

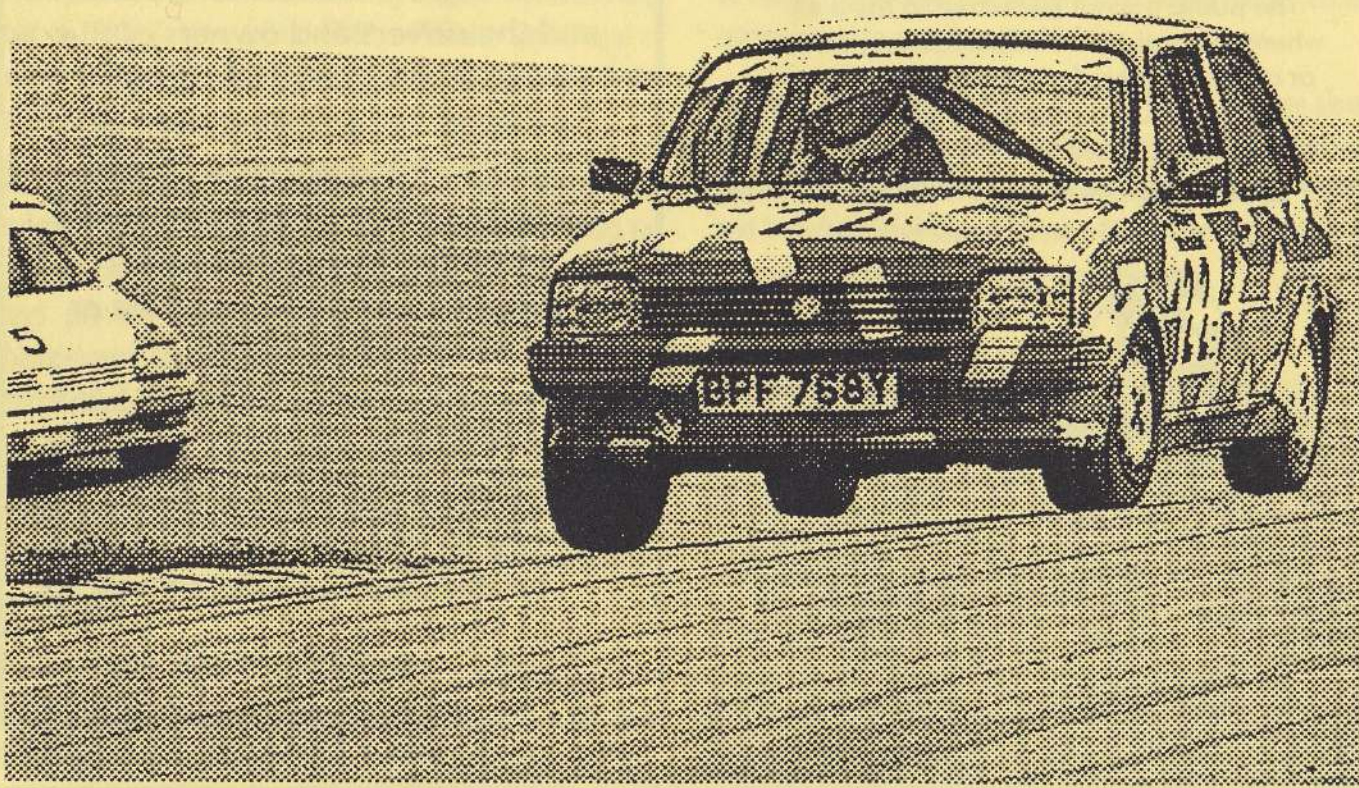
Saturday 12th July 1998

Official
programme
£1

RAC

SEMSEC

meeting



South East Motor Sports Enthusiasts Club

RAC race permit No. 54092

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.

