



BRITISH AUTOMOBILE RACING CLUB
SOUTH EASTERN CENTRE

♥ "Valentines Day" ♥
Championship Rallycross Meeting
Lydden Hill Circuit
Saturday 14th February 2004





This meeting is promoted by the
South Eastern Centre
of the **British Automobile Racing Club**
327 King Henry's Drive, Croydon, CR0 0AF Tel: 01689 843830

FLAG SIGNALS

National Flag: This is used to start races in the absence of electric starting lights, and where races have split starts.

Yellow/Steady: Danger ahead, no overtaking, slow down.

Yellow/Waved: Great danger ahead, no overtaking, slow down and be prepared to stop.

Yellow with Red stripes: Slippery surface ahead.
Green: Proceed, hazard indicated has been cleared. Also shown at marshals posts to indicate their positions to competitors on the first lap of all practice sessions.

White: Service vehicle or very slow moving car on circuit.

Red: Stop racing, proceed slowly to pits or startline as instructed by marshals.

Black/Orange Disc displayed with White number: Warning of mechanical failure or of a fire which might not be obvious to the driver. Call into pits immediately.

Black/White Rectangular displayed with White number: Warning to driver that his behaviour is suspect and he may be black flagged.

Black displayed with White number: Driver must return immediately to the paddock and report to the Clerk of Course.

Black and White Chequered: End of race.

This meeting is governed by the General Competition Rules of the Royal Automobile Club Motor Sports Association Ltd., incorporating the provisions of the International Sporting Code of the F.I.A., additional Supplementary Regulations and any written instructions the promoters/organisers issue for the event.



Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk. It is a condition of your presence that you will obey the instructions of Marshals in relation to the Safety of yourself and others

THEY ARE CONCERNED WITH YOUR SAFETY

MSA Permit Nos: NAT B
21265 (Rallycross)
23002 (Minicross)

Lydden Circuit Ltd, Wootton, Nr. Canterbury, Kent CT4 6RX
Circuit Manager: Pauline Santer
Telephone: 01304 830557 Fax: 01304 831715

Animals are permitted in the circuit, but not encouraged. They must be kept on a short lead at all times and under the direct control of an adult. At no time are they to be taken into the competitors' paddock area. Instances of animals left unattended in parked cars will be reported to the Police.

SPECTATOR NOTICES

Prohibited Area Notice: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any persons found trespassing, or wilfully damaging trees, shrubs, fences, etc., will be prosecuted by Lydden Circuit Ltd.

Litter: Please do not leave litter about the ground, place in the bins provided, or take it with you.

This is a Race Track, the roads outside are not. Please drive with caution when leaving the grounds, giving consideration to other road users and pedestrians.

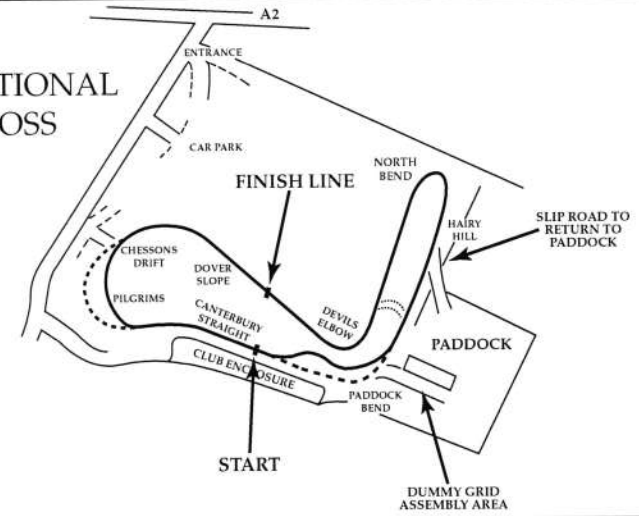
PLEASE NOTE

It is a condition of planning permission granted to Lydden Circuit that there be no engine noise prior to 09.00 on Weekdays and Saturdays, and 12.30 on Sundays, and at all times noise must cease at 18.00. Competitors, officials, marshals and traders are forbidden from enter or leaving the circuit via Wootton Village. Enter and Exit via A2 ONLY.

