



The Acorn

April-May 2025



The Magazine of the Sevenoaks and District Motor Club



Sevenoaks and District Motor Club Ltd

PRESIDENT: David Balderson

VICE-PRESIDENT: Grahame White



Acorn Magazine, April-May 2025

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

OFFICERS and COMMITTEE

ACTING CHAIRMAN: David Balderson, 17 Glentrammon Close, Green Street Green, BR6 6DL, 01689 601661 baldersondavid1@gmail.com

SECRETARY: Julie Clayden, 41 Slade Gardens, Erith, DA8 2HT.
sdmc.membership@gmail.com

MEMBERSHIP SEC: Julie Clayden, as above

TREASURER: William Stronach, 26 Grange Road, Sevenoaks, TN13 2PQ, 01732 459140, 07801 298475, wstronach@btinternet.com

ACORN EDITOR: Toby Galbraith, 07758 008016,
tobygalbraith@gmail.com

SOCIAL SECRETARY. Megan Williams, 07840 117348
meganwilliams579@yahoo.co.uk

COMPETITION SEC: TBC

SPEED LEAGUE: David Knapp, 23 Woodman Avenue, Whitstable, CT5 2RB, 07785 788725: davidknapp75@outlook.com

TROPHY RECORDS KEEPER: Steve Rackley sdmc.trk@gmail.com

CHIEF MARSHAL: Glyn Williams, 6 Corporation Cottages, High St. Aylesford, ME20 7DA, 07989 896851 wilcat@btinternet.com

SOCIAL MEDIA: Sterling Ernstzen s.ernstzen@btinternet.com

WEBMASTER: David Knapp, davidknapp75@outlook.com

AUTOTEST SECRETARY: Julie Clayden sevenoaksautotest@gmail.com

www.sevenoaksmotorclub.com



[@sevenoaks_motor_club](https://www.instagram.com/sevenoaks_motor_club)



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Cover picture: Demonstration run as part of the Valence School Festival of Motoring on 18 May 2025, supported by SDMC.

Editorial

By Toby Galbraith, Editor



It's been a busy couple of months, and unfortunately that meant that I couldn't get the April edition out in a timely manner, so it is a combined April–May issue this time. This also means it will be a bumper edition with lots of events to report on, and lots of things to read about!

It took a couple of weeks to sort the Mazda out after the 'off' in the last 12 car at the end of March. I replaced the wishbone fairly quickly, and suspension-wise that was the only thing bent, but some of the bodywork was also damaged. Judicious use of a lump hammer straightened out most of the crumples, including in the area around the pop-up headlight, and the wing was toast, so I ordered a pair of replacement front wings and some paint and managed to get it back on the road after a couple of weeks.



Ready for the Lands End Trial

I've been out on lots of events since the last issue, firstly marshalling on the Weald Beginners 12 Car rally (and persuading some friends to give it a go), then my first sprint of the season at Hethel (home of Lotus), then the MCC Lands End Trial with my son over the Easter weekend, and finally the Bognor Regis sprint at Goodwood. May was a bit quieter, with

just the Debden sprint in Essex for me and a couple of karting sessions with the kids (oh and a work trip to New York and half term in Cornwall!).

We are heading into a fairly intense time of year, with club level autotests, autosolos, targa and stage rallies, sprints/hillclimbs and circuit racing, plus car shows, tours, treasure hunts and of course all the professionals racing on circuits around the country and the world for our entertainment!



Some of class A3 at Goodwood, the muddy Mazda flanked by a couple of MGs

As a club, Sevenoaks and District is one of the most diverse in terms of events, running speed, autotest and autosolo events, and contributing to many more. Of course we can't run any of them without volunteers to help organise and run events, and keep competitors and spectators safe, so if you aren't able to compete, please consider offering your time to marshal. No experience is necessary, there are jobs for all levels of physical ability, and you will have the best view of the action! Check the event calendar later this issue and see if you can chip in.

Also see if you can come to the club AGM at the Bell in Kemsing on 17 June, it would be great to hear more voices from around the club about what you want to do!

