

Push for Addition Entries at Brands Event

SEMSEC is looking to attract additional entries to the club's meeting at Brands Hatch on Sunday 12th September. The grid capacity is larger at Brands Hatch than at the club's normal home venue (Lydden) and this means that there are places available in all the SEMSEC races. The fact that the July meeting at Lydden was so poorly supported by SEMSEC members also indicates that we need to work hard to get grid numbers up for the Brands Hatch event which costs nearly three times as much to run as an event at Lydden.

The club has also introduced a specially discounted joint membership and registration for just £10 to make it easier for non-SEMSEC competitors to join up for a chance to compete in the club's races for the remainder of 2010. Hopefully this will encourage some new faces to come and join us at Brands and Lydden in October.

As most members will be aware, most saloons and sports cars will be eligible for the SEMSEC Saloon & Sports Championship which features two races at Brands. Sports racing cars, sports proto-types, Radicals, Global lights, Caterhams, Westfields and Kit type cars have the opportunity of one, two or three races depending on budget and stamina. These cars would normally be eligible for both the SEMSEC sports Racing & Kit Car Championship double header (2 litre limit on sports racing cars but not Kit Cars) and the South East Sports Racing & Kit Car challenge (no capacity limit).

For Single Seaters the SEMSEC OPEN (libre) single seater Championship race is open for all Formula cars up to 2 litres i.e. F2 Monoposto, F4, BARC F Renault, Formula Ford Duratec Zetec and Kent cars, Formula Vee, Jedi and any Historic F2, F3 or Atlantic race cars. At Brands we have two races of 12 minutes and a 12 minute qualifying session planned for these cars.

We are hoping this event will also be of interest to Formula Ford racers wanting some valuable pre-Formula Ford Festival "testing" track time or drivers seeking to get upgrade signatures on their licence

The final race of the day is planned to be an All Comers Curfew race open to all saloons, sports cars, sports racing cars and kit cars. This will run for a maximum 20 minutes duration until the 5 minutes before the venues final curfew.

Spread the word, it's your club and we all have a part to play in its success. Organisers don't enjoy organising meetings with half empty grids anymore than competitors like competing in them. As organisers we have spent a lot of time sending out press releases, writing to all the other clubs, sending out promotional leaflets, sending out emails and putting strings on forums. We need you as a competitor or marshal to do your bit as well by talking to other motor sport minded people and spreading the word. Let's make the Brands Hatch event an even bigger success this year than it has been in previous years.

Regulations and entry forms for all races can be downloaded from the SEMSEC website at www.semsec.org.uk or you can enter on line. Alternatively you can phone 01892 652509 any weekday evening between 7 & 9pm to arrange to have entry forms sent out to you.

Our Chief Marshal Says Beware And Ask Questions

Hi All, I hope everyone is ok!

Sorry I missed you on the 10th July. Thank you Don for standing in for me and I am glad it all went well.

It has been a busy few weeks for me since our last race at SEMSEC. I seem to have spent most of my time on long circuits which is out of the norm! I will be glad to get back to some good Club Racing again.

I would think that many of you now know about my near miss with the Superleague on post 13 at Brands on 1st August! It is not an experience I wish to experience again in a hurry but it has made me think about the bigger picture. Some of the marshals with SEMSEC do not visit other circuits very often so are therefore only used to the experience of the marshals they are on post with at Lydden, but please don't let that make you become blasé. Please when you get on post, ask questions to everyone around you. How long have they marshalled? what experience do they have? what is their usual duty?. DON'T be afraid to ask and if you are unhappy with anything bring it my attention or that of the Chief Marshal on the day if you do not feel happy to discuss it with your Post Chief. You need to be 'out there' with confidence.

Our next meeting is 12th September at Brands Hatch, don't forget the curfew there is 10am not 12 as with Lydden. Midred Wiltshire has once again kindly put a call out for marshals for us on that date, but if you know of anyone who can come along please let Ade know (email address in this newsletter). Lunch will be provided and there will be a raffle after the debrief in the scrutineering hut at the end of the day.

