

The Acorn

March 2026



The Magazine of the Sevenoaks and District Motor Club



Sevenoaks and District Motor Club Ltd

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Acorn Magazine, March 2026

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

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Cover picture: Chris Penfold (L) receiving the club's top award for 2025, the Rose and Crown trophy, from Darren Clayden

Editorial

By Toby Galbraith, Editor



Welcome to the first proper issue of Acorn for 2026. You will see plenty of content about who won what at the annual awards night, what we can look forward to in the upcoming year, and a few reports from events that have already happened. As always, it is great to receive content from members so that I don't have to do all the writing myself, so please do [send in anything](#) you think would interest other clubmates.

For me, the rally season is now coming to a close, and it's been a bit up and down for the Weald 12 Car Championship – three of the nine events did not run through lack of enough entries, but the six that did run were brilliant fun. My little Micra has been a willing chariot for the season and it has been hilarious thrashing it around the lanes. My navigator appreciates the extra space and comfort compared to the Mazda, although the 998cc engine does struggle on some of the bigger hills.

I also competed in the Vintage Sports-Car Club's classic Measham rally in January, navigating in a Morris Cowley for the overnight event around the rolling countryside near Melton Mowbray. VSCC rallies are



regularities, with all the navigation just by grid references, and in our 'fast' class we covered around 180 miles through the night, finishing around 6 am. Many cars were competing with no roof, so I was glad that

we had a hood to keep some of the wind and rain out – although without any side windows, it wasn't exactly cosy!

The sprint and hillclimb season is starting up again, and I've put in a report from the first event at Cadwell Park later in the issue. Autosolo and Autotest series are also underway, so there's lots to enjoy coming soon!

Cheers,

Toby

Chairman's Chat

Dear Member, welcome to our March 26 (first quarter) Chairman's Chat.

With all the terrible things happening in the Middle East just now, it's very difficult to concentrate, however your Club committee and event organisers have been really busy, and I can report that both our events at Brands Hatch in February happened successfully.

Many enjoyed the awards night on the 21st of February; I have to say that it never ceases to impress me when seeing the large number of awards presented. We were lucky to have John Symes (past President of the club) and a longstanding member, to give a talk on the club's history going back to the 1960s, how the club developed and the interaction with the motor sport governing bodies.

Once again the club is grateful to Alex Peters who compiled the [2025 Yearbook](#), Darren Clayden who prepared all the awards, and Megan Williams who organised the evening itself, liaising with Brands Hatch and handling the catering etc.

The day after the awards it was the club's AutoSolo at Brands, the first big event for this year. Christine and I marshalled part of the Brands Hatch Rally Stage. and thoroughly enjoyed the event. There were 60 competitors, and everyone appeared to have a splendid time. We also noticed a number of new members competing or marshalling – and the weather was kind for a change!

On behalf of the club, I should like to give belated thanks to Paul Hebden and small group of club members who organised an AutoTest at the Edenbridge Show last September. By arranging passenger rides they raised £400 towards the Kent Air Ambulance charity.

Before I sign off please note [all events are now on the club Website](#), coordinated by Steve Rackley for the club, throughout the year.

Best regards and enjoy your club motorsport,

David

Calendar 2026

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



Date	Event
Fri 9 Jan	The Acorn 12 Car rally
Sat 21 Feb	Awards Evening, Brands Hatch
Sun 22 Feb	Autosolo Series round 1, Brands Hatch
Sat 15 Mar	Autosolo Series round 2, Ashford (run by MMKMC)
Thu 16 Apr	Evening autotest round 1, Brands Hatch
Sun 26 Apr	Autosolo Series round 3, Brands Hatch
Sat 16 May	Autosolo Series round 4, Ashford
Thu 21 May	Evening autotest round 2, Brands Hatch
Thu 11 Jun	Evening autotest round 3, Brands Hatch
Thu 25 Jun	Evening autotest round 4, Brands Hatch
Sun 28 Jun	Valence Festival of Motoring/Autosolo, Westerham
Sat 12 Jul	Sprint, Lydden Hill (with TWMC and B19)
Thu 23 Jul	Evening autotest round 5, Brands Hatch
Sat 19 Sep	All day autotest final, Brands Hatch
Sat 17 Oct	Autosolo Series round 4, Ashford (run by MMKMC)
Fri 13 Nov	The Chin Memorial 12 Car rally (TBC)
Sat 21 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.