Cheers, Toby

Chairman's Chat

With so many things going on at this time of year its tricky putting this month's chat together. It all started with the University boat race, then F1 switching from the far East then America not forgetting a few football games to top up.

By far the best in my view, was the wonderful success of the Valence School Festival of Motoring on 18 May. Our club can be very proud of what was achieved. Spurred on by excellent weather we ran an AutoSolo on the driveway up to the school. The school also arranged an excellent car show, and the day was well attended. I would like to sincerely thank all those who helped to run this event, and I look forward to next year's event to be held on 17 May 2026.

On a sad note, I have to report that a long standing member of the Club, John Istead, has recently died after a long illness. The Club offers condolences to his family and friends.

Sevenoaks and District Motor Club Ltd Events coming up for your diaries:

- Committee Meetings via Zoom, first Wednesday of the month (please let me know if you would like to attend, members are invited)
- Evening AutoTest series on grass at Brands Hatch, start date 22 May
- Club Annual General Meeting Wednesday 2 July via Zoom
- AutoSolo at Brands Hatch 5 July (all day event)

Best regards and enjoy your Club Motor Sport

David

Calendar

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



Date	Event
Fri 10 Jan	The Acorn 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, Westerham
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	The Chin Memorial 12 Car rally
Sun 23 Nov	Autosolo Series round 5, Brands Hatch

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

Club championship

Interim points update of the main club championship, the Rose & Crown trophy – this is the current top ten:

Name	Points	Qualified
Chris Penfold	172	Y
Robert Kiefer	63	Y
Steve Hammond	63	Y
Nigel Newman	60	Y
John Massey	56.5	N
Daniel Mead	55.5	Y
Cristian Muntean	55	N
Tyler Baker	52.5	Y
Jack Kelly	52.5	N
Steve Burles	50	Y

To earn points in the Rose and Crown, or for any other trophy, your marshalling and competition results need to be known to the Trophy Records Keeper (TRK). All of your results in SDMC organised motorsport events are automatically recorded, but for other events you need to submit your results using the form at the link shown here:

<https://sevenoaksmotorclub.com/trk>

Further details are at the end of this issue.

John Istead

It is with much sadness that the club announce the passing of club member John Istead. He passed away on Friday 9 May after losing his battle with cancer.

John joined our club in 2017 as he wanted to get back to grass roots motorsport following a long career in speed events where he entered as a member of the BARC. He will probably be best known for his exploits in a red Datsun 240Z which he campaigned very successfully throughout the 1980s in speed events up and down the country. Later in that decade he swapped to single seaters and purchased a Mallock MK18 and did a lot of hillclimbs winning the BARC FTD Awards Hillclimb Championship in 1984. He was also a regular at our speed events and loved taking part in our annual Valence Hillclimb, actually taking FTD in his Mallock in 1985. He was a determined competitor and regularly featured in the awards ceremony throughout his career.

After retiring from the speed scene, he purchased a blue Renault Clio Sport road car to compete in Autosolo events and proved a regular competitor at all our events. Despite his illness he never lost his competitive edge and enjoyed competing where the car could be driven to events rather than having a tow car and trailer.

Our sincere condolences go to his family and friends where his motorsport memories will live on. Rest in peace John.



© Colin Shipway

John competing in an autosolo at Brands Hatch

Autosolo News

From the SDMC Autosolo Organising Team



The 2025 SDMC Autosolo series has just one event during the summer (round 3 at Brands Hatch on Saturday 5 July), but there was a non-championship special invitational autosolo at Valence School on 18 May to keep competitors' skills finely polished!

Building on the success of last year's event, which featured a car display area and an Autosolo competition, this year's festival was an evolution of these positive aspects. The concept had proven successful, and we were excited to see how it would unfold this year. The show area was well laid out and was brimming after selling out before the day, with a fantastic variety of vehicles that truly catered to all tastes, from a fully functioning vintage fire engine to the most modern McLaren supercar and everything in between. The food vendors were supplying a range of fresh pizzas and good quality burgers/hot dogs, and fresh homemade ice cream to follow.



