

Sunday 10th May 1998

Official
programme
£1



SEMSEC

meeting



SEMSEC



South East Motor Sports Enthusiasts Club

RAC race permit No. 54094

SPECIAL NOTICE - Dogs are allowed in the circuit grounds, but they must be kept securely on a lead, they are not allowed in the Paddock Area.

Note - It is a condition of the planning permission granted to Lydden Circuit that there be no engine noise prior to 9.00am on weekdays and Saturdays, and 12.30 on Sundays, and after 6.00pm on any day. Will competitors please comply. Furthermore competitors are forbidden to, and spectators are requested not to, approach or leave the circuit via Wootton Village, enter and exit via A2 only.

Spectator Notices

Please do not leave litter about the grounds, place it in the receptacles provided or take it home with you. Remember one piece of litter could be FATAL.

Please drive with care and consideration for others when leaving the circuit, this is a race track the road outside is not.

Prohibited Area Notice

The public are not permitted in the area where the notices are displayed. Any fences or gates are there for your protection. Any person found trespassing or wilfully damaging trees, fences etc WILL BE PROSECUTED BY THE CIRCUIT.



SEMSEC

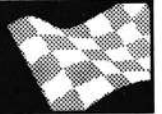


NOTICE - WARNING TO THE PUBLIC MOTOR SPORT IS DANGEROUS

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.

In the event of an accident, PLEASE REMAIN WHERE YOU ARE. There are doctors in attendance at this meeting as well as a trained Rescue Unit and Red Cross Personnel.

FOREWORD



About today's meeting

The South East Motor Sport Enthusiasts Club promotes the second race meeting of its 1998 season here today. The meeting features seven Lydden based championships promoted by Tunbridge Wells Motor Club, South East Motor Sport Enthusiasts Club and the BARC London & Home Counties Centre. These cater for a wide cross section of cars including various single seaters, saloons, sports cars, and some very quick space framed saloons. Details of the championships and the eligible vehicles are contained elsewhere in this programme.

SEMSEC's first meeting of the season here three weeks ago provided an illustration of just how close and competitive the racing can be. The saloon car race was eventually won by Alex Sidwell in a Cosworth Sierra but not before he had come under considerable pressure from Rod Birley's Cosworth Escort and Craig Dawson's new Peugeot. It was racing back in the spirit of the touring cars three or four years ago. Whilst the grid was smaller for the silhouette saloons the racing was no less entertaining. Steve Hall's new Ford engined Skoda Rapide appears to be considerably quicker than the rest of the field however second place battle between Robert Bridger, Bill Richards, John Oxborrow provided some dramatic overtaking manoeuvres and positions changed lap by lap. The increased interest in the sports car championship for 1998 looks like providing some really close and entertaining racing. Last year's champion John Lord got off to a bad start in the first round and will be looking to recapture the initiative here today.

Anyone who has not been to a SEMSEC meeting previously

will probably find the John Taylor Handicap race both entertaining and confusing. The result is decided conventionally on the basis of first past the flag however the start is anything but conventional. To even out performance and ability differences from the various drivers and cars competing there is a time delayed start and the fastest cars can even have one two or three laps additional race distance to cover over the slower cars. Plenty of overtaking is guaranteed and we strongly recommend that you listen carefully to the commentator to establish just who has to cover the additional laps.

For further entertainment and at the request of many of the drivers we are also hoping to run two special trophy races using the reverse grid format so popular with Euro Cars and Hot Rods. These races for the silhouette saloons and the sports cars will be started with the fastest cars at the back of the grid the slowest at the front.

We hope you enjoy the racing here today and will return for another of the SEMSEC meetings later in the year. The dates for your diary are:-

Saturday 6th June
Sunday 13th July
Saturday 8th August
Sunday 27th September
and a jointly promoted finals day with BARC L&HCC on
Saturday 10th October.



D.J. (INVICTA)



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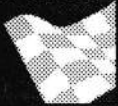


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Visit the SEMSEC Web Site:

<http://www.eyecue.co.uk/semsec>

Today's Officials



Event Permit No:
Race - 54094

RACE SENIOR OFFICIALS:

STEWARDS:	TBA - appointed by the RACMSA
	Robert Sutton, Norman Redhead - appointed by the Organising Club
Clerk of the Course	Mervyn Kennard
Deputy Clerk of the Course	Alan Rees
Assist. Clerks of the Course	Ken Greenfield
Chief Judge	Steve Goodwin
Chief Scrutineer	John Winder
Chief Timekeeper	Roy Williams
Chief Medical Officer	Dr Colin Hayward
I/C Rescue Unit	Paul Butt
Chief Observer	Gary Goodwin
Secretary of the Meeting	Nikki Stevens
Noise Inspector	Howard Shaddock

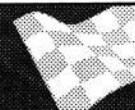
T I M E T A B L E

RACE ORDER: Race Practice from 12.30 hrs

1. DJ Invicta Silhouette Saloons Championship Race
2. TWMC Lydden Sports Car Championship Race.
3. Formula One Racewear Saloon Championship Race
4. RESB Single Seater Championship Race and Single seater Invitation Race
5. John Taylor Handicap Championship Race.
6. BARC L&HCC FF1600 & BARC L&HCC Single Seater Championship Race
7. SEMSEC/TWMC Silhouette Saloons Special Trophy Race
8. SEMSEC/TWMC Sports Car Special Trophy Race

Our grateful thanks to Barretts of Canterbury for the supply of the course car and cold drinks for the marshals.

