Clubmans Register.

Points scoring at each round in each class (subject to number of starters): 10 8 6 4 2 plus 1 for fastest lap and 1 for pole position, plus 1 for a race start and 1 for a race finish. The totals from all qualifying rounds run less 2 will determine final championship points and positions.

Awards at each round: Garland and Trophy to class winners; Championship - Trophy to overall winner, Trophies to class winners.

Qualifying rounds: April 12 Silverstone; May 2 Mallory Park; May 22/23 Brands Hatch Indy; June 19 Snetterton; July 24 Oulton Park Island; August 7 Castle Combe; August 22 Snetterton; September 25/26 Pembrey (double header); October 10 Thruxton.

Positions after Brands Hatch 23 May, round three:

1 Barry Webb	42
2 Malcolm Jackson	27
= Mike Hickson	27
= David Childs	27
5 Ian Mitchell	20
= Dave Facer	20

Rawles Motorsport Austin Healey Club Championship Permit No. CHR 04038

The 2004 Rawles Motorsport Austin Healey Club Championship is organised and administered by the British Automobile racing Club, is being contested over 9 rounds, and is for competitors participating in Healey, Austin-Healey and Jensen Healey vehicles.

Classes: **A** - Road-going Big Healey; **B** - Modified Big Healey; **C** - Full Road-going Sprite; **D** - Semi-modified Sprite; **E** - Modified Sprite; **F** - Road-going Jensen Healey; **G** - Invitation Class.

Points scoring at each round in each class (subject to number of starters): 10 8 6 5 4 3 2 1 plus 3 points for practising, 1 for fastest lap in practice and 1 for fastest race lap. The totals from all qualifying rounds less 2 will determine final championship points and positions.

Awards at each round: Garland to class winners; Championship - Trophy to overall champion.

Qualifying rounds: April 17/18 Pembrey; May 2 Mallory Park; May 22/23 Brands Hatch Indy; May 31 Oulton Park; June 19 Snetterton; July 4 Thruxton; August 15 Cadwell Park Full; September 11 Silverstone; October 10 Donington Park

Positions after Brands Hatch 23 May, round three:

1 Nigel Adams	38
2 Hugo Holland-Bosworth	33
= Patrick Harries	33
4 Mark Lister	32
5 Andrew Actman	30
6 David Smithies	29
= Gordon Elwell	29

Track & Race Car Saloon Championship

The 2004 Track and Race Car Saloon Championship, organised and administered by the British Automobile Racing Club's South Eastern Centre, is being contested over 13 rounds and is for competitors participating in Saloon and Hatchback cars which have been derived from cars homologated in FIA Appendix 'J' Group A (N) or Appendix 'J' 1981 Group 1, or from any car which the MSA has verified as having been produced in minimum homologation quantities, and detailed on an MSA National Homologation form (Production Car specification sheet).

Classes: **A** - Unlimited cc and four-wheel drive vehicles, modified as per Technical Regulations; two-wheel drive manufactured race saloon cars and saloon cars built or fitted with transaxles, unless originally homologated for that model; **B** - Modified Saloons 2001cc and over, Forced Induction 1600cc and over; **C** - Modified Saloons 1601cc to 2000cc, Forced Induction up to 1600cc, Road-Going 2000cc and over, Forced Induction Road-Going 1601cc and over; **D** - Modified Saloons up to 1600cc, Road-Going up to 2000cc, Forced Induction Road-Going up to 1600cc; **E** - Restricted to Highway Saloon members only. To be eligible as a road-going saloon or hatchback or for Class E, cars must have a current MOT certificate and the car should be in a condition capable of obtaining such certificate when presented for scrutineering, practice and racing. The car should be road legal in all respects with the exception of the requirement for current Road Fund Licence and Insurance.

Points scoring in each class at each round: 24 20 16 14 12 10 8 6 4 2 plus one point for each competitor beaten in class. The best 10 scores by a competitor from all rounds held will determine final championships points and positions.

Qualifying rounds: April 3 Silverstone National; April 24/25 Silverstone Stowe; May 8 Lydden Hill; May 29/30 Silverstone Stowe; June 19 Snetterton; July 3/4 Snetterton; July 17 Lydden Hill; August 7/8 Lydden Hill; August 28/29 Silverstone Stowe; September 11 Lydden Hill; September 19 Mallory Park; October 2 Brands Hatch; October 23/24 Silverstone Stowe.