One of the highlights of this year's festival was the introduction of a new, interactive element – passenger rides for the Autosolo. This proved to be a resounding success, allowing visitors to experience the thrill of the competition first hand. The opportunity to donate to the school and enjoy a passenger ride with an experienced driver in a variety of cars was

a popular choice, with a steady queue for rides throughout the day. This not only added to the excitement of the event but also contributed to the school's funds.



Finally, a heartfelt thank you to the school for their unwavering support and efforts, and the SDMC organising team, which helped create the successful day of fun that all visitors enjoyed.



Speed News



70 years of Club Motor Sport

Sevenoaks Speed
League 2025



The 2025 championship is well underway, but it's not too late to join in! Regulations and entry form are available on the club website

<https://sevenoaksmotorclub.com/speed-league/>

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 Heel 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 Lotus Festival Sprint, Hethel – 13 April 2025

By Dave Rayner

My first venture into this seasons Insite Graphics Sevenoaks Speed League Championship took me up to Norwich and Lotus HQ from my new base of Herne Bay in Kent. The Caterham was given its usual oil change and spanner check during the pre season, then MOT'd all ready for the trip East. There were five entries in my class which was good news this early in the season and after the first practice run, I found myself 4 seconds faster than the nearest opposition. Whilst everyone went quicker throughout the day, I managed to keep a 3 second margin by the final run and duly won the class picking up my first 14 points for the season. Due to London Marathon commitments, I was unable to do Goodwood on 26 April, so my next scheduled outing was the Dimanche Sprint at Rushmoor near Aldershot on 11 May.



Dave in action at Hethel (photo by Nick Salmon of HCAAC)

Although sprinting is a solitary task on track (just you against the clock), there is a great community spirit and they are very sociable events. Often the SDMC competitors get together in the paddock between runs to prepare their excuses and discuss tactics for getting a better time.

At Hethel there were six competitors from SDMC, with Dave being joined by Bob Woods, Toby Galbraith, Alex Peters, Dean Spurr and Brian Knox.



Lunchtime discussion between some SDMC members – note 2023 Speed League champion Sarah Munns behind, she acted as deputy Clerk of the Course for this event (photo by Nick Salmon of HCAAC)

The Regis Sprint, Goodwood – 26 April 2025

By Toby Galbraith

After Hethel, the next round of the Speed League was 2 weeks later at Goodwood Motor Circuit, near Chichester. It's a beautiful place to race, and the weather was very kind too, with no worries about rain – more about sunburn! The paddock seemed a little quiet but that just means more chance for additional runs, and class A3 was unusually full, with four cars competing in the MG Car Club speed championship alongside me and regular rival Mike Edwards in his hot Mini. Having only returned from the Lands End Trial the previous weekend, my car was not looking its best but it was running nicely and I had thrown on a set of wheels that I had picked up a few years ago, with some Yokohama semi-slick tyres that I had heard should be pretty good.

On the practice run I was baulked by one of the Spridgets so didn't get a representative time, but it felt good. I hadn't competed at Goodwood since late 2023, so when timed run 1 was about half a second off my personal best, and I was second in class, it looked like it was going to be a good day. Timed runs 2 and 3 saw further improvement and I ended up getting a new PB a couple of seconds faster than my previous best. Couldn't beat the Austin Healey Sprite that was scorchingly fast, he was complaining that he was on the limiter in top gear along the straights but still beat me by 4 seconds! I'm hoping to be back at Goodwood at the end of the season so will see whether I can be brave enough to find some more time then.



Speed League contenders at the Regis sprint, (L-R) Toby Galbraith (Mazda Eunos Roadster), Howard Barnard (Mazda MX5 turbo), Alex Peters (Jaguar F-Type), John Rawlins (Davrian), Andy Webber (Lotus 62), David Tatchell (Porsche 964)

Dimanche Sprint, Rushmoor – 11 May 2025

Alex Peters, Dave Rayner and Tony Gomis all won their respective classes, which are based on engine size and car type. However, the organisers randomised the championship results by combining classes, which meant that Dave dropped to second behind a larger engined Lotus Elise. He was most upset, whilst Alex, who had almost achieved his first sprint FTD (just beaten by a Darrian custom rally car), benefitted

from having the 4WD rally cars added to his class. The group picture beautifully captures the camaraderie among the SDMC members.