SEMSEC



South East Motor Sports Enthusiasts Club

The Club was originally formed in 1994 to promote race and rallycross meetings at Lydden Circuit. Formed through a joint venture between the British Automobile Racing Club London & Home Counties Centre, the Tunbridge Wells Motor Club and several prominent local motor sport enthusiasts, the club got off to a slow start but 1995 saw a large increase in support for SEMSEC meetings and we have been building on this ever since.

In 1995 the management of the club was taken over by Tunbridge Wells Motor Club who invited other local clubs to become involved and to use the club as a vehicle to run race events and other bigger events. Whilst a number of south eastern clubs expressed initial interest it became apparent that it was going to be left to Tunbridge Wells Motor Club to take SEMSEC forward.

Support has also come from Rochester Motor Club and Borough 19 Motor Club who supply a number of officials to SEMSEC events and also each ran a Sprint as part of the events during 1995, 1996 and 1997. In 1995 the Lydden Marshals Club membership was amalgamated with SEMSEC membership.

This year the Club will run 6 race meetings at Lydden Circuit including today's event with 3 of these supported by sprints. The dates of the future events are:

Saturday 6th June
Sunday 12th July
Saturday 8th August
Sunday 27th September

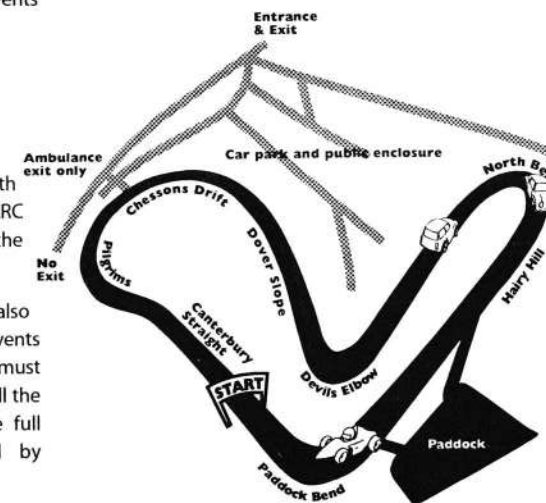
There will also be a meeting on Saturday 10th October which will be jointly promoted with BARC L&HCC and when all the final rounds of each of the 7 Lydden Championships will be held.

Borough 19 and Rochester Motor Clubs have also become more involved in running the SEMSEC events and now it is a tri-party effort by all the clubs. We must also not forget the very valuable support from all the regular Lydden marshals many of whom are full members of SEMSEC. Although managed by

Tunbridge Wells, Rochester and Borough 19 Motor Club's, SEMSEC is a true Lydden based club with all its meetings taking place at the circuit and many local members as well as an increasing number of local organisers. There is also a regular monthly club night held at the Phoenix Railway Club, Crabble Road, Dover on the second Tuesday of each month from about 8pm.

If you would like to join the club either to race, marshal, officiate or perhaps just as a social member, then there is a membership application included in the programme which can be completed and return to the membership secretary. Alternatively come along to one of the monthly club nights. Racing membership is just £20.00 per annum whilst non-racing membership is £10.00 per annum. As a SEMSEC member you will also be entitled to take part in many of the Tunbridge Wells Motor Club's events as well as SEMSEC events and you will receive copies of both club's regular newsletters giving details of forthcoming events and reports on past events.

We hope you have an enjoyable day at today's event and will want to support our club by joining us as a member.



The Other Clubs

TUNBRIDGE WELLS MOTOR CLUB

Tunbridge Wells Motor Club (TWMC) traces its origins back to 1911 when it was formed as a Motor Cycling Club. It later added a motor car section and is today entirely devoted to 4 wheels. The club is in its 87th year this year making it one of the oldest provincial motor clubs in Britain today.

TWMC promotes 4 of the race championships which feature in today's meeting. More details of these Championships are contained elsewhere in this programme.

The Club today is also involved in a wide range of other competitive and social motoring activities. These include two Championship Stage Rallies each year, Sprints, Trials and Autotests. Today TWMC are promoting the Sprint events which precedes the racing. This is the first Sprint of TWMC's 1998 season and has proved immensely popular with competitors. More details are contained elsewhere in the programme.

