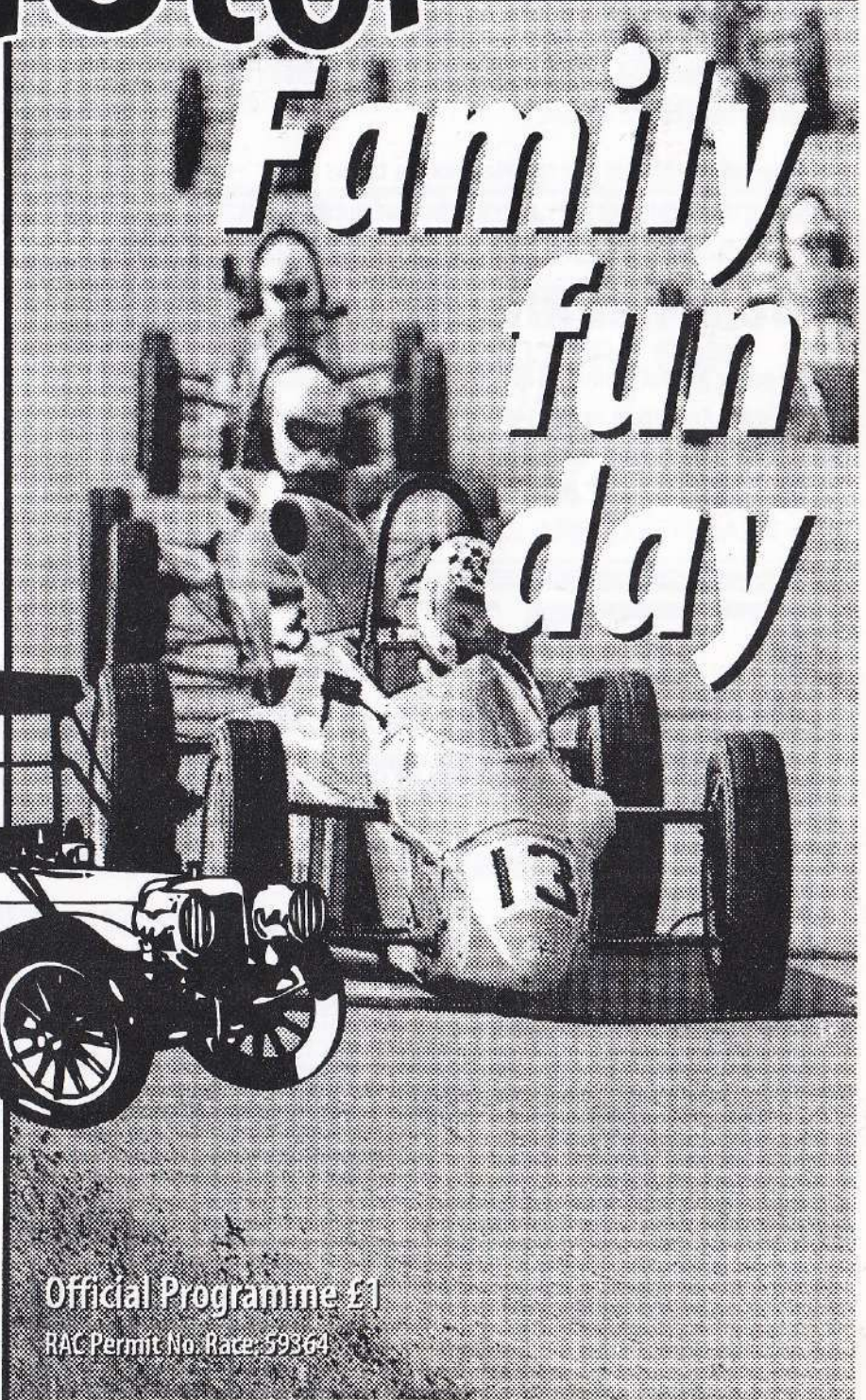
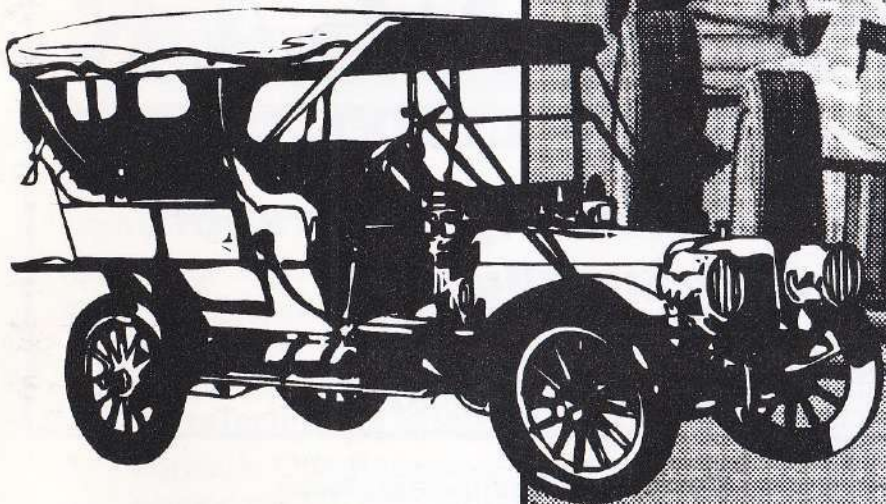


SEMSEC

motor racing



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fun
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South East
Motor Sports
Enthusiasts Club

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Official Programme £1
RAC Permit No. Race: 59364

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.



