



BRITISH AUTOMOBILE RACING CLUB
SOUTH EASTERN CENTRE

LYDDEN CHRISTMAS RALLYCROSS

Lydden International Motor Racing Circuit

Saturday 27th December 2003



Rallycross ☺ Minicross
Stock Hatch vs Group A Hot Rod Challenge





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
22455 (Minicross)
22456 (Rallycross)

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.

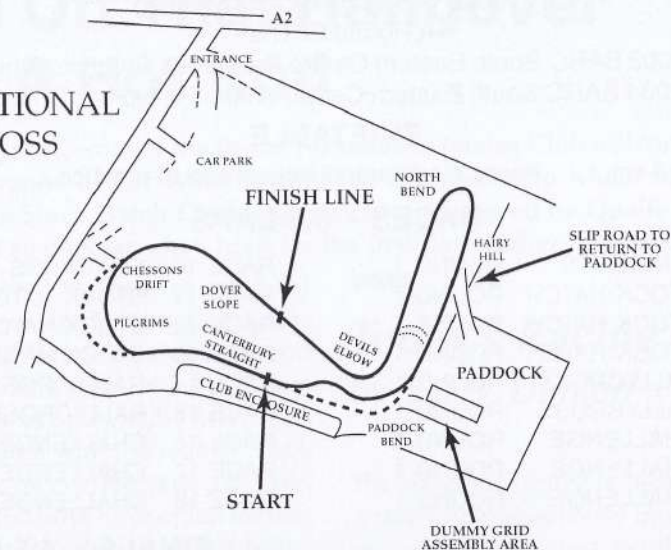
PLEASE NOTE

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.

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LYDDEN INTERNATIONAL RALLYCROSS CIRCUIT



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OUR THANKS

The BARC South Eastern Centre is very grateful to the following for their support today:
Quaife Engineering - for sponsoring The Stock Hatch v Group A Hot Rod Challenge
NOW Garages of Croydon - "Goody Bags" to members of each Challenge Team
Rawlins Transport of Charlton, London - Best Sportsman Award
RJK Vehicles Services Ltd of Erith - "Unluckiest Driver" Award
BEST Promotions - "Best Presented Car" Award

Lydden Winter Rallycross Meeting
 A Round Of The:-
 2003 BARC South Eastern Centre Rallycross Championship
 & 2002/2004 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	MINICROSS	ROUND 1	RACE 10	MINICROSS	ROUND 2
RACE 2	STOCK HATCH	ROUND 1	RACE 11	STOCK HATCH	ROUND 2
RACE 3	STOCK HATCH	ROUND 1	RACE 12	STOCK HATCH	ROUND 2
RACE 4	STOCK HATCH	ROUND 1	RACE 13	STOCK HATCH	ROUND 2
RACE 5	RALLYCROSS	ROUND 1	RACE 14	RALLYCROSS	ROUND 2
RACE 6	RALLYCROSS	ROUND 1	RACE 15	RALLYCROSS	ROUND 2
RACE 7	CHALLENGE	ROUND 1	RACE 16	CHALLENGE	ROUND 2
RACE 8	CHALLENGE	ROUND 1	RACE 17	CHALLENGE	ROUND 2
RACE 9	CHALLENGE	ROUND 1	RACE 18	CHALLENGE	ROUND 2

RACE 19	MINICROSS	ROUND 2
RACE 20	STOCK HATCH	ROUND 2
RACE 21	STOCK HATCH	ROUND 2
RACE 22	STOCK HATCH	ROUND 2
RACE 23	RALLYCROSS	ROUND 2
RACE 24	RALLYCROSS	ROUND 2
RACE 25	CHALLENGE	ROUND 2
RACE 26	CHALLENGE	ROUND 2
RACE 27	CHALLENGE	ROUND 2

FINALS - 4.5 LAPS

FINAL 1	STOCKHATCH	'B' FINAL
FINAL 2	MINICROSS	'A' FINAL
FINAL 3	STOCK HATCH	'A' FINAL
FINAL 4	RALLYCROSS	'A' FINAL
FINAL 5	CHALLENGE	'B' FINAL
FINAL 6	CHALLENGE	'A' FINAL

Note - Winner of Stockhatch 'B' Final moves to last place on back of 'A' Final grid.



© Kerry Dunlop

• Stock Hatchers get stuck in - Rob Carr challenges leader Jamie Lea, while Nick Biggs gets a little help from his friends . . .