For the socially active there are Barbecues, a Dinner Dance and various trips to major motoring events around Europe. What ever your interest, competitive or social motoring, we hope that you will join the Tunbridge Wells Motor Club and enjoy the activities we have on offer.

TWMC meet on the first Tuesday of each month at the Junction Inn, Station Road, Groombridge, from around 8pm. New and prospective members are always welcome. For further information about the club phone the Club Chairman, Norman Redhead on 01323 502335 or visit our website at <http://www.eyecue.co.uk/twmc>

ROCHESTER MOTOR CLUB

Founded in 1912, the club has one of the largest memberships in the South East, with over 300 members. The club is fairly unique in that its activities encompass karting, car and motorcycle events. The ever expanding karting section features four stroke racing with eight classes, from 8 year olds upwards. This section operates under its own promotional banner of the Formula 6 Association. Also Rochester Motor Club, as one of the 3 clubs running the Kent Racing Combine, has long been promoting motorcycle road racing. It is currently promoting a series of 6 Hour Endurance races. The car section is proud to promote events at Lydden and to participate in the promotion of the SEMSEC

race series. Annual membership is only:

£6.00 Junior £8.00 Senior £10.00 Joint

The Club has its own Offices at 120, Delce Road, Rochester, Kent ME1 2DT and may be contacted by phone on 01634 841499.

BOROUGH 19 MOTOR CLUB

In 1998 Borough 19 Motor Club celebrates 35 years of existence. It was initially formed in the Spring of 1963 and took its name after Bromley and Beckenham became the 19th London Borough. It was formed by schoolmates, workmates, customers and friends of Stoneham's Garage at Eden Park, Beckenham, Kent.

Customers and colleagues at the West Wickham (1936) Garage and Squires Timber joined the Club. Meetings were held at the Eden Park Hotel as were meetings of Eden Park 100 Motor Club. This latter club collapsed and most of its members joined Borough 19 as did several members of the Bromley Motor Club which was soon to suffer a similar fate. Borough 19 Motor Club then became affiliated to the Royal Automobile Club. The first speed event was an Autocross at Stanstead Farm, Caterham in Whitsun 1964 and later followed by a Road Rally. Borough 19 Motor Club is currently organising events for the clubman and grass roots motorsport enthusiast. It offers Production Car Trials and Autotests for members to enter in their standard road saloon cars. For the Speed enthusiasts the Club organises Autocross and Sprint meetings.

Other events which are very popular with the members are the three local indoor Karting evenings and members also participate in Rallycross, Race Meetings and Rallies.

Membership is only £15 per annum. Members meet twice a month for Club Nights at Beckenham and Dartford. The Club also issues a monthly magazine. Further membership details and forms can be obtained by telephoning 0181 460 7632.



SEMSEC - Entry List

SOUTH EAST MOTOR SPORTS ENTHUSIASTS CLUB

In association with the Tunbridge Wells motor Club, Rochester Motor Club & Borough 19 Motor Club.

1998 Lydden Championship Race Meeting - Sunday 10th May 1998
RACMSA (NAT B) Permit No. 54094

No.	Driver	Make	Model	Engine
Race 1 DJ Invicta Silhouette Saloons Championship Race (12 laps)				

Class A - Saloons 2501cc and above and all Prototype Sports Cars

7	John Oxborrow	OX	7	2000/Connaught
95	Peter Thurston	Ford	Escort	3600/Thurston

Class B - Saloons 1801 - 2500cc

1	Steve Hall	Skoda		2300/Cosworth
18	Gary Streat <i>P. P. P. P. P.</i>	Honda	CRX	1800/ Cosworth
31	Thomas Carey	Vauxhall	Chevette HSR	2500/Vauxhall Tom Bomb
49	John Woods	Vauxhall	Chevette	2000/Vauxhall Gemini
77	Robert Bridger	Toyota	Starlet	2000/Vauxhall HT

Class C - Saloons 1301 - 1800cc

11	Graham Smith	Stilletto		1700 Ford
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4, 44, 41, 126

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts



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Race 2 TWC Lydden Sports Car Championship Race (12 laps)

Class A - Mass Production Sports Cars & Replicas over 1700cc excluding cars eligible for class C

3	Phill Lambe	Triumph	TR4	2200/Triumph
4	Alan Wilshire	Porsche	924	2000/Fiveways
95	Leigh Parkes	Triumph	TVR V8	3900/Rover 8
241	Peter Moffat	Triumph	TR8	4000/Rover V8

Class C - Caterham 7 type cars

20x	John Lord	Caterham	7	Vauxhall
7	Martin Yallop	Caterham	7	1700/Ford
10	Tom Whiter	Caterham	7	1700
9	Paul Sherlock	Westfield		2000/Vauxhall

