

The Acorn

The Magazine of the
Sevenoaks and District
Motor Club



Summer 2022



 motorsport uk

Registered Motor Club



Sevenoaks and District Motor Club Ltd
PRESIDENT: David Balderson
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ACORN MAGAZINE
Summer 2022



The Editor, Committee and Club do not necessarily agree with items and opinions expressed within ACORN Magazine

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Cover picture: After a great visit to one of our evening grass autotests as part of the new MSUK 'StreetCar' initiative, one of our mugs made its way back to the FIA headquarters with their team!

Editorial

By Toby Galbraith, Editor



Well here we are again, another Acorn, another apology. After putting together 2 months for the April/May issue, now I'm putting 3 together for the 'Summer' issue. Sorry – I will try to do better over the winter!

It is great that the summer of 2022 has returned more or less to normality after the stuttering events of the last couple of years, and we have had a marvellous bunch of sprints, hillclimbs, autotests and shows to take part in or spectate at. The weather actually became predictable ("it will be hot") and it was at least easier to choose which tyres to run!

Personally I had a good start to the Speed League but that all came to an end at Lydden Hill in July. My practice run matched my fastest time from last year, but heading out for the first timed run, the engine lost power and died by the time I'd reached Pilgrim's corner. After being recovered to the pits, it wouldn't restart, so I took the cam cover off and Paul Hebden helped me take a look; the engine did turn but with difficulty. The valves and cams all appeared fine so it seems like something went awry further down in the block. Luckily my knight in shining TR7, Jim Giddings, agreed to take the Mazda home on his trailer.



I was lucky enough to drive Jim's fabulous V8 wedge home behind him. We unloaded the Mazda back into the garage in shame, and I'm now halfway through swapping the engine over to a replacement – thanks

to another club member, Phil Bailey, who has lent me his engine crane (and at least three other members offered theirs too!). Hopefully the job will be done in time for the start of the rally season in October...

The Mazda's engine failure has put paid to the rest of the speed season for me, and also slightly derailed my other plans, namely to get the Isetta back on the road during its 60th year. It doesn't need a lot apart from time (and paperwork via DVLA), but will still be a tall order to get it finished before Christmas at this rate!

Aside from SDMC club/invited events, the kids and I took part in 'Harpers Hunt', a treasure hunt event run by a bloke and his wife – it was good fun although it did bring home how well organised our club events are! I navigated on a Vintage Sports-Car Club Rally in July as well, in a rather splendid Rolls-Royce Phantom. We finished 4th overall so that's another pot for the trophy cabinet.



Looking forward to the Autumn events, I hope you are too!

Cheers, Toby

Chairman's Chat

By Chris Judge, Chairman

Well I'm pleased to report that despite all the problems we are all facing in the world, our membership has now grown this year to 304, making us one of the most popular clubs in the South East. So we welcome all our new members and hope you enjoy being part of the club. We assume our membership has risen because we are trying to remain active and give our membership what they want. We know we don't always get everything right or up to date, but all these things can only happen if people do them. So we are very lucky to have a dedicated team of volunteers and organisers who keep all our activities going.

This is the same for all motor clubs and has been the subject of many debates over the decades. Sometimes the few do a lot. There are some motor clubs in the South East that if they lost their key individuals, the club may even fold, as has happened in the past. So if things are not going as well as you want, please have patience in these extremely difficult times and continue to support us in everything we are trying to do. This will keep us an innovative club always striving to go forward.

With the economic climate going the way it is, we are very mindful of the costs to put events on. To run a Motorsport UK (MSUK) governed event, we have to apply for a permit which then covers the insurance. The current permit fee against each individual entry (driver) for a speed event is £27.50 and for an autotest/autosolo is £11.50. So you can see that this quickly adds up. So as an example, we give MSUK £460.00 for a two hour evening autotest which attracts 40 entries. So we have to budget accordingly with the hire of the venue, awards and everything else associated with running events. Don't think your entry fee just covers one thing and the club is making huge profits. Your committee (and I am sure I speak for most other clubs) have to now look very seriously at event budgets. Last year we invested in additional timing equipment which has proved a huge benefit despite a few hiccups. We have recently purchased a new (second hand) trailer to house all our event equipment in and we are extremely grateful to member Phil Bailey who is currently fitting this out. A fantastic effort. Our events have been well supported by our membership but generally on the speed event circus the entry varies and just lately some events have seen low entries

making the event a loss maker for that particular club. That is why we co-promote our resources at venues like Goodwood and Lydden as the venue hire is steep. As you can appreciate, it is going to be difficult to predict next year's figures in the current doom and gloom of the current winter predictions and this has to have a big effect on major event planning. The financial risks remain high. That being said, our own events have been well received.