Head Off That Hangover With A Hot Rod

The South Eastern Centre of the British Automobile Racing Club welcomes you all to the opening round of our Winter Rallycross Championship which today features another of the Stock Hatch Challenge matches, sponsored by Quaife Engineering, which proved so popular when tried for the first time earlier this year.

We have enlisted the help of the 2003 Ingear Motorsports Saloon Car series champion Rod Birley, a former hot-rod winner, to invite a team of P.R.I. Group A Hot Rods to take part in the first round of a return match with the regular Stock Hatch saloon racers. He said: "It looks as if the Hot Rod boys have opted for rear wheel drive racers, which is an interesting choice as they have plenty of front-wheel drive runners as well. Whatever – it should be cracking racing."

The captain of the Hot Rod drivers is Steve Mills whose campaign this year has taken in several Legend races, so his extra tarmac experience could give him an advantage. The team also includes two brothers from Dover, Chris and Steve Goldsmith – at least they won't be too tired after all that travelling!

Former Lydden champion Chris Cake, from Selstead, returns to his home track on a high after his recent win at Brands Hatch. He leads a strong Stock Hatch team which includes Faversham's Stuart Emery, ace engine-tuner Julian Godfrey and the inaugural Stock Hatch champion, Roy Gravestock.

Against such opposition the short-circuit shale-shifters are not expected to win, but their aim is to score sufficient points to overturn the result during the return match.

Today's Racing by Kerry Dunlop

The rallycross entry is headed by Colin Anson's four wheel drive Escort-Cosworth, but some of the less exotic cars in the Modified category could oust the supercar and take outright victory. Barry Stewart (Porsche), Bill Harbour (Escort-Cosworth), Mark Williams (Mitsubishi) and even Ian Muir (Corsa) underline the wide variety of machinery in this class.

Ashford heating engineer Tristram Barden stands a strong chance of taking his first win in the Minicross category. He has been knocking on the door all season and after being bumped out of the leading group several times he is now bouncing back with a new slogan on the nose of his car: "No More Mr. Nice Guy!" Watch this space . . .

Let's hope the weather is warm, the racing is riveting - and the inevitable darkness is delayed . . .

We hope you enjoy your day. If so, you might be tempted to surprise your loved one with a very special St Valentine's Day tre a trip to the second round here on February 14th!

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 is the wonderful Audi TT which has 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



• The Hod Rod brigade enjoyed racing on the Oval Circuit at Lydden in September and are back to tackle the Rallycross Circuit today.

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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.



• Chris Goldsmith is forced to the grass at our Festival meeting.

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 GROUP A HOT 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.

PROGRAMME

No.	Driver/Home Town	Entrant	Car Make	c.c.	Club
RALLYCROSS					
SUPERCARS					
29	Colin Anson/Frinton on Sea	Driver	Ford Escort Cosworth	2000	BRDA
MODIFIED					
17	Mark Williams/Connecticut USA	Driver	Mitsubishi Lancer RS	2000	BRDA
22	Russell Crampton/Croydon	Fastparts	Rolling Road Rover Mini Rover	1380	BRDA
37	Dave Mountain/Maldon	Mountune	Race Engines Ford SportKa Ford	1993	BRDA
40	Nick Chandler/Farnham	Driver	Ford Fiesta Ford	1993	BRDA
41	Brian Thornton/Thirsk	Driver	BL Metro BL	1400	BRDA
44	Iain Muir/Burnham on Crouch	Driver	Vauxhall Corsa Vauxhall	2000	BRDA
53	Norman Allchin/Maidstone	Driver	MG Metro	1397	BRDA
77	Barry Stewart/North Chailey	Petrochem	Carless Race Fuel Porsche 911	3400	BRDA
78	Bill Harbour/Tunbridge Wells	Loweth	Ford Escort Cosworth	2000	BRDA
STOCKHATCH					
601	Roy Gravestock/Maldon	Javelin Network Services Ltd/Quest Motors, Maldon	Vauxhall Nova GTE	1600	BRDA
631	Chris Cake/Selstead	Cake Contractors	Peugeot 205 GTi	1600	BRDA
638	Stuart Emery/Faversham	Emtech Racing	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
688	Bekay Holland/Southampton	Driver	Peugeot 205 GTi	1600	BRDA
698	Alan Thorndyke/Stanford-Le-Hope	Driver	Peugeot 205 GTi	1600	BRDA
703	Tony Scott/London	Jetter Conversions	Peugeot 205 GTi	1600	BRDA

