



The Acorn

February 2025



The Magazine of the Sevenoaks and District Motor Club





70 years of Club Motor Sport

Sevenoaks and District Motor Club Ltd

PRESIDENT: David Balderson

VICE-PRESIDENT: Grahame White



70 years of Club Motor Sport

Acorn Magazine, February 2025

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

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Cover picture: Contenders for the 2024 Speed League, as seen on the cover of the [2025 SDMC Yearbook](#), available on the club [website](#).

Editorial

By Toby Galbraith, Editor



The shortest month is over and spring is in the air!

Despite only having 28 days it has been a busy February with the club awards night at Brands Hatch, the first autosolo of the new season (also at Brands), and for me an event at Silverstone with the Vintage Sports Car Club (report later this issue) and round 7 of the 12 Car rally season. Speed events are opening up for entries and it won't be long until we're in the thick of the more 'fair weather' events, so get ready!

Although I can't credit the new '**Freebies/for sale/wanted**' section, I did manage to finally sell my silver Subaru to a chap who came all the way from Doncaster to pick it up. We have a couple of items for sale from club members this issue, so if there's something you need or want to get rid of, please send me photos, a brief description and location/contact details and it will go in the next issue.

Trying to plan for events later in the year is a traditional pastime of early spring, as championship calendars get confirmed and entries start to open. I'm already signed up for the first sprint at Goodwood on 26 April, the co-promoted event at Lydden Hill in July, and waiting for the Hethel sprint to open for entries in early April. I've decided not to join the Classic Marques championship this year – it's a great competition with handicap set by power/weight so I can fight with much faster and more powerful cars, but lots of the events are a long way away and in the past couple of years I've only made it to a handful. Focusing on the SDMC Insite Graphics Speed League may give me a better chance of getting enough points to get closer to the top of the table.

There are still some rallies and other events coming up, and I've entered a couple with my son navigating – the daytime MGCC scatter rally on 23 March (starting near Sundridge), and the Lands End Trial over the Easter weekend. Without a proper off-road trials setup we are in the tarmac-only 'classic road trial', but it still has the challenge of starting at Bridgwater in the middle of the night and driving up the hilliest bits of North Devon and Cornwall, including the famous Blue Hills Mine, to finish near St Agnes the next afternoon.

In preparation for the event at Silverstone I had a proper geometry alignment done on the Mazda, and arranged for some remote tuning of the new ECU I fitted in the autumn. It was running OK on the 'basemap' that came with the ECU, but had some niggles around cold starting and idle, and was throwing a lot of fuel away in an effort to protect the engine from running lean. I can't profess to understand how it works but by emailing files to and fro with the tuner, the performance has improved, starting and idling is much better, and hopefully it's a bit more fuel efficient. Trying to work out how to add 'launch control' now!



On the ramp for alignment at IAMotorsport near Detling

I also managed to persuade my son to help me in the garage, fitting the handbrake cable to the Isetta. I'd struggled with it alone a few times but what it needed was two pairs of hands and we got it fitted without too much complication. He has agreed to help out on the Isetta in an effort to get it back on the road later this year. To be honest I think the paperwork will be the thing that prevents that being a reality, but we have plenty of other things to get on with in the meantime. I connected a small battery to the car this week and was pleased to see a couple of bulbs on the dashboard light up! There are quite a few other bits of electrics I need to sort out, and it's definitely not my strong point, so if anyone knows a wiring expert please point them my way...

Unfortunately David is still too unwell to resume club duties or provide a Chairman's message this month. He did make a brief appearance at the Autosolo at Brands Hatch which provided some cheer to the team, and we hope his recovery continues.

Cheers, Toby

Calendar

[Sevenoaks & DMC](#) organised/promoted events



Date	Event
Fri 10 Jan	12 Car rally
Sat 22 Feb	Awards Evening, Brands Hatch
Sun 23 Feb	Autosolo Series round 1, Brands Hatch
Sat 15 Mar	Autosolo Series round 2, Ashford (run by MMKMC)
Sun 18 May	Valence Festival of Motoring/Autosolo, Valence School
Thu 22 May	Evening autotest round 1, Brands Hatch
Thu 12 Jun	Evening autotest round 2, Brands Hatch
Thu 26 Jun	Evening autotest round 3, Brands Hatch
Sat 5 Jul	Autosolo Series round 3, Brands Hatch
Sat 12 Jul	Sprint, Lydden Hill (with TWMC and B19)
Thu 31 Jul	Evening autotest round 4, Brands Hatch
Thu 28 Aug	Evening autotest round 5, Brands Hatch
Sat 20 Sep	All day autotest round 6, Brands Hatch
Sat 18 Oct	Autosolo Series round 4, Ashford (run by MMKMC)
Fri 14 Nov	12 Car rally
Sun 23 Nov	Autosolo Series round 5, Brands Hatch

A couple more potential speed events are waiting for confirmation.

