

Saturday 6th June 1998

Official  
programme  
£1

# RACE

SEMSEC

# meeting



SEMSEC



and Borough 19  
Motor Club Sprint

South East Motor Sports Enthusiasts Club

RAC race permit No. 54093

**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 is the latest instalment in the Lydden based Championships and promoted by the South East Motor Sport Enthusiasts Club. SEMSEC was set up to promote Motor Sport at Lydden and encourages competitors from all disciplines to bring their cars out to play around the twisty and demanding Kent track. Today's meeting features races for all the Lydden Championships with the cars being entered ranging from the most humble of road going saloon and sports cars to the exotic and highly developed Silhouettes and Single Seaters.

The days racing will be preceded by a sprint run by the Borough 19 Motor Club which this year celebrates it's 35th anniversary. Borough 19 is one of the three local Motor Clubs that provides many of the officials and competitors to SEMSEC. In today's sprint you will see drivers pitting their wits against the stopwatch rather than a track full of other cars. This provides competitors with the chance to run faster than anyone else without the risk of crashing into people (Just the tyre walls). What you will see is a wide variety of cars from the drivers partners shopping cars right through to some very rapid single seaters.

After the sprint the way is clear for the race competitors to take to the track, first in a series of twenty minute practice sessions which will give spectators to see the cars working upto top speed to gain the best positions on the grid.

So far in SEMSEC's two meetings to date the racing has been of the highest quality with the drivers in the Formula One Racewear Saloon car Championship providing more overtaking than on the M25 on an average Monday morning.

So far the fastest men have been Craig Dawson's rapid two wheel drive Peugeot 205 and the four wheel drive Cosworths of Alex Sidwell in the Sierra version and Rod Birley's Group N Escort. While you're watching the men at the front of the field don't forget to take a look at those further down the field where there will be a amazing variety of machines like the classic Mk1 Escorts of Neil Bostock and Paul Metson and the Avenger Tiger of Derek Burt. One of the most entertaining drivers in the DJ Invicta Silhouettes is Dorset man Steve Hall who makes the long haul up with his amazing little Skoda Rapide and will again rage war against Johnny Oxborrow self built Ford BDA engine OX7. Keep an eye out too for Bill Richards mighty Metro and Graham Smith's stiletto. The upto 1600 single seater Championship sponsored by RESB International has been a Formula Ford benefit so far this year with local man Matt Hayes dominating in his Jamun M97. The Sport car Championship is wide open this year but expect to see Peter Keel, John Lord and Tom Whiter fighting for the top spot on the podium.

Traditional last meeting of the day is the John Taylor Handicap. Cars are started separately with time and lap advantages which always leads to all the drivers having an equal chance to win overall as the fastest drivers don't always win. Last time out Richard Fridd made use of a three lap start to win in his Multi Sport but it will be anyone guess who wins today.

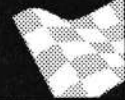
We hope you enjoy today's meeting and will return later in the year when you get bored with the McLaren domination in Formula One.



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

# Today's Officials



Event Permit No:  
Race - 54093

## SPRINT SENIOR OFFICIALS:

STEWARDS: TBA - appointed by the RACMSA  
Duncan Welch, Neil Benfield -  
appointed by the Organising Club

Clerk of the Course Barry Harding  
Assist. Clerks of the Course Ken Greenfield  
Chief Timekeeper Andy Clamp

The rest of the sprint officials are as listed below

## RACE SENIOR OFFICIALS:

STEWARDS: TBA - appointed by the RACMSA  
Duncan Welch, Neil Benfield -  
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  
Assist. Clerks of the Course Ken Greenfield  
Chief Judge Steve Goodwin  
Chief Scrutineer John Winder  
Chief Timekeeper Roy Williams  
Chief Marshal Terry Harrison  
Chief Medical Officer Dr Colin Hayward  
I/C Rescue Unit Paul Butt  
Chief Observer Gary Goodwin  
Secretary of the Meeting Nikki Stevens  
Noise Inspector Howard Shaddock