Class D - Other Kit Cars and sports cars of limited production runs

1	Peter Keel	Darrian	T9	2000/Vauxhall
32	Dave Pethybridge	Davrian	Mk8	998/Sykes
41	Peter Wilks	Juno	Stealth	1993/Ford Pinto
99	Trevor Phillips	Sylva	Clubman MK4	1998/Cosworth Baines

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Race 3 Formula One Racewear Saloon Championship Race (12 laps)

Class A - Saloon & Hatchback Cars exceeding 2000cc and Forced Induction Saloons & Hatchback cars exceeding 1600cc

65	Kevin Bolden	Ford	Escort	
147	Dennis Wilson	Ford	Escort	1993/Cosworth

Class B - Saloon & Hatchback Cars exceeding 1600cc up to 2000cc, Forced Induction Saloon & Hatchback Cars up to 1600cc, Roadgoing Saloon & Hatchback Cars exceeding 2000cc and Forced Induction Roadgoing Saloon & Hatchback Cars exceeding 1600cc

8	Craig Dawson	Peugeot	205 1.9 Gti	1935/Peugeot
29	Rod Birley	Ford	Escort	2000/Cosworth
47	Alan Feaver	Ford	Escort MKII	2000/Gemini
* 45	Neil Phillips	Mazda	323 rallye	1598T

Class C - Saloon & Hatchback Cars up to 1600cc, Road Going Saloon & Hatchback Cars exceeding 1600cc up to 2000cc, Forced Induction Road Going Saloon & Hatchback Cars up to 1600cc

* 81	Colin Blowers	Ford	Escort MkII	1998/Lower
33	an Ward	Rover	216 Gti	1598/Selftune
54	Ian Sturt	Ford	Fiesta XR2	1600
70	Neil Bostock	Ford	Escort MK1	1660
71	Paul Metson	Ford	Escort RS200 Mk1	2000/Burton
88	Graham Fermor	Ford	Fiesta	1300/Automotive Developments
* 5	Andrew Feaver	Peugeot	309	1900
* 19	Kerr Robertson	Honda	Civic	1800
* 20	C Murray-Brown	Renault	Clio 16v	1741/Renotune

Class D - Road Going Saloon & Hatchback Cars up to 1600cc

17	Derek Burt	Hilman	Avenger Tiger	1598/Talbot Griffin
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Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

SEMSEC Merchandise

- Polo Shirts £10.00
- Baseball Caps £4.50
- Stickers (large) £1.00
- Stickers (small) 50p



All of the above are available from the Paddock Office or contact Nikki Stevens: 01304 241922 (evenings only)

Race 4 RESB Single Seater Championship Race (12 laps)

Class A - Single Seater Racing Cars up to 1600cc

15-8	Chris Glazier	Swift	SC92F	1600/Auriga
17-9	Dave Connor	Jamun	M92	1600/Auriga
24	Matt Hayes	Jamun	M97	1600/Minster
54	Keith Sparling	Jamun	M89	1600/Scholar

1, 10, 48, 25, 12, 40, 84

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Race 5 John Taylor Handicap Championship Race (12 laps)

1	Steve Hall	Skoda		2300/Cosworth
7	Martin Yallop	Caterham	7	1700/Ford
*81	Colin Blowers	Ford	Escort MkII	1998/Lower
16	Richard Fridd	Van Diemen	Multi-Sport	1600 Ford
17	Derek Burt	Hilman	Avenger Tiger	1598/Talbot Griffin
18	Gary Streat	Honda	CRX	1800/ Cosworth
29	Rod Birley	Ford	Escort	2000/Cosworth
33	Ian Ward	Rover	216 Gti	1598/Selvtune
49	John Woods	Vauxhall	Chevette	2000/Vauxhall Gemini
54	Ian Sturt	Ford	Fiesta XR2	1600
65	Kevin Bolden	Ford	Escort	
93	Mark Livermore	Rover	Mini	1275/Hometune
95	Peter Thurston	Ford	Escort	3500/Thurston
*10	Tom Whiter	Caterham	7	1700

62, 41, 147

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Race 6 BARC L&HCC FF1600 & BARC L&HCC Single Seater Championship Race (12 laps)

Class A - 19985 onwards

15-8	Chris Glazier	Swift	SC92F	1600/Auriga
17-11	Dave Connor	Jamun	M92	1600/Auriga
54	Keith Sparling	Jamun	M89	1600/Scholar

BARC L&HCC Single Seater Championship

Class A - Single Seater and Clubman-type cars over 1700cc up to 2200cc

25	Paul Sleeman	March	713S	1800/Connaught
48	Ian Osborne	Van Diemen	RF82	2000/Warrior

1, 10, 24, 12, 84, 40, 8

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Race 7 SEMSEC/TWMC Silhouette Saloons Special Trophy Race (12 laps)

Provisional entry as for Race 1 subject to confirmation

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Race 8 SEMSEC/TWMC Sports car Special Trophy Race (12 laps)

Provisional entry as for Race 2 subject to confirmation

Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Wanted...

