

27th October 2001

# Sprint & Race



Rochester Motor Club &  
South East Motor Sport Enthusiasts Club

Official Programme - £1.00

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**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 9.00 am on weekdays and Saturdays, and 12.30 on Sundays, and after 6.00 pm on any day. Will competitors please comply. Furthermore competitors are forbidden to and spectators are requested not to approach or leave the circuit via Wotton Village, enter and exist 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 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.**

**ACKNOWLEDGMENTS**

The South East Motor Sport Enthusiast Club would like to thank the following: Formula One Motorsport, Credit Professionals, Astratech, Tunbridge Wells Motor Club, Rochester Motor Club, Borough 19 Motor Club and all officials and marshals at today's event.



**NOTICE - WARNING TO 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 at this meeting as well as trained Rescue Unit and Red Cross Personnel.



This weekend SEMSEC join forces with Rochester Motor Club to bring a full day of club motor sport. In the morning we will be running the RS Engineering Sprint promoted by Rochester Car Club with marshals and officials from SEMSEC, Tunbridge Wells and Borough 19 Motor Clubs.

Sprinting is a popular way into motor sport with a wide range of events and cost options available. The aim is to complete the course in the shortest amount of time with cars divided into separate classes depending on level of modification and cubic capacity. This event is a round of the Tunbridge Wells Motor Club's All Circuit Sprint Championship as well as a number of regional championships.

Competition will be close as past events have testified. There will be plenty to watch out for with some very interesting machinery entered. One of the great of sprinting is that almost anyone can enter since there are classes for standard cars and slightly modified cars to highly modified saloons, sports cars and single seaters. If you are interested in learning more speak to one of the club officials in the paddock office.

This afternoon SEMSEC will be promoting a championship race meeting. This event is aimed at the club racer, some of who will have started in motor sport by competing in sprints. There is a seven race programme planned with rounds of the SEMSEC, Tunbridge Wells Motor Club and BARC South East Centre Lydden based championships. Today's races are double points events.

The South East Sports and Saloon challenge has proved very popular with several very close battles throughout the field. At the front, Mike Roberts will take some beating in his Jade Sports racing car, but watch the battle behind him. The two radicals of Jim Greenfield and Charles DeGarston will be having a battle of their own as they look to prove just who is the fastest. The Kit cars of Lee Welch and Julian Sage will be right up there and the Silhouette Metro of Bill Richards will also be challenging for the top three places.

In the Credit Professional Sports Car Championship we have seen several very close finishes between the sports Kit cars of Sage and Welch often changing position right up to the last corner.

The Formula One Saloon Car Championship has the potential of being one of the most captivating of the day. Craig Dawson has been dominating in his Peugeot, but watch the tussle between the quartet of Sierra's driven by Peter Wilks, Colin Usher, Steve Weatherley and Tony Ryan.

Single Seaters are catered for in the Astratech Single Seater Championship race. Mark Smith is currently dominating the series, with Matt Hayes and Charles Harvey-Kelly also heading up their respective classes. There is also a Single Seater challenge race in the programme.

The final race of the day will be the John Taylor Handicap race. Cars and drivers of a wide range of performance and ability are eligible to take part with differences equalised through a staggered procedure and credit laps. It makes for a race with lots of overtaking and hopefully a very close finish.

We hope you enjoy our event this weekend. If you would like to find out more about how to take part as a competitor, marshal or an official please come and talk to one of the club officials in the paddock office.

Held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) the Supplementary Regulations.

Sprint Event Permit No: 7143  
 Race Event Permit No: 7144

Sprint Practice from 9.00am, Timed runs follow, Lunch Break.  
 Race Practice from 12.30pm

**PRACTICE/RACE ORDER - All races are 12 laps**

- Race 1 - Formula One Accessories Saloon Car Championship (Cat B cars)  
 TWMC Silhouette Saloon Car Championship (Cat B cars)  
 Credit Professionals Sports Car Championship (Class A)  
 SEMSEC Economy Saloon Car Challenge
- Race 2 - TWMC Silhouette Saloon Car Championship (Cat A cars)
- Race 3 - Credit Professionals Sports Car Championship (Class B, C, D)
- Race 4 - Astratech Single Seater Championship
- Race 5 - South East Sports and Saloon Car Challenge
- Race 6 - Single Seater Challenge  
 SEMSEC Formula Ford 1600 Challenge
- Race 7 - John Taylor Handicap Championship

