

July / August 2026

SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



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SCCON Chair's Message

Across the local motorsport community, we were all incredibly saddened by Dave 'Shaggy' Saint's passing. I can remember, and always will, Dave cheering me on at my first event when timing at an Autotest that SCCON ran at Snetterton. I vividly remember his passion and his desire in seeing people do something they enjoyed.

Our Membership Secretary, Sonia Fry, sadly passed away on the 4th May. This came as a shock to us all; Sonia's support with club membership, her amazing baking and wonderful nature will be sadly missed by everyone on the committee, across SCCON and the wider motorsport community.

I have a couple of mentions with what has been an incredibly challenging few months for many of us. First, a moment of thanks to Peter Riddle for writing both Dave's and Sonia's obituaries that you'll see in this edition – writing these cannot be easy. Secondly, with everything that has been going on, Jon Fry has carried on with club membership and remained active in and around the committee. A personal thank you from me, Jon.

Finally, as a club, we have donated to Dave's (Norfolk Blood Bikes) and Sonia's (Pancreatic Cancer UK) chosen charities. I'd like to also call out that Jon is walking 60 miles in June to help transform the future of pancreatic cancer, in memory of Sonia. If you've not had the chance to donate yet, you can find Jon's Just Giving page here: <https://www.justgiving.com/fundraising/jon1779467506526>. Keep walking Jon, we're all behind you and the miles are racking up already.

Craig Bennett

Sporting Car Club of Norfolk

Membership renewals for 2026/27

SCCON's membership year is from 1st April until 31st March of the following year.

Here is another reminder for those of you who haven't yet renewed their SCCON membership. If you haven't renewed yet, we'd like you to.

At 23rd June, SCCON had 104 paid-up members versus 147 members in 2025/26.

The membership form is on the SCCON web-site at:

<https://www.sccon.co.uk/html/membership/membership.html>

The cost of membership remains unchanged at:

£15 for an individual membership or

£20 for family or group membership

Family members must reside at the same address

The preferred payment method is by BACS to:

Account name - Sporting Car Club of Norfolk Limited

Sort Code - 09 - 01 - 29

Account number - 1311 1919

Norfolk 12 Car Series 2026 - the remaining rounds are shown in blue

Round no.	Date	Day	Organising Club	Organiser	Event	Location	Map(s)	Notes
4	16/09/2026	Wednesday	KLDMC	Dave Pollard		Shouldham Bowls Club		
	25/09/2026	Friday	Eastern Counties MC	?	Beginners 12 Car Rally	?	?	
	23/10/2026	Friday	Chelmsford		Autumn Leaves 12 Car	Mountnessing, Brentwood		
5	04/11/2026	Wednesday	KLDMC	Paul / David Smalley		Great Massingham Social Club	132	
	06/11/2026	Friday	WSMC		Gunpowder Plot 12 Car	Horringer Social Club		
6	20/11/2026	Friday	SCCON	Peter Riddle	Options Glazing 12 Car	Wendling Village Hall	132 & 144	.

SCCON 75th Anniversary Midsummer Classic Car Run

Sunday 5th July 2026

Starting from Whitwell and Reepham Historic Railway Station 133/092217

The first car will leave at 10-00 am



SCCON is at LETTON HALL near SHIPDHAM - Saturday 11th July

A SCCON publicity event plus Go Kart driving from 9.00 am to 3.00 pm

WIN a family ticket for the BTCC at SILVERSTONE on 26/27th September

Letton Hall entrance is on the Shipdham to Cranworth road, map ref. 144/969058

Letton Hall is a Georgian Manor House a mile to the South-East of Shipdham, and Shipdham is on the A1075, six miles south-west of Dereham. The hall was built between 1783 and 1789. Matt Ingle is a manager at the Hall and he has sent us the following invitation:

I've been passed your details by Matthew Hodder, a former member of your club. I'm the assistant manager at Letton Hall, a Christian residential conference centre just outside Dereham. We run activities for youth, school and church groups, including a go kart track on site. The track is enjoyed by groups from all walks of life, both young and old, but it is starting to degrade with cracks and bumps appearing so it needs some TLC. Hence we're running a fund-raising campaign to help with the costs. As part of our fundraiser we have a track day planned, where folks can come and drive round the track to try and beat our lap record. Matthew suggested you might be able to bring some cars to add an extra element of attraction to the event.

The date is 11th July, and the day will be running from 9am until about 3pm, with the morning for people to drive round the track, and some other activities in the afternoon.



Letton Hall seems to be a good potential venue for various types of SCCON event, including Go Karting, so we are seeking to establish a good relationship with the staff at the Hall.

Committee members will be there on 11th July to promote SCCON; we'll have our office trailer and several competition cars on display in the rear courtyard. If you want to help 'spread the message' about what we do, please arrive at Letton Hall at 8-30am. If you just want to have a go on the Karts pleaser come between 9-00am and mid-day.