**WARNING
MOTOR SPORT
CAN BE
DANGEROUS**

**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.

Today's Officials

SENIOR OFFICIALS:

STEWARDS: Doug Jennings (appointed by the MSA)
Neil Benfield, Norman Redhead - appointed by the Organising Club

Senior Clerk of the Course: Gary Turtell
Clerk of the Course: Mervyn Kennard
Deputy Clerk of the Course: Alan Rees
Assistant Clerk of the Course: Ken Greenfield
Chief Marshal: Kevin White
Chief Incident Marshal: Terry Harrison

Chief Judge: Steve Goodwin
Chief Scrutineer: Howard Downes
Chief Timekeeper: Roy Williams
Chief Medical Officer: Dr D C Hubbard
Doctor: Dr C J Hubbard
I/C Rescue Unit: Paul Butt (BARC)
L&HCC Rescue Unit)
Chief Observer: Gary Goodwin
Secretary of the Meeting: Nikki Stevens
Noise Inspector: Howard Shaddock



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Timetable

Cycle Racing

Lunch break

Race Practice from 12.30 hrs

Races follow on immediately after the race practice as follows:

- | | |
|--|---------|
| 1. TWMC Lydden Sports Car Championship Race | 12 Laps |
| 2. AstraTech/RESB Single Seater Championship Race | 12 Laps |
| 3. Formula One Racewear Saloon Car Championship Race | 12 Laps |
| 4. BRSCC Global GT Lights Championship Race | 12 Laps |
| 5. Formula 5000 Race Part 1 (Lap Record Attempt) | 6 Laps |
| 6. TWMC Lydden Silhouette Saloon Car Championship Race | 12 Laps |
| 7. Formula 5000 Race Part 2 (Lap Record Attempt) | 6 Laps |
| 8. Global Lights Trophy Race | 12 Laps |
| 9. John Taylor Handicap Race | 12 Laps |
| 10. Single Seater Trophy Race | 10 Laps |



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Acknowledgements: The South East Motor Sport Enthusiast Club would like to thank the following:

Barretts of Canterbury for supplying one of the course cars and cold drinks for the marshals

Seat Motorist Centre for supplying a course car

The Red Cross

Customs & Excise

D J (Invicta) Supplies Ltd

RESB International

Formula One Racewear

All the officials and marshals at today's event

All the exhibitors

Team Dynamics

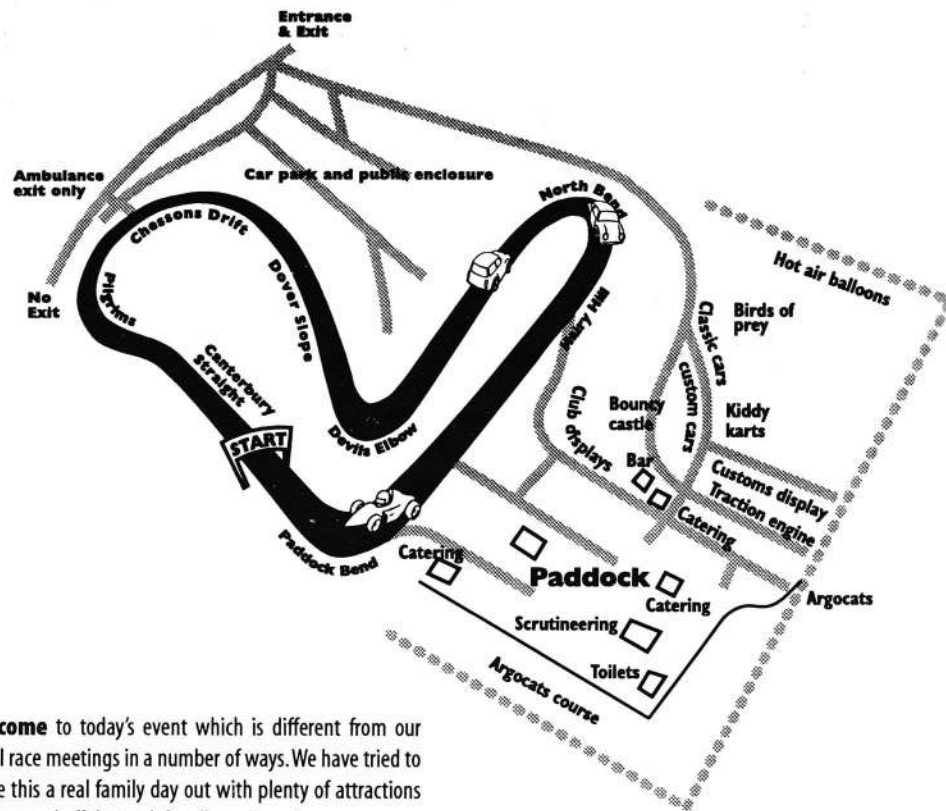
Leisure Time Design & Print

Tunbridge Wells Motor Club

Rochester Motor Club

Borough 19 Motor Club

FOREWORD



Welcome to today's event which is different from our usual race meetings in a number of ways. We have tried to make this a real family day out with plenty of attractions both on and off the track for all ages to enjoy.