Snetterton

A Mechanics Tale

The following is an account from Al Hoddit and Hugh Hittit, the mechanics of one team competing in the 2003 24 hour race. For obvious reasons of self preservation, the team has asked for the account to be kept anonymous.

The 24 hour is by definition a long race. 24 hours at an average of 60 mph over a 2 mile circuit? Yes, that's more than 1400 miles. How much servicing does your road car need in 1400 miles? Al and Hugh are experienced 2CV builders, tuners, drivers and benders and knew they would find tiptop levels of expertise, the best of equipment and the finest tools. The trouble was they didn't find them in the pits they were in!

After the race the intrepid duo decided to compile this list of useful 'poptastic tips' to help others who might be thinking of taking up 2CV racing. After all, a little insider information can be very handy if you are taking up a new sport for the first time.

- Driving a car with 40 mm ground clearance regularly onto 50 mm kerbs enhances reliability.
- If you're going to repair a French car for 24 hours, take an all imperial toolkit.
- Keeping within the formula, reduce the weight of the car by whatever means are possible. Remove trim, all extra fittings, drill holes, cut down over-long bolts etc. But, whatever you do, don't say anything to offend your lardy driver.
- Keep your best engine as a spare. Make sure that your other spare engine is the one which hasn't been touched since the last 24 hour.
- For the first carburetion tests, ensure that your car has no primary main jet.
- Take spare points and condenser. The rusty ones out of the old engine you threw in the skip will be ideal.
- Make sure the two into one exhaust covers up access to the brake pads.
- Put sharp, jaggy things in the loose socket drawer of the toolbox.
- After loosening lots of wheel nuts, don't tighten them all back up.
- Ensure that the jack goes up when pumped. One which stays up while you work on the underside is even better.
- After raising the compression ratio to 10.5:1, flowing the heads and fitting a free-flowing exhaust system, fit standard road-temperature sparking plugs.
- If running a media-sponsored racing team who need to trumpet all their achievements, make sure your 22 minute engine change is described as a 12 minute engine change.
- Wheel-spinning out of the pits can save milliseconds. Tyre changes take two minutes.
- Whenever adjustments are being made, do keep reminding the mechanic that 'that's not what they say in Haynes.'

Your pit crew need careful attention too. Drive into them, make them feel wanted. Give them collapsing chairs to sit on, yes, the ones which collapse when they sit on them. Make sure there is at least one team member who gets up the nose of all the others. Fireproof overalls, balaclava and gloves are compulsory for fuellers and firemen. Mechanics should wear nylon shorts and flip flops. Mechanics will understand what the driver wants much better if shouted and screamed at. After all, many mechanics have three year olds of their own.

But, now, a few facts about the cars.

It's quite easy to convert a donor car into a racer. There is an abundance of spares available, all quite cheap. The cars are mechanically straightforward and the work allowed on the component parts is limited.

Engine compression may be raised by fitting 9:1 pistons and some basic (very cheap) machining of the heads and cylinder barrels to specified dimensions. You are allowed to port the heads, use whatever exhaust you like, lighten the flywheel and fit electronic ignition. You now need to fit a club camshaft but the rest of the engine must remain standard, as do the gearbox, brakes and carburettor.

The cars are lowered (by about five inches!), fitted with stiffer springs and lightened. The minimum weight of 640 kg includes the driver and can be achieved by many means from reducing component weight to diet. Having the driver included in the overall weight means that all compete on the same level, whether you are anorexic or your nipples span multiple timezones. The tyres are Firestone, usually 145 x 15, so not much rubber on the road.

Top speed has now risen to around 95mph in the quicker cars, which is quite remarkable for a 2CV.

But this is only part of the story. The cars are eminently repairable. Mick Storey's car was once bounced off a Pembrey tyrewall at some ridiculous speed resulting in a bent chassis, broken steering rack, damaged engine and gearbox. All these parts were changed, the chassis straightened, car re-scrutinized and back on the track within two hours. Everyone rallies round to help and the camaraderie is excellent.