PROGRAMME and COPYRIGHT

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LYDDEN INTERNATIONAL RALLYCROSS CIRCUIT



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Les Beer, Peter Watkins (BARC)

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Anthony Watts

DEPUTY CLERK OF COURSE

Andy Ratcliffe, John White

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Reg Collins

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Hot Rod Signing-On & Liaison:

Rod and Sue Birley

RADIO CONTROL

John Baldwin

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SCRUTINEERS

C Barnett i.c., Colin Brown, Steve Cobbold,
Mike Hibbins

ENVIRONMENTAL SCRUTINEER

Alan Blissett

CHIEF MARSHAL

Paul Phillips

CHIEF STARTLINE MARSHAL

Wayne Middleton

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RACE RESCUE UNIT

BARC South Eastern Centre

AMBULANCE

St John Ambulance

COMMENTATOR

Alan Povey

RECOVERY VEHICLES

Colin Faulkener, Gary Pilcher

OUR THANKS

The BARC South Eastern Centre is very grateful to the following for their support today:
Quaife Engineering - Trophies to first three in Challenge Finals and Fastest time by Stock Rod and Stock Hatch in heats

NOW Garages of Croydon - Bottle of Bubbly for Unluckiest Driver in each Challenge team

Birley Engineering Supplies, West Kingsdown - "Goody Bags" to members of each Challenge Team

Kent Aluminium - Hardest trier from both Challenge teams

BEST Promotions - "Best Presented Car" Award in Stock Hatch and Stock Rod

Lydden Valentine Rallycross Meeting
A Round Of The:-

A round of the 2004 BTRDA Clubman's Rallycross Championship
and 2003/2004 BARC South Eastern Centre Winter Rallycross Championship

TIMETABLE

Practice from 9 am. Races start immediately at end of practice.

RACES - 3.5 LAPS

RACE 1	JNR MINICROSS	ROUND 1	RACE 12	JNR MINICROSS	ROUND 2
RACE 2	MINICROSS	ROUND 1	RACE 13	MINICROSS	ROUND 2
RACE 3	MINICROSS	ROUND 1	RACE 14	MINICROSS	ROUND 2
RACE 4	STOCK HATCH	ROUND 1	RACE 15	STOCK HATCH	ROUND 2
RACE 5	STOCK HATCH	ROUND 1	RACE 16	STOCK HATCH	ROUND 2
RACE 6	STOCK HATCH	ROUND 1	RACE 17	STOCK HATCH	ROUND 2
RACE 7	RALLYCROSS	ROUND 1	RACE 18	RALLYCROSS	ROUND 2
RACE 8	RALLYCROSS	ROUND 1	RACE 19	RALLYCROSS	ROUND 2
RACE 9	CHALLENGE	ROUND 1	RACE 20	CHALLENGE	ROUND 2
RACE10	CHALLENGE	ROUND 1	RACE 21	CHALLENGE	ROUND 2
RACE11	CHALLENGE	ROUND 1	RACE 22	CHALLENGE	ROUND 2

FINALS - 4.5 LAPS

RACE 23	JNR MINICROSS	ROUND 3	FINAL 1	STOCKHATCH	'C' FINAL
RACE 24	MINICROSS	ROUND 3	FINAL 2	MINICROSS	'B' FINAL
RACE 25	MINICROSS	ROUND 3	FINAL 3	STOCK HATCH	'B' FINAL
RACE 26	STOCK HATCH	ROUND 3	FINAL 4	MINICROSS	'A' FINAL
RACE 27	STOCK HATCH	ROUND 3	FINAL 5	RALLYCROSS	'B' FINAL
RACE 28	STOCK HATCH	ROUND 3	FINAL 6	STOCK HATCH	'A' FINAL
RACE 29	RALLYCROSS	ROUND 3	FINAL 7	JNR MINICROSS	FINAL
RACE 30	RALLYCROSS	ROUND 3	FINAL 8	RALLYCROSS	'A' FINAL
RACE 31	CHALLENGE	ROUND 3	FINAL 9	CHALLENGE	'B' FINAL
RACE 32	CHALLENGE	ROUND 3	FINAL 10	CHALLENGE	'A' FINAL
RACE 33	CHALLENGE	ROUND 3			



• Kirk Twyman took his first Stock Hatch win last time out at Lydden.

© Kerry Dunlop

Stock Take At Lydden

The South Eastern Centre of the BARC welcomes you all to Lydden for our first event of the season – especially the drivers and friends with the Spedeworth Stock Rod team who performed so well here this time last year.

In fact they did so well that they clinched the series after the return match at Ipswich, so this time our Stock Hatch heroes will be out for revenge! Saloon car and former hot-rod champion Rod Birley, co-ordinator of the challenge match, takes a closer look at the Quaife Engineering series later in the programme.

In the meantime, what else can we look forward to? Well, despite all the urgent preparations for the British Championship which starts next month we have quite a strong rallycross entry.

States-based Brit Mark Williams is at the top of the list with his Mitsubishi Lancer RS, while at the opposite end of the capacity scale we have the giant-killing Mini of Russell Crampton who clinched third overall last time when he surged past Mark Watson and Barry Stewart in one move.