# T I M E T A B L E

## RACE ORDER: Race Practice from 12.30 hrs

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

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

# SEMSEC

## South East Motor Sports Enthusiasts Club

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

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

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

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

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

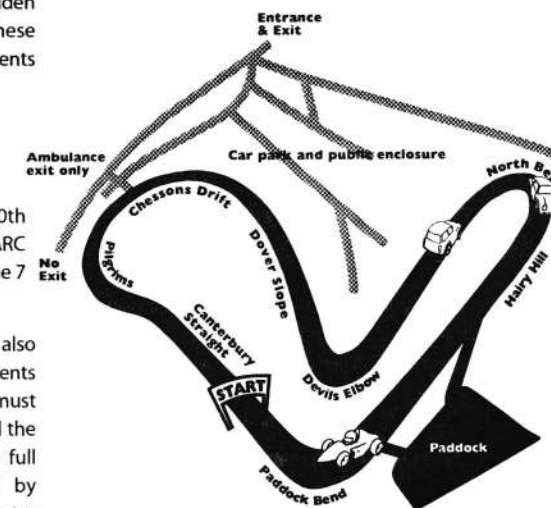
There will also be a meeting on Saturday 10th October which will be jointly promoted with BARC L&HCC and when all the final rounds of each of the 7 Lydden Championships will be held.

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 - Saturday 60th June 1998. RACMSA (NAT B) Permit No. 54093

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

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

95	Peter Thurston	Hilman	Imp	1800
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Class B - Saloons 1801 - 2500cc

49	John Woods	Vauxhall	Chevette	2000/Vauxhall Gemini
77	Robert Bridger	Toyota	Starlet	2000/Vauxhall HT

Class C - Saloons 1301 - 1800cc

11	Graham Smith	Stilletto		1700 Ford
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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 2 Formula One Racewear Saloon Championship Race (12 laps)

Class A - Saloon & Hatchback Cars exceeding 2000cc and Forced Induction Saloons & Hatchback cars exceeding 1600cc  
 14 Kevin Lower Ford Serria 2000/Cosworth

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

8 Craig Dawson Peugeot 205 1.9 Gti 1935/Peugeot  
 47 Alan Feaver Ford Escort MKII 2000/Gemini  
 48 Neil Phillips Mazda 323 rallye 1598T

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

6 Andrew Feaver Peugeot 309 1900  
 33 Ian Ward Rover 216 Gti 1598/Selftune  
 54 Ian Sturt Ford Fiesta XR2 1600

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

17 Derek Burt Hilman Avenger Tiger 1598/Talbot Griffin  
 27 Jim Burrows BMC Mini Cooper S 1293/Vickers

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

## Race 3 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/Triumph  
 95 Leigh Parkes Triumph TVR V8 3900/Rover 8  
 241 Peter Moffat Triumph TR8 4000/Rover V8

Class C - Caterham 7 type cars

7 Martin Yallop Caterham 7 1700/Ford  
 9 Paul Sherlock Westfield 2000/Vauxhall  
 21 Ross McCartney Westfield SE 1600  
 36 Andrew Delahunty Caterham 7 1600  
 52 Derek Parker Caterham 7 1400/Rover K Series

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

1 Peter Keel Darrian T9 2000/Vauxhall  
 34 Simeon Chodosh Ford 1934 3 Window Coupe 5300  
 41 Peter Wilks Juno Stealth 1993/Ford Pinto  
 99 Trevor Phillips Sylva Clubman MK4 1998/Cosworth Baines

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

## Race 4 RESB Single Seater Championship Race (12 laps)

Class A - Single Seater Racing Cars up to 1600cc

8 Chris Glazier Swift SC92F 1600/Auriga  
 11 Dave Connor Jamun M92 1600/Auriga  
 26 Dennis O'Sullivan Ray FF92 1600/Connaught  
 54 Keith Sparling Jamun M89 1600/Scholar

SINGLE SEATER INVITATION TROPHY RACE

Class A - Racing Cars and Clubmans cars up to 2litres

41 Kevin McLurg Minardi M283 1998/BMW

Class B - Formula Ford Zetec up to 1800cc

50 Andrew Golby Van Dieman RF97Z 1800/Scholar

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

## Race 5 John Taylor Handicap Championship Race (12 laps)

7 Martin Yallop Caterham 7 1700/Ford  
 16 Richard Fridd Van Diemen Multi-Sport 1600 Ford  
 17 Derek Burt Hilman Avenger Tiger 1598/Talbot Griffin  
 24 Jim Burrows BMC Mini Cooper S 1293/Vickers  
 33 Ian Ward Rover 216 Gti 1598/Selftune  
 34 Simon Lane Ford 40 Coupe 5300/Chevrolet  
 36 Anrew Delahunty Caterham 7 1600  
 49 John Woods Vauxhall Chevette 2000/Vauxhall Gemini  
 54 Ian Sturt Ford Fiesta XR2 1600  
 95 Peter Thurston Hilman Imp 1800/Thurston