We managed to run our autotests with big entries and our co-promoted Lydden sprint in July was a particular success; these events sometimes offset any losses we suffer with other events. Our autosolo events have really taken off and prove extremely popular across all ages. The venue in Ashford on the cattle market tarmac which was obtained by Steve Rackley has proved a real triumph and we will be having another 'winter series' starting soon.

With September now upon us, there are not many Sevenoaks events left for you to qualify for our club end of year awards. After the Weald Targa we help with, we have the all day autotest at Brands on 24 September, Goodwood Sprint on 1 October, another Ashford Autosolo on 22 October, our 12 Car Rally on 18 November and our popular Brands Autosolo on 27th November. If you haven't qualified yet, time is running out! Keep an eye on all our news on our website and facebook sites but we will continue to 'mailchimp' any additional news which goes out to all our members when appropriate. Lets hope the Government can give us some good news soon and we will actually be able to put the heating on!

In the meantime, the winter is fast approaching and that means road rallying, car trials and more autosolos will be back, and hopefully you will still be able to go out and play. Rest assured we are trying our best for you all.

Best wishes for now.

Chris.

Calendar



Date	Event
12 June	North Weald Sprint
15 June	Club Social @ The Bell, Kemsing—including 2021-22 Autosolo awards and all things autosolo/autotest
16 June	Evening Autotest Brands Hatch (Rd 3)
25 June	Hartley Fete. Club stand, display/social
13 July	Club Social @ The Bell, Kemsing—including Quiz Night
16 July	Lydden Sprint (Co-promoted)
28 July	Evening Autotest Brands Hatch (Rd 4)
11 August	Evening Autotest Brands Hatch (Rd 5)
17 August	Club Social @ The Bell, Kemsing
20 August	'Taster' Autosolo event, Ashford
10 September	Kent Forestry Targa Rally (Club assisted event)
14 September	Club Social @ The Bell, Kemsing
24 September	All Day Autotest Final Brands Hatch
1 October	Goodwood Sprint (Co-promoted)
12 October	Club Social @ The Bell, Kemsing
22 October	Autosolo, Ashford (first event of the Winter Series)
16 November	Club Social @ The Bell, Kemsing
18 November	12 Car Rally
14 December	Club Social @ The Bell, Kemsing
27 November	Brands Hatch Autosolo
2 December	Trackday at Brands Hatch – *club discount available*

Club History



Sadly another one of our very first club members passed away on 6 July at the age of 92. Ron Knight was a regular figure at our events and competed in his HRG sports car with fellow HRG driver Ian Dussek. As well as his HRG exploits, Ron also campaigned a VW Beetle along with Ken Springate, Johnny Webb and Stephen Clipston. All these names feature in our history of drivers from the 1950s and 60s, and regularly had pictures in our Acorn magazine. Ron was a keen motorsport enthusiast, motorcyclist, sailor and flier. On his 90th birthday, Ron went up in a Spitfire from the Biggin Hill Heritage company as he served in the RAF during the war. Ron also competed in speed events in a Morgan. Ron's funeral was held on 16 August with many of his vehicles in attendance including his Morgan, Series 2 Land Rover, Beetle and motorcycle. Our club sends its very sincere condolences to Andrew, Louise and grandchildren and thank Ron for the much valued part he played in our clubs history in the early days of Sevenoaks and District Motor Club.



Ron Knight at Harleyford. No Armco – not even a rope.



Brands Hatch Grass Autotest Dates 2022

~~April 28th — Thursday~~

~~May 19th — Thursday~~

~~June 16th — Thursday~~

~~July 28th — Thursday~~

~~August 11th — Thursday~~

September 24th – Saturday All Day Final



© Colin Shipway



The club has signed up to the new Motorsport UK initiative 'StreetCar'.

Our Governing body want to promote all events that you can compete with in your everyday road car, like Autotest, Autosolo, 12 Car Rally etc.

So you will see this logo on some of our club promoted events and there is now a dedicated website which promotes all the Streetcar events around the country at: streetcarmotorsportuk.com. Claire Kirkpatrick, Head of Club & Community Development at MSUK came to our StreetCar Autotest and presented the prizes, seen here with Steve Burles who got Fastest Time of the Day (FTD).