Overall winner last December was Dave Mountain who prepares the engine in Phil Collard's Ka and decided to take over the hot seat for the day. Now the owner of the little red shed, a former Minicross champion, will be hoping to repeat the feat (sorry Phil, I know it's beautifully prepared really!)

Terry Moore makes a welcome return to his home circuit, while the experienced Allan Tapscott always goes well here – and Brian Thornton could spring a surprise as well. So as far as I am concerned all bets are off on this one as I haven't a clue, except that it could be red and it isn't really a shed . . .

Today's Racing by Kerry Dunlop and Rod Birley

On the other hand, John Cross, who had been a doubtful starter due to family illness in Italy might be able to race after all, in which case things might turn out very different.

In the Minicross category Tristan Barden dominated last time until he was beaten off the line in the Final by the ultimate winner, Ken Moss, so the Ashford heating engineer could be frothing on the front burner at gas mark nine today. But there is more opposition this time – watch out for Nigel Blanks in the car formerly owned by champion Garry York.

As Junior Minicross champion Grant Rees and his contemporaries move on we welcome Jonathan Block, Robert Gaffney and Andrew Jordan to the sport. Come on in, the water's fine . . .

In the Stock Hatch category we can look forward to a cracking battle between Chris Cake, Kirk Twyman, Rodney Green, Rob Carr and the inaugural champion, Roy Gravestock.

Enjoy the racing. I'll leave the rest to Rod.

Today's Racing . . . the Challenge

IT'S A WELCOME return to the Spedeworth Stock Rod drivers who will try to retain their challenge trophy against the Rallycross Stock Hatch team.

Top of the points Andy Sturt is once again the oval team's captain and the other eight drivers all come from the Superstar or Red Grade. This means it will be a stronger team than last year and together with their previous knowledge it could be that the short circuit boys inflict a home defeat on the Rallycross chaps.

However, the offroaders have picked the very experienced Roy Gravestock as their captain and his team are relying on a couple of former short circuit racers to bolster their chances. Roy won the first ever Stock Hatch championship and triumphed in all three races on the Lydden oval last year so expect him to lead by example.

The Spedeworth team includes Stuart Smythe who finished third overall in last year's A final and also set the second fastest time of the day. He is joined by Brian Smith, perhaps the most senior

Stock Rod driver, who has been competing for several decades. 209 Kym Weaver is hoping for better luck than last year, when he was inadvertently collected by a modified car on the infield in a nasty looking accident.

Undeterred Kym and his team mates repaired his Vauxhall Corsa only to have an engine problem on his first run. Tristan Jackson returns with his patriotically liveried Vauxhall, he was the first driver to sign up for this year's challenge, obviously eager to improve on his good run from last year. The other members of the team are all newcomers to Lydden and they include 316 Paul Frost from Woodbridge in Suffolk, 500 Kim Carter from Southampton, 129 Lee Nichols from Great Yarmouth and 56 Mark Freeman who scored a couple of wins at Wimbledon recently.

The two former short circuit racers in the Rallycross team are Rob Carr and Alan Thorndyke both of whom substituted for the PRI team here in December. In fact Rob was in top form all day and scored the most points for the Arena Essex squad,



• **Over and out - John Ridley clammers clear in last year's challenge, but he returned to the fray.**

WHAT IS RALLYCROSS?

Rallycross is the only sport ever devised specifically for television. Originally it was created as a filler for a Winter sports programme, combining the spectacle of rallying with the ease of filming within the confines of a racing circuit.

It proved so successful as a spectator sport that when it was dropped from the television schedules after eight years it survived and evolved into one of the most popular forms of motorsport.

A Rallycross meeting consists of a series of short races run in quick succession, culminating in finals to determine the winners, over compact circuits of mixed surfaces. This not only fulfilled the requirements of the TV companies, but also proved highly attractive to spectators – what other motorsport formula can offer up to 50 closely contested, action-packed races in one day?

The sport has undergone enormous change since those early years. Rapid expansion as terrestrial TV battled to produce the best coverage was followed by gradual decline when they pulled out in the late 70s, but the early 80s saw the sport revitalised when a new breed of cars brought a renewal of interest.

“Supercars” – four wheel drive cars specially created for the multi-surface demands of Rallycross drew the crowds as never before and in 1986 the sport was further boosted when Group ‘B’ cars, banned from rallying appeared in force.

And then the new cable and satellite TV companies, with many hours of airtime to fill, re-discovered the excitement of the high speed, multi-national spectacle provided by Rallycross.

Originally populated by rally cars and rally drivers the sport now boasts some of the fastest, most spectacular cars to be found anywhere in motor sport, a fact reflected in its continuing popularity,

A survey by the Ford Motor Company indicated that in Britain, Germany, France and Scandinavia, Rallycross was the third most popular form of motor sport, just behind Formula One and International Touring Cars, both of which are characterised by high spectator admission fees and astronomical racing costs.