Please check the [club website calendar](#) for updates, and keep an eye out for announcements for when entries open.

Autosolo News

From the SDMC Autosolo Organising Team



2025 SDMC Autosolo series



The Autosolo 2025 series is now well underway, with R1 recently held at Brands Hatch. All eyes are now focused on the pending R2 hosted by MMKMC on 15 March at the Ashford venue. For drivers to have a chance of a good end-of-season result, they will need to volunteer at a round. The series offers maximum points for this, which can be gained one time during the series. With only five rounds in the series, scoring well at each round will probably be necessary to come in one of the top ten award positions. All the organisers and fellow drivers will greatly appreciate the volunteers. Without their participation, club motorsport can't function; please consider which round you can help!



Chris Penfold and happy passenger Sam Williams on the paddock stage
(photo by Ewan Johnston)

Fastest time of the day (FTD) on round 1 went to Matthias Hansen in the Toyota MR2, continuing where he left off at the end of last season. He was nearly 8 seconds clear of the second-fastest driver, Tyler Baker in the Alfa Romeo GT, himself closely followed by last season's overall winner Patrick Horrocks in his Fiat Cinquecento.



Matthias Hansen took the overall FTD (photo by Colin Shipway)

Other Class winners included Daniel Mead (Skoda Fabia) in the 1400–2000cc class, John Massey (Mazda MX-5 NA) in the 2 seater up to 1900cc class, Steve Hammond (Mazda MX-5 NC) in the 2 seater over 1900cc class, and Patrick Osiak (Citroen C2) in the Junior class.



Andrew Butcher gets lairy on the rally stage (photo by Ewan Johnston)

Speed News



70 years of Club Motor Sport

Sevenoaks Speed League 2025



We have received our MSUK permit so can now accept entries for the 2025 championship! Regulations and entry form are now available on the club website <https://sevenoaksmotorclub.com/speed-league/>

The sprint at Coventry Motofest has been cancelled, and all other 24 rounds are confirmed. Follow the links below to enter a round!

Rd	Date	Event	Type
1	29/03/2025	Cadwell Park	Sprint
2	13/04/2025	Hethel	Sprint
3	26/04/2025	Regis Sprint – Goodwood	Sprint
4	26/04/2025	Wiscombe Park	Hillclimb
5	27/04/2025	Wiscombe Park	Hillclimb
6	11/05/2025	Debden	Sprint
7	11/05/2025	Dimanche Sprint – Rushmoor	Sprint
8	07/06/2025	Abingdon Motorsport CAR-nival	Sprint
9	14/06/2025	Blyton Park	Sprint
10	15/06/2025	Blyton Park	Sprint
11	21/06/2025	Mallory Park	Sprint
12	22/06/2025	Mallory Park	Sprint
13	12/07/2025	Ray Heal Memorial Sprint – Lydden	Sprint
14	20/07/2025	North Weald	Sprint
15	02/08/2025	Gurston Down	Hillclimb
16	03/08/2025	Gurston Down	Hillclimb
17	23/08/2025	Snetterton	Sprint
18	24/08/2025	Snetterton	Sprint
19	07/09/2025	Hethel	Sprint
20	14/09/2025	North Weald	Sprint
21	20-21/09/2025	Sandown Sprint – Combined result	Sprint
22	27/09/2025	Goodwood	Sprint
23	28/09/2025	Debden	Sprint
24	05/10/2025	Sprint Royale – Eelmoor	Sprint

The Pomeroy Trophy 2025

Report by Toby Galbraith

The Vintage Sports-Car Club (VSCC) has run this eclectic annual event since the late 1940s, with only a couple of interruptions for the Suez Crisis and COVID. The idea was devised by Lawrence Pomeroy Jnr, using a formula he devised to calculate the efficiency of pre-war Grand Prix car engines, and adapted in an attempt to find the 'ideal touring car'. There is a complex handicapping system based on car length, engine size and car age, and it is one of the only events run by the VSCC where post-war cars are able to compete against vintage cars on a relatively level playing field. There are five 'tests', described in typical VSCC fashion:

- Test A: A driving test of a zig-zag nature (max 100 points)
- Test B: A driving test of a start-stop nature (max 50 points)
- Test C: A standing start quarter mile sprint (max 100 points)
- Test D: A flying start 250 metres sprint (continuing from Test C, max 100 points)
- Test E: A high speed reliability trial (40 minutes on the Grand Prix circuit with a target number of laps to complete, max 100 points)



Waiting in the assembly area with some cracking cars

As well as the time-based tests, in order to qualify for the Pomeroy Trophy itself, cars need to be road-registered, taxed and MOTd, and to prove their suitability as a touring car they also need to have a functional roof, and be able to carry two regulation-size VSCC suitcases – otherwise penalties are applied. The club has recently started allowing non-road cars to enter the event, but they aren't eligible for the main awards. The competitors are split into three batches, and Tests A–D are run in the morning on different parts of the circuit, with Test E in the afternoon in race conditions.



60s Ford muscle ready for action

This year there were around 120 entries, ranging from a 1913 Monarch GP, with an 8.2 litre unsilenced engine and barely any body panels, to one of the latest Porsche 911 Carreras, and many interesting cars in between. My 1991 Mazda 1.6 worked out about mid-pack in terms of handicap. All competitors complete the same tests, and the raw timings are adjusted based on the handicap to provide a relatively level playing field. It takes around a week for provisional results to come out!

I've done the Pom a handful of times, 2017/18/19 in my old Subaru Impreza wagon (until I crashed it into the wall on the pit straight) and then 2020, 22 and this year in the Mazda. In both 2020 and 22 it was cold and wet, but this year the sun came out and the track was dry!

Having to choose tyres before scrutineering I threw caution to the light winds and put on the Toyo R888R semi-slick tyres I usually only bring out for summer sprints. The VSCC team fitted one regulation suitcase into the boot and another onto the luggage rack I bought just for this event, and with the hard top fitted I didn't lose any points for the hood either. The morning tests went without a hitch, I got a decent run at the braking test for a change and the slalom test was much less nerve-wracking since they have moved it from the old pit straight (with solid concrete wall where the Impreza met its doom) to the top of the Wellington straight with a lot more run-off!

Then I had a long wait before joining the 'fast' group for the afternoon session – yes with that GT40 and classic Mustang! My target was to complete 13 laps within the 40 minutes, so just over 3 minutes per lap. My previous best lap time was 3:14, so it was going to come down to how much faster I could go in the dry conditions.



Rounding Becketts in Test E. Photo by Peter Mallett

As it turned out, I went a lot faster – my best lap was just under 2:52 and all of my laps were under 3 minutes, apart from the first lap where everyone was finding their pace and the last lap where I had a 360 spin going through Maggotts, ending up on the grass, but even then it only lost me 30 seconds!

When the provisional results came out I was delighted to see I had managed to complete the 13 laps, only losing 10 points for the spin, and finished with 376 points and a '3rd Class' award. I was 25th out of the 99 road-legal cars, and got more points than all but four of the track-only cars. The overall winner (who just happens to be the club President!) in a 1929 Frazer Nash Super Sports finished with 427 points,



former winner David Wylie was 2nd in the BMW 2002 works rally car (pictured with my car in the assembly area), and 3rd overall was a lovely 1972 Porsche Carrera RS 2.7.

You may see something about this event on social media, as a certain Richard Hammond and his daughter Izzy were also competing, along with a couple of their crew from The Smallest Cog. There was an entourage wherever they went, and they did pretty well – Richard got 367 points, Izzy got 365 so very close!

I've put the [full video of the afternoon session](#) on my YouTube channel ([@tobycarstuff](#)), and no doubt the Drive Tribe video will be up on their channel soon too.

From looking at the data, and from the sorts of cars I was overtaking, it's pretty clear that while the Mazda corners and stops really well, what it lacks is power – so I'm thinking about whacking a turbo on it at some point in the future. With the 40% multiplier for sprints and hillclimbs, it would still qualify for class A5, under 2300 cc....