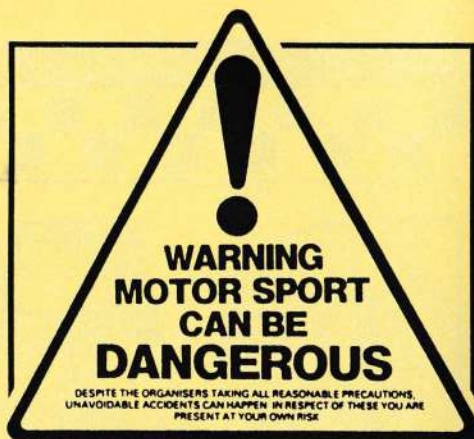
Please drive with care and consideration for others when leaving the circuit, this is a race track the road outside is not.

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

Today's meeting marks the mid point in SEMSEC's racing calendar and probably one of the high points of the club's racing year. We have a 9 race programme planned for your entertainment with all the usual SEMSEC, TWMC and BARC L&HCC Championships plus 4 guest championship races.

The very popular BRSCC Kent County Formula Ford Championship makes the first of this years two appearances at SEMSEC's meeting, the second of which is our 27th September meeting. This championship has classes for the normal 1600cc 'Kent' engined cars, which will run in a race of their own, and the larger engined 1800cc 'Zetec' cars who have a race amalgamated with the RESB Single Seaters. Both these races are sure to be full of action.

Some of you may remember the Sports Racing & GT cars which paid us a visit in 1997. Well they are back again and the roar of 7 litre Cobras, a Ford GT40, a Porsche Spyder and a couple of Jaguars is bound to make the heart beat a little quicker.

The Drayton Manor Park MG Metro Cup competitors make a welcome return to Lydden and this year we are hoping to keep all the cars on the track and up the right way. These guys provide excellent close racing. Watch out for championship leader Bob Welch (67 points) and class leaders Mark Bellamy (59 points) and Dave Javes (47 points).

A new championship to appear in one of SEMSEC's Lydden events is the BRSCC Fiat Challenge and we have nearly a full grid of Fiat Unos, 127s and 128s which must be a race not to be missed.

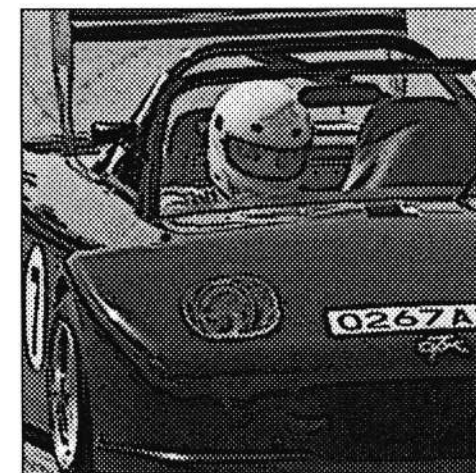
In the regular SEMSEC championships we have the ex Thundersaloon Honda Prelude of Rod Birley out in the D J Invicta Silhouette race. Rod will have to fight hard for the lead with John Oxborrow's Ox7 Sports Prototype as well as championship leader Robert Bridger's Starlet, both of which are likely to get off the line much quicker due to their weight advantage. Also combined with this race will be the TWMC Sports car race and Paul Sherlock's Dax could be right up with the leading Silhouettes whilst Trevor Phillips Sylva and John

Lord's Caterham won't be far behind.

Watch out for a battle of the lead of the Formula One Racewear Saloon car championship race between Craig Dawson and that man Rod Birley again but this time in a Escort Cosworth. Kevin Lower has also been making great improvements race by race in his first season of circuit racing and he could challenge the leaders. Watch out for his sideways style gained from his days in rallying.

The final race of the day will be the John Taylor Saloon and Sports Car Handicap race and if it is overtaking you want to see, this race will have plenty. The cars all start at different time intervals according to known performance with the fastest cars possibly having to cover two or even three laps more than the slowest car. If it all comes right the cars should all bunch together for a final run to the flag as the fastest car comes round to complete his 12th lap.

Finally if you enjoy today's event don't forget to come along to our Saturday 8th August meeting when we will be holding the King of the Kentish Mile competition for single seaters and hopefully have support from a Classic car display, hot air balloons and some fair ground attractions.