Today's Racing . . . the challenge

but this time he will definitely be representing the home team.

Emerging as the A final challenge winner on the 27th was Kirk Twyman, whilst local boy and BTRDA champion Chris Cake “only” managed third place despite starting from pole position. A relative newcomer is young Rodney Green from Bromley who showed good late season pace not only at Lydden but also at Brands

Hatch. 638 Stuart Emery from Faversham always seems to relish these challenge events, his never give up attitude earned him a lot of respect at Ipswich Stadium last year, where despite a very battered car he nearly won the B final. Adding variety with his new shape Ford Fiesta is 670 Chris Langley from St Leonard's on Sea. The final team member is Beccy Holland.

RALLYCROSS - HOW IT WORKS

Rallycross events take place on circuits between 800 and 1500 metres with a combination of tarmac and loose surfaces and variations of tight corners and fast open bends.

In Rallycross cars are split into three categories:

Supercars. All four-wheel drive vehicles. All two-wheel and four-wheel drive space framed vehicles complying with BRDA Regulations.

Modified - All two-wheel drive cars, except those defined in Supercar, Stockhatch or Minicross Regulations. Divided into the following classes.

Over 2150cc; 1651cc – 2150cc; 1401cc – 1650; Up to 1400cc

Stock Hatch cars complying with BRDA Stock Hatch Regulations.

Minicross: From this year Minicross joins the main BRDA Rallycross Championship and is for cars complying with Minicross Regulations.

Each driver has a chance to start at least two qualifying heats during the day. Up to 10 cars start in each race and the drivers are racing the clock as well as each other. The times from each set of qualification heats are converted into points, each driver adds together their best two points scores to determine the starting order for their class finals.

More details of the heats and finals are printed later in this programme.

STOCK HATCH V STOCK ROD CHALLENGE SCORING SYSTEM

Points - Heats

To score points in heats drivers **must** be classified as “finishers” i.e. get an official time as recorded on the results sheet.

Finishing position: 1 2 3 4 5 6 7 8

Points: 8 7 6 5 4 3 2 1 Non finishers no points

Best two finishing positions based on times from the three heats will determine grid positions for the finals.

Points - Finals

Pole is awarded to the best qualifier from the heats, regardless of team.

The second position is awarded to the best qualifier from the other team alternating to make up five from each team in each final.

To score points in heats drivers must “start” the race i.e. cross the start line when the red light goes out

Finishing position: 1 2 3 4 5 6 7 8 9 10

‘B’ Final: 10 9 8 7 6 5 4 3 2 1 All starters

‘A’ Final: 20 19 18 17 16 15 14 13 12 11 All starters

RALLYCROSS HEATS EXPLAINED

Supercars, do not compete with two wheel drive cars in the Modified or Stock Hatch categories. At each event a minimum of two Qualifying Heats are run for each category.

Competitors start in groups of up to eight cars (3;2;3 format). In the event of a larger entry being received, groups may be increased to 10 cars in the two wheel drive division providing the track licence allows such an increase.

Competitors may not necessarily be grouped in classes. If two or three heats are run, points are awarded as follows:

Supercars

Points are awarded to the 50 fastest competitors in each heat. 50 points to the fastest down to one point to the 50th fastest. Competitors not in the top 50 score zero.

Two wheel drive

Modified

Points are awarded to the 50 fastest competitors in each heat. 50 points to the fastest down to one point to the 50th fastest. Competitors not in the top 50 score zero.

Stock Hatch

Points are awarded to the 50 fastest competitors in each heat. 50 points to the fastest down to one point to the 50th fastest. Competitors not in the top 50 score zero.

Entry into the Finals is determined by either:

- adding together the highest two point scores where three heats are run:
 - the highest single points score where two heats are run.
- If only one heat is run, times will be considered.

THE FINALS EXPLAINED

An ‘A’ Final must always be run for each Category: Supercars, Modified and Stock Hatch. Organisers can add other finals up to a maximum of five per category at their discretion based on the number of entrants and time.

The seven competitors scoring the highest number of points from the heats qualify for the A Final. The next seven highest point scorers will qualify for the B Final, and so on down to the E Final which will be for those eight competitors in 29th to 36th places. The winner of the E Final will be placed on the rear of the D Final, the winner of the D Final will be placed on the rear of the C Final, the winner of the C Final will be placed on the rear of the B Final, the winner of the B Final will be placed on the rear of the A Final.

Rallycross Cars and Classes

RALLYCROSS cars come in three basic types and the classes have descriptive names to help make it easy to understand.