Circuit News



Our next visit to a race circuit will be at Goodwood, Sussex where we will co-promote our popular sprint event with our friends at Tunbridge Wells Motor Club on Saturday 1st October. Regulations and entry forms are on the [Tunbridge Wells](#) and our websites.



Martin Bewsey in his
Ginetta G15

Jim Giddings' wonderful
TR7 V8 in the
Goodwood paddock



Brands Hatch Track Day Friday 2nd December

SDMC have for at least the last 10 years been attending the Mazda On Track (MOT) track day which is held in early December every year on the Brands Hatch Indy circuit. Russell Giddings (a long-standing club member) first started regularly entering this event and it has gained popularity with members year on year culminating in forty club members participating last year. And no, you don't have to own a Mazda to join in!

It has always been unofficial that we have entered this track day but this year Paul Hebden has arranged a £10 discount which makes the entry cost £149 – even better value for money considering that in September the cost is £324...



Bearing in mind it will be December, regular attendees have learnt that the £30 extra charge for a garage is worth every penny – these are reasonably large and can take two cars, three at a squeeze so sharing the cost with other members is an option via mutual agreement. Where possible MOT track day organisers will allocate all garage bookings made in conjunction with the discount code next to each other, so for example SDMC had about 12 garages in a row last year making the social side of the day very good. Max of 60 cars on the day, so everyone gets plenty of track time, and any make of car can enter. If you normally attend, let's look forward to another great day; if you have never done a track day, come along and there will be plenty of friendly faces to show you the lines, give encouragement from the passenger seat, etc.



Booking information: Brands Hatch, Fri 2nd December 2022. Discount code is SEVENOAKS22 – don't leave it too late, it always sells out!

Booking link:

<https://mottrackdays.com/brands-hatch—fri-2nd-december-2022-746-p.asp>

FIA Visit

The club had a visit to one of our evening autotests from the FIA. They want to promote and create a grass roots motorsport initiative around the world from their HQ in Geneva, Switzerland, so flew in special guests Aline Valinho and Guido Gaetani d'Aragona, and Chairman Chris Judge (Clerk of the Course for the night) showed them what it takes to run an event. The club went through everything from initial set up to how and why you lay the course out as we do with particular attention to safety.

Motorsport UK officials also accompanied the guests, and the club were congratulated at running a first class event where what we do as a club will now be incorporated into a template worldwide entitled 'Plug and Play Motorsport in a Box' as part of their new worldwide initiative. FIA Training Manager Greg Symes said "Our attendance at your summer autotest was hugely beneficial to our work and your event provided a great opportunity for us to identify how we can better support our clubs around the world. Sevenoaks & District Motor Club is playing their part at a local level in the UK and now on a global level too."



Blast from the Past

Before the advent of timing cars via your phone, Sevenoaks had to use stopwatches, hand write all the times and then manually work out the results. This picture sent in by previous Chairman (1992–1998) Bill Shewan, shows a very young team doing just that. Yes it did sometimes take four people to get involved! Argue? Us? Never!



Looks like it was sorted then? Awards on the bonnet. How times have changed for doing an autotest. Now we have results instantly.



Autotest News



The final round of our popular Autotest series will take place at Brands Hatch on [Saturday 24 September](#). This is also a round of the Southern Autotest Championship. Current positions in our series are:

Class A	
Aaron Sinfield	10
Charlie Allen	8

Class B	
Alan Scott	60
Mike Thomas	55
Nigel Newman	33
John Carder	32
Jack Cherrett	21
Owen Flaherty	12
Steve Burles	7
Peter Byles	4

Class C	
Steve Burles	60
Alan Steadman	51
Clive Cooke	29
Dave Rayner	28
Chris Penfold	27
Phil Bird	21
Jack Cherrett	21
Andy Rayner	14
Bryan Cherrett	9
Andy Donn	8
John Turner	6

Class D	
Paul Hebden	57
Sue Gibbard	42
Kim Charnley	40
Steve Hammond	38
Remy Brooks-Johnson	26
Steve Bligh	22
Michelle Wickenden	18
Chris Penfold	15
Lorenzo Wojtanowski	11
Steve Rackley	10
Chloe Penfold	5

William Penfold	43
Sean Flaherty	34
Miles Burles	34
Freddie Cherrett	33
Lottie Penfold	23
Tilly Burles	22
Honey Sherwood	20
Michelle Wickenden	13
Lucy Flaherty	10
Adam Wingett	7
Jorja Donn	4