If you have been to SEMSEC race meeting in the past you will be familiar with many of the car formula we have racing on the track today. We also have two races planned for the cars in the National Global Light series and a Lap record attempt by a couple 1970's, 5 litre engined Formula 5000 cars.

We are incorporating the East Kent Hot Air Balloon Festival into today's proceedings and on the grass area above the main competitor Paddock you will find Hot Air Balloons who hopefully can offer you a tethered flight (weather permitting). Shortly after 6pm, these balloons should be taking off for a full flight (again weather permitting).

Around the venue you will also find a wide range of other attractions. Laser clay pigeon shooting, classic and custom

car displays, club displays, a bar, bouncy castle, birds of prey, Kiddies Karts suitable for small children, Customs & Excise display, steam roller and a Russian tank.

Why not take a ride in the 8 wheeled All Terrain Argocat vehicles? You can catch a ride at the back of the Paddock area.

Keep an ear out for the announcements over the circuit's PA system throughout the day because there are a number of other activities on the cards.

We hope you have an enjoyable day here at Lydden and will return for one of our other race meetings later in the year. The dates are: Saturday 7th August, Sunday 19th September, Saturday 9th October.

Today's racing

Today's race meeting starts with Tunbridge Wells Motor Club's excellent Lydden Sports Car Championship. Registrations have been strong this year and the season got off to a great start with an 18 car grid at the April meeting. Paul Sherlock's Dax is still the man to beat but John Lord's Caterham, Peter Keel's Darrian and Mike Roberts' Radical are all very closely matched. Controversy surrounded the last round in this championship when Peter Keel protested the legality of Mike Roberts' car, however the protest failed. In the Road going and production car classes the action is just as fraught. Watch the lovely TR 4 of Phil Young which was very evenly matched with the MGC of Andy Young in the April meeting whilst the two TR7V8's of Steve Farman and Peter Moffat will be seeking to prove just who is superior. In the last round Peter Moffat had rather a big 'off' when the TR failed to negotiate the top hair pin.

The second race of the day will be for the up to 2 litre single seaters in the Astra Tech/RESB Single Seater Championship Race. Matt Hayes in his Formula Ford Zetec has proved the man to beat but Anthony Wadie's Formula Ford 2000 could give him something to think about. The Formula Fords 1600 are fairly evenly matched and there could be quite a battle to secure the maximum tally of championship points.

Last year Rod Birley, Craig Dawson and Alex Sidwell were constantly having a three way battle for the lead of the Formula One Racewear Saloon Car Championship which appears on today's programme as race three. Things have changed a little in 1999 as Birley's Escort Cosworth seems to have found that little bit extra whilst Sidwell's Sapphire Cosworth appears to have lost it's way a bit. David Abbott's Mini is worth watching because this terrific little car has regularly featured in the top three and held the race lead on several occasions. Not bad for a 1300cc mini against the power of a 2000cc turbo charged four wheel drive escort.

Race four (BRSCC Global GT Lights Championship Race) is the first time that these smaller versions of LeMans type racing cars have appeared at a SEMSEC meeting. They have visited Lydden already this year with the BRSCC. This race differs from those normally seen at SEMSEC meetings because they use a rolling start. The cars will follow behind a course car for a lap before the course car peels off down the pit road and the cars continue on in formation around Paddock Bend until the lights at the start line turn to green.

Following this we will see the Formula 5000 cars having the first of two attempts to record a new Lydden Lap record. Each attempt will be run as a six lap race. We look forward to seeing the Lola

T300's of Geoff Thomas and Nick Rini showing off these 5 litre V8 monsters. The sound of these cars is absolutely glorious and we strongly recommend you get down to the Paddock to see the cars at close quarters. In the 1970's these cars were on a par with the then Formula One cars and competed against them in the annual champions race.

Race six could be a real treat. The TWMC Lydden Silhouette race has seen really close racing all season. Again that man Rod Birley will be out in the Escort Cosworth but he won the last round controversially when he was allowed to restart a race, which had been stopped, when he was in the paddock undergoing car repairs. John Oxborrow's self Built Ox 7 Sports Prototype car proved the better in SEMSEC's June meeting and Robert Bridger's Toyota Starlet was all over the back of the Escort in the BARC meeting two weeks earlier. Bill Richards 1300 Metro gave chase in the June 6th meeting and finished less than a second behind. Given the right set of circumstances any of these four drivers looks capable of taking the race win.

The second race and lap record attempt for the Formula 5000's follows and then we have a special Global Lights Trophy race which will again be started by the course car.

If you think motor racing needs more overtaking then the John Taylor Handicap race will not disappoint you. We guarantee the race will be full of overtaking, we also guarantee you will find it hard to work out just who is leading the race at any particular time because whilst you follow the first man on the track you also need to allow for all the cars who have different race distances to travel. The idea of the race is to handicap each competitor by giving him/her time handicaps at the start. This usually translates into some of the slower cars having to do one or two laps less than the faster cars. We suggest you listen hard to the commentator to help you keep track. When you see all the cars starting to bunch together you can be sure the race is nearly over and watch the startline to see who is shown the last lap board first. The theory is that if the handicapper gets it right all the cars should cross the finish line together. This clearly is not possible but the finishes are normally very close with the winner often being decided in the last couple of hundred yards.

The final race of the day will be the Single Seater Trophy race when many of the cars from the earlier Astratech/RESB Single Seater Championship race will be out again.