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

**Borough 19 Motor Club Sprint entry lists are available in the Paddock Office**

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

Class A - 19985 onwards

8	Chris Glazier	Swift	SC92F	1600/Auriga
11	Dave Connor	Jamun	M92	1600/Auriga
26	Dennis O'Sullivan	Ray	FF92	1600/Connaught
52	Paul Sleeman	March	713S	1600/Connaught
54	Keith Sparling	Jamun	M89	1600/Scholar

BARC L&HCC Single Seater Championship

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

41	Kevin McLurg	Minardi	M283	1998/BMW
50	Andrew Golby	Van Dieman	RF97Z	1800/Scholar

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

## Race 7 TWMC Saloon Car Special Trophy Race (12 laps)

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

Kevin Lower	Ford	Serria	2000/Cosworth
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Class B - Saloon & Hatchback Cars exceeding 1600cc up to 2000cc, Forced Induction Saloon & Hatchback Cars up to 1600cc, Roadgoing Saloon & Hatchback Cars exceeding 2000cc and Forced Induction Roadgoing Saloon & Hatchback Cars exceeding 1600cc

8	Craig Dawson	Peugeot	205 1.9 Gti	1935/Peugeot
47	Alan Feaver	Ford	Escort MKII	2000/Gemini
48	Neil Phillips	Mazda	323 rallye	1598T

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

6	Andrew Feaver	Peugeot	309	1900
33	Ian Ward	Rover	216 Gti	1598/Selftune
54	an Sturt	Ford	Fiesta XR2	1600

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

17	Derek Burt	Hilman	Avenger Tiger	1598/Talbot Griffin
27	Jim Burrows	BMC	Mini Cooper S	1293/Vickers

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

## Today's Sprint - Borough 19 Motor Club

### HISTORY

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 who were fed up with the snobby and cliky attitudes of members of existing local motor clubs. They also had the idea of helping each other if any of their cars broke down. The Club's first event was a Sunday treasure hunt in September 1963.

The expansion of the Club developed when nearby New Addington lost its ambulance service and the local Red Cross Society decided to raise money for its own vehicle. Mrs Stoneham was the Red Cross commandant and a fund raising event was held in the New Addington Community Centre to promote the Club followed by a rally and a dance. The proceeds raised were enough for Stoneham's garage to provide the Special Body Unit needed for the replacement ambulance.

As a result of the promotion 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, near Caterham, Surrey at Whitsun 1964 later followed by a Road Rally. When a local policeman joined with his Hillman Imp the Club got its own badge because his wife and a friend embroidered by hand six cloth badges depicting the Club name inside a black tyre with a heavy tread. Over the years the logo has become a little distorted as the tyre appears now as a black circle.

### ACTIVITIES

Borough 19 Motor Club is currently organising motor events for the basic clubman and grass roots motorsport enthusiast. It offers Production Car Trials where members try their driving skills, in their own road cars, on non-damaging grass and mud slopes climbing as high as possible up a designated course to avoid penalties. Also there are Autotests where standard road saloon cars complete a circuit, crossing between course marker cones, against a stop-watch. These events take place at various locations in Kent and Surrey.

For the Speed enthusiasts the Club organises Autocross meetings where road-going and modified cars compete for the fastest time on large grassland circuits. Most of these venues are located in Kent, Essex and Sussex.

Also for those interested in Speed events, there are Sprint and Hill Climb meetings where normal production roadgoing cars, modified cars and single seater racing cars compete on tarmac airfields and race circuits in Southern England and East Anglia. In recent years the club's Sprint meetings have been held at Lydden Race Circuit near Dover, Santa Pod Raceway on the Bedfordshire border and North Weald Airfield near Epping, Essex. Other events which are very popular with the members are local indoor and outdoor 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 newsletter.

**Further membership details and forms can be obtained by telephoning: 0181 460 7632.**

Blue skies and sunny weather were in store as the SEMSEC bandwagon rolled into Lydden circuit for their second meeting of the year. The Sunday rules of no engine noise before high noon gave the competitors a leisurely start to the day before the gladiators were unleashed onto the track. SEMSEC's five championships were there, joined as usual by BARC's single seater classes, but new for the day were a couple of reverse grid races to round off the day.