L-R: Alex Peters, Dave Rayner, Tony Gomis, Nigel Patten, and David Tatchell

Debden Spring Sprint – 11 May 2025

By Toby Galbraith

A parallel event on the same day as the Rushmoor sprint, so other Speed League competitors were on the opposite side of the capital at Debden, a former RAF base near Saffron Walden in Essex. While the course is set out using cones on the old runways and taxiways, it is long and challenging, with blind corners and some interesting changes of direction.

Class A3 was an all-Sevenoaks affair, with Bob Woods in the Lotus Cortina, and Adrian Wilkinson in his TVR Vixen – making my Mazda the youngest car in the class despite being nearly 35 years old! The weather was kind again, warm and sunny, and the Herts County team

ran an efficient event giving us practice and then **four** timed runs, so we really got our money's worth!



Class A3, my Mazda in front of Adrian's TVR and Bob's Cortina

I set a reasonable time in practice, then got overexcited and clipped a cone on run 1, giving me a 5 second penalty and making it pretty close with Bob's time. On run 2 I messed up again and got another penalty, so no improvement. The marshals noticed that there was a patch of tarmac breaking up so they needed to adjust the cones on one of the corners, and this meant we were given a second practice run to get a feel for the change – nobody noticed any difference! Then we had run 3 and I went way off course and missed a gate, so got no time recorded. By this point Bob had whittled away a bit more on my lead and was only a tenth of a second behind....so it was all down to the final run. I kept telling myself to take it easy, but all too often the 'red mist' descends and I make a mistake – thankfully for me it didn't go too wild and I finally had a clean run. Just as well, because Bob found another second on his last run and would have taken the class win otherwise!

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!

The long-awaited Grass Autotest season finally kicked off, sparking a wave of excitement among the club's Autotest community. Despite the late start to the season, the event was a resounding success, proving to be well worth the wait.

Steve Burles, in his first time as Clerk of the Course, was supported by Julie Clayden, the series coordinator, with Willie as Chief Marshal organising the volunteers and Megan supporting the team. Their dedication and support were instrumental in the event's success.



Clive Cooke brings his StreetKa out to play

For the first round, it was encouraging to see that the series popularity remains, with a capacity entry of 40 drivers. Some new and some returning familiar faces all came together to compete on an evening of good, solid club Motorsport. The passenger class, with 12 drivers signed on, stands as one of the series' most successful stories in recent years. Sometimes, a driver reaches a level at which they struggle to progress. In such cases, mentoring from an expert driver can equip them with the skills to advance, a testament to the class's success and our community's commitment to growth.



Ross
McCartney
helps Tom
find his
way – or is
he saying
'take me
home,
now'?!

Nigel Newman, the winner of the class, took the opportunity to mentor a beginner driver. Second place went to Alan Steadman, the current Southern Autotest overall Champion, carrying a passenger and giving them a taste of Autotesting.



Nigel Newman is delighted with his class win!

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

2025 Grass Autotest Season

Wed 28/05/25 Otham Evening MMKMC
Wed 04/06/25 Headcorn Evening MMKMC
Thu 12/06/25 Brands Evening SDMC
Wed 17/06/25 Gabriel's Farm Evening TWMC
Thu 26/06/25 Brands Evening SDMC
Wed 02/07/25 Headcorn Evening MMKMC
Wed 09/07/25 Headcorn Evening MMKMC
Tue 15/07/25 Gabriel's Farm Evening TWMC
Sun 27/07/25 Headcorn Summer Slalom MMKMC
Thu 31/07/25 Brands Evening SDMC
Wed 06/08/25 Otham Evening MMKMC
Tue 12/08/25 Gabriel's Farm Evening TWMC
Wed 20/08/25 Headcorn Evening MMKMC
Thu 28/08/25 Brands Evening SDMC
Sun 07/09/25 Headcorn All Day MMKMC
Sun 14/09/25 Gabriel's Farm All Day TWMC
Sat 20/09/25 Brands All Day SDMC