We hope you enjoy the racing and will be back to see us again on Saturday 7th August or Sunday 19th September.

Race Entry List

SOUTH EAST MOTOR SPORT ENTHUSIASTS CLUB

In association with the Tunbridge Wells Motor Club, Rochester Motor Club & Borough 19 Motor Club.
1999 Lydden Championship Race Meeting SUNDAY 11th July 1999 MSA (NAT B) Permit No.59364

No. Driver Make Model Engine/cc

Race 7 TWMC LYDDEN SPORTS CAR CHAMPIONSHIP RACE - 12 LAPS

Results		No.	Driver	Make	Model	Engine/cc
1st		40	Mark Burnside	MG	CGT	2912/MG Burnside
2nd		56	Andrew Young	MG	CGT	2912/MG
3rd		3	Phill Lambe	Triumph	TR4	2200
4th		41	Peter Moffat	Triumph	TR V8	4000/Rover V8
5th		64	Steve Farman	Triumph	TR V8	4000
6th		33	John Dewing	Westfield	SEI	2000
		46	Dave Colyer	Westfield	SE	1700/Ford X flow
		47	Stephen Storey	Caterham	7	2000/Vauxhall Minister
		70	John Lord	Caterham	7	2000/Vauxhall SBD
Class D - Other Kit Cars and Sports Cars of limited production runs.						
		5	Trevor Phillips	Sylva	Clubman MK4	1998/Cosworth Baines

86, 77, 42

Race 2 ASTRATECH/RESB SINGLE SEATER CHAMPIONSHIP RACE - 12 LAPS

Results		No.	Driver	Make	Model	Engine/cc
1st		10	Richard Ellis	Ray	83F	1600/Swadkin
2nd		11	Jon Bennett	Swift	SC95	1600/Drum
3rd		26	Dennis O'Sullivan	Ray	FF92	1600/Connaught
4th		41	Sam Schroeder	Ray	89	1600/Connaught
5th		62	Mark Austin	Crossle	62F	1600/Scholar
Class B - Formula Ford 1800 Zetec Engine Cars						
4th		24	Matt Hayes	Jamun	M972	1800/Auriga
Class D -- Single Seater racing cars up to 2000cc (including single seater racing cars complying to MSA Sprint & Hillclimb regulations)						
6th		7	Tony Dunderdale	Ralt	RT30/86	2000/VW NES
		32	Anthony Wadie	Palliser 1976	FF2000/Monoposto	2000/Pinto

12
79
2

Race 3 FORMULA ONE RACEWEAR SALOON CAR CHAMPIONSHIP RACE - 12 LAPS

Results		No.	Driver	Make	Model	Engine/cc
1st		2	Richard Williamson	Rover	Vitesse	4500/NCK
2nd		4	Rod Birley	Ford	Escort	2000T/Cosworth
3rd		16	Graham Price	BMW	2002 Turbo	1990/BMW
4th		38	Nigel Williams	Ford	Sapphire Cosworth	1993/Ford Bluesprint
5th		70	Alex Thorogood	Vauxhall	Chevette HSR	2600/Vauxhall/Lotus
6th		95	Leigh Parkes	Triumph	Vitesse	2500/Triumph
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	205GTI	1935/Peugeot
		31	Steve Weatherley	Ford	Sierra Sapphire	2000/Pinto
		36	Bob Nicholls	BMW	2002Tii	1990/ETA
		70	Neil Bostock	Ford	Escort MK II	2000/Marc Tait
Class C - Saloon & Hatchback Cars up to 1600cc, Road Going Saloon & Hatchback Cars up to 2000cc, Forced Induction Road Going Saloon & Hatchback Cars up to 1600cc)						
		27	Lee Meeling	Fiat	127GT	1300/Fiat
		29	David Abbott	Mini	Miglia	1300
		41	Ian Carvell	Peugeot 205	GTI	1600
		44	Steve Govett	Rover	216GTi	1598/Rover
		51	Michael Gatfield	Vauxhall	Nova	1389/Vauxhall AGME
		52	Michael Ralph	Fiat	127GT	1300

12 PETER WAKE
6 JON ALKEMER

Race 4 BRSCC GLOBAL GT LIGHTS CHAMPIONSHIP RACE - 12 Laps

Results		No.	Driver	Make	Model	Engine/cc
1st		3	John Carding	Global GT Light	C97	600/Yamaha
2nd		56	Mark Powell	Global GT Light	C97	600/Yamaha
3rd		7	Ian Hull	Global GT Light	C97	600/Yamaha
4th		11	Tracy Hathaway	Global GT Light	C97	600/Yamaha
5th		12	Trisha Powell	Global GT Light	C97	600/Yamaha
6th		18	Jim Cammack	Global GT Light	GP97	600/Yamaha
		20	Lee Linford	Global GT Light	GPE 98	600/Yamaha
		21	Richard Daden	Global GT Light	C97	600/Yamaha
		23	Tommy Gill-Martin	Global GT Light	C97	600/Yamaha
		29	Tony Randle	Global GT Light	C97	600/Yamaha
		33	Simon Homewood	Global GT Light	C97	600/Yamaha

Race 5 FORMULA 5000 RACE Part 1 - 6 Laps

Results		No.	Driver	Make	Model	Engine/cc
1st		TBA	Geoff Thomas	Lola	T300	5000
2nd		TBA	Nick Rini	Lola	T300	5000