2CV 24 Hour RACE PREVIEW

At 4pm on Saturday a grid full of drivers, all suppressing a dreadful desire to use the toilet, will be embarking on the 24 hour adventure. They will face the terror of continual cornering on the brink of catastrophe while tense team members in the pits are picking their noses.

And then we have the ladies. These are not your normal ladies, the ones who queue for an hour at Tesco's, then demonstrate complete surprise at the fact they have to pay and then spend another five minutes looking for the purse. No, these are the women fashioned in the mould of Bodicea, Queen of the Iceni - leather clad, chain mailed and often seen with whips.

To preview some of the teams, I have taken current championship positions.

PHILIP MYATT - Philip is the current championship leader having won four of the opening rounds. He has reformed 'Dead End Racing' in a bid to dominate this event. Philip's profession results in him dealing with dead people. It's a business in which he has a large stake (*tasteless.Ed.*). One could expect the fearless nature of a zombie to be the greatest characteristic of his team, but he's gone one better and returned with Ed Mason, a retired tycoon from Malvern and Graham Wallace, direct descendant of Braveheart and brother of Andy Wallace who drove the Zytex at Le Mans last week.

WAYNE COWLING - currently running second in the 2CV championship. Team Gadget racing is owned, managed and generally flagellated senseless by Wayne, who lives near Wisbech. He is a shy and retiring property magnate in the mould of Howard Hughes. To help him to certain victory he has recruited Ainslie Bousfield, from last year's winning 'BAPS Racing' and a sticky label salesman from Ramsey Forty Foot (no I'm not making this up). Also enlisted are chief ringers Colin Stancombe and Simon Clarke. The public face of Colin and Simon states they are returning for the camaraderie of Wayne's team, but everyone knows it's the abundant flagellation which they crave.

PETE SPARROW - double 2CV champion and winner of the 24 hour race on numerous occasions, Pete is currently third in the championship in the Fine Print car. Pete is fond of wearing leather and often looks as if he has got dressed for a fancy dress party in the dark. This year he has joined Tete Rouge racing led by Paul Roberston. Neil Thompson and series sponsor Roy Eastwood make this a very strong team. It's often said of Yorkshiremen that if you want to know your shortcomings you won't find more helpful people.

SIMON PEARSON - Simon stole the third championship place from Mick Storey last year after sawing through his throttle pedal at Donington Park. Simon can be recognised as he looks as if he has just survived a mining disaster. Simon is currently fourth in the championship and he has teamed up with 2CV Racing Club Secretary Paul Taylor and mad scientist Tim Dodgson to form MRB racing. They would have a good chance of winning if it wasn't for Simon's wiring.

ANDREW SMITH - a relative newcomer to 2CV racing, but consistent performance sees him lying fifth in the championship. Andrew has teamed up with 'Mad Pete' Cardell Williams of 'Rocket Dog Racing'. It's not clear why he's mad as he has a certificate to prove himself sane and wearing jackets the wrong way round with sleeves tied is of course very fashionable. The team is rounded off with Andy Findlay, collector of businesses and connoisseur of fine wines and Mick Storey, well known for good looks, as a fashion icon, and all round sex god. (*he can't be serious. Ed.*)

TREVOR WILLIAMS - Trevor is club Chairman and currently lying 6th in the championship. He has rejoined in Tete Rouges' second car following his successful run last year. Trevor joins Simon Turner, a man who always looks like he has just stepped out of the hairdressers. Team mates are Shaun Morris, a man

who has taken to wearing disguises on bin day, and Christian Callander, who was fully formed when he burst from his mother's stomach and skittered off down the drain to re-emerge in Essex to wreak havoc and distress on Sassenachs.

CHRISTINE THOMPSON - currently 7th in the championship. Christine married Neil (see Tete Rouge 1) at a secret location last year. In return for Neil's undying affection Christine promised to give verbal abuse and occasional legal problems. Chris Yates and little brother Neil Savage join Christine in 'Team Stinky'. This is literally a dark horse team as Neil himself is the fourth horseman of the Apocalypse.