Visit the SEMSEC Web Site:
<http://www.eyecue.co.uk/semsec>

Today's Officials

RACE SENIOR OFFICIALS: STEWARDS:

Senior Clerk of the Course:
Clerk of the Course
Deputy Clerk of the Course
Assist. Clerks of the Course:
Chief Judge:
Chief Observer:
Chief Scrutineer:
Chief Timekeeper:
Chief Medical Officer:
I/C Rescue Unit:

*Paul Steiner -
appointed by the RACMSA*
*Norman Redhead, Robert Sutton -
appointed by the Organising Club*
Gary Turtell
Mervyn Kennard
Alan Rees
Ken Greenfield
Steve Goodwin
Gary Goodwin
John Winder
Roy Williams
Dr Rahman
Paul Butt

Event Permit No:
Race - 54092

T I M E T A B L E

RACE ORDER: Race Practice from 12.30 hrs

1. **TWMC Lydden Sports Car Championship Race & DJ Invicta Silhouette Saloons Championship Race**
2. **RESB Single Seater Championship Race & Kent County Formula Ford Championship Race**
3. **BRSCC Fiat Championship Race**
4. **Sports Racing and GT Championship Race**
5. **Drayton Manor Park MG Metro Cup Race**
6. **BRSCC Kent County FF1600 Championship Race**
7. **Formula One Racewear Saloon Championship Race**
8. **BARC L&HCC FF1600 & BARC L&HCC Single Seater Championship Race**
9. **John Taylor Handicap Championship 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:

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

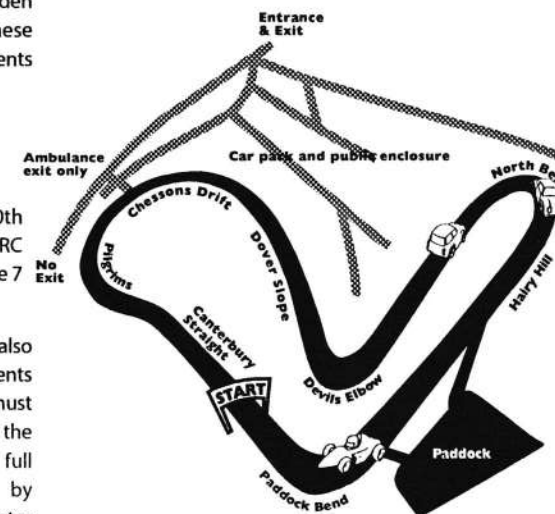
There will also be a meeting on Saturday 10th October which will be jointly promoted with BARC L&HCC and when all the final rounds of each of the 7 Lydden Championships will be held.

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 int 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 12th July 1998. RACMSA (NAT B) Permit No. 54092

No.	Driver	Make	Model	Engine
Race 1 TWMC 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
95	Leigh Parkes	Triumph	TVR V8	3900/Rover 8

Class C - Caterham 7 type cars

7	Martin Yallop	Caterham	7	1700/Ford
9	Paul Sherlock	Westfield		2000/Vauxhall
52	Derek Parker	Caterham	7	1400/Rover K Series
70	John Lord	Caterham	7	2000/Vauxhall

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

1	Peter Keel	Darrian	T9	2000/Vauxhall
41	Peter Wilks	Juno	Stealth	1993/Ford Pinto
99	Trevor Phillips	Sylva Clubman	MK4	1998/Cosworth Baines
	Andrew Delahunty	Vauxhall	Lotus B	

DJ Invicta Silhouette Saloons Championship Race

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

4	Rod Birley	Honda	Prelude	2000T
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Class B - Saloons 1801 - 2500cc

7	John Oxborrow	Ox	7	
49	John Woods	Vauxhall	Chevette	2000/Gemini
77	Robert Bridger	Toyota	Starlet	2000/Vauxhall/HT
95	Peter Thurston	Hillman	Imp	1600
X	Tony Sharpe	Ford	Cortina MK1	1998/Cosworth

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

Race 2 RESB Single Seater Championship Race & Kent County

Formula Ford Championship Race (12 laps)

RESB Single Seater Championship - Class A - Single Seater Racing Cars up to 1600cc