Race Entry List

Race 6 TWMC LYDDEN SILHOUETTE SALOON CAR CHAMPIONSHIP RACE - 12 LAPS

Class B - Saloons 1501 - 2000cc

Results	20	Mark Burton	Toyota	Starlet	2000/Swadkin Box
1st	77	Robert Bridger	Toyota	Starlet	2000/Vauxhall HT

Class C - Saloons up to 1500cc and Steel Bodied Saloons 1601cc and above

2nd	4	Rod Birley	Ford	Escort	2000T/Cosworth
3rd	13	Mary Grinham	Maguire	Mini	1425/BL
4th	14	Bob Ross	Ford	Escort RS2000 MK2	200/Cosworth
5th	18	Paul Streat	Honda	CRX	1760/Ford
6th	26	Bill Richards	Rover	Metro Cosworth	1298
	37	Chris Farr	Chrysler	Imp	998/Carter
	50	John Woods	Vauxhall	Chevette	2000/Vauxhall Gemini
	95	Peter Thurston	Imp	Stiletto	1300/Cosworth

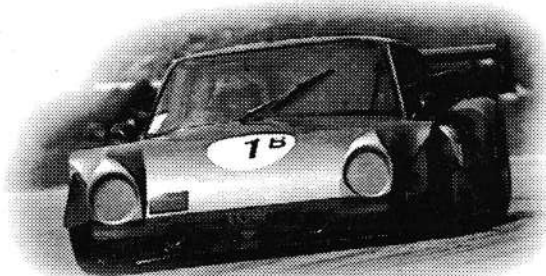
Class E - Prototype Sports cars

7 John Oxborrow OX-7 2000/Connaught

Race 7 FORMULA 5000 RACE Part 2 - 6 Laps

TBA	Geoff Thomas	Lola	T300	5000
TBA	Nick Rini	Lola	T300	5000

Results	1st	2nd



Race 8 GLOBAL LIGHTS TROPHY RACE - 12 Laps

3	John Carding	Global Light	GT	600/Yamaha
5	Mark Powell	GPE	C97	600/Yamaha
7	Ian Hull	Global Light	C97	600/Yamaha
11	Tracy Hathaway	Global Light GT		600/Yamaha
12	Trisha Powell	Global GT	Lights	600/Yamaha
18	Jim Cammack	Global Lights	GP97	600/Yamaha
20	Lee Linford	Global Lights	GPE 98	600/Yamaha
21	Richard Daden	Global GT	Lights	600/Yamaha
33	Simon Homewood	GPE	C97	600/Yamaha

111 RICHARD COTTELL

Race 9 JOHN TAYLOR HANDICAP CHAMPIONSHIP RACE - 12 Laps

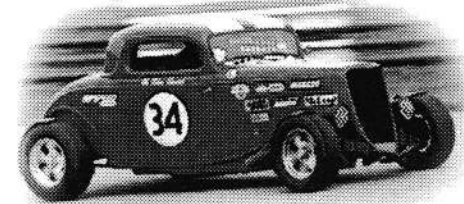
16	Graham Price	BMW	2002 Turbo	1990/BMW
27	Lee Melling	Fiat	127GT	1300/Fiat
31	Steve Weatherley	Ford	Sierra Sapphire	2000/Pinto
40	Mark Burnside	MG	CGT	2912/MG Burnside
44	Steve Govett	Rover	216 Gti	1598/Rover
46	Dave Colyer	Westfield	SE	1700/Ford X Flow
50	John Woods	Vauxhall	Chevette	2000/Vauxhall/Gemini
52	Michael Ralph	Fiat	127GT	1300
56	Andrew Young	MG	CGT	2912/MG
70	Neil Bostock	Ford	Escort MKII	200/Marc Tait
95	Peter Thurston	Imp	stiletto	1300/Cosworth

2 DORIS BURT
41 SETC FOX
66 PAUL MICHAEL DUNN
JON LOW

Race 10 SINGLE SEATER TROPHY RACE - 12 Laps

7	Tony Dunderdale	Ralt	RT30/86	2000/VW NES
10	Richard Ellis	Ray	83F	1600/Swadkin
24	Matt Hayes	Jamun	M972	1800/Auriga
26	Dennis O'Sullivan	Ray	FF92	1600/Connaught
11	Jon Bennett	FF1600Kent	Swift SC95	1600/Drum

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



Ronnie Woods Memorial Trophy for Silhouettes

The 'RONNIE WOOD MEMORIAL TROPHY' is presented to the competitor who in the opinion of a panel of Judges, has presented a tidy well prepared car on a relative shoestring budget with a competitive showing. As well as receiving the Ronnie Woods Memorial Trophy to be held for 11 months, the winner will also receive a replica and an £80.00 cash award. Last year this trophy was won by Robert Bridger driving his beautifully prepared and very quick Toyota Starlet.

The Ronnie Woods Memorial Trophy is an accumulative award in memory of Ronnie who was tragically killed at Silverstone in 1985 whilst racing his Modsports/GT Ginetta G15.