**RACE SPRINT OFFICIALS**

<b>MSA Steward</b> TBN	<b>Chief Marshall</b> Paul Phillips	<b>Chief Start Line</b> Richard Mills
<b>Clerk of Course</b> Gary Turtell (Race) Alan Rees (Race) Les Beer (Sprint)	<b>Chief Paddock Marshal</b> Michael Champion	<b>Chief Scrutineer</b> John Winder (Race) Howard Downes (Sprint)
<b>Asst. Clerk of Course</b> Mervyn Kennard (Race) Peter Wilks (Sprint)	<b>Ambulance</b> Red Cross	<b>Environmental Scrutineer</b> Howard Shaddock
<b>Secretary of the Meeting</b> Nikki Stevens	<b>Rescue Unit</b> BARC Rescue	<b>Chief Timekeeper</b> Roy Williams (Race) Norman Manser (Sprint)
<b>Entries Secretary</b> Nikki Stevens (Race) Carole Wilks (Sprint)	<b>Chief Observer</b> Gary Goodwin	<b>Chief Medical Officer</b> Dr. Matt Hayward
<b>Club Stewards</b> Norman Redhead Ron McCabe	<b>Driving Standards Observer</b> Paul Phillips	<b>Commentator</b> Alan Povey
	<b>Chief Judge</b> John Baldwin	<b>Signing On</b> Katrina Low (Race) Carole Wilks (Sprint)
	<b>Chief Incident</b> Terry Harrison	

**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 Et Home Counties Centre, the Tunbridge Wells Motor Club and several prominent local motor sport enthusiasts, the club got off to a slow start.

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 initial interest it became apparent that it was going to be left to Tunbridge Wells Motor Club to take SEMSEC forward with the support of Rochester Motor Club and Borough 19 Motor Club. These clubs supply many of the officials for SEMSEC events. Each club also runs Sprints as part of the some of the events. In 1995 the Lydden Marshals Club membership was also amalgamated with SEMSEC membership and the club has grown from strength to strength ever since. 1995 saw a large increase in support for SEMSEC's meetings and we have been building on this ever since.

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 and many local members as well as an increasing number of local organisers. We must also 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. We hope you have an enjoyable day at today's event and will want to support our club by joining us as a member.





**BOROUGH 19 MOTOR CLUB**

Borough 19 Motor Club 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 Sprint meetings at various south east venues.

The club meets at the Colyers Arms PH, Station Road, Betsham, near Dartford on the 2nd and 4th Tuesday of every month. 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 and there is a web site at 'www.borough19motorclub.co.uk'.

Further membership details and forms can be obtained by telephoning Alan Steele on 01732 832448.

**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 it's activities encompass karting, car and motorcycle events. The ever expanding karting section features four stroke racing with eight classes, from 8 year old upwards. This section operates under it's 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.

The Club has it's own Offices at 120, Delce Road, Rochester, Kent ME1 2DT and may be contacted by phone on 01634 841499. There is also a web site at 'www.rochestermc.co.uk'.

**TUNBRIDGE WELLS MOTOR CLUB**

Tunbridge Wells Motor Club (TWMC) traces it's 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 it's 90th year this year making it one of the oldest provincial motor clubs in Britain today.

TWMC promotes two 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 Championship Stage Rallies, the Pestalozzi Hillclimb, 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 or look up the club web site at 'www.twmc.org.uk'.

**R S ENGINEERING LYDDEN SPRINT - SATURDAY 27TH OCTOBER 2001**

No	Name	Club	Car	CC	Champs	
<b>Class A1 - Standard Production Sports and Saloons - up to 1400cc</b>						
1	A1	Martyn Wilks	B19	Fiat Arbarth	850	2,3,4,
2	A1	Grenville Williamson*	Hart	Citroen AXGT	1360	1,3
102	A1	Katie Hunt*	Hart	Citroen AXGT	1360	1,3
3	A1	Peter Jobson	Rochester	Rover Metro	1396	-
<b>Class A2 - Standard Production Sports and Saloons - Over 1400cc to 2000cc</b>						
7	A2	Chris Beesley*	West Essex	Peugeot 405	1905	4,6
107	A2	Stephen Beesley*	West Essex	Peugeot 405	1905	4,6
8	A2	Steve Pardoe	B19	Vauxhall Astra	1998	2
9	A2	Graeme Mitchell	BARC	Seat Ibiza	1984	-
10	A2	Barry English	Rochester	Vaux. Astra	1998	-
11	A2	Franco Urso	Green Belt	Citroen Saxo	1600	2
<b>Class A3 - Standard Production Sports and Saloons - Over 2000cc</b>						
14	A3	Steve Cox	TWMC,TVR	TVR V8S	3947	3
15	A3	Den Lyon*	TVR	TVR Chimera	4556	3
115	A3	David Ronnan*	TVR	TVR Chimera	4556	1
16	A3	Robin Harris	TVR, BARC	TVR Griffith	4997	1,2,3,4,5,6
17	A3	Peter Reeve	7Oaks, TVR	TVR Tasmin	2800	1
18	A3	David Balderson	7Oaks	TVR Tasmin	3500	7
19	A3	Graham Miles	Brighton	Jaguar E Type	4200	-
<b>Class B4 - Road going Production Sports and Saloon Cars - Up to 1400cc</b>						
22	B4	Dick Athorn	7Oaks	Alpine Renault	1397	1
23	B4	Daniel Green	TWMC	Austin Mini	1380	4
24	B4	Jon Low	Rochester	Tr. Spitfire	1965	4
25	B4	Mike Edwards		Mini	1380	-
26	B4	Lincoln Cooper*		Arbarth	1050	-
126	B4	Mark Devaney*	7Oaks	Arbarth	1050	-
<b>Class B5 - Road going Sports and Saloons Cars - Over 1400cc up to 2000cc</b>						
32	B5	Stephen Craig*	7Oaks	RS 2000Mk 2	1979	1
132	B5	Nigel Craig*	7Oaks	RS 2000 Mk 2	1979	1
33	B5	Harry White	AROC	Alfa Romeo	1750	-
34	B5	Ken Rorrison	Lancia MC	Lancia Fulvia	1584	1
35	B5	Chris Fulke-Greville	7Oaks	Vaux.Astra	1998	1,2,3,4,5,6,7
36	B5	Tim Stevens	BARC	Lotus Exige	1796	1,2,3,4,6
37	B5	Matthew Smith	ERMC	Citroen BX16	1905	1,4
38	B5	Steve Butts	B19	Lotus Elise	1796	6
<b>Class - B6 Road going Sports and Saloon cars - Over 2000cc</b>						
42	B6	Peter Humphries	TVR	TVR V8S	4.6	1,2,3
43	B6	Steve Heath	TVR, BARC	TVR 390SE	5150	3
44	B6	Paul Mayhew	TWMC,RCM	Subaru Impreza	2000	3
45	B6	Frank Trueman	Green Belt	Sierra XR4x4	1985	2,3,4,5
<b>Class C7 - Road going Kit Type Cars and Replica Cars - Up to 1700cc</b>						
52	C7	Alan Hockman	Windsor	Caterham 7	1700	6
53	C7	Gary Drew	Brighton	Caterham 7	1600	-
<b>Class C8 - Road going Kit Type Cars and Replica Cars - Others over 1700cc</b>						
60	C8	Mike Harrington	B19	Caterham 7	1796	-
61	C8	Stephen Laing	Peterborough	Caterham SS	1799	2,3,6
62	C8	Paul Stoakes	B19	Caterham 7	1993	3
63	C8	P.Ward	7Oaks	Caterham 7	1999	-
64	C8	Ken Young	7Oaks	Dax Rush	2000	2,4