... a request via the SEMSEC website: "Could you help me. I have driven Karts for some years and am looking to increase my motorsport activities in line with my enthusiasm!! I have had trouble finding info on where to buy Formula Vee? First cars etc. can you help? Joe Shearer."

If you can help Joe please email him: joe.shearer@virgin.net If you do not have email then call Steve Goodwin (01892 668508) and I will email him for you.

Race Report - 18th April 1998

SEMSEC's 1998 season got off to a flying start with grids some motor clubs can only dream about and racing closer and more exciting than Formula One. The meeting followed SEMSEC's trusted Saturday formula with Tunbridge Wells MC running a sprint in the morning with the racing starting after a short lunch break.

The Sports Cars had the honour of kicking the new season off. A varied grid of cars lined up with the Sylvia Clubman of Trevor Phillips on pole and Peter Keel's rapid Darrian T9 completing the front row. Surprise of qualifying was 1997 Champion John Lord languishing at the back of the grid after engine problems. He was however to provide the entertainment during the race with a charge through the pack to finish third on the road behind Trevor Phillips and Peter Keel. John was sadly a little too eager on his way through and earned himself an exclusion for yellow flag infringements. A welcome addition to the grid was the futuristic looking Lotus Elise Sport of newcomer Geoff Evison who finished fifth, just behind Leigh Parkes' rumbling TR7V8. Kim Adams piloted his Caterham 7 to third albeit nearly thirty seconds behind the leading duo.

Next up came the Silhouette saloons. The varied grid of immaculately turned out cars must of pleased new series sponsor DJ Invicta. Crowd favourite Steve Hall debuted his new Ford engined Skoda Rapide duly put it pole position and then driving off into the distance to win as he pleased. John Oxborrow returned, now registered for championship points, with a new BDG engine mated to his self built OX 7. After qualifying John looked as though he would be able to challenge the Skoda for the race win but a fluffed start ensured he would have his hands full to just to get past the other drivers. With some decisive driving John

managed to get up to second place and was closing on Steve when the chequered flag was shown. Tom Carey made a welcome return to the series in his Vauxhall Chevette HSR. Sadly he was not to make the full distance when he lost a rear wheel, due to half shaft failure, at Paddock bend ensuring that the marshals had plenty of clearing up to do as he managed to pull most of the rallycross circuit onto the tarmac. John Woods also came out to play with an immaculately presented and driven Chevette HSR and Bill Richards gained fourth after only finishing his winter rebuild at nine o'clock on race day morning. Bill was just behind third place man and last years champion Robert Bridger who debuted his new Vauxhall powered Starlet. Robert will certainly be one to watch during the season as he gets to grips with his new mount.

The RESB Single Seater Championship runners could only muster a grid of six cars, even with the addition of an invitation class for slicks and wings. The grid lost another car when Chris Glazier's season got off to a rotten start by retiring on the green flag lap. Melvyn Coon won in his Mallock, from second placed Ian Osborne. Matt Hayes finished third, but first of the RESB runners and even managed to keep up with Ian finishing a mere 0.4 of a second behind. The order was completed by Denis O'Sullivan in fourth and Keith Sparling enjoying his first ever motor race with the ex Matt Hayes Jamun M89.

The best race of the day was next, some even commenting that it was the best race in SEMSEC's history. The Formula One Racewear Saloon Car race had a huge grid offering a great variety of closely matched cars and drivers. Craig Dawson led the way in qualifying plumping his Peugeot 205 on pole in only his fourth outing with the car. Next came the Sierra Cosworth of Alex Sidwell and the Escort

version of Rod Birley. These two were ahead of the hugely impressive Kevin Lower giving his Sierra a long over due race debut. When the green light flashed on Craig made an unusually tardy start allowing the Fords of Sidwell, Birley, Lower and Metson to get the jump on him. Before long though he was up behind the battling duo of Alex and Rod, thus ensuring a three car battle for the lead for the rest of the race. Many overtaking manoeuvres were tried and failed as Alex drove using his mirrors making his car as wide as he could, Rod even tried using the dirt on the exit of the elbow to gain an advantage. Despite his best efforts Craig found himself stuck behind two drivers who were both attacking and defending in equal measures, but will content himself in the knowledge that he set the fastest lap of the race and won his class to boot. Alex finally held sway winning by just a tenth of a second from Rod with Craig just 0.4 further back. Although the lead battle was exciting that wasn't the whole story as there were a number of close tussles all the way through the field. Kevin Lower finished fourth just ahead of Paul Beacher's Lotus Sunbeam and Paul Metson's Mk1 Escort who crossed the line together. Both cars were given the same race time but Paul got the verdict by a coat of paint. Ian Ward finished a creditable eighth in his new Rover 216 Gti whilst the classic car battle between the Avenger Tiger of Derek Burt and the

Mk1 Escort of Neil Bostock just went in Derek's favour. With fourteen cars completing the race and the promise of more to come the Formula One Racewear Championship should be one of the closest fought title races for 1998.