Ronnie was a Kent motorsport enthusiast who lived in Gravesend, who successfully campaigned a Modsports/GT

Ginetta G15 during the early eights at various circuits around the country. He had quite a few outright and class wins at Lydden during that time, the circuit suiting the nimbleness of this car. It is therefore appropriate that this award be associated with Lydden Silhouette/GT racing. The Trophy will be presented to the competitor in the Lydden series who competes in the style and manner that was typified by Ronnie. Namely a car that is well presented, self prepared for the most part and has utilised a 'shoestring' budget.

The Judges will be viewing the cars entered in all the qualifying events throughout the 1999 to decide exactly who will be the winner of 'RONNIE WOOD MEMORIAL TROPHY' will be for this season.

F5000 1969-1975

Formula 5000 was introduced to the UK in 1969 to attract crowds back to the circuits, as the sport was lacking an exciting single seater series which could provide power, drama and speed. F5000 was the answer with the majority of cars being powered by the 5 litre Chevrolet engine, or alternatively the 4.7 litre Ford Boss, 3.5 litre Rover - latterly the 3.5 litre Cosworth GA - engines which produced 500 b.h.p.

Whenever the F5000 cars competed against their contemporary Grand Prix cousins they were always well matched for straight-line speed, although not so nimble through the corners. Peter Gethin, then the 'Master of F5000', won the famous 'Race of Champions' at Brands Hatch in 1973 in a Chevron B24 against strong Formula One opposition.

F5000 lasted for six seasons in the UK. (1969 to 1975) and produced many Grand Prix drivers such as Peter Gethin who won the fastest ever Grand Prix at Monza, Mike Hailwood, Alan Jones (1980 World Champion), Tony Trimmer, and Mike Wilds.

This will be third time the F5000 cars have been to Lydden in recent years, the first time was in 1995 when Tony Trimmer, driving the Lola T332, broke the outright lap record - perhaps it will be broken again today.

Both the Lola T300 cars appearing today have a very interesting pedigree, Geoff Thomas' car, which won here in 1996, is one of the famous Hagga Slacks Team cars which was raced in the States and the UK during 1972 by David Hobbs and Brett Lunger. Lunger came third in the 1972 USA Championship. The other T300 is that of the American Nick Rini who has come all the way over from the States to drive this car at Lydden and his Grand Prix Surtees TS19 at Brands Hatch for the Thoroughbred Grand Prix race. World Champion Denny Hulme and Danny Ongias drove this car.

The Lola T300 was conceived by Frank Gardner who, during 1971, while busily trying to rest the European F5000 title in his Lola T192, decided to create a more competitive car by squeezing a 5 litre Chevrolet engine into the tiny chassis of a Formula 2 Lola T240. It worked and Gardner won the title.

It is also hoped that Martin Cowell will be able to bring to the circuit his 1971 McLaren M18, chassis number 05. Raced originally by the Swede Ulf Norinder, and then later by Ray Allen of the Speed International Team, it is a beautifully prepared car still in the original orange colours of McLaren.

If you want to know more about F5000, Bernard Cowdrey the co-ordinator for the F5000 Association has written an "A-Z" book on all the cars, priced £18.99. He is here at Lydden today, or can be contacted on 0378 9955178.

Car display

Year	Make	Model	Owner
1927	Lagonda	16/65	R. DeGarston
1949	Ford	Pick Up	G Varima
1952	Jaguar	XK120 Competition	M. Reynolds
1957	Austin	Metropolitan	J. Cheeseman
1961	Rover	100 P4	T. Keeler
1963	MG	B	W. Reeves
1966	MG	BGT	T. Copeland
1966	MG	BGT	P. Knowles
1967	MG	BGT	T. Reeves
1969	Chevrolet	Camaro Pace Car	S. Robinson
1970	Jaguar	E Type	G. Cowie
1971	Vauxhall	Firenza Sport SL	T. Price
1971	Ford	Escort	A. DuRose
1972	Ford	Cortina Mk3 GLX	A. Fifield
1972	Ford	Capri Mk1 1600 GT XLR	S. Stone
1972	Fisher	Fury	R. Dann
1974	Vauxhall	Firenza 'Droop Snoot'	B. Wray
1981	Ford	Talisman L Granada	G. Horne
1981	Cobra	Replica	J. Densham
1995	Fisher	Fury	A. Bone
Minis			
1966	Austin	Mini Cooper	D. McNair
1966	Morris	Mini Cooper	L. McNair
1967	Austin	Mini 850	J. McNair
1978	Austin	Mini	J. Stewart
1980	Austin	Mini Estate	R. Salmon
1981	Austin	Mini Clubman	P. Thompson
1984	BL	Mini Mayfair	S. Johnson
Morris Minors			
1961	Morris	Minor 4dr Saloon	J. Cross
1964	Morris	1000 Convertible	M. Coppin
1964	Morris	Traveller	J. Westbrook
1965	Morris	Minor Traveller	V. Elliott
1965	Morris	Minor 4 Door	K. Arnold
1966	Morris	Minor	I. Mackay
1967	Morris	Minor	C & D Cox
1970	Morris	Minor 1000	B. Wade
1971	Morris	Minor Pick Up	K. Latimer
Triumph Sports Six Club			
1966	Triumph	Herald 1200	D. Skates
1970	Triumph	Herald 13/60	E. Brown
1971	Triumph	Herald 13/60	S. Cleford
1969	Triumph	Spitfire MkIII	D. Cleford
1968	Triumph	GT6 MkII	A. Rayner
1975	Triumph	Spitfire 1500	T. Scrivens
MR2 Drivers Club			
1985 onwards - selection of Toyota MR2 MkI, MkII & Turbos			
CUSTOM CARS			
Volkswagen	Chop Pick Up	Bits N Bugs	
Volkswagen	Van	Bits N Bugs	
Volkswagen	Beetle	Bits N Bug	