The first grid of the day, the DJ Invicta Silhouette Saloons, was missing both the Escort of Peter Thurston and Gary Streat's Honda CRX who were both unfortunate victims of damaging shunts at TWMC's Trophy race at Brands Hatch only a week before. However the front row was as to be expected with Steve Hall and his Skoda and John Oxborrow in his OX7. From the start Steve shot off into the lead followed by John and Robert Bridger in his Starlet following close behind. Steve didn't manage to pull away as the OX 7 and the Starlet kept him firmly in his sights. Sadly however John was to retire after five laps with cooling problems leaving Robert to the chase. Steve seemed to have everything under control but as the race was nearing completion Robert began to close in rapidly but could not stop Steve making two out of two in the championship. Rod Birley's thundersaloon Honda Prelude coughed it's way into third place and surely would have been challenging at the sharp end had it not been for a persistent misfire that plagued him all day. Further down the field Tony Sharpe bought his immaculate Mk 1 Lotus Cortina hybrid home just ahead of 1997 Ronnie Woods Memorial Trophy winner 'Lofty' Everill.

TWMC's Sports Car Championship was next onto the track. Peter Keel put his Darrian on pole position but sadly failed to take the start. '97 Champion John Lord must have felt he was on for the win but he reckoned without the Westfield of former Starlet driver Paul Sherlock. Paul drove sensibly to finish just over ten seconds ahead of the Caterham 7's of Lord and third placed man Tom Whiter. Dave Petherbridge and Mark

Burnside made their season debuts finishing fifth and sixth with their Davrian Mk8 and MGC respectively. Further variety was added at the tail end of the field with ex Fiesta man Alan Wilshire wheeling out his Porsche 924 and the Triumph TR4 of Phil Lambe.

The 'Usual Suspects' lined up at the front of the Formula One Racewear Saloon car race. Pole position this time going to Rod Birley's group N Escort Cosworth with the Peugeot 205 of Craig Dawson alongside. Both drivers recorded exactly the same time in qualifying but Rod got the nod by virtue of setting the time first. First round winner Alex Sidwell lined up third ahead of the giant killing mini of Dave Abbott. The competitiveness of the series was highlighted by the next six drivers being separated by less than half a second. One of these cars, the black Escort Cosworth of Dennis Wilson, sadly didn't make it to the start of the race retiring to the pits of the green flag lap with a very smoky engine. At the start the front row made a good start but before the first corner Dave Abbott had pushed his rocket powered Mini into a surprise lead. Obviously taken aback by this Rod put the mini in it's place by moving into first at the elbow on the first lap. Craig and Alex both managed to get past within the early laps and the spectators were left drool over another exciting battle between these evenly matched drivers. Eventually Craig pushed his Peugeot alongside Rod on the exit to the hairpin and completed the manoeuvre under braking into the deceptively quick paddock bend. Craig was able to open a small lead as Rod and Alex fought over second place which Alex secured with a demon late brake into paddock. Alex gave chase but had to be content with second, just, with Rod third. Dave Abbott finished a hugely impressive fourth ahead of Ians Sturt and Ward. Even the tail end charlies had a close race which eventually went the way of Neil Phillips' Mazda 323 ahead of Chris Murray-Browns Renault Clio. Among the non finishers Kevin Boulden pulled up in his favourite spot half way up Hairy hill and Kerr Robertson in a all too rare Lydden outing pulled off with a blown gearbox on his Honda Civic.

A healthii sized field lined up for the RESB Single Seater

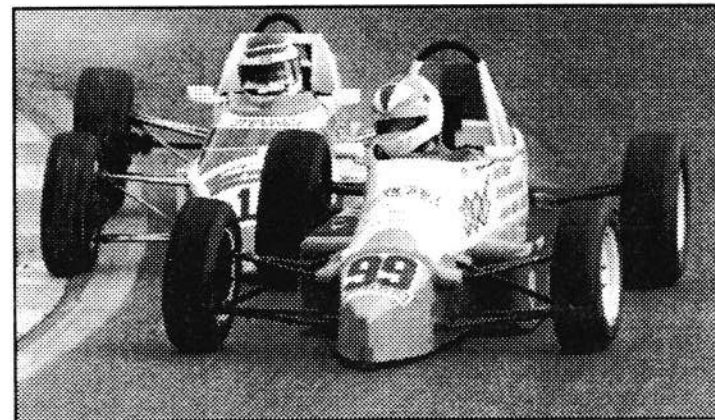
Championship and Trophy race. The grid was headed by the Jamun race team drivers Neale Blunden and Norwegian runner Marius Erlandsen in their Zetec Formula Fords. Local driver Matt Hayes was again the fastest of the RESB drivers taking fourth on the grid. The modern Zetec machinery shot off in the lead, Blunden taking the win by just 0.4 of a second from his team mate. Matt Hayes won the RESB section but had to work hard for it as Dave Connor was never that far from his gearbox. The only non finisher was Mike Hopkins whose torrid day was rounded off when he was left with no where to go as Dave Richard spun in front of him at the elbow on the ninth lap. Richard managed to continue whilst Mike could only watch from the bank and reflect on a day he would rather forget.