Regrettably only three cars made to the grid for the BARC L&HCC FF1600 and Single Seater race. Melvyn Coon took his second win of the day from Ian Osborne. Keith Sparling finished third, two laps adrift but can be justly proud of his first meeting.

Traditional last race of the day was the confusing John Taylor Handicap. With the cars starting over a 35 second period and several cars having two lap credits it was impossible to keep track of who was where! Gradually as the race ran its distance it was clear that Derek Burt was going to be the man to beat having been given a two lap advantage. Kevin Bolden bought home his evil handling Mk2 Escort second ahead of 1997 Handicap Champion Rod Birley in his group N Escort Cosworth. Alex Sidwell came fourth after Rod achieved what he couldn't in the earlier Saloon Car race by overtaking Alex with a demon manoeuvre. The cars this time finished well spread out but watch for the rest of the season as it will become harder to hide the performance of cars from the Handicapper.



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TWMC & SEMSEC Lydden Championships

TWMC & SEMSEC LYDDEN CHAMPIONSHIPS

In 1998 there are four TWMC Lydden Racing Championships one of which is jointly promoted by BARC London & Home Counties Centre, and a South East Motor Sports Enthusiasts Club Saloon and Sports Car Handicap Championship. Today's event provides the first round in each of these championships which will each be contested over 10 rounds with the best 9 scores to count towards the final championship results.

RESB Up To 1600cc Single Seater Championship supported by RESB International

As it's name suggests this championship is for Single Seaters up to 1600cc and running on treaded tyres. In 1998 we are pleased to again have the support of RESB International for the second year running. RESB are distributors of bearings including 'Rose Joints' as well as lock nuts, spacers and dust seals. The company has recently moved to Surbiton and become a division of John Handley (Bearings) Ltd. RESB can be contacted on 0181 390 8076. In the past the championship has been almost entirely supported by Formula Ford 1600 cars however the class structure also caters for Formula First, Formula Vee and Formula 750 cars amongst others so we wait to see if we can tempt out any of these cars.

TWMC Lydden Sports Car Championship

This championship is for sports cars and includes a class for Caterham Seven type cars as well as classes for other mass produced sports cars and a class for sports cars with a limited production run. This will be the fourth year that TWMC have promoted this championship and it increases in popularity each year. We are particularly encouraged by the level of advance registrations for this championship in 1998 and we look forward to seeing a number of new drivers and competitors challenging last years champion John Lord for a maximum points finish. Points are awarded according to class finishing position so the outright race winner may not always be the only high scoring championship contender although Peter Keel in his Davrian has always been a strong bet for a race win. The degree of allowable modification to cars is quite large and we wait to see just how competitive some of the new comers to this years championship are.

FORMULA ONE RACEWEAR

Saloon Car Championship

The 1998 Saloon Car Championship receives support from FORMULA ONE RACEWEAR who manufacture racing overalls and are based in West Kingsdown. If you are looking for a race suit or associated garments call Formula One now on 01474 852271 to get details of their extensive range. This year the championship is a combination of the Tunbridge Wells Motor Club and BARC L&HCC Lydden Saloon car championships which were run in 1997 and both SEMSEC and BARC L&HCC will be promoting rounds at each of their Lydden meetings. This is a championship is for saloon and hatchback cars retaining the original engine block and head. There are restrictions on what can be changed with regard to both mechanical and bodywork. The class structure caters for cars running on slicks or 'road going' cars using normal road tyres. There is also provision for the inclusion of forced induction saloons and classes are again structured to recognise the power advantage these cars may have although there are restrictions on the type of Turbo unit and intercooler the cars can use. As with the Sports car championship, championship points are awarded according to a competitors class finishing position not overall position so there is plenty of chance for some of the smaller less powerful cars to compete for the overall championship honours.

D J INVICTA Silhouette Saloon Championship

The Silhouettes have a new sponsor for 1998 with D J Invicta (Supplies) Ltd of Wingham near Canterbury providing support which has enabled the championship organisers to provide a prize fund for the first three finishers at in each championship round. D J Invicta are also supplying a lot of help with other aspects of the promotion of Car racing at Lydden with radio advertising and new circuit signage. The DJ Invicta Silhouette Championship allows much greater modification to cars than the Saloon car championship with many of the cars being space framed. The choice of engines and transmissions is free. The cars should retain the silhouette of an original manufacturers model but as you will see there seems to be a little poetic licence in this area. This year we have also allowed home built non commercial sports prototypes to compete in this championship.