5	Neil Tofts	Swift	SC92F	1600/Andersen
8	Chris Glazier	Swift	SC92F	1600/Auriga
15	Richard Mansell	Van Diemen	RF90	1598/Auriga
79	Dave Connor	Jamun	M92	1600/Auriga

Kent County Formula Ford - Zetec 1800cc Class

1	Neale Blunden	Jamun	M97	1800/Auriga
2	Peter Alexander	Van Dieman	RF97	1800/Auriga
3	Simon Hepplewhite	Swift	SC95Z	1800/Auriga
11	Ian Smythe	Swift	SC96/7	1800/Solus
50	Colin Goodwin	Van Diemen	RF97	1800/Scholar

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



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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 3 BRSCC Fiat Championship Race (12 laps)

1	Martin Riman	Fiat	Uno	1300/AMR
3	Kevin Walker	Fiat	Uno	1300/KWR
4	Steve Taylor	Fiat	Uno MK11	1300/Northen Speed
5	David Cooper	Fiat	Uno	1300
6	Jason Greatrex	Fiat	Uno MK11	1300/Northen Speed
12	Ian Davey	Fiat	Uno	1300/KWR
14	Dereck Flegg	Fiat	128 3P	1300/DLRD Engines
15	Simon Edwards	Fiat	Uno	1300/Bazsport
23	John Townshend	Fiat	Uno SX	1300/BM Technika
27	James Bailey	Fiat	Uno 2ES	1300/Redlake Racing
43	Mark Riman	Fiat	127GT	1300/AMR
44	Clive Jones	Fiat	Uno	1300/CTS
49	Victor Craven	Fiat	Uno	1300
53	Mark Snelling	Fiat	Uno	1300/Fiat
65	David Akwue	Fiat	127GT	1300/Radbourne
66	Sandro Proietti	Fiat	Uno	1300/R Proietti Ltd
69	Mark Braden	Fiat	Uno	1300/CTS
60	Andrew Foster	Fiat	127 Sport	1049/Polymark

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

Race 4 Sports Racing and GT Championship Race (12 Laps)

Class A

1	Paul Castaldini	CCRLister	Knobbly	6300/Air Flow Research
3	Cheng Lim	RAM	SC	6600/Chev
6	Phillip Hammond	Dax	Cobra	7000/Ford 428
27	Tony Clinkard	Cobra Replica		570/Chevrolet
20	John Bailey	Ford GT40		5700/Cleveland V8

Class B

8	Richard Abels	Jaguar Lightweight	E Type	4235/Jaguar
31	Graham Paddick	Kougar/Jaguar	Sport	3800/Jaguar KK

Class C

60	Mike Walker	Martin & Walker Spider		1800/Nick Humphrey
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Results	1st	2nd	3rd	4th	5th	6th
	pts	pts	pts	pts	pts	pts

Race 8 BARC L&HCC FF1600 & BARC L&HCC Single Seater Championship Race (12 laps)

Class A - 1985 onwards

29	Paul Ringer	Van Diemen	RF93	1600/Ford/Drum
4	David Richards	Van Dieman	RF91	1600/ZAGT

BARC L&HCC Single Seater Championship

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

3	Simon Hepplewhite	Swift	SC952	1800/Auriga
32	Anthony Wadie	Palliser	FF2000	2000/Pinto
50	Colin Goodwin	Van Diemen	RF97	1800/Scholar

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

Race 9 John Taylor Handicap Championship Race (12 laps)

7	Martin Yallop	Caterham	7	1700/Ford
14	Kevin Lower	Ford	Sierra Cosworth	2000T
16	Richard Fridd	Van Diemen	Multi-Sport	1600 Ford
17	Derek Burt	Hilman	Avenger Tiger	1598/Griffin
29	Rod Birley	Ford	Escort Cosworth	2000T
49	John Woods	Vauxhall	Chevette	2000/Vauxhall Gemini
54	Ian Sturt Ford	Fiesta	XR2	1600
95	Peter Thurston	Hilman	Imp	1800/Thurston
91	Colin Blowers	Ford	Escort	1998/Pinto
22	Brian Marshall	MG	Metro	1300
36	Andrew Delahunty	Vauxhall	Lotus B	

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

Ronnie Woods

MEMORIAL TROPHY FOR SILHOUETTES

The 'RONNIE WOOD MEMORIAL TROPHY' will be 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 John Oxborrow driving his self built prototype sports car Ox 6.