**Class D9 - Modified Production Cars - Up to 1400cc**

**SPONSORED BY ASEMC**

68	D9	Jonathan Wildash	MMKMC	Ford Escort	1298	-
69	D9	Chris Judge	B19	Mini Cooper 5	1293	1,2,3,4,6
70	D9	Bob Hoare	7Oaks	Clan Crusader	998	4,7
71	D9	Jonathan Barltrop	7Oaks	R.8 Gordini	1397	7
72	R1 D9	Jeremy Evans	Mini Cross	Rover Mini	1300	-
73	D9	Scott Lawson	Mini Cross	Austin Mini	1300	-
74	D9	David Hobbs*	Mini Cross	Rover Mini	1297	-
174	D9	Naftali Ayieko*	Mini Cross	Rover Mini	1297	-
75	D9	Ron Watson	Mini Cross	Rover Mini	1330	-
76	D9	Richard Wakeling	Mini Cross	Rover Mini	1300	-
77	D9	Ralph Budd	Mini Cross	Austin Mini	1300	-
78	D9	Clive Holloway*	Mini Cross	Rover Mini	1275	-
178	D9	Dave Jeal*	Mini Cross	Rover Mini	1275	-

**Class D10 - Modified Production Cars - Over 1400cc up to 2000cc**

79	D10	Roger Burgess	B19	Ford Escort	2000	1,4,5,6
80	D10	Sally Sindihakis	TWMC	Saab 900T	1985	3
81	D10	Jason Trueman	Green Belt	Escort Mk 2	1993	2,3
181	D10	Gavin Pink	Green Belt	Escort Mk 2	1993	2,3
82	D10	Peter Holt	Rochester	Escort Mk 2	2000	4
182	D10	Stephen Holt	Rochester	Escort Mk 2	2000	4
83	D10	Andrew Cherry	MMKMC	Fiesta Si	1798	-
183	D10	Alan Cherry	MMKMC	Fiesta Si	1798	-

**Class D11 - Modified Production Cars - Over 2000cc**

85	D11	Terry Booth	Brighton	Sierra XR4	2995	-
86	D11	Philip West	B&Hove MC	Sierra XR4	2800	-
186	D11	Richard West	B&Hove MC	Sierra XR4	2800	-
87	D11	D Cook	BHMC	Ford XR4	2933	-
88	D11	John Sharp	B19	Ford Capri	3000	6

**Class E12 - Single Seaters, Sports Racing Cars and Special Saloons**

*- Not complying with any other class*

91	E12	Richard Lee	7Oaks	MG 6R4	3000	1,2,3,4,6,7
92	E12	Tudor Davies*	Wickford	Ford Escort	1598	2
192	E12	Ashley Davies*	Wickford	Ford Escort	1598	2

**Class E13 - Single Seaters, Sports Racing Cars and Special Saloons**

*- Pre 1994 Formula Ford 1600 & Formula Ford*

95	E13	Jimi Avrham	H.S.A	Sparton FF	1600	1593
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**Class E14 - Single Seaters and Sports Racing Cars - Up to 1300cc**

98	E14	Jan Kosuta	HCAAC	OMS	1089	1
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**Class E15 - Single Seaters and Sports Racing Cars - Over 1300cc up to 1700cc**