Acorn on Tour!

An occasional item – send pictures of yourself in an 'exotic' location while holding a copy of the Acorn magazine to the Editor for inclusion. Given that many people only receive a digital edition, we will also accept photos of you with other SDMC-branded items!

Tony Short sent in a couple of shots with some interesting historic cars he's encountered, and he also provided some excellent information:



This Historic Automobile – see photograph with myself and my SDMC 'Acorn magazine' in The Royal Automobile Club – is a French 1898 Panhard et Levassor M4E "Voiture de Course" (Racing Car) model, having a state-of-the-art engine with a 2,143cc Phoenix 4 cylinder 8 HP engine. In 1898 this was the World's first ever specified Racing Car, and is the sole surviving Works Panhard-Levassor of six built in 1898. The car was entered in the inaugural 1,400km Paris–Amsterdam–Paris car race in which it came sixth with a time of 33 hour 45 minutes, amazing!

Also, in England the first "Emancipation Run" in 1896 was actually started with a Panhard et Levassor in which Levassor later actually won the Paris-Bordeaux Race. In 1896 a Panhard de Levassor Car actually led off the first London to Brighton procession of some thirty solid-tyred, tiller-steered machines through the drizzle. In 1996 this Panhard de Levassor was the first automobile to arrive at Madeira Drive in Brighton. The 1896 "Emancipation Run" was to celebrate the passing of the new "Locomotives Act 1896" (which among other things raised the speed limit in Britain from 4 to 12mph). The London to Brighton Run was organised and every year to-date it continues to this very day & was held on Sunday 2nd November 2025 some 129 years later!

With the recent introduction of the London-wide 20 mph speed limits, the maximum allowed speed today is only 8 mph more for modern motorcars – and they call this progress?

During the RAC St. James's Motoring Spectacular event I actually met and chatted to four members of SDMC who recognised me due to my SDMC Club Badge on my coat.

My next photograph of the 'RAC Blue Car', also at the St. James's Motoring Spectacular, is the most famous pre-war car of all, the Austin Seven,



Seven, introduced in 1922, with all but the earliest examples having a 747 cc side-valve four cylinder engine developing 13 bhp. After WW2 the Austin Seven was manufactured under license by the BMW company in Germany who rebadged this vehicle as the "BMW DIXI", and was their first car produced after the war.

Bill Shewan

Born on 9 December 1939, it was shortly after receiving the devastating diagnosis of an inoperable brain tumour that Bill calmly passed the chequered flag of life on 15 January 2026. South Shields was home, and despite living “down south” for some 60 years Bill’s accent may have softened, but he was always a Geordie.



Bill was interested in motorsport from his school days, at that time being taken across the country to watch motor racing at Aintree and Oulton Park, and soon developed a passion for rallying. Successfully completing an apprenticeship in electrical engineering with Reyrolle and in his spare time competing in local club rallies, Bill’s plans for life were put on hold when he had an horrendous accident while driving his Triumph TR3. This resulted in his being hospitalised for many months, left him with a distinctive gait and needing a number of operations over the following

years. Deciding that to progress his career he needed to head south, he spent a couple of years in Surrey working for the local electricity supply company, before arriving in Sevenoaks to work for what was then SEEBoard and discovered Sevenoaks & DMC, joining in April 1968.

It did not take him long to get involved in club life, being a regular at club nights – two a month in those days, one an evening when there was a quiz, a film, a talk or some other sort of activity and the other a “Noggin and Natter”. Prior to arriving in Sevenoaks, Bill had been road rallying in the North East and then with Hampton & District MC. It was



whilst in Surrey he met Neil Forrest, a genius navigator. In those days through the winter, every month there was a 12 car rally, Bill and Neil being regular winners in Bill's Cortina GT. These times were the halcyon days of road rallying and the duo were always up the sharp end on such events as “The Kent”, “The Acorn”, “The Grasshopper” and many more, enjoying

the odd win. Outside of rallying Bill supported club events by marshalling at what were then known as Production Car Trials, Driving Tests, Autocross etc.