Class P	
Ross McCartney	41
Steve Rackley	36
Robert McCartney	34
Owen Flaherty	29
Tim Sherwood	23
Mark Stokoe	18
Chloe Penfold	14
Steven Bligh	14
Megan Stokoe	14
Noel Stokoe	9
Aidan Wingett	8

Class J	

Autotest 16 June 2022 – A Marshals View 2

By Phil Bailey

Well, here we were back at Brands on a Thursday evening ready for another round of the Club's grass Autotest series, and would you believe it the weather was sunny and very warm just like last time.

The rumours at the Social/Awards evening at the Bell on the previous evening were that the FIA were flying in from Geneva, so they could see how to organise and run a grassroots level Autotest, for use in compiling an instruction manual for the rest of the world. I'm afraid the sceptic in me says "Yeah right" but I suppose we just have to wait and see! But what was evident was how unusually attentive the Brands Hatch people were, obviously nothing to do with our visitors. Yes, I'm very sceptical!

We had arrived early because Lola (daughter) had looked at the maps and wanted to marshal test B, the one with the reverses, as we had enjoyed the previous one so much. The very keen Lola was eagerly awaiting Willie's arrival and before he could sit down had requested the relevant test and was happy she had accomplished her mission.

If anyone read my previous report, they may recall I'm using these events to start off my daughters driving. Let's just say, this was lesson two and before lesson three she needs to learn her left from her right and the terms left hand down etc. It's good it's a big field.

Anyway, back to the main event. We started on time as usual with just a small flurry of competitors, but this grew over the evening, and we appeared to have a small queue all the time when all around had none. I'm not sure they wanted our company or our test was the most interesting or people just take longer to reverse. I'll leave that up to you to decide!

The reversing section on last month's test was just a straight line and seeing how some people were struggling with that we knew we were in for a good evening, and boy were we not disappointed. This time

they had to turn the steering wheel twice on two gates, yes that's four times. Obviously, Sevenoaks Motor Club members like to get their value for money, as we had people shooting off in all directions with varying speeds hitting numerous cones, some of which probably won't live to see another day. Lola spent most of the evening running around standing up cones, so much so the competitors waiting to take on the section started taking pity on her and were taking turns to go and help. Some even stopped halfway round to repair the course as they went! However, a special mention should go out to Brian Sharpe who has obviously been watching "Dancing on Ice" as his reversing method was the most entertaining and most efficient way to do it – as his FTD proved. A few people tried to copy him but most failed.

Thank you also to the club for supplying bottles of water and chocolate bars to the Marshals, it's much appreciated. Lola and I have an agreement – what happens at Brands stays at Brands – and we never let on to Mum how many chocolate bars are consumed.

After all the cones and equipment had been collected and returned, we had the awards. I'm still getting to know peoples' names and faces but it seemed that a few new/different people were collecting the silverware? This is great for the future of the club.

Unfortunately, we can't make the next one in July as we are on holiday. My wife has offered to move the holiday which I haven't told Lola about as I know her answer. But I may need to remind her later of the offer. Sadly, we also can't make the Autotest Training/Taster day on 20 August as we are at a wedding in a wood in Paddock Wood (don't ask!) but I know where Lola and I would prefer to be... it's not an option on this one as my wife is a Bridesmaid.

So over to someone else to do a report...

Speed News



Sevenoaks & District Motor Club Insite Graphics Speed League Championship 2022



Championship Positions After Round 19

Name	Position	Total
Jim Giddings	1	113
Chris Judge	2	66
Jolyon Walking	3	54
Roger Burgess	4	51
Peter Ramsden	5	35
David Judge	6	31
Alex Peters	7	30
Damien Bradley	8	30
Toby Galbraith	9	28
Dave Rayner	10	27
David Balderson	11	27
Nigel Patten	12	23

Name	Position	Total
John Rawlins	13	22
Sue Gibbard	14	21
Ian Kebbell	15	18
Scott Gibbons	16	16
Mike Chambers	17	14
Sterling Ernstzen	18	10
Robert Chambers	19	10
Paul Dent	20	8
Russell Burton	21	8
Dave Gibbons	22	8
Alli Gibbons	23	8
Adrian Wilkinson	24	6

Do you need magnetic white background squares?