101	E15	Glenn Del Medico	BARC/SA	Mallock	1700	2,4
104	E15	Bill Johnson	BARC	Mallock	1700	4

**Class E16 - Single Seaters and Sports Racing Cars - Over 1700cc**

105	E16	Richard Lee	7Oaks	March 813	1998	1,2,3,4,6,7
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\* Double Entered

**Championships**

1. ACSMC 2.
2. AEMC
3. ALL CIRCUIT
4. ASEMC
5. CCC
6. LCAMC
7. MARKETING MACHINE

**DO YOU WANT TO KEEP RACING AT LYDDEN?**

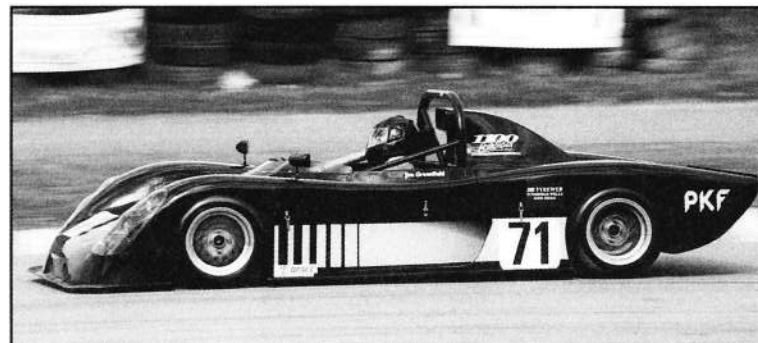
The owners of Lydden Circuit, TAG-McLaren, plan to build a factory and test-track here for the new Mercedes sports car, which means that motorsport may have to cease here after 2002. At the end of 1999 it seemed that both McLaren and Dover District Council were prepared to allow racing (except F1) to continue here if there was sufficient support.

But in March 2000 the council produced a report which recommends that "The new circuit is not to be used for racing of any motor vehicle or for the testing of Formula 1 cars or other unsilenced vehicles" and "The use of the existing circuit for racing shall cease upon the commencement of the first phase of the factory, or the commencement of the new circuit." So unless we do something about it, racing will finish at Lydden. We are fortunate that the originally time table seemed to suggest that racing would stop at the end of 2001 however a delay has meant that racing is safe until October or November 2002. After that the future is uncertain to say the least and we are appealing for as many people as possible lobby the Dover council and McLaren to ensure that the future of Lydden Hill as a car and bike race circuit remains secure.

Following the submission of a petition and various letters to Dover council it became apparent that neither the council nor McLaren had any idea of the number of enthusiasts who rely on Lydden for their motorsport entertainment and who would be affected by its closure. Up until that time the council had been influenced solely by a very few people who complain about the noise. Hundreds of racers on two wheels and four, including world champions such as James Hunt, Damon Hill, Barry Sheene, Carl Fogarty and Darren Dixon, have made their mark in motorsport after starting out at Lydden. And many more continue to enjoy their motorsport at the circuit without wishing to watch, or race, anywhere else.

If, like us, you feel sufficiently passionate about motorsport to do something please set out your views in a letter addressed to The Director of Planning, Dover District Council. Thank you for your support.

(Up dated from an article written by Kerry Dunlop)





RACE 1 - FORMULA ONE MOTORSPORT SALOON CAR CHAMPIONSHIP  
 & TWMC LYDDEN SILHOUETTE SALOON CAR CHAMPIONSHIP (Cat B),  
 CREDIT PROFESSIONALS SPORTS CAR CHAMPIONSHIP (Class A)  
 & SEMSEC SUPER ECONOMY SALOON CHALLENGE RACE RACE - 12 Laps

Formula One Motorsport Saloon Car Championship

No.	Driver	Make	Model	Engine/cc	Home Town
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Class A Saloon & Hatchback Cars 2001 and over & Forced Induction Saloons & Hatchback cars 1600cc and over.

5	Colin Usher	Ford	Sierra Sapphire	1998/Cosworth	Gravesend
18	Brian Leonard	Ford	Sapphire Cosworth	2000/BBR	Eastchurch
64	Peter Wilks	Ford	Sierra Sapphire	1997/Cosworth	Orpington

Class B Saloon & Hatchback Cars 1601cc and over up to 2000cc, Forced Induction Saloon & Hatchback Cars up to 1600cc, Roadgoing Saloon & Hatchback Cars 2001cc and over and Forced Induction Roadgoing Saloon & Hatchback Cars 1601cc and over.