Headcorn - Headcorn Aerodrome, Maidstone TN27 9HX

Otham - Stoneacre Farm, Maidstone ME15 8RS

Brands - Brands Hatch Circuit, West Kingsdown TN15 6FS

Gabriel's Farm - Gabriels Fishery & Farm, Edenbridge TN8 5PP



TWMC tunbridge wells
motor club

www.mmkmcc.co.uk

www.twmc.org.uk

www.sevenoaksmotorclub.com



Lands End Trial 2025

Report by Toby Galbraith

The Lands End Trial is one of the oldest events in motorsport, having been run nearly every year since 1908, with obvious breaks for world wars and a global pandemic. It is run by the Motor Cycling Club (MCC), but has allowed 4-wheeled entries alongside motorbikes and sidecar outfits since the very early days.

I have completed all three of the MCC's classic trials (the Lands End, the Exeter and the Edinburgh trials), but this year is the first time my son has been able to accompany me as passenger/navigator. We originally thought of borrowing my Dad's vintage MG J2 but for under 14s to be a passenger, the car needs a hard top, so my lightly battered Mazda was the vehicle of choice. We had entered in Class R, the 'classic road trial', which includes the overnight and long distance elements of the MCC events but stays on tarmac for the whole route, so can be attempted in a normal road car. The navigation by road book is not difficult, but the challenge in Class R is more dependent on following the correct route and staying within 10 minutes of the scheduled time, while also successfully climbing the very steep narrow lanes, with an added 'restart' at the steepest part to test the driver's hill start skills!



Scrutineering in the rain in Bridgwater

To make the many hours of travelling more comfortable, I swapped the original seats back into the Mazda, and we also carried two spare wheels mounted on the boot lid, partly in case of punctures, but also to provide more weight over the rear axle. Apart from that we just needed some

head torches, drinks and snacks, and basic stuff like pencils and a clipboard to mark our route cards and navigation. Scrutineering was completed in the rain at Bridgwater Rugby Club, following which we got some food and then Alex took the opportunity to grab some sleep.

Our start time from Bridgwater was 01:32, and I left him snoozing while I collected the route navigation instructions (issued 1 hour before our start time), and after leaving him as long as I could, we set off across north Somerset. During the hours of darkness we were taken along the Exmoor coast, climbing Porlock Hill and then the long steep descent of Countisbury Hill into Lynton. Refuelling is available at Barbrook Filling Station, where the staff keep the pumps working throughout the night and volunteers serve tea, coffee and cake in the nearby village hall, despite it being 4am!



We left Barbrook just before 0500, and as it started to get light we wound around the lanes of north Devon, sometimes sharing the route with the other classes of the trial, sometimes on our own and sometimes in a mini convoy with other class R competitors.

Interspersed along the route are 'observed sections', where each car/bike starts singly, goes up the hill and often has to stop in a 'box' marked out with white lines or cones on the steepest part, watched by a marshal with a flag. When they drop the flag, you have to go forwards without stalling, rolling backwards, or staying put – not as easy as it sounds! The one restart we had to do in the night I didn't give it enough welly and stalled, so that was a fail. In class R the timing and navigation are more important than in the other classes, where climbing the non-tarmac sections is the biggest challenge. Any competitor who 'cleans' all the observed sections and stays within the official time limits earns a Gold award, fail one for a Silver, fail two for a Bronze.

We entered North Cornwall near Bude, and took the opportunity to visit the lovely clean toilets in a supermarket that we passed, as some of the other places during the night were less savoury after having 200 pairs of muddy boots tramp through them! Then we headed for the time control near Widemouth Bay, where my Dad made a surprise appearance to meet us. Not long after, we reached the 'breakfast' control at Wilsey Down, for another compulsory rest stop.



Three generations at Widemouth Bay

We made the climb of Ruses Mill with plenty of whooping and wheelspin, and then completed the timed observed test which is used as a tie-breaker – a bit like an autotest but on a steep hill! You can watch our climb on YouTube here:

<https://www.youtube.com/watch?v=yide49RmSI8>



Eventually we arrived at the traditional closing section of the Lands End Trial, at Bluehills Mine near St Agnes. The scenery is stunning, and as you wait on the other side of the valley to make your attempt, the main trial section seems to basically just be a path up the edge of the cliff!