The John Taylor Handicap Championship

Our Chief Timekeeper at SEMSEC events for 1995, 1996 and 1997 was John Taylor and it is John who introduced us to the idea of running a Handicap Saloon and Sports Car race at each of our meetings. Unfortunately John has had to retire from officiating at our events due to work commitments so Roy Williams has the unenviable task of sorting out the complicated starting handicap system. This has proved to be a very successful formula and in 1998 continues it's full championship status for a series seven races. The aim of this format of racing is to even up all the different power, weight

and driver advantages and disadvantages from a wide range of saloon and sports cars. This is done by giving each competitor a time handicap according to his/her known performance. In some cases the slower cars may have a one or even two lap advantage over the fastest cars so having to complete 10 instead of 12 laps. This means that to win the fastest cars may have had to lap the slowest cars twice. This all makes for very exciting racing and whilst you will find it hard to follow at first you can be sure that when the cars all start bunching together the end of the race is not far away because in an ideal world and if the handicapper got it right the whole grid should finish across the line together.

TWMC Championship Sponsors

D J (INVICTA) SUPPLIES LTD

SPONSORS OF THE 1998 SILHOUETTE SALOONS CHAMPIONSHIP

The Company was established 10 years ago in September 1987. We provide a distribution outlet for all engineering and industrial companies supplying nuts, bolts, and washers in steel, stainless, zinc and nylon finishes. All ancillary fasteners and a wealth of workshop consumables from a fuse to a roll of heater hose are also stocked. We have a vast range of second hand, good, clean dexion racking and shelving systems. Our comprehensive catalogue is available on application. Delivery is free of charge overnight to anywhere in

England by our own carriers.

Based in Wingham, near Canterbury, centrally located for daily van deliveries in East Kent, we are open from 8 am to 5 pm with a trade counter dealing with personal callers. Credit facilities available - Switch and credit cards accepted. Our trade is based on the adage:-

"FAST, FRIENDLY, RELIABLE SERVICE ONLY A PHONE CALL AWAY - HAVE YOU PLACED YOUR ORDER TODAY??"

The Directors and Staff are delighted to give full support to Peter Thurston Racing in the Silhouette Saloon Car Championship and also with a second car in the John Taylor Handicap races.

FORMULA ONE RACEWEAR

THE SPONSORS OF THE SALOON CAR CHAMPIONSHIP

We are most grateful for the support provided for our 1998 saloon car championship by Formula One Racewear of West Kingsdown. Formula One Racewear are part of the Formula One Accessories group who sell all manner of road and motor sport parts, accessories and equipment. They are situated at Main Road, West Kingsdown, not far from the main entrance to Brands Hatch and are well worth a call if you are looking for that little bit extra performance from your car or

just a useful accessory to your road car. Formula One Race wear are manufactures and retailers of Fire resistant race overalls, under garments, gloves and other associated items for most motor sport applications.

As part of the support for the 1998 Formula One Racewear Saloon Car Championship the company has very kindly offered a new set of Formula One Racewear overalls worth several hundred pound to the championship winning driver.

Formula One Accessories and Racewear can be contacted on 01474 852271 & 853258, Fax 01474 853808.

You can visit the Tunbridge Wells Motor Club's Website on: <http://www.eyecue.co.uk/twmc>

Lydden Circuit Dates 1998

10th May 16/17th May 25th May 30/31st May	Championship Car Races Championship Motor Cycles Championship Car Races Championship Motor Cycles	SEMSEC Saloons & Single Seaters BMCRC Solo & Sidecars BARC Saloons & Single Seaters CMRC Classic Solo & Sidecars
6th June 13th June 14th June 28th June	Championship Car Races Track Day Rallycross Championship Car Races	SEMSEC Saloons & Single Seaters Apex Leisure Motor Cycles BARC/BRDA Rallycross BARC Saloons & Single Seaters
4/5th July 12th July 18th July 25th July	Championship Motor Cycles Championship Car Races Sprint Championship Motor Cycles	VMCC Vintage Motor Cycles SEMSEC Saloons & Single Seaters MMK BMCRC Solo & Sidecars
1/2nd August 8th August 15th August 22nd August 23rd August 31st August	Championship Car Races Championship Car Races Track Day Track Day Championship Car Races Rallycross	BRSCC Saloons & Single Seaters SEMSEC Saloons & Single Seaters Apex Leisure Motor Cycles Dave Hammond Motor Cycles BARC Saloons & Single Seaters BARC/BRDA Rallycross
5th September 13th September 19th September 27th September	Track Day Rallycross Track Day Championship Car Races	Apex Leisure Motor Cycles BARC/BRDA Rallycross D Hammond Motor Cycles SEMSEC Saloons & Single Seaters
3/4th October 10th October	Motor Cycle Racing Championship Car Races	BMCRC Lord of Lydden Sidecar Burn-up BARC/SEMSEC Saloons & Single Seaters

For further information contact the Manager:
LYDDEN INTERNATIONAL MOTOR RACING CIRCUIT
Wootton, Nr Canterbury, Kent CT4 6RX
Telephone: 01304 830557.
Fax: 01304 831715

Operated by: The British Motor Cycle Racing Club Ltd.