Championships

TWMC, SEMSEC & BARC L&HCC Lydden Championships

In 1999 there are three Tunbridge Wells Motor Club Lydden Racing Championships one of which is jointly promoted by British Automobile Racing Club London & Home Counties Centre BARC L&HCC. The South East Motor Sports Enthusiasts Club (SEMSEC) promotes the John Taylor Saloon and Sports Car Handicap Championship and jointly promotes the Astratech/RESB Single Seater Championship with BARC L&HCC. Today's event provides the opening round for each of these championships which will each be contested over up to 10.

Astratech/RESB Single Seater Championship

As its name suggests this championship is for Single Seaters up to 2000cc. In 1999 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 is based in Surbiton and is a division of John Handley (Bearings) Ltd. RESB can be contacted on 0181 390 8076. Support also comes from Astratech, a firm which specialises in the manufacture and supply of specialist race timing equipment.

This championship is an amalgamation of last years BARC L&HCC FF1600 and Single Seater championships and SEMSEC under 1600cc single seater championship. It is hoped that the joining of these championships will increase support and make for even more exciting racing. It also has the benefit of increasing the prize fund for the overall and class championship winners at the end of the season. There are classes for Formula Ford 1600's, Zetec Formula Fords, Formula Ford 2000's and all other single seaters up to 2 litre.

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 fifth year that TWMC have promoted this championship and it increases in popularity each year. Points are awarded according to class finishing position so the outright race winner may not always be the only high scoring championship contender. There are several new contenders lining up to compete in this championship in 1999 and the 1998 Champion Leigh Parkes in his TR7 V8 will have to work hard to keep his crown. In the past Peter Keel's Davrian has

been a strong bet for a race win although the very quick 4 wheel drive Dax of Paul Sherlock certainly was the car to beat by the end of last season. 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 year's championship are.

FORMULA ONE RACEWEAR Saloon Car Championship

FORMULA ONE RACEWEAR return to support the popular Saloon Car Championship. Formula One are manufacturers of 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 1998 and both SEMSEC and BARC L&HCC have promoted 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. Craig Dawson was the 1998 champion but there are lots of new challengers and new cars for 1999 hoping to lift the 1999 title.

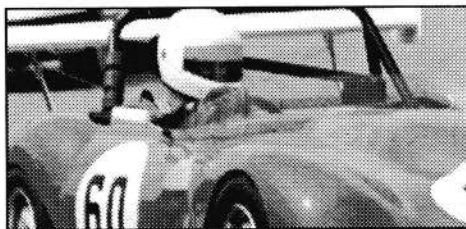
TWMC Lydden Silhouette Saloon Championship

The TWMC Lydden 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 manufacturer's model but as you will see there seems to be a little poetic licence in this area. For the second year we have also allowed home built non commercial sports prototypes to compete in this championship.

The John Taylor Handicap Championship Race

Our Chief Timekeeper at SEMSEC events between 1995 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 but the championship lives on still carrying his name. This has proved to be a very successful formula and in 1999 continues its full championship status for a series of six races. There is also a new prize fund of cash awards for the first, second and third placed drivers in the championship at the end of the season. 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.



Sponsors

RESB International

THE SPONSORS OF THE SINGLE SEATERS

RESB International are based in Surbiton are the motorsport division of John Handley (Bearings) Ltd. They are distributors of Rosejoint rod ends and spherical bearings manufactured by Rose Bearings Ltd.

RESB maintain large and comprehensive stocks of imperial and metric rod end and spherical bearings in a wide range of qualities for many varied applications.

They are specialists in supplying to a variety of race car, rally car, karting and racing motorcycle constructors, owners, drivers and specialist motorsport companies carrying out repairs, modifications and race preparation.

Their Company has over thirty years of experience within the motorsport industry and their sales staff are happy to be consulted on matters of the most suitable bearings for specific applications.

A trade counter is open daily from Monday to Friday 9.30am to 5pm, however callers are advised to check stock position by telephone or fax beforehand on 0181 390 8079 or fax 0181 390 4402.

Any order received by 4pm during any working day will be despatched the same day where possible.

Formula One Racewear

THE SPONSORS OF THE SALOON CAR CHAMPIONSHIP

We are most grateful for the support provided for our 1999 saloon car championship by **Formula One Racewear** of West Kingsdown. Formula One Racewear are part of the Formula One Accessories group who sell all manor 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 Racewear 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 1999 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.

SEMSEC

South East Motor Sports Enthusiasts Club

The Club was originally formed in 1994 to promote race and rallycross meetings at Lydden Circuit. 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 and they also 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 large number of south eastern clubs expressed interest it was left to Tunbridge Wells Motor Club to take SEMSEC forward with the support of Rochester Motor Club and Borough 19 Motor Club these clubs all supply officials for SEMSEC events. Each of these clubs also run a Sprint at one of the SEMSEC meetings during the year.

In 1995 the Lydden Marshals Club membership was also amalgamated with SEMSEC and the club has gone from strength to strength ever since.