Waiting for our turn at Bluehills – the tarmac section goes left, with the restart on the hairpin; the main trial goes right up the track

Our route was up the tarmac road that was originally gravel and has been used in the trial since the early 1900s, and is still a challenging restart – we failed in a [spectacular cloud of tyre smoke](#), so that left us with a Bronze award. We clocked off in Redruth and then went back to my Dad's for some well earned rest!

I can highly recommend taking part in one of the MCC's classic trials – any road car can do the tarmac class as long as it is not 4WD, and if that's not challenging enough and you have the right vehicle, the full trial is one of those great things every petrolhead should try at least once! The MCC is a very friendly club and it literally does not matter what you or your car look like; if you can stay up all night and get up them hills you'll be hooked....

Rally News



Weald Beginners Rally School – end of term report

By Si Kellow, Maidstone & Mid-Kent Motor Club

August 2024, The Bell, Kemsing. You find a group of like minded navigation rally enthusiasts sat in a circle in the back room, wrangling over the proposed format of the 2024-2025 Weald 12 Car Championship supplementary regulations. One thing is eminently clear – Beginners have become a VERY emotive subject, with some expert crews expressing that they couldn't possibly entertain the idea of entering the championship on the basis that they might get bumped to make room for a beginner crew. Not a satisfactory outcome for anyone!

Steve Thompson (Blackpalfrey) and I had been talking in the run up to the gathering, and had hatched an audacious plan to remove beginners from the championship completely, and give them a new home in the Weald Beginners Rally School. Everyone at the gathering listened and a robust discussion was had around the idea, and as we wrapped up the planning meeting, a plan had been agreed to approach MSUK and see what the art of the possible might be with regards to the rally school and running a final rally to close out the process.

Rally school sessions – October 2024. It was really gratifying to see a large number of Weald 12 Car participants (competitors and organisers) come together at the Newnham Court Inn for the first rally school. A big shout out to MSUK's Simon Fowler for being a huge help for the first three rally schools, and issuing a single certificate to cover them, and then kept the momentum up in the new year by issuing a single permit for the rally in April, which also covered the two rally schools in 2025! The idea of "Weald Beginners Rally School" was to bring folks up from no knowledge at all, to a novice standard so that they could enter the Weald 12 Car events with confidence. We taught them about teamwork, map reading, working together as a crew, lots of different navigation types - but most importantly of all we backed up each rally school with an hour out on the lanes, with an experienced 12 car competitor in the back seat with them.

We knew that the idea was working when an MMKMC crew entered the Southern Car Club round in late November, and beat Andrea and I! To be honest I don't think any of us thought that rally school would work like it did, and after Christmas it got harder and harder to get crews to come out with us. Only one crew attended all five rally school sessions - Alan and Will Atherton-Jackman from MMKMC, and only one experienced competitor attended all the sessions – me. Hopefully we can plan the 2025–26 rally school in a much better way and get more attendance.

Rally school was all building up to one date – the 11th of April 2025 – when we planned to run a real rally for any 'nervous novices' who hadn't finished above 7th in any Weald event, and of course anyone who had attended Rally School. At the Blackpalfrey Scatter Rally at the end of March we bumped into Tyler Baker and he expressed an interest in giving a 12 car a try – guess who was first to enter! Alan and Will also entered, as did Steve Thompson and his son Rowan (Steve was placed under strict instructions to let Rowan do the navigation without assistance as Steve is an expert in the championship). A few days before entries were due to close, Toby approached us and asked if his friends Michael and Sheila could enter, even though they hadn't been to any rally school evenings – "of course" was the reply. Toby had planned to drive for Michael, but at the last minute Sheila wanted to join in too, so Toby gave them a 'crash course' in navigation the evening before!