Go to '[Magnet Expert](#)' or email sales@first4magnets.com where you can buy [A2 Flexible Magnetic sheets](#). Excellent product and ready to use! Ask for part number MFA2(GW)-1. Cost will be £21.64 inc VAT/post. Prices may alter for 2022.

2022 Speed League Calendar (bold are SDMC-supported)

Rd	Date	Event
10	11/06/2022	Abingdon CAR nival
11	12/06/2022	North Weald
12	18/06/2022	Brooklands Sprint
13	25/06/2022	Shelsley Walsh — Summer Spree
14	26/06/2022	Shelsley Walsh — Summer Spree
15	16/07/2022	Ray Heal Memorial Sprint — Lydden
16	24/07/2022	North Weald
17	27/08/2022	Gurston Down
18	28/08/2022	Gurston Down
19	04/09/2022	Hethel
20	10/09/2022	Coventry MotoFest
21	11/09/2022	Coventry MotoFest
22	11/09/2022	North Weald
23	17/09/2022	Watergate Bay
24	18/09/2022	Watergate Bay
25	24/09/2022	Manor Farm Charmouth
26	25/09/2022	Manor Farm Charmouth
27	01/10/2022	Goodwood Sprint
28	02/10/2022	Debden Autumn Sprint
29	02/10/2022	Eelmoor
30	15/10/2022	Grand Finale Sprint @ Curborough Sprint Course

Club Charity Events

The club helped Fawkham Fete raise £6,000 towards church funds when they staged a display of competition and road cars in June. Our display is one of the highlights of the day and attracts many visitors. The day also works as a social for all members to simply mingle and eat cake!



The club then helped member Clive Letherby with his support for Demelza Hospice Care for Children with a car display at Leybourne which raised £3,800 for the charity. Clive attracted a large variety of cars including these two Mustangs.



Autosolo News



The club will be running another 'Winter Series' Autosolo championship this winter with the first event on 22 October at our popular Ashford tarmac Cattle Market venue.



Regulations will be out soon.



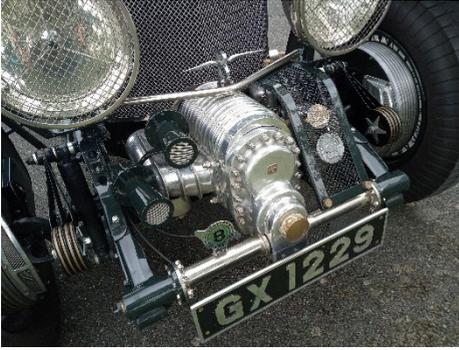
New Club Trailer



The club has invested in a new (well OK, second hand) trailer for all our club event equipment. Club member Phil Bailey is currently sorting it all out and giving it a complete overhaul for safety including new brakes and tyres etc. Phil is doing an absolutely first class job with everything tip top including a purpose built interior. When finished it will be branded accordingly. Trailers as we know are expensive, but doing it this way with Phil doing all the labour has turned out to be an extremely cost effective asset to the club. We can't thank Phil enough and another example of where every club member can play a part in our continued success. Look out for it soon!

Acorn on tour

Member Tony Short has sent in these photos of interesting vehicles he's spotted when out and about:



'W.O.' Bentley at the Eden Project, Cornwall (estimated value \$7M!)

Rally News



The Weald Motor Club's contributors to the rally scene have recently released the regulations for the [2022-23 Weald 12 Car Championship](#) competition, and entries are filling up fast. In the meantime, we have a report from one of our regular Targa rally competitors, **Rob Thompson**, from the Twyford Targa Road Rally.

Targa in the woods

Whilst most of our regular fellow competitors chose to attend the Kemble Targa on 8th May, Aidan and I decided that we fancied a change. We'd competed on the Kemble Targa last year and also visited Kemble again for a couple of tests on our first event of 2022, the Bath Festival. Plus, this time Kemble was going to be single venue, great for the double driven entries, but thereby excluding the other fantastic test venues in the area, such as Charnworth Park (which we really like, despite hitting a tree there last year!). So it was that we decided to give Kemble a miss and instead chose to try a new challenge, Mid



Derbyshire Motor Club's Twyford Targa Road Rally on the following Saturday instead.

Another intriguing aspect of the Twyford event was that they not only permitted knobbly gravel tyres, they were positively encouraged in the regulations. Tyres can be quite a controversial topic in targas (as in most motorsport I guess!) and this was the first targa I had seen which permitted them, despite having been competing in targas for the best part of a decade. When I purchased my car it already had a set of knobbles on it. They'd been sitting in my garage ever since, so I was finally going to have a chance to use them.