MATTHEW HOLLIS - has entered with brother Richard and Mike Cooper in what would last year have been named 'Team Disaster'. They entered two cars, one of which was written off and the other would have been had it been insured. This is an excellent team that deserves some good luck. However, if things don't go well it's worth a look down their pit to see their expressions. This is how a spider looks when it tries to fart through its ears.

STEVE PANAS - at the time of writing Steve has won the award for 'most imaginative team name' of 'Steve Panas' (*now Stealth Racing. Ed.*). Steve won the race last year and has teamed up with fellow winner and current 2CV champion Gary B Adnitt, Colin 'Sprightly' Whiteley and David O'Keefe. The latter three have been ostracised to the Belgian 2CV race series where they have tasted the sweet smell of success, unfortunately the smell is always a mixture of garlic, chips and flatulence.

JON DAVIS - currently 10th in the championship and famous for two things. One is that he's rarely seen travelling in a straight line and the other involves the club nude calendar but for reasons of litigation I can't write it down here. It's therefore surprising to see him teaming up with the nice Top Gear 'Racing Vicar' Antony Feltham-White who got pushed into a serious 'off' in the Top Gear car last year and Said Baloui from Germany.

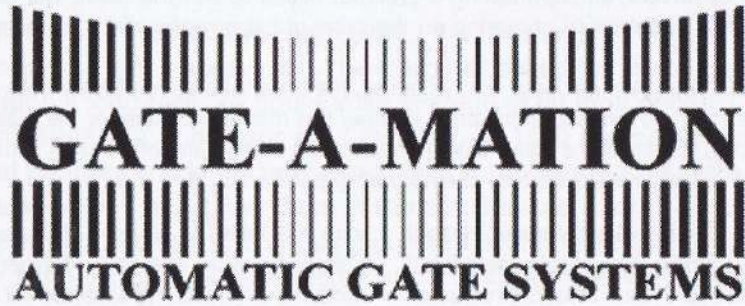
Other teams capable of winning this event come from the near colonies. Hadrian clearly wasn't up to the job and once again we have **Shark Attack**, **Rambo** and **Red Nose Scotland** amongst teams from above the snowline coming to do battle. Alan Gow, of TOCA fame, is back in Norrie Taylor's Shark Attack team. Alan isn't here for the adventure of the race; it's the challenge of understanding what Norrie says that he finds so fascinating.

From Birmingham is **Team Fine Print**. Led by Martin Harrold (*born in Norwich. Ed.*), the man who has done more than anyone to stage this event, the team consists of Edd Straw of Autosport, Jeremy Clark from Attleborough and Bruce Trener, a classic racing car dealer from USA. They have a great crew and could be in for a good result if the drivers can stay off the kerbs at Russell.

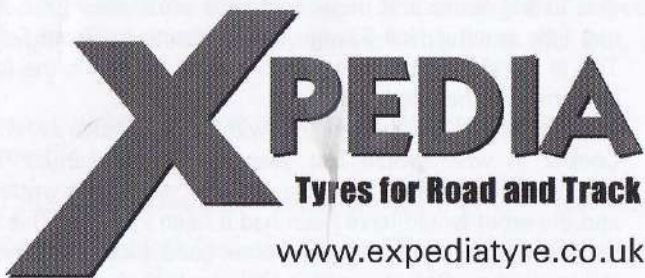
So, sit back and watch disasters unfold before your eyes. This is the pinnacle event in what is the best of British budget motorsport.

Mick Storey (Past 24 hr winner)

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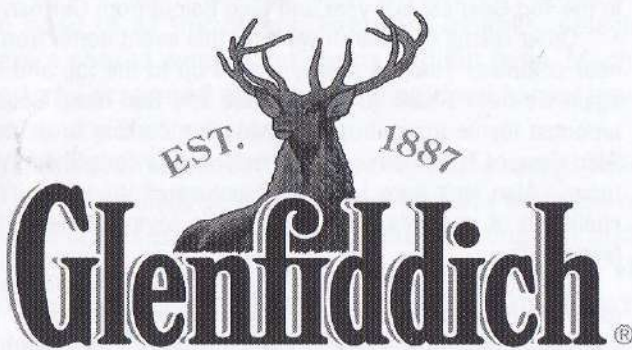
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