Autotest News



Autotests are a perfect introduction to competitive motorsport, with short tests and relatively simple routes, and many chances to get it right! They are a great way to learn car control in a low speed, low risk environment. Juniors can also compete, with a supervising adult.

The calendar for the 2025 series, held in the large grass area behind Brands Hatch, is complete and very similar to last year. Please keep an eye out for entries opening!

<https://linktr.ee/sdmcautotest>

Thursday 22 May (evening)	Round 1, Brands Hatch
Thursday 12 June (evening)	Round 2, Brands Hatch
Thursday 26 June (evening)	Round 3, Brands Hatch
Thursday 31 July (evening)	Round 4, Brands Hatch
Thursday 28 August (evening)	Round 5, Brands Hatch
Saturday 20 September (all day)	Round 6, Brands Hatch

Three local clubs (Sevenoaks, Maidstone&Mid-Kent and Tunbridge Wells) have come together over the winter to align autotest calendars, so there are fewer overlaps on event dates, and fewer 'fallow' weeks with none – in fact the longest gap between autotests is under 2 weeks from May to September!

Calendar: Subject to amendments by the clubs, weather etc, please enter and check before attending:

Date	MMKMC	SDMCs	TWMC
Sun 4 May	HC Taster Day		
Wed 14 May	Otham Evening		
Tue 20 May			Evening
Thu 22 May		Brands Evening	
Wed 28 May	HC Evening		
Wed 4 Jun	Otham Evening		
Thu 12 Jun		Brands Evening	
Wed 17 Jun			Evening
Thu 26 Jun		Brands Evening	
Wed 2 Jul	Otham Evening		
Wed 9 Jul	HC Evening		
Tue 15 Jul			Evening
Sun 27 Jul	HC SUMMER SLALOM		
Thu 31 Jul		Brands Evening	
Wed 6 Aug	Otham Evening		
Tue 12 Aug			Evening
Wed 20 Aug	HC Evening		
Thu 28 Aug		Brands Evening	
Sun 7 Sep	HC ALL DAY AUTOTEST		
Sun 14 Sep			ALL DAY AUTOTEST
Sat 20 Sep		Brands ALL DAY AUTOTEST	

Rally News



Weald 12 Car Rally Championship 2024–25

With an all-new electronic entry system for all rounds, the Weald team have made some changes to the regulations and will provide support to each of the clubs arranging rounds for the championship. The Weald website <https://www.wealdmotor.club> provides all the information including regulations, calendar and links to the entry system for each event, which open around 6 weeks before each round.

Weald 12 Car Rally Championship 2024–25 calendar

Round 1	11 October 2024	Borough 18 Motor Club
Round 2	1 November 2024	Croydon & District Motor Club
Round 3	15 November 2024	Sevenoaks & District Motor Club
Round 4	29 November 2024	Southern Car Club
Round 5	10 January 2025	Sevenoaks & District Motor Club
Round 6	31 January 2025	Maidstone & Mid Kent Motor Club
Round 7	28 February 2025	Weald Motor Club
Round 8	14 March 2025	Bexley Light Car Club
Round 9	28 March 2025	Blackpalfrey Motor Club

Since the last issue we have had Rounds 6 and 7 of the Championship.

The Maidstone & Mid-Kent round, organised by Si and Andrea Kellow, started from the Wings bar at Headcorn Aerodrome, heading southeast and teasing us with *nearly* going onto Romney Marsh before skirting back around the edge of Ashford and winding our way back to Headcorn. While the navigation was tricky in places, the route and conditions were relatively kind and the first seven finishers didn't drop a single minute! The top 3 crews of Tim Smith/Matt Clark (Semi-Expert), Paul Dent/Lee Stanley (Novice) and Dave Bushby/Chris Reeves (Novice) all finished with clean sheets, 0 fails 0 minutes. The next three crews, all

Experts, missed one board so ended up joint 4th (Wug Utting/Bob Stokoe, Derek Arnold/Simon Fuidge, Duncan Brown/David Town).