Friday the 11th arrived, and from the start at The Wings Bar at Headcorn Aerodrome, I sent Dave Clark (chair of Weald Motor Club) off to put out the code boards, ably assisted by his son Matt. The competitors and marshals started to assemble, and we got everyone signed on and ready. One of the really great things about this event is that whilst it was deadly serious, it was also immensely light hearted – and all the navigators loitering with intent before heading off to their marshal posts were giving the 4 newly minted novice navigators reasonable assistance.

With car 1 due to leave at 20:01, I waved the course opener duo of Dave Bushby and Chris Reeves away at 19:45, and checked the progress of the crews – to my horror some were still a long way off having a complete plot, others were in that warm comfy zone of just wanting to get out on the road. I was perhaps a little mean to Tyler whilst he was getting ready, "You know all those times you've beaten me at the autosolos? Well this is my revenge"; said with a smile and taken with a chuckle.



Tyler Baker and Jacob Lundman lead away a brace of Alfas

Tyler and his navigator Jacob lined up at 20:00, and Sam & Willie started the countdown – "10 seconds, ready, 5, 3, 2, 1, off you go". Next were Steve and Rowan, then Michael and Sheila, and finally car 4 was Alan and Will. This point as an organiser is very very deflating (for me), have I given them a good route? Will they be ok? Should I have got more closing cars just in case? All I could do was wander back into the bar, order a coke zero, and wait for the WhatsApp updates to come in.

The updates began, and I could see that they were doing ok. As the evening progressed through the seven controls, there were some gaps, some controls missed but we wouldn't really know how they had done until they got back with their time-cards. First back was Tyler and Jacob. 2 minutes dropped over the 45 miles, but lots of gaps in the space to write down the code boards. Oh dear, had I given them a duff route? Next back were Alan and Will, who had found three more boards than Tyler but were 10 minutes slower. Third to return were Steve and Rowan, who found 6 more than Alan and Will, and were 4 minutes slower. Finally 19 minutes dropped, in rolled Michael and Sheila, two fewer boards than Steve and Rowan, but 4 more than Alan and Will.

Scoring in a Weald 12 car is easy (honest!). Two elements – time and boards. Go over your target time and you incur a time penalty of 1 minute per minute of lateness. Secondly is the fails – miss a board or a

time control and that's a fail. This is the really important part, you can be really quick, but if you have more fails than anyone else you are down the leaderboard.

The result of the first Weald Beginners Rally was:

Place	Navigator	Driver	Fails	Mins
1	Rowan Thompson	Steve Thompson	2	16
2	Michael King	Sheila King	4	19
3	Will Atherton-Jackman	Alan Atherton-Jackman	8	12
4	Jacob Lundman	Tyler Baker	11	2



Steve and Rowan Thompson, winners of the Weald Beginners 12 Car rally

I would like to thank every marshal from every club who contributed in some way to the first Weald Beginners Rally School and the event at the end of the season. It was something we haven't done before, and something I strongly believe that we will do again.

Si Kellow

Chair MMKMC

Gerd Griepe

From Jim Giddings: I'm sad to have to pass on the news that Gerd Griepe, our German friend and fellow club member passed away in his sleep on 25 May. He was diagnosed with cancer in April.

A stalwart supporter of Crystal Palace, he was a generous sponsor, and competitor along with his son Jörg in their awesome Audi RS6 & RS4.

He frequently drove non-stop from his home in Bremen to do track days and compete at Goodwood.

RIP my friend



Blackpalfrey's 60th anniversary treasure hunt

Our friends at Blackpalfrey are celebrating 60 years since their formation as a club, and will be running a scatter rally-style treasure hunt event on Sunday 20 July, including afternoon tea at the finish.

Full details and regulations available on their website here:

<https://www.blackpalfrey.club/diamond-jubilee>



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.



Two track day exhaust inserts, new and unused. To suit 2.5" exhaust pipe. New price from Demon Tweaks £25each; £15 the pair.

For more information please call Phil Bailey 07711 627216

Both my cars are up for sale – offered to the club first! 🏁

I'm selling both my beloved cars and would really love to see them go to fellow enthusiasts who'll appreciate them.