Twyford Woods is a former WW2 airfield now managed by the Forestry Commission. The plan was to camp there overnight beforehand, but due to delays we weren't able to set off as early as we'd hoped. We therefore moved to plan B, setting off very early at 2.30am on the morning of the event.

The regs stated that gravel tyres were recommended due to the abrasive surface, which seemed a strange reason for using them to me. I'd packed the 4 knobbles, which were on 14 inch rims. As I normally run 15" rims, I'd also purchased a further two 14" rims from Ebay along with a pair of used mud and snow tyres, to serve as spares. However, as regards grip, I'd been confused as to why knobbles would be the best choice on an event which was supposedly 90% broken concrete, particularly if conditions were dry. I'd therefore also packed a set of six 15" rims of winter and all season tyres, to keep our options open.

On arrival, I immediately changed to the 15" road tyres after all. I couldn't see that my knobbles were going to give much grip on the concrete, especially as they were Maxsport RB1s, a very open and aggressive tread which would be far more suitable to deep mud. We scrutineered and signed on without issue.

Aidan wasn't feeling very enthusiastic. He usually gets very nervous at the start of an event and having got up at 2am probably hadn't helped. However, he quickly found his rhythm as we left the start of the 3.6 miles of test 1, calling the route well. Around half a mile in, I realised why knobbles had been recommended! As I took the line through a chicane, we slid towards the outside of the track and I realised that we

would be hitting a small step back onto the concrete. Sure enough, "hiss!" and the front right tyre immediately deflated. Ah, so it's the reinforced sidewalls that had made knobblies advisable! Stopping to change would inevitably mean a test maximum, so we pressed on for the vast majority of the test with the flat, with the car very reluctant to take left hand bends. To our surprise, we found afterwards that we had still set a time less than two thirds down the field!



Test 2 and 3 followed straight after, so a quick change of tyre in between tests. Unfortunately, we then had a navigation error which cost us the best part of 3 minutes and we thought would have quite an impact on our final result.

Back at service, another of the front tyres had a bulging sidewall so had to be changed. I was still reluctant to sacrifice the grip of the road tyres, so to compromise I changed to the 14 inch rims with mud and snow road tyres on the front and gravel tyres on the rear. As we headed into the next 3 tests, Aidan was still struggling to motivate himself and was reluctant to even continue, despite having been generally calling the route well on the first loop. However, he again settled in well as soon as we started. In fact, we started to fly, catching and passing other cars, with Aidan getting busy on the horn to warn other competitors to

move aside. By the end of the loop he had finally woken up and was buzzing with enthusiasm again.

The second hand tyres on the front weren't as grippy as the Yokohama winter tyres I had used earlier, but they were okay as long as I remembered not to leave the braking too late! The gravel tyres on the rear had very little grip but actually that worked quite well, making the handbrake turns easier and dancing through the chicanes. However, the exhaust suddenly become a lot noiser before the end of the loop.

Returning to the service area for lunch, we found that the organisers had decided to scrap the next loop. This was a good decision as it ensured that there was time for the final scheduled loop instead, which included a couple of longer tests of around 6 miles each. I investigated the exhaust. The pipe had fractured right through just in front of the rear silencer, only held in place by the skid plate which had been welded between the two. I couldn't find anybody with exhaust repair paste, so wrapped a load of duck tape around it. It seemed to make a big difference, even though it probably wouldn't last that long before melting through!

The final leg was fairly uneventful, apart from the sump guard working loose and banging around, causing me to take it a little easier.

Despite the early puncture and penalties, we ended up 14th overall and 2nd in class, our best targa result to date. And most importantly, we had a load of fun!

Marshal Matters



Marshals will always be needed in Motorsport and you will not find a cheaper way to get involved. It is a great way to meet and make friends with likeminded people, find answers to all those missing questions you need to ask to further your interest and in some cases meet the requirements of the club championships you might want to participate in.

Your club offers many forms of competition, autotests, autosolos, sprints, trials and road rallies, all of which require marshals. If you think this could be of value to you, join our marshal list by contacting me on wilcat@btinternet.com or call 01622 715018. This will enable me to inform you of any event where there is a request for marshals and details to be given when necessary.

Being on this list does not mean you *have to* marshal but at least you would know about any events, which cannot be a bad thing.