Back then SDMC ran an annual race meeting at Brands Hatch plus there was the annual Valence Hill Climb, sprints, autocross, etc. Whatever the event Bill was usually there, helping out in some capacity or other. Working in a heavily regulated industry Bill was inherently logical and a disciplined organiser so, in addition to marshalling, over the years he was secretary of the meeting for various events, served on the Committee, including a spell as Chairman. Throughout his membership of SDMC he was one of those that kept the cogs of SDMC turning.

Outside of club activities Bill's lifetime interest in circuit racing continued in that he managed to attend other Grands Prix in addition to the British and had a particular interest in Group C Sports Cars. Things changed

when Bill took the opportunity of a secondment to work in what was then known as Swaziland, now "Eswatini", staying there for 9 years. While there he managed to compete in a number of local rallies and to visit a number of other smaller African countries and places in the Republic. Returning to the UK and back at work in SEEBBoard, Bill was soon back into being an active member of SDMC. When I was asked by the late John Webb to set up Brands Hatch Racing Club to run four race meetings at Brands Hatch each year, I needed the help and support of friends. Bill was one of the first to confirm, "I'm with you, what do you need me to do?". This led to his many years of being a regular official at Brands, initially officiating as a judge, then as a Club Steward. Taking the opportunity to become an MSA Steward, this led to Bill spending many years, always with the support of wife Hazel, travelling far and wide particularly enjoying being at the classic hillclimbs of Shelsley Walsh, Prescott and Gurston Down – but whatever the event, a sprint or club race whatever the circuit Bill was happy. Goodwood events were regulars in his diary being MSA Steward at both The Revival and Festival of Speed but also happy to be there as a marshal. His contribution to motorsport was recognised two days prior to his death, being awarded by Motorsport UK a "Lifetime Achievement Award".

Outside of motorsport Bill had a passion for Porsche cars owning at least four, always, as with all his cars, kept in immaculate condition. Particularly in more recent years he and Hazel enjoyed many cruise holidays, travelled extensively in America and many other countries plus returning multiple times to Africa, a continent which he loved, plus there was the link of Hazel being a "Durban girl" so there were always relatives and friends to visit!

I was probably the first SDMC member that Bill met, in April 1968, and since we enjoyed a close friendship, having a few adventures, always helping each other out when one of us had a problem to solve or a challenge to meet. Many, many, social events were enjoyed over the years and never a cross word between us. I celebrate Bill's life with an unending supply of happy memories accumulated over our many years of friendship.

Sincere condolences to Hazel, Andrea, Paul, Michael and Katherine. Inevitably sadness at the death of a great husband and father, sadness tempered by celebrating Bill's life and their part in that life.

JOHN SYMES

Autosolo News

From the SDMC Autosolo Organising Team



The Series has had a fantastic start to the 2026 season with round 1 on the 22 February completed with a capacity entry at Brands Hatch, and then we moved on to round 2 on 14 March, a MMKMC hosted Autosolo at the Ashford Cattle Market venue.

Round 1 at Brands Hatch brought together enthusiasts for a day of exciting competition and camaraderie. This event was George Zippo's day to shine, and he took FTD in style by a full 7 seconds. He is a great competitor and has become a contributing member of the club. Congratulations, well deserved and earned. To be in the top three overall is the icing on the cake at any of the Sevenoaks Series Autosolo events, and to reach 1st Overall and claim that coveted Fastest Time of the Day (FTD) is what every Autosolo driver would like to win at least once.



Round 1 podium finishers (L-R) Rob Kiefer, George Zippo, Mathias Hansen

During the 2025 season, Mathias Hansen took all the FTD awards in his Toyota MR2 MK3, leaving every other driver scratching their heads,

wondering what it would take to knock him off his perch. George Zippo was a driver already gaining some top-three podium finishes in the 2025 season. George drives a Golf R Estate in Autosolos and Autotests. He is a great advocate that you should make the best of what you own, and while it's not the most logical car to use, George exploits the 4WD traction and tiptronic gears well to offset the physical size and weight of the car. Robert Keifer, double-driving his dad's GR Yaris, came in an excellent 2nd, with Mathias Hansen not giving up the fight, finishing 3rd overall.