Next up came the John Taylor Handicap race, promoted from it's normal end of the meeting place to make way for Trophy races. Richard Fridd made use of a generous three lap start to take the honours in his Multi Sport Van Diemen. Tom Whiter went one better than the earlier Sports Car race coming home second ahead of Ian Ward's Rover 216 Gti. To add a bit of spice for the marshals they had a competition to predict the first three, no one got it right as they are used to seeing Steve Hall cover the furthest distance and still winning. This time Steve had to start in Calais but could only manage to get upto seventh place at the flag (Perhaps next time the Handicapper might at least let him board Le Shuttle).

The last Championship race of the day was the combined BARC L&HCC FF1600 and Single Seater race. Again the Jamuns of Blunden and Erlandsen led the way in qualifying. From the start however Ian Osborne managed to split them on the way to the first corner. So whilst Blunden disappeared into the distance the Norwegian was left to try and fight his way past the more powerful FF2000 car, he could never quite

manage it and therefore had to be content with third place. Paul Sleeman made a welcome return to Lydden finishing sixth his Classic Jamun T2 following his similar position in the earlier RESB race.

Once the serious stuff for Championship points was over it was time for the Sports Car and Silhouette drivers to have some fun with a brace of reversed grid races. First up were the Silhouettes with Steve Hall starting from the back with a safety delay of ten seconds. This, of course, Steve loved allowing him to show off his overtaking skills and work his way through the field to finally get past Johnny Oxborrow to claim his second win of the day. Robert Bridger took third, again, in his Vauxhall powered Starlet ahead of Graham Smith



having a good day, at last, his rapid Stiletto. Rod Birley's torrid day in the Prelude ended on lap six with no oil pressure. John Lord made a demon start from the back of the grid in the Sports car race to lead by the end of the first lap and was never headed to make up for his earlier disappointment in the Championship race, Tom Whiter finished third ahead of the mighty TR7V8 of Leigh Parkes. Alan Wilshire failed to finish after testing the strength of the tyre wall at pilgrims and finding some work for his sponsor Ashtead Coachworks.



## TWMC & SEMSEC Lydden Championships

### TWMC & SEMSEC LYDDEN CHAMPIONSHIPS

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

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

As 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 is for saloon and hatchback cars retaining the original engine block and head. There are restrictions on what can be changed with regard to both mechanical and bodywork. The class structure caters for cars running on slicks or 'road going' cars using normal road tyres. There is also provision for the inclusion of forced induction saloons and classes are again structured to recognise the power advantage these cars may have although there are restrictions on the type of Turbo unit and intercooler the cars can use. As with the Sports car championship, championship points are awarded according to a competitors class finishing position not overall position so there is plenty of chance for some of the smaller less powerful cars to compete for the overall championship honours.

#### D J INVICTA Silhouette Saloon Championship

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

### The John Taylor Handicap Championship

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

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

## TWMC Championship Sponsors

### D J (INVICTA) SUPPLIES LTD

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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

### 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 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

England by our own carriers.

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

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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.

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

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

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

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



## TWMC Championship Sponsors

### RESB INTERNATIONAL

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.

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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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## 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 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.

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.



Automotive Division of John Handley  
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## Lydden Circuit Dates 1998

13th June	Track Day	Apex Leisure Motor Cycles
14th June	Rallycross	BARC/BRDA Rallycross
28th June	Championship Car Races	BARC Saloons & Single Seaters
4/5th July	Championship Motor Cycles	VMCC Vintage Motor Cycles
12th July	Championship Car Races	SEMSEC Saloons & Single Seaters
18th 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