Supercar

This is home to the sport's fastest, most powerful and often most spectacular cars.

The four-wheel drive Ford Focus and Toyota Corolla are similar to those cars found in the World Rally Championship, except that here the cars have half as much power again. So, while poor old Colin McRae has to chug around with a trifling 400bhp, such as Dermot Carnegie have something like 650bhp at their command.

The freedom of the technical regulations means that Supercar also remains open to the much loved Group B cars such as the Ford RS200 and Metro 6R4 as well as machines like the Escort Cosworth that bridged the gap between the mid-80s Group B era and the current World Rally Car scene. A change introduced last year means that the class also allows teams to build cars on 'spaceframe' chassis.

The aim of this is to create a more affordable way in which to race in the top class and the

first of these new cars was the wonderful Audi TT which cost its owner, Terry Briggs, less than some of his rivals have paid just for a gearbox!

Modified

The main stipulation of this catch-all class is that the cars must be two-wheel drive. A wide range of modifications are permitted and this makes the category highly attractive for those who like to engineer their own car. Although everyone races together, no matter whether they drive a Mini or a Porsche, Modified contains four sub-classes which divide the cars by engine capacity (up to 1400cc, up to 1650cc, up to 2150cc and over 2150cc) for the purpose of awards. And despite the apparent disparity of performance, the class is usually home to very close racing and it is rare for the most powerful (or most expensive) car to win.

Stock Hatch

This is the place to start if you think Rallycross might be for you. Stock Hatch cars are standard production vehicles, either 1600cc two-valve per cylinder or 1400cc multi-valve models. The cars must have been in production for at least three years and the only changes you are allowed to make are safety modification and one or two closely regulated tuning items. Typically cars can be built for around £1500 and running costs are also low, and in 2001 Roy Gravestock won the championship on a budget of £1400.

Further information about the classes, and much more about Rallycross, can be found on the BRDA website: www.Rallycrossuk.com

• **John Cross on the limit with his Focus**



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PROGRAMME

No.	Driver/Home Town	Entrant	Car Make	c.c.	Club
SUPERCARS					
99	John Cross/Reading	XSport Racing & Yokohama	Ford Focus WRC	2000	BRDA
MODIFIED					
17	Mark Williams/Connecticut USA	Driver	Mitsubishi Lancer RS	2000	BRDA
22	Russell Crampton/Croydon	Fuelled By Design/Fastparts Rolling Road	Rover Mini Rover	1380	BRDA
37	Phil Collard/Benfleet	Engine & Dyno Services/Mountune Racing	Ford SportKa Ford	1993	BRDA
40	Nick Chandler/Farnham	Driver	Ford Fiesta Ford	1999	BRDA
41	Brian Thornton/Thirsk	Driver	BL Metro BL	1400	BRDA
44	Iain Muir/Burnham on Crouch	Brook & Whittle Ltd	Vauxhall Corsa Vauxhall	2000	BRDA
51	Sean McAdden/Reading	Driver	MG Metro	1600	
53	Norman Allchin/Maidstone	Driver	MG Metro	1397	BRDA
56	Alan Brown/Selkirk	Hillside Service Station	Austin Metro	1400	BRDA
74	Terry Moore/Ashford	Kent Cams/Swiftune Engineering	Mini	1380	
78	Bill Harbour/Tunbridge Wells	Loweth	Ford Escort Cosworth	2000	BRDA
91	Allan Tapscott/High Bickington	Driver	Vauxhall Nova	2000	BRDA
STOCK HATCH					
601	Roy Gravestock/Maldon	Javelin Network Services Ltd/Quest Motors, Maldon	Vauxhall Nova GTE	1600	BRDA
613	Kirk Twyman/Ashford	Frontline Networks/BTB Racing	Peugeot 205 GTi	1580	BRDA
631	Chris Cake/Selstead	G-Tech	Peugeot 205 GTi	1600	BRDA
634	Su Shallcross/Coventry	Panther Sport	Peugeot 205 GTi	1600	BRDA
638	Stuart Emery/Faversham	www.ukbatterysales.co.uk	Peugeot 205 GTi	1600	BRDA
656	Paul Pascoe/East Malling	PPS Motorsport	Peugeot 205 GTi	1600	BRDA
670	Chris Langley/St Leonards on Sea	Driver	Ford Fiesta	1400	BRDA

STOCK HATCH (continued)