8	Craig Dawson	Peugeot	205 GTI	1928/Ravic	Ashford
(D) 45	Steve Weatherley	Ford	Sierra Sapphire	2000/Pinto	St Leonards on Sea
58	Barry Barnes	Toyota	Carina E GTI	1998/D.A.D.	Sevenoaks

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)

7	C. Faulke-Greville	Vauxhall	Astra	1998/Vulcan Autoport	Addlestone
22	Peter Ashton	Honda	CRX	1600	Uggeshall
54	James Chalkey	Austin	Mini	1380/PM Motorsport	Maidstone
42	Nicholas Oakes	Austin	Cooper S	1380/Bill Richards	Heathfield

Class D - Standard Saloon & Hatchback Cars up to 1600cc

TWMC Lydden Silhouette Saloon Car Championship Race (Cat B)

Class 5 - Modified saloons exceeding 1800cc up to 4000cc

Class 6 - Up to 1800cc Modified Saloons

23	Nick Wadham	Renault	Clio	1800	Emsworth
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Class 7- All Roadgoing Modified Saloons

16	John Aitkenhead	VW	Beetle	1641/Acerace VW	London
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Credit Professionals Sports Car Championship (Class A)

Class A - Roadgoing Sports Cars up to 2000cc and Mass Production based Sports Cars up to 1700cc.

1	Steve Luscombe	MG	Midget	1380/Bill Richards	London
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SEMSEC Super Economy Saloon Challenge

RACE 2 - TWMC LYDDEN SILHOUETTE, SALOON AND SPORTS CAR CHAMPIONSHIP RACE (CAT A), CREDIT PROFESSIONALS SPORTS CAR CHAMPIONSHIP (Classes B, C & D) RACE - 12 LAPS

TWMC Silhouette, Saloons and Sports Cars Championship

No.	Driver	Make	Model	Engine/cc	Home Town
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Class 1 - Prototype Sports cars & Sports Racing Cars, Sports Cars built for one make sports car series, up to 2000cc:

9	Steve Donovan	Radical	Prosport	1300/	Horsley
30	C. De Garston	Radical	Clubsport	1100/Kawasaki	Tunbridge Wells
70	Mike Roberts	Jade	Sports Prototype	2000/Vauxhall	Hailsham
71	Jim Greenfield	Radical	Clubsport	1100/Kawasaki	Tunbridge Wells

Class 2 - Saloons 2001cc and above and all Forced Induction engined saloons

Class 3 - Saloons up to 2000cc (excluding forced induction engined saloons).

13	Mary Grinham	Maguire	Mini	1425/BL	Barneshurst
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Class 4 - Steel Bodied Saloons up to 2000cc

20	Mark Burton	Toyota	Starlet	2000/Swadkin	Biggin Hill
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Credit Professionals Sports Car Championship

Class B - Roadgoing Sports Cars over 2001cc, Mass Production based Sports Cars over 1701cc and Caterham ??' type cars up to 1700cc.

25	Simon Ray	Caterham	Seven	1700/Ford	Padbury
51	Derek Parker	Caterham	Seven	1400/Rover	Orpington
68	Kim Adams	Caterham	Seven	1700/Ford Harris	Northolt
95	Leigh Parkes	MG	BV8	3900/Rover	Sutton

Class C - 'Caterham 7' type cars over 1700 cc and motor cycle derived engined sports cars.

6	Julian Sage	Caterham	Seven	1800/Minister	Sittingbourne
33	John Dewing	Westfield	SCE	2000/Vauxhall	Offham
34	Lee Welch	Westfield	Seven SE	1720/Vulcan Ford	Ferndown
35	Neil Cordwell	Westfield	SEIW	1998/Zetec	Clerques, France
57	John Bird	Caterham	Blackturo	1100	Copthorne
86	Gary Pickles	Caterham	7	1800	Chichester

Class D - Other Kit Cars and Sports Cars of limited production runs excluding sports racing cars and cars built for one make sports car formulae (i.e. Radicals, Global Lights etc).

7	Trevor Phillips	Sylva		Cosworth	Crowborough
27	Tony McQueen	Davrian	Mrk7	Sunbeam Carter/Sykes	Waterlooville

RACE 3 - ASTRATECH SINGLE SEATER CHAMPIONSHIP RACE - 12 LAPS

Class A - Formula Ford 1600 Kent Engined Cars & Formula First Cars

18	Mark Smith	Ginetta	G18	1600/Ford	Crawley
32	Adam Selby	Van Dieman	Formula First	1600	Sheppey
62	Mark Austin	Crossle	62F	1600/Scholar	Wickford

Class B - Formula Ford 1800 Zetec Engined Cars & Formula Ford 2000 cars

Class C - Single Seater racing cars up to 2000cc

(including single seater racing cars complying to MSA Sprint & Hillclimb regulations)

11	Kevin Fry	Reynard	SF80	2000	Poole
16	Carl Kinsey	Ralt	RT32B	2000/Toms Toyota	Caerphilly
64	C. Harvey-Kelly	Form. Vauxhall	Vauxhall 16v	2000	Kensing

RACE 4 - SOUTH EAST SPORTS & SALOON CAR CHALLENGE RACE - 12 LAPS

No.	Driver	Make	Model	Engine/cc	Home Town
Class A - Sports Racing Cars up to 2000cc, & Sports Cars built & designed for one make Sports Racing Series up to 2000cc					
9	Steve Donovan	Radical	Prosport	1300/	Horsley
30	C. De Garston	Radical	Clubsport	1100/Kawasaki	Tunbridge Wells
70	Mike Roberts	Jade	Sports Prototype	2000/Vauxhall	Hailsham
71	Jim Greenfield	Radical	Clubsport	1100/Kawasaki	Tunbridge Wells