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 eighties 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.

In 1997 Chris Everill was the recipient of the prestigious award and Judges will be viewing the cars entered in all the qualifying events throughout the 1998 to decide exactly who will be the winner of 'RONNIE WOOD MEMORIAL TROPHY' will be for this season.



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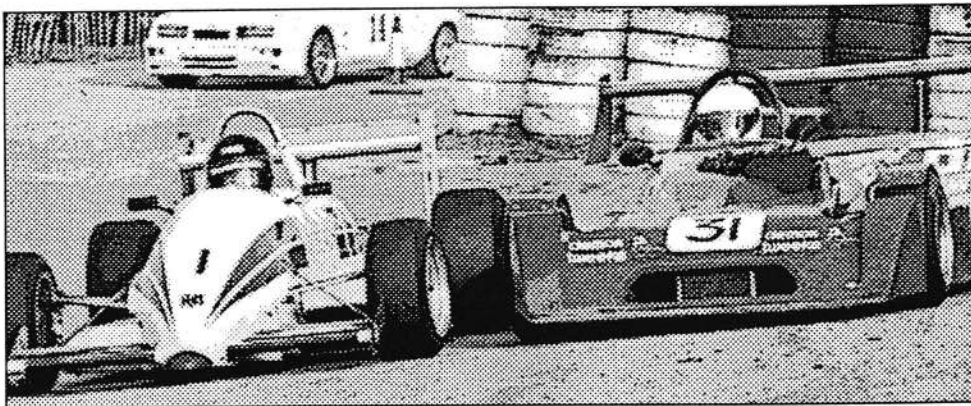
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Race Report - 6th June 1998

First of the days races was provided by the DJ Invicta Silhouettes. There were two very noticeable absentees from the grid, Steve Hall playing 'Kids in America' and more sadly Chris Everill, '97 Ronnie Woods Trophy winner, Chris, has decided to hang up his helmet and sell his rapid 205 hybrid after a torrid start to the 98 season. Everyone connected to the club is hoping that it is only a temporary sabbatical as Lofty's larger than life character will be sorely missed. With those out of the way John Oxborrow must have thought it would be his chance to secure the win, however he reckoned without the resurgence of Rod Birley's Honda now on full song. John led the way in qualifying with Rod not far behind completing the front row, the c As usual for a Saturday meeting the day's activities got off to a good start with a sprint run by the competitiveness of the series being shown by the whole field being covered by just 2.5 seconds. From the lights John charged off into the lead when Rod didn't get off the line as he would have wished and was swamped by Bill Richards Metro and Robert Bridgers Starlet. It didn't take long for Rod to use his power advantage and get past up into second