SEMSEC - SOUTH EAST MOTOR SPORTS ENTHUSIASTS CLUB

Membership application form

I would like to apply for membership of the South East Motor Sports Enthusiasts Club.

Details of applicant

Name _____

Address _____

_____ Postcode _____

Tel. Home _____ Work _____

Type of car(s) owned

Interests

Competitor Official Marshal

Competition Car Formula / Type of race entered

Championships (registered for) _____

Do you require copies of TWMC/SEMSEC Championship regulations and registration forms
YES/NO (delete as appropriate)

If so which championships

(Modified Saloons/Special & Silhouette/Sports Cars/Sprint)

Type of membership

Non racing membership £10.00 (per annum)

Racing membership £20.00 (per annum)

I enclose a cheque/postal order for £ payable to the 'South East Motor Sports Enthusiasts Club'

Please return to: Lorraine Greenfield, Greenfields, 16 Saxonbury Close, Crowborough, East Sussex TN6 1EA.

The South East Motor Sports Enthusiasts Club is a company limited by guarantee of its members to a limit of £1.00.

Lydden lap speed chart

Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph	Time secs	Speed mph
43.0	83.72	47.4	75.95	51.8	69.49	56.2	64.05
43.1	83.53	47.5	75.79	51.9	69.36	56.3	63.94
43.2	83.33	47.6	75.63	52.0	69.23	56.4	63.82
43.3	83.14	47.7	75.47	52.1	69.09	56.5	63.71
43.4	82.95	47.8	75.31	52.2	68.96	56.6	63.60
43.5	82.76	47.9	75.15	52.3	68.83	56.7	63.49
43.6	82.57	48.0	75.00	52.4	68.70	56.8	63.38
43.7	82.38	48.1	74.84	52.5	68.57	56.9	63.26
43.8	82.19	48.2	74.69	52.6	68.44	57.0	63.15
43.9	82.00	48.3	74.53	52.7	68.31	57.1	63.04
44.0	81.82	48.4	74.38	52.8	68.18	57.2	62.93
44.1	81.63	48.5	74.23	52.9	68.05	57.3	62.82
44.2	81.45	48.6	74.07	53.0	67.92	57.4	62.71
44.3	81.26	48.7	73.92	53.1	67.79	57.5	62.60
44.4	81.08	48.8	73.77	53.2	67.66	57.6	62.50
44.5	80.90	48.9	73.62	53.3	67.54	57.7	62.39
44.6	80.72	49.0	73.47	53.4	67.41	57.8	62.28
44.7	80.54	49.1	73.32	53.5	67.28	57.9	62.17
44.8	80.36	49.2	73.17	53.6	67.16	58.0	62.06
44.9	80.18	49.3	73.02	53.7	67.03	58.1	61.96
45.0	80.00	49.4	72.87	53.8	66.91	58.2	61.85
45.1	79.82	49.5	72.73	53.9	66.79	58.3	61.74
45.2	79.65	49.6	72.58	54.0	66.66	58.4	61.64
45.3	79.47	49.7	72.43	54.1	66.54	58.5	61.53
45.4	79.30	49.8	72.29	54.2	66.42	58.6	61.43
45.5	79.12	49.9	72.14	54.3	66.29	58.7	61.32
45.6	78.95	50.0	72.00	54.4	66.17	58.8	61.22
45.7	78.77	50.1	71.86	54.5	66.05	58.9	61.12
45.8	78.60	50.2	71.71	54.6	65.93	59.0	61.01
45.9	78.43	50.3	71.57	54.7	65.81	59.1	60.91
46.0	78.26	50.4	71.43	54.8	65.69	59.2	60.81
46.1	78.09	50.5	71.29	54.9	65.57	59.3	60.70
46.2	77.92	50.6	71.15	55.0	65.45	59.4	60.60
46.3	77.75	50.7	71.01	55.1	65.33	59.5	60.50
46.4	77.59	50.8	70.86	55.2	65.21	59.6	60.40
46.5	77.42	50.9	70.72	55.3	65.09	59.7	60.30
46.6	77.25	51.0	70.88	55.4	64.98	59.8	60.20
46.7	77.09	51.1	70.45	55.5	64.86	59.9	60.10
46.8	76.92	51.2	70.31	55.6	64.77	60.0	60.00
46.9	76.75	51.3	70.17	55.7	64.63		
47.0	76.60	51.4	70.03	55.8	64.51		
47.1	76.43	51.5	69.90	55.9	64.40		
47.2	76.27	51.6	69.76	56.0	64.28		
47.3	76.11	51.7	69.63	56.1	64.17		

Lydden International Motor Racing Circuit, Wotton Canterbury Kent
 Telephone: 01304 830557