Class B - Silhouette GT Saloons over 1600cc, Production Kit Cars over 1700cc and Production based Sports Cars over 2500cc					
6	Julian Sage	Caterham	Seven	1800/Minister	Sittingbourne
34	Lee Welch	Westfield	Seven SE	1720/Vulcan Ford	Ferndown
35	Neil Cordwell	Westfield	SEIW	1998/Zetec	Clerques, France
75	Rod Birley	Ford	Escort WRC	2000/CosworthGibb	West Kingsdown
95	Leigh Parkes	MG	BV8	3900/Rover	Sutton

Class C - Special Saloons, Production Based Sports Cars up to 2500cc and Forced Induction Modified Production Saloons and Silhouettes GT Saloons up to 1600cc and Production Kit Cars up to 1700cc					
3	Steve Govett	Rover	220	1998/Rover(T)	Sittingbourne
25	Simon Ray	Caterham	Seven	1700/Ford	Padbury
57	John Bird	Caterham	Blackturo	1100	Copthorne
68	Kim Adams	Caterham	Seven	1700/Ford Harris	Northolt
86	Gary Pickles	Caterham	7	1800	Chichester

Class D - Modified Production Saloons up to 1700cc					
16	John Aitkenhead	VW	Beetle	1641/Acerace VW	London
22	Peter Ashton	Honda	CRX	1600	Uggeshall

Class E - Modified Saloons over 1700cc					
58	Barry Barnes	Toyota	Carina E GTI	1998/D.A.D.	Sevenoaks

Reserves

RACE 5 - SEMSEC SINGLE SEATER CHALLENGE AND SEMSEC FORMULA FORD CHALLENGE - 12 LAPS

SEMSEC Single Seater Challenge

Class A - Motor cycle derived engined cars

Class B - Formula Ford 1800 Zetec Engined cars and Formula Ford 2000 cars

Class C - Single seater Racing Cars up to 2000cc (including single seater racing cars complying to MSA Sprint & Hillclimb regulations)					
11	Kevin Fry	Reynard	SF80	2000	Poole
16	Carl Kinsey	Ralt	RT32B	2000/Toms Toyota	Caerphilly
32	Adam Selby	Van Dieman	Formula First	1600	Sheppey
64	C. Harvey-Kelly	Form. Vauxhall	Vauxhall 16v	2000	Kensing

Class D - Clubmans Formula Cars

SEMSEC Formula Ford Challenge

Class A - Cars manufactured prior to 1st January 1982

Class B - Cars manufactured between 1st January 1982 and 31st December 1989

Class C - Cars Manufactured on or after 1st January 1990



RACE 6 - JOHN TAYLOR HANDICAP - 12 LAPS

No.	Driver	Make	Model	Engine/cc	Home Town
5	Colin Usher	Ford	Sierra Sapphire	1998/Cosworth	Gravesend
9	Steve Donovan	Radical	Prosport	1300/	Horsley
21	Ron Gee	MG	B Roadster	1850/BMC	Wingham
22	Peter Ashton	Honda	CRX	1600	Uggeshall
30	C. De Garston	Radical	Clubsport	1100/Kawasaki	Tunbridge Wells
35	Neil Cordwell	Westfield	SEIW	1998/Zetec	Clerques, France
(D) 45	Steve Weatherley	Ford	Sierra Sapphire	2000/Pinto	St Leonards on Sea
51	John Hill	Caterham	Seven	1400/Rover	Beckenham
57	John Bird	Caterham	Blackturo	1100	Copthorne
64	Peter Wilks	Ford	Sierra Sapphire	1997/Cosworth	Orpington
71	Jim Greenfield	Radical	Clubsport	1100/Kawasaki	Tunbridge Wells

Key

\* Denote cars that are entered in more than one championship in the same race and therefore appear in the entry list for that race twice

D Denotes disabled driver





**FORMULA ONE MOTORSPORT**

**THE SPONSORS OF THE SALOON CAR CHAMPIONSHIP**

We are most grateful for the continued support provided for the 2001 saloon car championship by Formula One Motorsport of West Kingsdown. Formula One 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 you car or just a useful accessory to your road car.

As part of the support for the 2001 Formula One Motorsport Saloon Car Championship the company has very kindly offered a voucher to spend at their shop in West Kingsdown worth £350 to the championship winning driver.

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

<p><b>DO YOU KNOW WHO OWES YOU MONEY? WILL YOUR CUSTOMERS PAY YOU ON TIME?</b></p>	
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<p><b>Call: Trevor Phillips on 01892 665806 Email: <a href="mailto:credit@btinternet.com">credit@btinternet.com</a></b></p>	
<p><b><a href="http://www.credit-manager.co.uk">www.credit-manager.co.uk</a></b></p>	

**CREDIT PROFESSIONALS SUPPORT THE SPORTS CARS**

SEMSEC and TWMC are delighted to confirm the Crowborough based company have agreed to continue their support for the TWMC Sports Car Championship for the 2001 season. The owner of the company, Trevor Phillips, is a regular competitor in the series with his metallic cherry pink Sylva Clubman MkIV and is a pervious championship award winner.