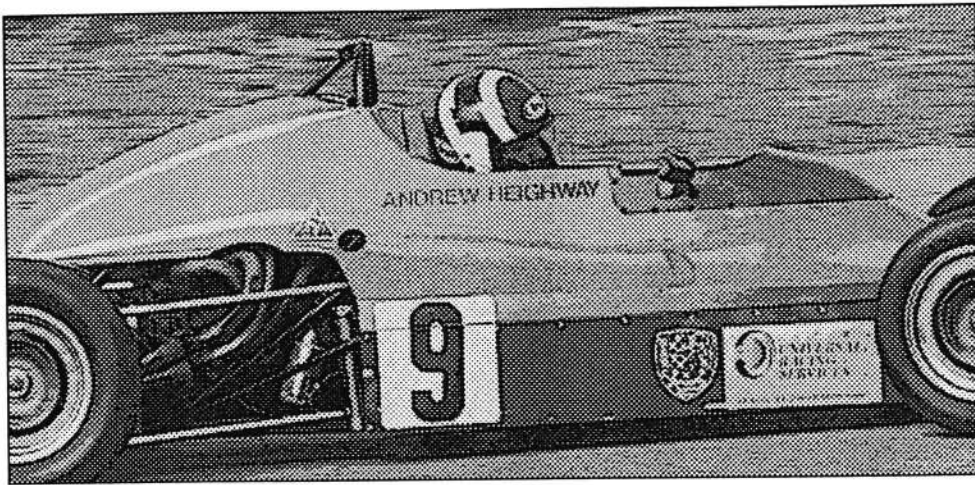
although John had taken the bull by the horns and opened up a lead of several lengths. Rod hunted John down and after a couple of unsuccessful attempts got past on the drag round Chessons and into the Elbow. Game, set and match everyone thought. Everyone except John that is as he used the nimble handling of his home built OX7 to stay on the tail of the Honda and eventually got past with a brave move through paddock bend. Soon John had a big lead as Rod suffered more mechanical gremlins and tried in vain to hold onto second place but could do nothing as first Robert Bridger and then Bill Richards passed him on the last lap. So with his arms raised in joy John secured a well deserved and overdue first win of the season.



Next out came the hoards in the Formula One Racewear saloon car encounter. This has been the most keenly contested championships to date and yet again it was the three stooges who led the way after qualifying. This time the order was Craig Dawson, Alex Sidwell and Rod Birley in third this time with the Escort Cosworth. Ian Sturt qualified well in fourth in his Fiesta just ahead of Ian Ward's Rover 216Gti. From the lights it was the Sierra of Alex Sidwell who made the break with Rod following on. These two were never far apart throughout the 12 laps but eventually it was Rod who saw the black and white duster first, finishing just 0.7 ahead. Craig Dawson had a rather subdued run to third place on what he owned up to later where tyres well past their sell by date. Further down the field the entertainment was provided by Kevin Lower who had started the race in a lowly 8th place in his Sierra. During the race he climbed up to fifth just behind Ian Sturt with a splendid display of sideways motoring. After four rounds the championship is still very tight with Alex Sidwell, Craig Dawson, Paul Metson and Derek Burt all leading

their classes, but with dropped scores and double points at the final round in October there is a lot more racing to be done before the 1998 Champion is decided.

The next race was for one of SEMSEC's success stories in recent years, the TWMC Sports Cars. The grid for these races continues to grow and this time set a record for the youngest driver ever to compete in mainstream circuit racing in the UK. Sixteen year old Andrew Delahunty, a multi kart champion, who lined up an amazing third on the grid. This was made even more amazing by the fact he only took delivery of the car the day before the event. There was no surprise though about the polesitter, Paul Sherlock's very rapid Westfield, over two seconds ahead of the field. The front row was completed by what some unkindly refer to as the frog, Peter Wilks rare Juno Stealth kit car. Sadly failing to make the start was newcomer Simeon Chodosh in the retro Ford Coupe which suffered a broken steering rack in a later qualify session. However the owners have vowed to come back and



enter the car in three races with three different drivers (I hope none of them crash it before the others get a chance to drive it). Sadly the race turned into something of a procession as Paul Sherlock drove off into the distance to win by a massive 21 seconds ahead of Leigh Parkes TR7V8 that was chased by Andrew Delahunty all the way to the chequered flag. Derek Parker made life difficult for himself after an early spin at the elbow but he was able to fight back to fifth at the finish. After his second place Leigh Parkes now holds a sizeable lead in the Championship after winning his class in every race so far but SEMSEC's points formula of best nine results from ten rounds and double points in October means Leigh can not afford to take things easy.