I hope to see many of you then if not before. Stay safe! All the best
Liane Stones (SEMSEC Chief Marshal)



DRIVE IN

We have received an email from an Anthony Rudd as reproduced below. This was an unsolicited approach and we can give no advice or guarantees about how genuine this is. If you consider attending we recommend that you check it out thoroughly and carefully before parting with any money or making any card payments in advance. This event is not connected or organised by SEMSEC in anyway. SEMSEC will not be held responsible for any payments made.

“Dear all,

Stubbings Estate, just off the A404 and A4 at Maidenhead, are holding a Drive-in event in September, and want to try to make it a regular classic car event, too. They are offering a discount to South East Motor Sport Enthusiasts Club members (as well as a large number of other local car clubs).

This time round it's "Mamma Mia" on Saturday 18th September and "Pulp Fiction" on Sunday 19th September. Sadly, they don't currently have overnight facilities, so each evening is a separate event. The setting is within the grounds of a beautiful private estate. Each film is shown on a massive screen, and the audio is broadcast via an FM frequency, so you listen through your car stereo! They put Dirty Dancing and The Italian Job on last time (in the spring), loads of Minis turned up, and honked their horns when they heard the line: "You were only supposed to blow the...." Well, you get the picture. They are great fun, and a great way to round off a day enjoying your car.

It's normally £20 per car (plus a £1.50 card processing fee), but car club members can get a £5 discount by calling 01628 820140 during normal office hours quoting the following voucher code 'club0910'. DO NOT book online as their form doesn't have a discount box. The above number is also on their website.

For full details of the event, please go to <http://www.stubbingsnursery.co.uk>

If you have any queries, please email: info@spem.co.uk



Close Wheel Championship Report

Brands Hatch is almost on top of us, for those who have managed to get a way and get some "Rays", or a drenching, well done but you were missed at the last rounds at Lydden where the grids were very short on numbers.

To remind you all to read your "Safety Car" Regs as we WILL be using a safety car to neutralize both "Practice and the Races" so be warned infringements will be dealt with.

The top three in each class are as follows;

A.1	A.2	A.3
Steve King (55)	Stuart Gibbons (228)	Steve Weatherley (169)
Tristram Barden (48)	Peter Osbourne (183)	Nigel Craig (149)
James Heys (48)	Mary Grinham (156)	Tony Skelton (147)

A.4	B.5	B.6
Bill Richards (171)	Scott Makin (48)	Steve Garner (251)
Cliff Finn (98)		Alastair Heys (167)
Mark Walklett (66)		Doug Newman (120)

B.7	B.8	B.10
Lord Bent (237)	Charles Harvey-Kelly (201)	Mark Burton (193)
Bruce Wilson (110)	Mark Bishop (98)	Mike Field (113)
Ian Conibear (91)	Derek Hambly (66)	TAndrew Kimpton (40)

I believe that most or all of the garages have now gone but you can always give Ken a call to see if there are any cancellations.

We are in the process of preparing the 2011 Championship regulations and would like to hear from any competitor who has any ideas on how to improve the class structure, also any cost cutting ideas like running the caterham's on "Control Tyres"

Please forward your ideas to me for consideration.

Please get your race entries in to Ken quickly since we need as many cars on the Grid as possible.

See you at Brands, Dave.H

Rambling Ade

Dear All,

As you read this I am getting volunteers mailing in with offers of help at our Brands Hatch meeting. Some ask if we are still looking for marshals for the day, to which I reply that we can never have too many marshals and they are most welcome to come along. The support we get from Brands marshals has always been good and has made running a meeting there much easier because of their knowledge of the circuit and the specialist duties they perform.

There are posts, such as the start line that requires a number of marshals to help grid up, which could be a good place to start learning to marshal, as there is a core of experienced people to guide you and the job can be quickly picked up. Around the circuit there will be more experienced people who will look after new marshals and teach the basic skills needed to participate in events and develop their skills.

Everyone who signs on is an important member of the team and you will never be

expected to perform a task unless you feel confident to try. The best way of learning is by observing your colleagues and using their example as a guide. Experience is worth hundreds of hours of training days. Never be afraid to make a mistake, goodness knows the drivers make enough and carry on. In fact marshalling can be broken down into five sections: 1) Stuff hits the fan, 2) flags go out, 3) incident is sorted out, 4) flags come in, 5) racing continues. What could be easier?