Round 2 saw normal order resumed, with Mathias Hansen taking FTD at Ashford Cattle Market, followed this time by Alistair Sutton and Peter Rhodium – George Zippo was busy marshalling, so still earning some points towards the championship!

To remind you of the scoring system, [points for the series will be awarded as follows:

- FTD 21 points
- 1st in class 15 points, 2nd in class 14 points, 3rd in class 13 points, etc, down to 13th place with 1 point
- 1 extra point will be awarded for each class competitor beaten up to a maximum of 5 points
- Any contender from any club taking on official/marshalling role in an event gets 21 points, for one round only

Current Autosolo Series table:

Position	Driver	Points
1	George Zippo	42
2	Mathias Hansen	41
3=	Alistair Sutton	38
3=	Dean Spurr	38
5	Steve Hammond	37
6=	Peter Rhodium	35
6=	Steve Rackley	35
8	Christopher Weeks	34
9	Sue Gibbard	33
10=	Brett Lovett	32
10=	Chris Penfold	32

There is a separate competition for Junior drivers (age 13–17), and it's great to see the same protagonists from last year resuming their battles with outstanding drives. With free entries available, we hope to attract more juniors to the Series; if you know any young would-be racing drivers, point them toward the Autosolo series – it's one of the most affordable ways to access competitive motorsport.

After 2 rounds, the Juniors table looks like this:

Position	Driver	Points
1	Patrick Osiak	34
2	Danny Lovett	32
3	Jake Mead	24
4	Samuel Hands	17
5	Arthur Meredith	13

Round 3 entries will open on Saturday 28 March at 19.00, with 60 places available at Brands Hatch. Over 85 drivers have already competed across the first two rounds, and with several new drivers making enquiries about the event, demand is once again expected to be high. Get your entry in early and take advantage of the Discount in place for the first week! <https://linktr.ee/7oaksAutosolo>



Speed News



70 years of Club Motor Sport

Sevenoaks Speed
League 2026



2026 Speed League calendar

Rd	Date	Event	Type
1	Saturday 28 March	Cadwell Park	Sprint
2	Sunday 12 April	Hethel	Sprint
3	Sunday 19 April	Rushmoor	Sprint
4	Saturday 25 April	Goodwood	Sprint
5	Saturday 25 April	Wiscombe	Hillclimb
6	Sunday 26 April	Wiscombe	Hillclimb
7	Sunday 26 April	Curborough	Sprint
8	Sunday 10 May	Debden	Sprint
9	Saturday 6 June	Abingdon CAR-nival	Sprint
10	Saturday 20 June	Mallory Park	Sprint
11	Sunday 21 June	Mallory Park	Sprint
12	Saturday 11 July	Lydden Hill	Sprint
13	Saturday 1 August	Castle Combe	Sprint
14	Saturday 1 August	Gurston Down	Hillclimb
15	Sunday 2 August	Gurston Down	Hillclimb
16	Saturday 22 August	Snetterton '100'	Sprint
17	Sunday 23 August	Snetterton '100'	Sprint
18	Sunday 6 September	Hethel	Sprint
19	Sat/Sun 19/20 September	Sandown (IOW)	Sprint
20	Saturday 26 September	Goodwood	Sprint
21	Sunday 27 September	Debden	Sprint
22	Sunday 11 October	Eelmoor	Sprint

The 2026 SDMC Insite Graphics Speed League championship is now open for registrations. The regulations & registration form are available via this link: <https://sevenoaksmotorclub.com/speed-league/>

We look forward to seeing as many of you as possible out, contributing to what promises to be a fantastic competitive year of sprinting, so don't miss your chance to be part of it! Any member of SDMC is eligible to enter the Speed League for no additional fee, and in a standard road car – there are a few additional items of safety equipment needed, but it's very straightforward to get prepared. Of course more specialised machinery is also welcomed, including race and rally cars, and even hybrid/electric vehicles at some events. The next round is at Hethel in Norfolk, home of Lotus and their wonderful test track, with regulations and entry form at [this link](#), and there are plenty more options around the country coming up.