685	Anthony Collett/Coughton	Driver	Ford Fiesta XR2i	1598	
688	Beccy Holland/Southampton		Rose Holland Racing Peugeot 205 GTi	1600	BRDA
698	Alan Thorndyke/Westcliffe	Driver	Peugeot 205 GTi	1600	BRDA
745	Rodney Green/Bromley	Driver	Peugeot 205	1600	BRDA
748	Simon Horton/Clitherow	Driver	Peugeot 205	1580	DDMC
751	Bob Ward/Colchester		J E White Motors/Roff Marsh Architects Citroen AX GT	1400	BRDA
756	Steve Pascoe/East Malling		PPS Motorsport Peugeot 205 GTi	1600	BRDA
775	John Smith/High Wycombe		PSS Construction Ltd Peugeot 205 GTi	1600	BRDA
777	Simon White/Yateley	Driver	Peugeot 205 GTi	1600	BRDA
782	Rob Carr/South Woodham	Driver	Ferrers Peugeot 205 GTi	1600	BRDA
796	Tina Pinder/Watford		RallyXPics.com Peugeot 205 GTi	1600	BRDA
TBA	Charles Porter/East Grinstead	Driver	Peugeot 205 GTi	1600	BRDA

MINICROSS

412	Nigel Blanks/Folkestone		Ibex Systems/Chane Communications Austin Mini	1300	BTRDA
420	David Brown/Wickford	Driver	BL Mini	1275	BRDA
424	Tristram Barden/Ashford		M B Barden & Son, Heating Engineers Rover Mini	1300	MDA
433	Phil Sharpe/Harlow		Manna Hutte Minis Austin Mini	1300	MDA
436	Rod Stanniland/Retford		John Wright Bodywork Rover Mini	1275	BRDA
476	Ken Moss/Ramsgate		Manna Hutte Minis Austin Mini	1300	BRDA
490	Edward Collett/Coughton	Driver	Austin Mini	1275	MDA
496	Matt Roach/Thundersley		Hoods Galore UK Rover Mini	1300	MDA

JUNIOR MINICROSS

528	Jonathan Block/Kings Lynn	Driver	Austin Mini	1000	BRDA
546	Robert Gaffney/Waltham Abbey	Driver	Leyland Mini	1000	BTRDA
555	Andrew Jordan/Sutton Coldfield	Driver	Rover Mini	1000	BRDA

STOCK HATCH v STOCK ROD CHALLENGE
Sponsored by Quaife Engineering**STOCK HATCH**

601	Roy Gravestock/Maldon		Javelin Network Services Ltd/Quest Motors, Maldon Vauxhall Nova GTE	1600	BRDA
613	Kirk Twyman/Ashford		Frontline Networks/BTB Racing Peugeot 205 GTi	1580	BRDA
631	Chris Cake/Selstead	G-Tech	Peugeot 205 GTi	1600	BRDA
638	Stuart Emery/Faversham		www.ukbatterysales.co.uk Peugeot 205 GTi	1600	BRDA
670	Chris Langley/St Leonards on Sea	Driver	Ford Fiesta	1400	BRDA
688	Beccy Holland/Southampton		Rose Holland Racing Peugeot 205 GTi	1600	BRDA
698	Alan Thorndyke/Westcliffe	Driver	Peugeot 205 GTi	1600	BRDA
745	Rodney Green/Bromley	Driver	Peugeot 205	1600	BRDA
782	Rob Carr/South Woodham	Driver	Ferrers Peugeot 205 GTi	1600	BRDA

STOCK RODS

56	Mark Freeman		Anerley Car Crash Repairs Vauxhall Nova	1400	S'worth
129	Lee Nichols/Gt Yarmouth	Driver	Vauxhall Nova	1400	S'worth
168	Andy Sturt/Leatherhead	Driver	Vauxhall Nova	1400	S'worth
209	Kym Weaver		Weaver Brothers Racing/Trevor Hill Race Engines Vauxhall Corsa	1400	S'worth
300	Tristan Jackson		Andys Car Care Vauxhall Nova	1400	S'worth
316	Paul Frost		M & R Cars Vauxhall Nova	1400	S'worth
447	Stuart Smyth		Lyndale Race Engines Vauxhall Nova	1400	S'worth
500	Kim Carter	Driver	Vauxhall Nova	1400	S'worth
565	Brian Smith	Driver	Vauxhall Nova	1400	S'worth

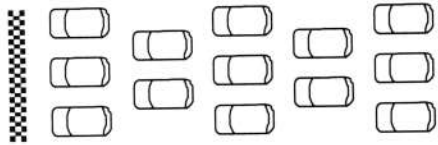


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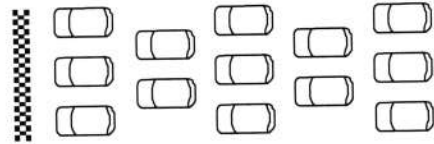
• Frantic action from last year's Challenge.