Round 7, run under the Weald MC umbrella, was organised by former Eastbourne and Ram MC stalwart Tim Smith, with help from Graham Child and Matt Clark. Nine crews started at the Bear Inn, Burwash, a large village pub which bucks the trend and seems to be busy all the time. We headed out of the village and straight into some rough and rutted lanes, heading past Herstmonceux and out onto the long and lonely Pevensy Levels. With very few junctions to worry about, it was just the sheer drops into icy ditches to beware of, until we starting coming back up into the more usual hills and woods, west of the A21. The lanes didn't get any more forgiving and a puncture prevented Si and Andrea Kellow getting the clean sheet they were on for until the final section. One crew did manage it though, Dave Bushby and Chris Reeves finally triumphing with the overall win on 0 fails, 0 minutes. Hot on their heels were Chris Wickens/Richard Pashley on 0 fails 1 minute, and Derek Arnold/Simon Fuidge on 0 fails 2 minutes. A generous spread back at the Bear Inn set us up well for the long drive home.

There are two events left: Bexley Light Car Club on 14 March, and Blackpalfrey Motor Club of Kent on 28 March. The Weald 12 Car Championship has nine rounds, and the best six scores for each competitor are counted in the final table. In order to qualify for an end-of season award, competitors need to marshal or organise on at least one of the events within the series. With just two events left, any competitors still to qualify will have to forego their chance of earning more points if they want to earn an award at the end of the season.

After seven events, the leaderboards look like this:

Navigators:

Pos	Name	Class	Points	Qualified
1	Chas Davies	Expert	66	No
2	Bob Stokoe	Expert	65	Yes
3	Matt Clark	Semi-expert	55	Yes
4	Andy Mucklow	Semi-expert	53	Yes
5	Simon Fuidge	Expert	53	No

Drivers:

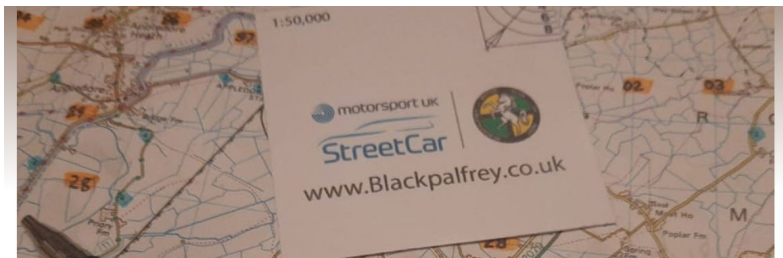
Pos	Name	Class	Points	Qualified
1	Dave Bushby	Novice	70	No
2	Barry Shurman	Expert	60	No
3	Tim Smith	Semi-expert	58	Yes
4	Wug Utting	Expert	57	Yes
5	Toby Galbraith	Semi-expert	53	Yes

Beginners Rally School

For anyone wishing to get started in navigational rallies, the Weald Motor Club team are running a new [Beginners Rally School](#). All you need is an everyday family car – or a driver with one – and a willingness to take on the challenge. The Weald team will provide expert guidance on the basics of working as a team, understanding maps and navigation clues, how events run etc in a comfortable environment (i.e. a pub!). Then we put the learning into practice by completing a few non-competitive sections on the road. At the end of the season there will be a full Beginners rally on 11 April to see how you get on with the real thing. To register your interest, visit the [Weald Motor Club](#) site.

Our friends and neighbours Blackpalfrey have also set up an online rally school via Facebook – with lessons and exercises to practice what you've learnt, it's a great way to get started and you don't need a car, driver, or any sort of licence! It's a private group so you will need to ask for access, by searching within Facebook or following this link:

<https://www.facebook.com/groups/534720367065275>



Blackpalfrey M.C. Rally School

Private group · 211 members



[+ Invite](#) [Share](#) [Joined](#) [▼](#)

For sale, wanted, and free!

Your chance to buy, sell or give away motoring-related items, cars, motorbikes (or anything else with wheels). So if you have a pile of classic car magazines, are looking for a particular spare part, or need to sell your pride and joy and want it to go to a good home, this could be the place for you! Please note that the club takes no responsibility (or money) for any trades, we are just facilitating getting you together.

Please send any adverts or wanted posts (with price, location, contact details, and pictures if possible) to toby.galbraith@gmail.com

For sale: MG ZR, £3250 ono



Sunburst yellow MG ZR, 1400cc, engine from my targa car (this runs a ported 3 angle valve seat head and very mild 135 cams) – it's not massively powerful and makes around 125bhp but it has a lovely flat torque curve and works a treat. Rebuilt gearbox running a plated

Gripper diff with a Gripper low ratio crown wheel and pinion (this alone will cost you £1800 from Gripper).