The single seaters made their way onto the grid next for the first of their two races on the card, the RESB Single Seater Championship and Trophy race. The grid was given a very classy look with the ex Alessandro Nannini Minardi Formula 2 car of Kevin McLurg. This is a car used in the twilight years of the European Formula 2 in 1983 and 84. Just for interest Nannini finished seventh in the championship in 83 and tenth in 84 before going onto make 76 starts in Formula One winning at Suzuka in 1989. With a heritage like that it was hardly surprising that he won the race but Paul Sleeman didn't let him out of his sights until he

retired with just two laps to go. Ian Osbourne inherited second ahead of the Zetec Formula Ford of Andrew Golby. Matt Hayes again led home the RESB runners in fourth and is now a massive 37 points ahead in the title chase but there are still six rounds still to go so Dave Connor and Dennis O'Sullivan who finished in fifth and seventh respectively can still catch him.

The runners in the John Taylor Handicap were next up. So far this season the cars have crossed the line well spaced out but for this meeting it would be different with the top six finishing within 10 seconds of each other and the whole field spread over just 30 seconds. Forecasting the winner was therefore harder than usual but as the last lap board came out all the cars were on the same lap and each fighting for positions. In the end it was Ian Sturt who took his first win by just over a second from Championship leader and Lydden regular Derek Burt in his Avenger Tiger. Just to show how open these races are, last round winner, Richard Fridd, came home in tenth and last years Champion, Rod Birley, reunited with the car he won the title in came home in eleventh.

The single seaters formed up for the next grid, this time to contest BARC single seater and Formula Ford Championships. To add a little spice to the racing Kevin McLurg opted to start the race from the back of

the grid. The result was never much in doubt as Kevin first played with then powered past the opposition. Matt Hayes was the individual who put up the best fight as he showed just how quick a well driven Formula Ford car can negotiate the twists and turns of Lydden to keep the Minardi behind him. Eventually though Kevin opened the throttle wide open and with a roar of BMW might drove past down the fast hairy hill. Using the hole provided by the Formula 2 car Andrew Golby managed to slip past Matt and take second with Matt staying ahead of a charging Chris Glazier for third.

Last race of the day was a reversed grid charge for the Saloon car competitors. They were joined at the back of the grid by the V8 Escort of Peter Thurston who requested an extra play. So as there was space the organisers showed what the ideals behind SEMSEC are and allowed him to start albeit with a 10 second penalty. This turned the race into a good old fashioned hare and hounds race as he had to fight his way past

11 other saloons. The race got off to a fraught start as Ian Sturt spun his little Fiesta right in the middle of the pack and was perhaps lucky that he was struck by only one car, Andrew Feaver's Peugeot 309. Both cars managed to restart but Andrew could only limp round and retire to the pits. Mean while in the race the started at the back were making rapid progress and before long it was the regular duellists of Dawson, Birley and Sidwell at the sharp end joined by the Escort of Peter Thurston. The order at the flag had Thurston first but in a gesture typical of the man he pulled off on the slow down lap and allowed Craig Dawson to take spoils of victory as first saloon car.

Once the racing was over John Oxborough was asked by BBC Radio Kent to do an interview whilst circulating the track, apparently it went something like this:

John: Are you ready ?

Radio Kent: Yes.....arrrrrrrrgh!



TWMC Championship Sponsors

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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

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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.

TWMC Championship Sponsors

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THE SPONSORS OF THE SINGLE SEATERS

RESB International have recently moved to Surbiton and 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.

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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 its 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 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 its 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.

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



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Lydden Circuit Dates 1998

11th July	Sprint	MMK
25th July	Championship Motor Cycles	BMCRC Solo & Sidecars
1/2nd August	Championship Car Races	BRSCC Saloons & Single Seaters
8th August	Championship Car Races	SEMSEC Saloons & Single Seaters
15th August	Track Day	Apex Leisure Motor Cycles
22nd August	Track Day	Dave Hammond Motor Cycles
23rd August	Championship Car Races	BARC Saloons & Single Seaters
31st August	Rallycross	BARC/BRDA Rallycross
5th September	Track Day	Apex Leisure Motor Cycles
13th September	Rallycross	BARC/BRDA Rallycross
19th September	Track Day	D Hammond Motor Cycles
27th September	Championship Car Races	SEMSEC Saloons & Single Seaters
3/4th October	Motor Cycle Racing	BMCRC Lord of Lydden Sidecar Burn-up
10th October	Championship Car Races	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

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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