This year SEMSEC will run 6 race meetings at Lydden Circuit including today's event with 3 of these supported by sprints. The first two events of the year have already taken place the dates of the remaining events this year are:

- Saturday 7th August
- Sunday 19th September
- Saturday 9th October

The meeting on Saturday 9th October will be jointly promoted with BARC L&HCC, when all the final rounds of each of the 5 Lydden Championships will be held.

Although managed by Tunbridge Wells and assisted by Rochester and Borough 19 Motor Club's, SEMSEC is a true Lydden based club with all its meetings taking place at the circuit. There are many local members and an increasing number of local organisers. We must not forget the very valuable support from all the regular Lydden marshals many of whom are full members of SEMSEC. There are regular monthly club nights held at the Phoenix Railway Club, Crabble Road, Dover on the second Tuesday of each month

from about 8pm and new members and prospective members are always welcome to attend.

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 £25.00 per annum whilst non-racing membership is £12.50 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.

CAN THIS MUCH FUN BE LEGAL?



Time to let yourself go.

With the 1.8 litre K-series engine right behind you, nothing can stop you heading for the twists and turns. That's where the mid-engine MGF lets you ease yourself into the hairpin and come out smiling. But even though the MGF keeps you in control, it's reassuring to know there's a complete range of safety and security features built into its sleek form.

So go on... spoil yourself... ring for a test drive today!



Barretts of Canterbury 28-30 St Peter's Street Canterbury Kent CT1 2BL Telephone Tony Keeler 01227 864444

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 88th year this year making it one of the oldest provincial motor clubs in Britain today.

TWMC promotes three 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.

For the socially active there are Barbecues, a Dinner Dance and various trips to major motoring events around Europe. Whatever 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. Single person club membership costs £15.00 per annum whilst family membership is £17.50. For further information about the club phone the Club Chairman, Norman Redhead on 01323 502335.

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: £8.00 Junior
£10.00 Senior £12.00 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 1999 Borough 19 Motor Club celebrates 36 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 £17 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.

Membership

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

DETAILS OF APPLICANT

NAME _____

ADDRESS _____

POST CODE _____

TELEPHONE NO.(HOME) _____ (WORK) _____

TYPE OF CAR(S) OWNED

INTERESTS

COMPETITOR / OFFICIAL / MARSHAL (circle those appropriate)

Competition Car Formula/ Type of race entered

Championships (which registered for)

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

If so which championships: (circle those appropriate below)

(Saloon/Special & Silhouette/Sports Car/Saloon & Sports Car Handicap/Up to 1600cc Single Seater/Sprint)

TYPES OF MEMBERSHIP

DISCOUNTED NON RACING MEMBERSHIP FOR MARSHALS	£ 7.50 (first year subject to conditions)
NON RACING MEMBERSHIP	£ 12.50 (per annum)
RACING MEMBERSHIP	£ 25.00 (per annum)

I enclose a cheque/postal order for £ payable to the SOUTH EAST MOTOR SPORTS ENTHUSIASTS CLUB.

Please send all membership applications to: Lorraine Greenfield, Membership Secretary, South East Motor Sports Enthusiasts
Club, Greenfields, 16 Saxonbury Close, Crowborough, East Sussex TN6 1EA.

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

Lap Speed

So far...

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

1999 TWMC Lydden Sports Car Championship

Name	Class	Total
Mark Burnside	A	49
Andy Young	A	20
Phil Lambe	B	87
Peter Moffat	B	51
Paul Sherlock	C	111
John Lord	C	95
John Dewing	C	94
Peter Keel	D	96
Dave Pethybridge	D	47
Mike Roberts	D	46

1999 TWMC Lydden Silhouette Saloons Championship

Name	Class	Total
Peter Thurston	A	73
Tony Sharpe	A	25
Robert Bridger	B	76
Paul Streat	B	21
Paul Soames	B	21
Rod Birley	C	138
Bill Richards	C	123
John Woods	C	72
Bob Ross	C	70
Nigel Baker	D	24
Lee Melling	D	24
John Oxborrow	E	49
Steve Luscombe	E	20

1999 Astratech/RESB Single Seater Championship

Name	Class	Total
Dennis O'Sullivan	A	53
Sam Schroeder	A	40
Richard Ellis	A	32
Mark Austin	A	31
Matt Hayes	B	48
Mark Pearson	C	25
Ian Osborne	C	24
Kevin Fry	C	20
Anthony Wadie	D	53
Robin Dawe	D	30
Paul Shipp	D	27
Francis Phillips	D	25
Richard Carrison	D	25

1999 Formula One Racewear Saloon Car Championship

Name	Class	Total
Rod Birley	A	132
Alex Sidwell	A	63
Leigh Parkes	A	63
Craig Dawson	B	133
Peter Ware	B	60
Steve Weatherley	B	50
Bob Nicholls	B	49
Stephen Govett	C	110
Nick Oakes	C	71
Chris Judge	C	60
Dave Abbott	C	60

1999 Road Going Saloon Car upto 1650cc Cup

Name	Class	Total
Neil Bostock	C	44
Micheal Ralph	C	43
Lee Melling	C	18
Stuart Manning	C	15
John Aitenhead	C	13
Mark Jones	C	12

1999 John Taylor Handicap Championship

Name	Total
Derek Burt	35
Dave Colyer	26
Bob Ross	24
Andy Young	20
Mark Burnside	19
John Woods	19