Also includes the following bits from my 1400 targa rally car to be bolted in, 6 point Safety Devices cage, Gaz gold fully adjustable suspension, carbon fibre tank guard, 6mm alloy sump guard, 2x bucket seats including harnesses, EBC brake pads.



A well proven set up that will take everything you can throw at it! £3250 ono – Steve Burles 07767822772

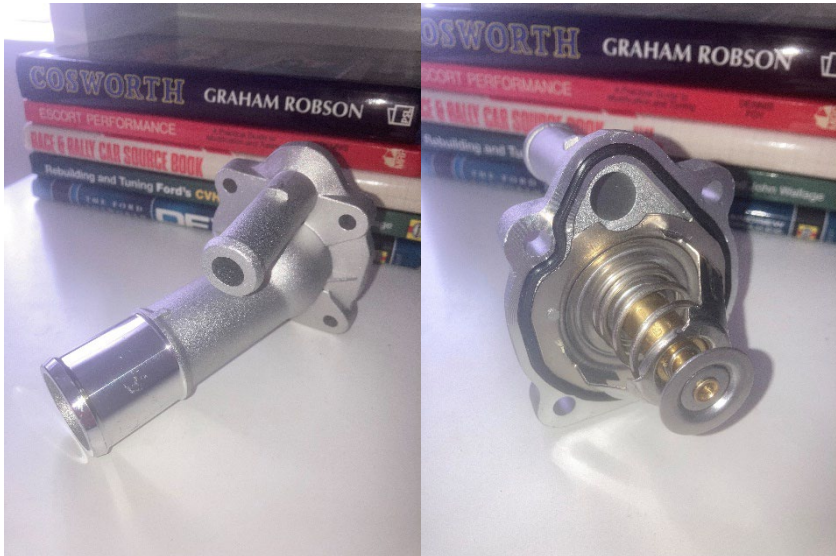
Wanted: Car transporter trailer, £1000 or less

Would like to find a fairly light trailer that would fit my Mk1 MX-5 for towing to speed events etc. Towing limit for my car is about 2 tons and the Mazda weighs about 1 ton so can't have a massive wooden flat bed. Don't mind if it's scruffy as long as it's functional. Please email tobygalbraith@gmail.com if you have something suitable.

For sale: Duratec/MZR aluminium thermostat housings, £50

The Fiesta ST150 and MK3 MX5 are popular cars for club racing and events, these long nose aluminium thermostat housings are a brilliant solution to the OEM plastic ones which can go brittle after a while. Also good for a race car which wants to run without a thermostat, these thermostat housings include the thermostat and gasket too

£50, postage is £3 although I will be attending all SDMC Autosolo events this year. Best way to reach me is Jack432kelly@gmail.com



Marshal Matters



Marshals will always be needed in motorsport and you will not find a cheaper way to get involved – it's free! 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. You will also get some great views of the action!

Your club offers many forms of competition, autotests, autosolos, sprints, trials and road rallies, all of which require marshals. If you would like to join the action, contacting our Chief Marshal Glyn Williams (aka Willie) on wilcat@btinternet.com or call 01622 715018. This will enable him to inform you of any event where there is a request for marshals and details to be given when necessary.

By marshalling you can also earn 'Powerpoints' which can be exchanged for a contribution to your membership fees, event entries etc. Contact Willie for more information!



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). <https://sevenoaksmotorclub.com/membership/>

Please go to this page to enter your results:

<https://sevenoaksmotorclub.com/trk>

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! Please include a copy of the event results or provide a hyperlink. Don't send in claims for SDMC-organised or Speed League events though – they clog up the TRK mailbox!

Marshalling qualification

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

From the 2023 season it will no longer be possible to score marshalling points whilst competing at the same event. This applies to the CE White trophy and for qualification for other championships. The change has been made so people cannot gain an unfair advantage by scoring points in two championships at once.

Marshalling activities are measured in “Chalky White points”, which are the basis for the CE 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 2025 SDMC yearbook at: <http://www.sevenoaksmotorclub.com/yearbook>.

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).

Closing photos by Colin Shipway – from the SDMC Autosolo at Brands Hatch, 23 February.



Jake Mead gets busy in the Skoda



Stephen Kiefer gets some directions in the GR Yaris