FINALS

1 - STOCK HATCH 'C'



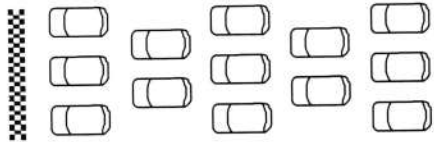
2 - MINICROSS 'B'



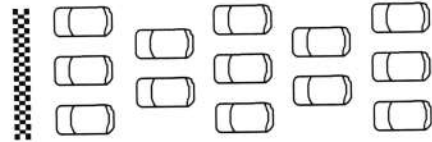
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	Name	Car
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3 - STOCK HATCH 'B'



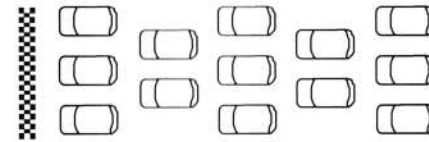
4 - MINICROSS 'A'



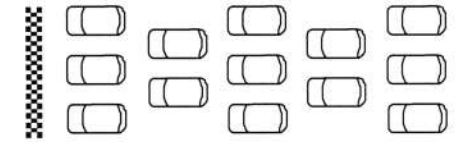
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	Name	Car
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8th		

5 - RALLYCROSS 'B'



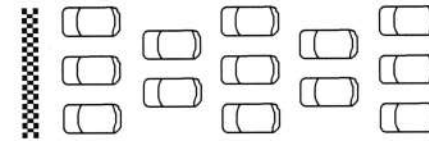
6 - STOCK HATCH 'A'



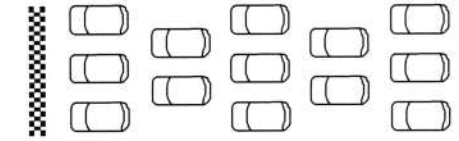
	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

	Name	Car
1st		
2nd		
3rd		
4th		
5th		
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7th		
8th		

7 - JUNIOR MINICROSS



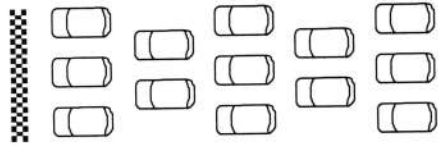
8 - RALLYCROSS 'A'



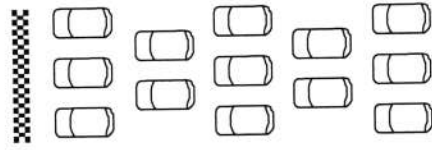
	Name	Car
1st		
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5th		
6th		
7th		
8th		

	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

9 - CHALLENGE 'B'



10 - CHALLENGE 'A'



	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

DIARY DATES Spedeworth

Sunday 29th February - Wimbledon 6 pm
Superstox, Hot Rods, V8 Stock Cars, Stock Saloons

Saturday 6th March - Ipswich 7 pm
National Hot Rods, Hot Rods, Rookie Bangers

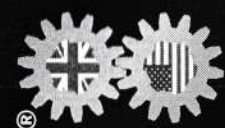
Saturday 13th March - Swaffham 7 pm
Stock Rods Lightning Rods, Rookie Bangers

BARC

Saturday/Sunday 13/14th March - Silverstone
Race & Championship Sprint Meeting

Saturday/Sunday 24/25th April - Silverstone
Championship Race Meeting

Saturday/Sunday 29/30th May - Silverstone
Championship Race & Championship Sprint Meeting