No.	Driver/Home Town	Entrant	Car Make	c.c.	Club
725	Julian Godfrey/Crowborough	Driver	Peugeot 205	1600	BRDA
731	Mike Jones/Bexley	Driver	Peugeot 205 GTi	1600	BRDA
745	Rodney Green/Bromley	Driver	Peugeot 205 GTi	1600	BRDA
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
782	Rob Carr/South Woodham Ferrers	Driver	Peugeot 205 GTi	1600	BRDA
793	Adrian Horsley/Redcar	Line Castle Lift Trucks	Citroen Saxo VTR	1600	BRDA
796	Tina Pinder/Watford	RallyXPics.com	Peugeot 205 GTi	1600	BRDA
797	Ray Morgan/Hastings	Driver	Ford Fiesta XR2	1600	BRDA

MINICROSS

420	David Brown/Wickford	Driver	BL Mini	1275	MDA
424	Tristram Barden/Ashford	M B Barden & Son, Heating Engineers	Austin Mini	1300	MDA
476	Ken Moss/Ramsgate	Driver	Mini Mayfair	1380	MDA
TBA	Phil Sharpe/Harlow	Manna Hutte Minis	Austin Mini	1300	MDA

STOCK HATCH v GROUP A HOT ROD CHALLENGE Sponsored by Quaife Engineering

STOCK HATCH

Team Members selected from Stock Hatch Entry

GROUP A HOT RODS

3	Keith Perren/Waltham Abbey	Driver	Vauxhall Nova		
14	Chris Goldsmith/Dover	RaceTec	Toyota Starlet	1660	
23	Steve Mills/Upminster	Driver	Toyota Starlet	1300	
30	Mick Bewsy/Basildon	Driver	Toyota Starlet		
115	Steve Goldsmith/Dover	Driver	Toyota Starlet	1300	
136	Steve Gooch/West Drayton	Driver	Vauxhall Nova	1300	
174	Matt Leadbetter/Ashford	Mattel Racing	Toyota Starlet	1330	

QUALIFYING RACES

Race 1					Race 2				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 3					Race 4				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 5					Race 6				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 7					Race 8				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 9					Race 10				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 11					Race 12				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 13					Race 14				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 15					Race 16				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 17					Race 18				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th
Race 19					Race 20				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
6th	7th	8th	9th	10th	6th	7th	8th	9th	10th

QUALIFYING RACES

Race 21

1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

Race 22

1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

Race 23

1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

Race 24

1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

Race 25

1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

Race 26

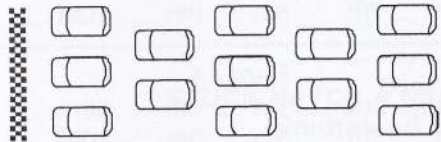
1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

Race 27

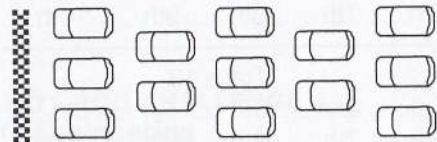
1st 2nd 3rd 4th 5th
6th 7th 8th 9th 10th

FINALS

1 - STOCK HATCH 'B'



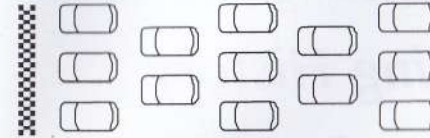
2 - MINICROSS 'A'



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

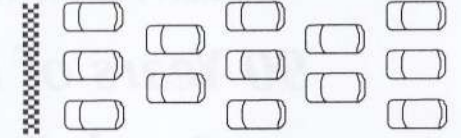
	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

3 - STOCK HATCH 'A'



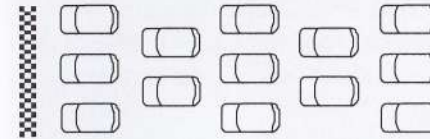
	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

4 - RALLYCROSS 'A'



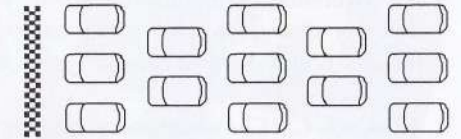
	Name	Car
1st		
2nd		
3rd		
4th		
5th		
6th		
7th		
8th		

5 - CHALLENGE 'B'



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

6 - CHALLENGE 'A'



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

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 has organised 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 which was held at Snetterton Circuit in June.