Trevor's company helps businesses to increase their profitability through better management of their credit control. He is Vice President of the Institute of Credit Management, the professional body for credit managers and is a regular lecturer and presenter on the subject. Whether it is collecting a single debt, managing an entire sales ledger or providing training, staff or consultancy, CPL can help.

As part of credit professionals support the overall Credit Professionals Sports Car Championship winner will receive £250 and the runner up will receive £100.

**CREDIT PROFESSIONALS SPORTS CAR CHAMPIONSHIP**

This years Lydden sports car championship benefits from the second year of support from Credit Professionals which provides some cash prizes for the overall championship winner and runner up. The championship is for a wide variety of sports cars. It includes a class for Caterham Seven type cars as well as classes for mass-produced sports cars, 'roadgoing' sports cars and a class for sports cars with a limited production run. This will be the seventh year that TWMC have promoted this championship and it increases in popularity each year. In fact the support from Caterham drivers has increased so much that there is already talk of providing a separate SEMSEC Caterham Championship next year. For this years championship points are awarded according to class finishing position so the outright race winner may not always be the only high scoring championship contender. There has been some very close racing in this championship this year and watch out for Lee Welch and Julian Sage who seem to have two very evenly matched cars at the head of the field. Today's Credit Professionals Sports Car Championship race may see the entry swelled by a number of the Caterham Academy competitors who are competing in the morning sprint and want to get some race experience before the first race round in their own championship.

**FORMULA ONE MOTORSPORT Saloon Car Championship**

FORMULA ONE MOTORSPORT return to support the popular Saloon Car Championship. Formula One are retails of various motoring and motor sport accessories based in West Malling close to Brands Hatch. If you are looking for an accessory for your car call Formula One now on 01474 852271 to get details of their extensive range. The Formula One Motorsport Saloon Car Championship is a combination of the Tunbridge Wells Motor Club and BARC LEHCC Lydden Saloon car championships which were run up until 1998. Both SEMSEC and BARC South East Centre will promote rounds at each of their Lydden meetings during 2001. 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 components 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. There are however restrictions on the type of Turbo unit and intercooler the cars can use. Additionally and new for this year, to equalise power and traction advantages four wheel drive cars can only run on road tyres. 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. Bill Richard's' built a mini especially for this championship in 2000 and took the overall championship honours by a very close margin. Craig Dawson in his Peugeot seems to be the man to beat this year although problems earlier in the season mean he has a bit of catching up to do on the championship leaders.





**TWMC, SEMSEC & BARC SEC LYDDEN CHAMPIONSHIPS**

In 2001 there are again three Tunbridge Wells Motor Club Lydden Racing Championships one of which is jointly promoted by British Automobile Racing Club South East Centre. The South East Motor Sports Enthusiasts Club (SEMSEC) promotes the John Taylor Saloon and Sports Car Handicap Championship and jointly promotes the Astratech Single Seater Championship with BARC South East Centre. Most of the championships will be contested over a total 9 or 10 rounds whilst the John Taylor Handicap Championship has 7 qualifying rounds. Today's event provides rounds of all of these championships and with four or five events remaining in each there is still plenty for competitors to fight for.

SEMSEC has also introduced three new challenge series for this years events: The SEMSEC Formula Ford 1600 Challenge, the SEMSEC Single Seater Challenge and the SEMSEC Super Economy Saloon Car Challenge for saloons up to 1600cc with a very limited level of modifications allowed. Each of these challenges will have 6 or 7 races during the year although support has varied greatly from event to event.

**ASTRATECH SINGLE SEATER CHAMPIONSHIP supported by Astratech**

As its name suggests this championship is for Single Seaters. This year we are pleased to again have the support of Astratech, a firm which specialises in the manufacture and supply of specialist race timing equipment. There are classes for Formula Ford 1600's, Zetec Formula Fords, Formula Ford 2000's, motorcycle engined single seaters and other single seaters up to 2 litre engine capacity. Whilst this championship is mainly based at Lydden it also featured a round at Silverstone earlier in the year. Unfortunately support for this championship varies greatly from event to event but we hope that the excellent value for money and wide cross section of eligible cars will make the Astratech Championship attractive to more competitors and see a revival of single seater racing at club level.



**TWMC Lydden Silhouette, Saloon & Sports Championship**

The TWMC Lydden Silhouette, Saloon & Sports Championship allows much greater modification to cars than the Formula One Saloon Car Championship with many of the cars being space framed. The choice of engines and transmissions is free and the bodies are often made of lightweight materials such as fibreglass or Kevlar. There are also classes for Special Saloons. These cars retain steel bodies but have a wider choice of engines and transmissions available to them. All the saloon 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 third year we have also allowed home built non-commercial sports prototypes and sports racing and purpose built one make sports cars up to a 2000cc limit, to compete in this championship in their own class. We have seen some very close and exciting racing at the front of the field from these cars.