We have overalls to borrow for the day, lunch is provided, as are drinks, there is a raffle at the end of the day, and you will have spent some time doing something out of the ordinary with a great bunch of people. Call me, or email if you would like to see motor sport from a new perspective.

We get all kinds of old cars visiting the garage in our road, such as Lagondas, Daimlers, MG T series etc. Yesterday I found myself looking admiringly at a T ('79?) Vauxhall Cavalier. Is that normal?

See you on the bank,
Rambling Ade

Mechanic vs. Pilot

Remember it takes a college degree to fly a plane, but only a high school diploma to fix one.

After every flight, pilots from a well known international airline apparently fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft.

The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by the pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, the airline in question airline that has never, ever, had an accident.

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last...

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

SEMSEC Open Single Seater Championship

Entries have been a bit slow in this series this year but our event at Brands Hatch normally sees an upturn and sometime full grids so we are hoping to see a big improvement at the next event. We are already getting enquiries from many competitors and teams we have not seen before particularly those looking for practice on the circuit prior to the Formula Ford Festival later in the year.

Current Scores in the SEMSEC Open Single Seater Championship are:

	10 Apr Lydden	10 Apr Lydden	5 June Lydden	5 June Lydden	10 July Lydden	10 July Lydden	Total
Christopher Chandler	24	24			25	25	98
Innes Hickman				20	26	25	71
Eddie McLurg					26	26	52
Martin Anslow			25	25			41
Robert Howe	25	25					50
Chris Mabey			24	24			48
Kevan McLurg	20	20					40
John Stapleton					20	20	40
Matt Hayes			26				26
Steve Gardiner				26			26
Mike Scott		24					24
Mark Smith				24			24
Simon Brown					0	0	0

Rambling Ade 2

Hello all,

I spent a couple of days on the bank at Lydden at the end of June, very enjoyable it was too. Thanks to Steve for the pleasure of your company. There was some great racing, especially a field of 24 Legends who brought their usual wheel to wheel mayhem wrapped in those well designed scaled down replica bodies. The Sunday saw the return of Bill Richards Mini, re shelled after a nasty crash at Brands. His battle with a Scoobie in the second race was monumental, taking second place after using all his guile and experience to overcome the more powerful car. The consensus was that he had Rod Birley well in his sights had the race been longer.

Ian Conibear was in attendance and had to retire from the lead in his first race with a boiling radiator. The second race saw his cooling problem overcome and he charged round like a daemon to take the chequered flag.

That evening I rushed off for some tea and a change of clothes to perform at an all day festival at a village pub. I was asked where had I been? To which I had replied: "watching a sport that Britain excels at". "Oh", they said, "not watching Engerland then." When I mentioned motor racing they thought I meant the European Grand Prix. "No, Clubman Motor Sport. Much better than anything on the TV today".

By the time you read this news letter we will have had our July meeting at Lydden and will be looking forward to our annual trip to Brands Hatch. We are looking for extra help at this event, as the circuit needs more people to help run the meeting due to it's size. If you would like to marshal, or help out in any other way, please give me a call and I will add you to the list and send you details in due course. It will be a great opportunity to start getting involved in the club and learn more about what is involved in running an event.

Right, I'm off to make my car more powerful: I'm bolting a vuvuzela to the exhaust,

Regards, Rambling Ade

SEMSEC CLUB NIGHTS

Second Tuesday
of Every Month

Phoenix Railway Club
Crabble Road, Dover

WHO TO CONTACT:

Club Administration & Competition Secretary:

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Challenge Co-ordinator for Single Seaters

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**Racing at the FF Festival?
Or just want extra track time?**

**Got a Single Seater (Up to 2ltr),
Caterham, Saloon or Sports Racing Car?**

**Why not come and join SEMSEC on the
12th September at Brands.**

**Featuring Double Header Races,
Allcomers Curfew Race (except Single Seaters)**

All this on a Sunday afternoon (Qualifying & 9 Races)

**Race Entry Forms available & Online Entry Forms &
Race Regulations available from:**

semsec.org.uk

or Call 01892-652509 (between 7pm & 9pm Only)

Other Contacts See SEMSEC Website for details.

SEMSEKDO

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