Many thanks

Glyn Williams (Willie), Club Chief Marshal





Ex Sevenoaks Chairman Bill Shewan (left) with the late great and past club Vice President Vic Elford. This was taken when Bill went on holiday and went to see Vic at his house in America. Vic always spoke well of the club and always had a Sevenoaks club badge on his crash helmet. Vic sadly passed away in March this year at the age of 86 and is still the only Sevenoaks member to take part in 13 F1 Grand Prix's scoring 8 points in a Cooper BRM. This is why we try and keep our history going. The annual 'Marvic Trophy' we present each year is named after Vic and his wife Mary – hence Marvic. This award has been presented ever since 1970.

The award is given to the lady club member scoring most points within the marshalling category.

Karen Rayner won this prestigious award in 2021 for all the support she gave the club. Who will it be in 2022?



TRK (Trophy Records Keeper)

Sevenoaks and District Motor club award 41 separate trophies at our annual awards dinner. All of your results in SDMC organised motorsport events are automatically recorded and used to calculate championship points towards these trophies. However, for other events you need to submit your points to the Trophy Records Keeper (TRK). This should be done by the form at the link shown below. No other method will be accepted. You must be an SDMC member at the time of the event for your results to be recorded (if your name is not on the membership list it will not be in the TRK database and therefore it will be impossible to allocate your points).

<http://www.sevenoaksmotorclub.com/join>

Please note the only way to
submit your results:

sevenoaksmotorclub.com/results

All results must be submitted within 21 days of the event or they will not be recorded. All marshalling and event organisation claims will be checked against the event signing on sheets, so make sure you fill them in correctly! You must upload a copy of the event results or provide a hyperlink. Please don't send in claims for SDMC-organised or Speed League events – they clog up the TRK mailbox!

Marshalling qualification

In order to qualify for some of the championships, you must carry out marshalling or other event support role at an SDMC organised events. The list of qualifying events is shown in the calendar on the [SDMC website](#), Acorn and the Yearbook.

The criteria are measured in "Chalky White points", which are the basis for the C. E. White marshalling trophy and are calculated as follows:

- 1 Chalky White point is required for a rally qualification
- 2 Chalky White points are required for a Speed League qualification
- 3 Chalky White points are required for a Rose & Crown qualification

Chalky White (Marshalling) points are earned as follows:

- A half day event such as an evening Autotest or 12 Car Rally will earn you 1 point.
- An all-day event such as an Autosolo, Trial or Sprint will earn you 2 points
- For pre-event work 1 point is awarded for each half day or evening work party under supervision of the Clerk of Course. (Max 3 points per event).
- All marshalling qualifications are taken directly from event signing on sheets automatically, so make sure you fill them out correctly.

Yearbook

You can read about how to win trophies in the 2021 SDMC yearbook at: <http://www.sevenoaksmotorclub.com/yearbook>. Junior birth dates needed!

If you are 21 or under and want to qualify for any of the junior trophies, please send in your name and date of birth to the membership secretary at sdmc.membership@gmail.com (this information was not collected reliably in the past, particularly for family members).

Club trophy updates

Chalky White

Name	Pts
Glyn Williams	14
Chris Judge	8
Steve Rackley	8
Philip Bailey	8
Roger Burgess	7
Robert Woods	6
Jolyon Walkling	5
David Balderson	5
Jane Burgess	5
Karen Rayner	4
Sue Gibbard	4
Adrian Wilkinson	4
Julie Clayden	4
William Stronach	4
Tim Loftus	3
Ross McCartney	3
Lola Bailey	3
Jim Giddings	3
Sterling Ernstzen	3
Kim Charnley	2
Clive Cooke	2
John Rawlins	2
Christine Balderson	2
Megan Williams	2
Russell Burton	2
David Judge	2
Dave Rayner	2
Steve Burles	2
Tilly Burles	2
Michelle Wickenden	2
Andrea Sterry	2
Paul Hebden	2
Drew Kellow	2
Nicholas Wade	2
Si Kellow	2
Tim Cole	2
Martine Kilby	1
Paul Wickes	1
John Symes	1
Deborah Stronach	1
Andy Kilby	1
Nigel Mead	1
Rosemary Mead	1
John Istead	1
Kayley Cherry	1
Lorenzo Wojtanowski	1