Letton Hall Rear Courtyard

Letton Hall will be charging £30 for 15 minutes of track time in a Go Kart; a junior Go Kart champion has set a target time for a lap of the track and there is a super prize for anyone who can beat his time.....

The prize is a ticket for a family of four to attend the British Touring Car Championship (BTCC) round at Silverstone on 26/27th September. But it is considered unlikely that anyone will beat his time, in which case there will be a prize draw.

Supporters can also donate via the fundraising page at <https://www.crowdfunder.co.uk/p/kart-track-resurfacing> for £25 you can have your name painted on one of the tyres around the track.

The day will also feature a BBQ, family activities, and the chance to throw wet sponges at Matt Ingle as he pedals around the track 20 times.



SCCON's Disabled Driver Scholarship winner wins again

Dominic 'Dom' Pearson won Motorsport UK's Disabled Driver Scholarship for 2024/25 and was given use of the Toyota Yaris Automatic that MSUK loaned to SCCON. He enjoyed his scholarship year so much that, when it ended, he bought a similar spec. silver Yaris for himself and he's been competing in SCCON and AMSC (Anglia Motor Sport Club) autotests and autosolos ever since. And he's just joined SCCON's committee - welcome Dom. I'll let him give you more details.....

In 2025 competing in the A1 autosolo challenge I received the overall 1st place, competing in my own adapted Toyota Yaris.

Having won the disabled scholarship in the previous year (2024) and competing in MSUK's bright blue Yaris, I got the bug for autosolos and with the scholarship ending for me in 2025, I bought my own silver Yaris due to being in desperate need of a car because my cherished Audi RS5 was stolen (for which I'm glad to say the B*****s are now in prison!)

I quickly had my own silver Yaris adapted, got some hand controls fitted, installed a cheap £30 bucket seat from Facebook Marketplace plus a budget harness to hold me in and I was off on my own endeavour to continue competing in the A1 class. Throughout the year in the A1 class I had two 1st place finishes, two 2nd place finishes and a 3rd place.

Overall this was sufficient to win the 2025 Autosolo challenge for class A1!

Dom Pearson May 2026

Well done Dom!



WRC 2026 on ITV4

You can watch highlights of this year's World Rally Championship on free-to-view ITV4 and we should be grateful for that, though unfortunately the coverage isn't all brilliant.

I watched the Monte Carlo Rally, next to John Styles while we were both in the Norfolk and Norwich hospital. They made a big thing about Michelin leaving the WRC and B.F. Goodrich coming in, but Michelin have owned B.F. Goodrich since 1990 so it was really just a re-branding exercise.

For Rally Portugal they posed a lot of fairly inane questions to the drivers at the end of the stages about very small differences in stage times. And Elfyn Evans and Scott Martin who were leading the Championship and finished third in Portugal, got barely any coverage at all.

I've now watched Rally Japan and that programme was very much better. After Japan, Welshman Elfyn Evans leads the WRC by 20 points from the Japanese driver Takamoto Katsuta.

Peter Riddle

DAVE 'SHAGGY' SAINT

1969 - 2026



Dave Saint on his first event as a competitor in 2023

Dave 'Shaggy' Saint died unexpectedly on 18th April at the age of 57 which has caused disbelief and huge sadness among the East Anglian motor sport community. At different times, Dave was a member of three of the Motorsport UK-recognised motor clubs in East Anglia and he contributed greatly to the Anglia Motor Sport Club, the umbrella club for grass-roots motor sport in this area.

Shaggy's interest covered the entire range of different events run locally and he took on so many different roles including Timekeeping, Results, Clerk of the Course on Autosolos, Autotests and Hillclimb Trials, he was a Sector Commander for the Snetterton Stages rally and was frequently part of the set up team for Stage and Targa Rallies plus radio operator and marshalling duties on so very many events under his 'Team Halo' banner, including the Isle of Man and the Goodwood Festival of Speed. You should be able to work out where the name 'Team Halo' came from! Dave won Chelmsford Motor Club's Marshal of the Year award several times and if a job needed doing with no-one immediately to hand, Dave would usually volunteer and, in that vein, he was SCCON's Membership Secretary for 2022. After David Leckie died, he took over running SCCON's Lyng Trial from 2023 to 2025 and was passionate that it should be a fitting tribute to David.

Dave has helped Chelmsford MC's 'One and Only' Preston Rally enormously in roles as varied as Assistant Chief Marshal, Chief Scrutineer, Secretary of the Meeting, Chief Marshal and Sector Commander. He did a lot of arrowing for that event and, post-event when many folk's interest waned a bit, he would diligently sort out the rally paraphernalia so it was ready for the next event.