Round 1, Cadwell Park, 28 March

Report by Toby Galbraith

I've wanted to visit Cadwell Park for quite a while, and being the first event in the season it's always been a bit of a clash with the end of the rally season, and a bit early to be ready to start sprinting again. This year, because I've been using my Micra for rallies I had no excuse for not being ready with the Mazda, so I entered early in the year, booked a Travelodge for the journey up, and carried on with the engine work I've been doing over the winter. For various reasons I ended up just changing fluids and putting the engine back together, but in the inevitable rush I didn't feel confident driving the 3½ hours up to Lincolnshire and had planned to take the car up there on a trailer. The final 12 Car rally of the season on 27 March looked like it wasn't going to run due to lack of entries, so it should all have been simple.

Then to my surprise a load more competitors came out for the 12 Car, meaning a late finish on the Friday and an even later drive north! To avoid complications and get away quicker, I decided to just keep the Micra engine warm and compete in it instead. Also, because the Cadwell event is run in a different area, the class system is slightly different and the Mazda would have been in a class for up to 2000cc cars, and would have been near the bottom of the times, whereas the

Micra was in the under 1400cc class with only one other competitor. 2nd out of 2 gets more points than 9th out of 10, so that was the clincher!

After the rally finished at Huckling, I came home, loaded up the necessary stuff for the sprint and headed out around 11:30. Due to roadworks and diversions on the motorways, I didn't get to my hotel until 02:00 Saturday morning, and with another hour still to drive when I woke up, it was a short night's sleep! Thankfully the day dawned sunny and bright, so the last 50 miles into the Wolds were a pleasure, and I arrived at Cadwell just after 07:00. Numbers on and timing strut attached, scrutineering done and time for some breakfast!



Muddiest car in the paddock

It took a while to get going for our practice run, as one of the junior drivers out for their first event managed to find the tyre barrier and it took a while to clear the circuit – thankfully the lad wasn't hurt and his Dad wasn't too cross, but it was a short day for them!

It was my first time at Cadwell and I hadn't had time to walk the track, so I took it easy on the practice lap and recorded a time of 132 seconds, a full 17 seconds behind the other car in my class, a Peugeot 106 Rallye. Unfortunately the Peugeot had an engine issue on his first timed run (suspected head gasket), and set a time slower than his practice at 119.98s. Since he didn't compete in any other runs, that was my target

time to beat. Seemed unlikely that I could make up more than 12 seconds, but worth a try!

While waiting between runs, 2024 Speed League champion Alex Peters, who is 'local' to Cadwell Park nowadays, popped in for a cuppa and to watch some of the action, it was great to catch up and I gave him the ACSMC trophy that I'd collected at the awards event back in January. Will be interested to see whether Alex is back competing this year after his Jag had issues last season.

Only one other SDMC member was competing, Dean Spurr in his new Porsche Cayman GTS, a very tidy and rapid 2.5 litre turbo. As well as the Speed League, Dean and I are both competing in the Classic Marques championship this year, which is run on a handicap system based on power and weight, and other factors. Dean has made a smart choice with the Cayman as he can score well in Classic Marques by getting a good time on handicap, and his scratch times are among the best in Classic Marques so he'll always be high up on the official times to score in the Speed League.



Dean Spurr passing through Halls Bends

The Micra isn't really set up for track work, with long travel stock suspension, fairly skinny tyres and lots of body roll, but it was great fun throwing it around! As the day progressed, I got gradually more brave and carried more speed through the corners, taking chunks of time off each run – 128.10, then 125.33, and finally 123.07 on my third timed run, so not enough to get under the 120s mark and I finished 2nd in class.



The Classic Marques class preparing for their run – Dean Spurr is 5th in line.

I can highly recommend Cadwell Park as a venue, the track is dramatic with tight corners, long straights and very steep ups and downs, and a good long run for a sprint at 3.1 km. With so many cars entered, and a few 'first day of school' issues for some competitors, there were quite a few delays, but I will definitely be back. Maybe I'll even have the right car for it next year!

Blast from the past

Barry Denny found some more Brands Hatch event programmes – does anyone have more like this?



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 (age 13+) can compete, with a supervising adult.