Boadicea Bowl

Name	Pts	O7
Sue Gibbard	67.5	Y
Kim Charnley	50.5	N
Michelle Wickenden	31	N
Lottie Penfold	23	N
Honey Sherwood	20	N
Katie Smith	19.5	N
Andrea Sterry	19.5	N
Chloe Penfold	19	N
Megan Stokoe	14	N
Lucy Flatherty	10	N
Jorja Donn	4	N

Rose&Crown

Name	Pts	Q7
Alan Scott	116.5	N
Steve Rackley	115	Y
Paul Hebden	102	N
Steve Burles	89.5	N
Chris Penfold	78	N
William Penfold	70	N
Sue Gibbard	67.5	Y
Jack Cherrett	55.5	N
Mike Thomas	55	N
Alan Steadman	51	N
Kim Charnley	50.5	N
John Carder	47	N
Nigel Newman	46.5	N
Freddie Cherrett	43.5	N
Owen Flaherty	41	N
Ross McCartney	41	Y
George Sweeney	40.5	N
Steve Hammond	38	N
Dave Rayner	37	N
Lorenzo Wojtanowski	36.5	N
Steven Bligh	36	N
David Judge	34.5	N
Robert McCartney	34	N
Sean Flaherty	34	N
Miles Burles	34	N
Callum Finnermore	31.5	N
Michelle Wickenden	31	N
Tilly Burles	31	N
Clive Cooke	29	N
Bryan Cherrett	27	N
Si Kellow	27	N
Remy Brooks-Johnson	26	N
John Istead	25.5	N
Lottie Penfold	23	N
Tim Sherwood	23	N

Phil Bird	21	N
Drew Kellow	21	N
John Chambers	21	N
Honey Sherwood	20	N
Katie Smith	19.5	N
Andrea Sterry	19.5	N
Rowan Burgess	19.5	N
Chloe Penfold	19	N
Toby Galbraith	18	N
Alex Peters	18	N
mark stokoe	18	N
Joseph Baguley	16.5	N
Aidan Wingett	15	N
Zach Lower	15	N
Megan Stokoe	14	N
Andy Rayner	14	N
John Turner	13.5	N
Sam Williams	13.5	N
Peter Spencer	13.5	N
Joshua Smith	13.5	N
Joe Bourton	13.5	N
Dick Athow	12	N
Ryan Howatson	12	N
Tim Higham	10.5	N
Aaron Sinfield	10	N
Lucy Flaherty	10	N
Noel Stokoe	9	N
Alex Hamilton	9	N
Charlie Allen	8	N
Andy Donn	8	N
Greg Theophanides	7.5	N
Michael Decker	6	N
Tom Athow	6	N
Peter Byles	4	N
Jorja Donn	4	N
Sterling Ernstzen		Y

Mark Dawson Trophy

Name	Rose & Crown	Non-speed	Speed	Chalky White	Total
Sue Gibbard	6	10	14	10	40
David Judge	22	13	6	20	61
Dave Rayner	19	27	10	20	76
Steve Rackley	7	5	100	2	114
Steve Burles	3	1	100	20	124
Paul Hebden	2	3	100	20	125
Sterling Ernstzen	100	8	16	15	139
Kim Charnley	11	15	100	20	146
Ross McCartney	15	22	100	15	152
Toby Galbraith	44	7	9	100	160
Tilly Burles	27	25	100	20	172
Lorenzo Wojtanowski	20	21	100	37	178
Michelle Wickenden	27	32	100	20	179
Clive Cooke	29	33	100	20	182
Si Kellow	30	35	100	20	185
DRew Kellow	36	41	100	20	197
Alex Peters	44	49	7	100	200
Alan Scott	1	2	100	100	203
Chris Judge	100	100	2	2	204
Andrea Sterry	40	45	100	20	205
John Istead	33	37	100	37	207
Chris Penfold	4	4	100	100	208
Roger Burgess	100	100	4	5	209
Jolyon Walking	100	100	3	7	210
William Penfold	5	6	100	100	211
Jim Giddings	100	100	1	15	216
Jack Cherrett	8	9	100	100	217
David Balderson	100	100	10	7	217
Mike Thomas	9	12	100	100	221
Alan Steadman	10	14	100	100	224
John Carder	12	16	100	100	228
George Sweeney	17	11	100	100	228
Nigel Newman	13	17	100	100	230
Adrian Wilkinson	100	100	22	10	232



The paddock at Brooklands for the FDMC Sprint, 18 June



Jim Giddings takes the chequered flag at Lydden Hill, 16 July