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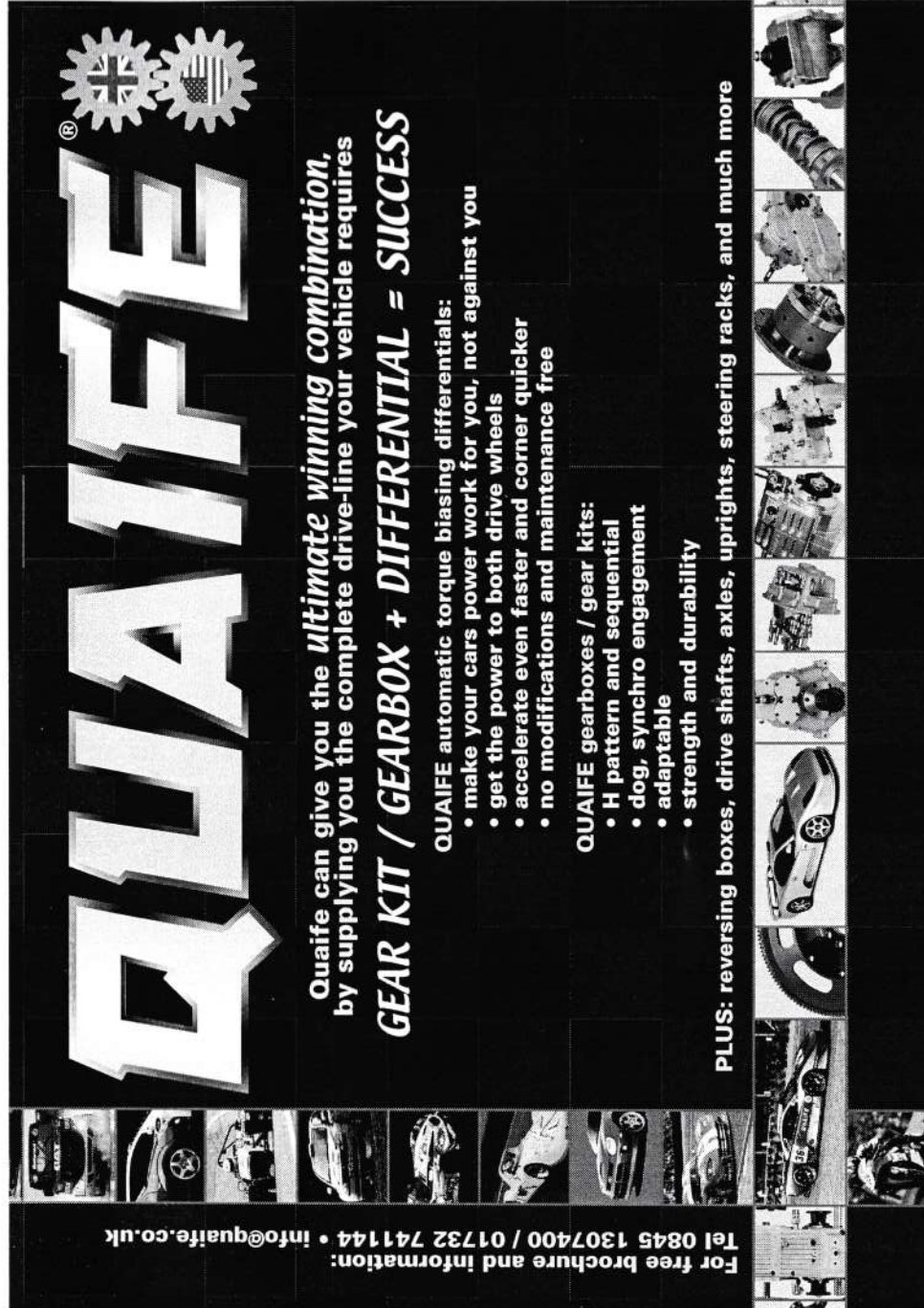
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British Automobile Racing Club

90 Years of Racing History

- South Eastern Centre

On December 12 1912 a group of cyclecar enthusiasts gathered at the Hut Hotel, Wisley, in Surrey to compare notes on their machines.

Cyclecars (virtually four-wheeled powered cycles) provided the real enthusiasts motoring of those days, and the group decided there and then to form the Cyclecar Club.

The Hut Hotel was demolished in 1978 to make way for the old Portsmouth Road improvements, but the little acorns sown that day sprang into the mighty oak that is today's British Automobile Racing Club.

The Cycle Car Club was soon to become the Junior Car Club, racing at Brooklands and elsewhere in Britain, organising foreign tours and generally looking after the interests of the enthusiast. Brooklands was to play a big part in the BARC's childhood and adolescence, as the JCC was destined to merge with the Brooklands Automobile Racing Club to become the modern day British Automobile Racing Club.

The BARC's past is mile-stoned with all the great races at Brooklands, Donington, the Goodwood Formula One and Formula Two meetings, the British Grand Prix at Aintree and Crystal Palace.

Brooklands was its first home, Goodwood its

second and, since 1968, Thruxton its third. Housed in its headquarters at Thruxton the BARC now oversees race meetings at all the major circuits in the country and now runs the majority of the rounds of the British Touring Car Championship. In addition the club officiates at the highly-successful Goodwood Festival of Speed and the Goodwood Revival Race meetings.

In addition national race meetings are run throughout the country alongside sprint and hill climb championships in the hands of the successful network of local centres.

In 1955 the original South Eastern Centre was formed. Over the years a number of developments took place culminating in the formation in 1977 of the highly-successful London and Home Counties Centre.

Recent years have seen the Centre spread its geographic area of activities and January 1st 2000 saw the Centre revert to the name South Eastern Centre to better reflect this.

This year the Centre will organise race meetings rallycross events and sprint meetings at Lydden Circuit, Goodwood Circuit and Silverstone as well as being the event organiser for the Citroen 2CV 24 Hour Race to be held at Snetterton Circuit in June.