New for 2001 is the introduction of three classes in a new category for modified saloons. These are in fact saloons which have a greater restriction on the level of modifications than the silhouette and special saloons in the original category (very like the cars in the Formula One Saloon Car Championship). These cars will normally run in a separate race from the category A cars at SEMSEC events. Both categories of this championship provide some very fine racing.

**THE JOHN TAYLOR HANDICAP CHAMPIONSHIP RACE**

Our Chief Timekeeper at SEMSEC events between 1995 and 1997 was John Taylor and it was 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. It has proved to be a very successful formula and in 2001 continues its full championship status for a series of eight 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. In an ideal world, and if the handicapper got it right, the whole grid should finish across the line together. Of course this never happens as competitors get delayed passing others or are just unable to repeat their optimum performance lap after lap. However often the finishes can be very close with just a handful of seconds covering the top places and 20 seconds or so seconds covering the whole field.





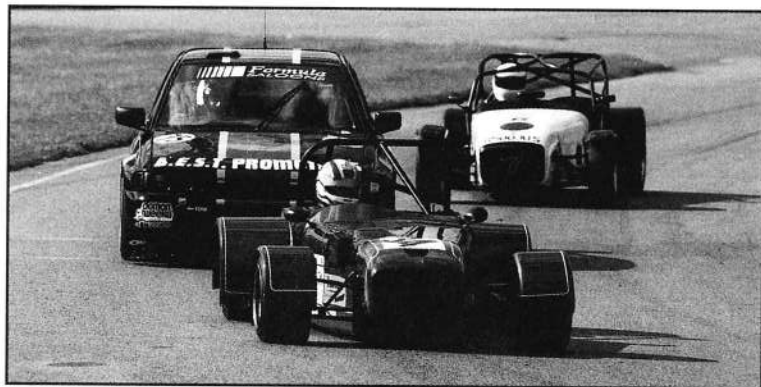
**R S ENGINEERING LYDDEN SPRINT**

Each of the clubs involved in the SEMSEC organisation run two sprints each year as part of a SEMSEC race meeting. The morning is devoted to a sprint promoted by one of the associated clubs whilst the race meeting takes place in the afternoon. On this occasion it is Rochester Motor Club's turn to promote the sprint event.

This year's Rochester Motor Club Lydden Sprint is being supported by a local business 'R S Engineering' who specialise in servicing and MOT testing. The event has again proved terrifically popular with competitors and achieved a full entry. The event provides competitors with the chance to complete against the clock around the 1 mile Lydden circuit. Each competitor gets the opportunity of just under 3 laps practice and then two timed runs of 1.75 laps. Cars are split into different classes depending on their type, state of tune and cubic capacity. There are prizes for each class winner and also 2nd and 3rd in class where there are sufficient entries. There are classes for almost all types of car from standard unmodified road cars to full race prepared single seaters.

Today's event is a round of 3 regional championships as well as the TWMC All Circuit Sprint Championship.

Sprinting provides competition with a real challenge to be faster than anyone else whilst reducing the risk of collisions with other competitors. It can be a sport for purists but it can also provide a very exciting and relatively cheap entry into motorsport for the newcomer. If you would like to have a go at one of next years events comedown to the paddock office today and find out more about how to join the Rochester Motor Club and what you need to do to enter events.



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/SEMSEC 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.

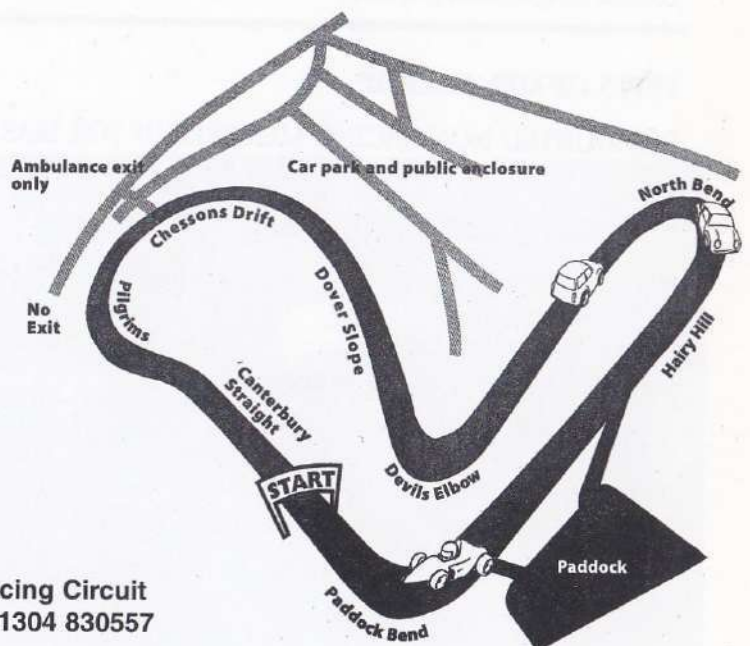
Please send all membership applications to: Lorraine Greenfield, Membership Secretary, SEMSEC, Greenfields, 16 Saxonbury Close, Crowborough, East Sussex TN6 1EA.

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



# LYDDEN LAPS SPEEDS

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



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

Printed by ALP Print Services Tel: 020 8466 6462