For Sale: 1990 Mazda Eunos Roadster (MX-5) – “Ron” – £2,000 ONO
(incl. Hardtop)

Location: Folkestone, MOT until: November 2025



A characterful and fun 1.6 JDM Eunos Roadster, previously used in autosolos, autotests, and even a Targa rally. It's not a show car, but a living sevenoaks legend with loads of personality. I've just started a new job and no longer have the time (or local space) to enjoy or work on Ron and because of that I also can't make it to any of the grass autotests in time as I had originally planned so it's time to let him go.

- Strong 1.6 engine – starts instantly, revs cleanly, pulls well
- Colour-coded roll bar + aftermarket steering wheel
- Excellent condition hardtop (non-matching colour)
- MOT to Nov 2025
- Well-loved and used MX-5 with a great personality

Can negotiate a lower price without the hardtop (note: soft top needs repair/replacement)

For Sale: 2013 Ford Fiesta ST (ST2) – £6,400 OVNO

Location: Folkestone, Mileage: Just under 50,000 (daily use, will increase slightly)



Most of you know what these are about – the perfect daily + weekend autosolo combo. This ST2 in Race Red has been set up for handling and has served as a practical, spirited car with some tasteful upgrades.

Highlights:

- Race Red ST2 – heated leather Recaro seats + heated windscreen
- BC Racing BR series coilovers
- Rota Recce wheels
- Stage 1+ remap and cone air filter – pulls very strong (stock mountune airbox comes with car)
- Very clean and presentable overall

Would much prefer these go to someone in the club who'll enjoy them as much as I have. Can call me on 07493851305 but will be hard to reach during office hours, feel free to WhatsApp.

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.

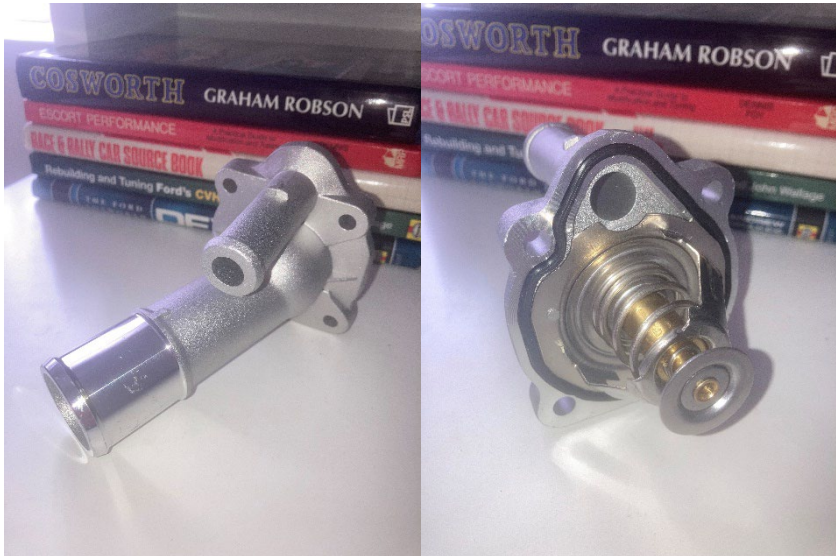


A well proven set up that will take everything you can throw at it! £3250 ono – Steve Burles 07767822772

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



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.

FREE: 2003 Subaru WRX wagon bits and pieces

Removed from my car when it was scrapped in 2019. Donation to charity encouraged! Strut braces, rear load cover, towing eye and wheel brace kit, intercooler, space-saver wheel (5x100) and MeisterR adjustable coilovers.

Collection from Borough Green, call Toby Galbraith on 07758 008016



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).

Annual General Meeting

2 July 2025



After conversations with members about the AGM time and date it has been decided to postpone the Sevenoaks & District Motor Club AGM to Wednesday 2 July, 20:00 (8 pm)

This will now be held via Zoom.

To attend the AGM please use the link below, the AGM is open to all current club members so if you are available please do join us by clicking on the link below.

[Join Zoom Meeting](#)

Meeting ID: 957 4191 3100

Passcode: 449149

(Obviously, this doesn't work in the print magazine! If you would like to join but cannot use Zoom, please contact a member of the Committee and we will help you access by phone.)