The calendar for the 2026 series, held in the large grass area behind Brands Hatch, is complete and very similar to last year. The first date has now been confirmed as Thursday 16 April, and will need to start and finish on time to make the most of the light. Entries are now available:

<https://linktr.ee/sdmcautotest>

Thursday 16 April (evening)	Round 1, Brands Hatch
Thursday 21 May (evening)	Round 2, Brands Hatch
Thursday 11 June (evening)	Round 3, Brands Hatch
Thursday 25 June (evening)	Round 4, Brands Hatch
Thursday 23 July (evening)	Round 5, Brands Hatch
Saturday 19 September (all day)	Round 6, Brands Hatch

Plans are afoot to combine local club autotest events into a championship series – we will update once more details are available.

Rally News



Weald 12 Car Championship 2025–26

Since the last issue, we have had the completion of the Weald 12 Car Championship for 2025-26, with events run by our friends at Maidstone & Mid Kent Motor Club, Bexley Light Car Club and Blackpalfrey Motor Club of Kent. Sadly round 7 was cancelled due to lack of entries, so in total we had six events this season, of the planned nine.

Round 6 (MMKMC, 30 January) ran from the Park Gate Inn near Leeds castle, on a night of torrential rain, wind and mud – typical rally conditions! Sevenoaks members Clive Cooke and Kevin Ablitt finished on top with zero fails, 25 minutes, and all other crews had at least one fail, some many more! Dave Bushby/Dave Hughes were second, and Toby Galbraith/Andy Mucklow came in third place overall. Championship contenders Wug Utting/Bob Stokoe, Derek Arnold/Simon Fudge and Chris Wickens/Richard Pashley all had difficult nights with at least three fails.

Round 8 (BLCC, 13 March) had ten crews, starting at the layby on the A20 near Brands Hatch and finishing at the Chequers in South Darenth. Winding up and down the North Downs throughout the evening, it was a maiden victory for semi-expert crew Chris Penfold and Martyn Nutt in Chris's Nissan Micra, just 1 minute ahead of another semi-expert crew of Richard Graham/Steve Thompson. Clive Cooke/Kevin Ablitt were the only other classified finishers, with tricky navigation and tight timing meaning all the other crews did not reach the finish control in time to get a result.

Round 9 (Blackpalfrey, 27 March) started and finished at the Hook & Hatchet in Huckling, a village famous within the rally community for being reached via the 'Hucking 90s', a relentless series of right angle bends on the approaching lanes. Nine crews competed and the three expert crews came out on top, none with any fails, and Derek Arnold/Simon Fudge in first with 13 minutes dropped, followed by Chris Wickens/Richard Pashley on 24 minutes and Toby Galbraith/Andy Mucklow close behind on 26 minutes.

The overall championship result is a little difficult to call, as scores are based on the best six results out of nine, and require each competitor to marshal at least once in order to qualify for an award. Since only six rounds took place, this means that the best five rounds count while leaving space to marshal on the sixth!

Provisional overall results:

Position	Driver	Class	Points
1	Chris Wickens	E	61
2	Toby Galbraith	E	50
3	Wug Utting	E	43
4	Richard Graham	SE	32
5	Andrea Kellow	N	8

Position	Navigator	Class	Points
1	Richard Pashley	E	61
2	Kevin Ablitt	E	57
3	Andy Mucklow	E	50
4	Bob Stokoe	E	43
5	Steve Thompson	SE	32

Weald MC is planning to run a longer 20/20 rally to kick off the 2026-27 season, provisionally on Saturday 26 September. This will be up to 20 controls and 20 crews (hence the name), covering ~120 miles, and is a format pioneered by our much-missed rally guru, Chin. Keep an eye out for more details soon!

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).



Speed League runner up, and winner of the Mark Dawson Memorial trophy, Kentish Times trophy, and Speed League Newcomer trophy, Dean Spurr



Speed League Historic trophy and Hillclimb trophy winner, Bob Woods



Winner of the Marvic and JGF Acorn trophies, Lola Bailey



Winner of the Boadicea Bowl for the SEVENTH year in a row, Sue Gibbard



2025 Speed League champion, Howard Barnard

Thanks to Dave Rayner for the Awards Night photos; more details of trophies and winners in the [2025 Yearbook](#).