Despite his huge involvement in event organisation and marshalling, Dave didn't start competing until March 2023. I had entered Falcon Motor Club's 75th Anniversary Classic Trial around the Cotswolds in my Vauxhall Nova and my son Mike was going to navigate for me. Then Mike had his holiday cancelled by his employer in Abu Dhabi, and Dave stood in at the last minute. For a novice navigator, he did a supremely good job and I was so pleased for him when we managed to gain a Gold Award and win the front-wheel-drive class, achieving two more hill-restarts than the other fwd cars could manage. Dave was great at bouncing and rocking in the passenger seat at just the right moments. And then he got into competing with a bang! That same March, he competed in a SCCON 12-car navigating for Ben Cutting, getting round with no fails and winning the beginners class. And before the month was out, he teamed up with Jane 'Blakey' Blake, sharing her newly-bought Renault Clio that she nicknamed 'Cheryl'.

Their first event was an AMSC Autotest/Autosolo at RAF Debden. They entered the PCA class and Jane really appreciated the encouragement and compliments she got from Dave during her first motor sport event. Afterwards, Jane was "over the moon" and "totally buzzing" and Dave had won his class too.

They got on so well that they teamed up for the next AMSC Targa Rally and did many more Autosolos and Targas together over the next 2½ years.

Jane called Dave her "rally husband" and she was his "rally wife". Dave became an excellent driver in Targa Rallies and by 2024 Jane was winning awards too. He also competed with his son Huey, initially in their Peugeot 206, and later in Dave's 'Team Halo' Skoda Fabia 1400.



Jane 'Blakey' Blake with her rally husband Dave 'Shaggy' Saint

Dave was very supportive towards newcomers to motor sport and experienced crews too. Along with his son Huey, he was service crew for Derek Webb when Derek competed in Belgium in his Ford Cortina GT Mark 1. Shaggy's motor sport life never stopped.

And where did the name 'Shaggy' come from? Dave grew up in Somerset and when he left school he had a mop of long ginger hair. His first employment was at a double glazing company and the two daughters of his employer decided that he looked like Shaggy Rogers, Scooby Doo's friend in the American animated comedy TV series. So they nicknamed him 'Shaggy' and the name stuck!



Shaggy Saint in his younger years



Shaggy Rogers from Scooby Doo

Dave moved to Norfolk in 2009 to be nearer to his son Huey and his enthusiasm for motor sport shone straight away. The following texts have been copied from some of the many comments posted on Facebook after Dave passed away that show how much he was liked, loved and appreciated by the motor sport community.....

- It is with unbelievable sadness that I must report the untimely passing of my friend and star of East Anglian Club Motorsport Dave Shaggy Saint..... he soon became addicted to wearing orange at the weekends and encouraged countless numbers of people to get involved in club motorsport and in particular marshalling.
- Such sad news. Dave Saint was a true icon; he will be sadly missed in the motorsport arena.
- We have lost a total legend - Dave 'Shaggy' Saint. A big part of my rallying and marshalling life. He welcomed us into the rallying world with open arms.
- He was a fantastic chap who went to extreme lengths to promote and assist with motorsport events all over the country. Nothing was ever too much trouble and he will be missed by us all.
- Dave was such a lovely bloke, he will be sorely missed.
- A true CHAMPION of volunteering in Motorsport, a 'trooper' and, more importantly, one of these unique characters that left a mark in everyone who met him. Our thoughts are with Huey and close family and his many friends. You will be missed. R.I.P Shaggy, mate.
- Can't believe it. Always one of the friendliest, most welcoming and accommodating people you could meet. The embodiment of everything that's great in club motorsport. A light has really gone out in the motor sport world. To say he will be missed is an understatement.
- Dave (aka Shaggy)..... from the bottom of my heart, thank you buddy!
- Honestly, one of the kindest and most encouraging people in motorsport, who always looked out for everyone. Shaggy (my guardian).
- Such a sad loss of a legend. You were our friend..... my guardian on those late night rallies you always made sure I was well entertained and safe..... not to mention an excellent drinking buddy..... one of a kind and a truly magnificent pain in the arse..... Shaggy, you are going to be so missed mate.
- Complete disbelief..... he was always one of the first people I'd seek out at an event for a catch up, a hug etc. Such brilliant support..... the best you could wish for in a friend and motorsport volunteer. Thank you Shaggy for everything.
- Words cannot express how I feel at the moment. All my thoughts and love go out to Huey and his family. There is a massive Shaggy shaped hole in grass roots motorsport today that will never be filled.
- Rest easy my friend, you have been taken far too soon.



Dave Saint and Huey Turner-Saint winning their class (1400cc Expert) on the 2026 Javalin Targa

Shaggy's last event was Chelmsford Motor Club's Javalin Jumbo Targa Rally at Wattisham Airfield on 29th March in his Skoda Fabia with Huey navigating. Due to the numbers entered in each class, event organiser Jim Bowie elevated Dave from the Novice Class to run as an Expert for the first time. Shaggy had stayed many nights at Jim's, depleting his stock of Malbec (!) so the change of class was very amicable. To Dave's credit they won their class by over half a minute. Dave gained what must be a very rare distinction of winning his class on both his first and his last motor sport event (just over three years later). But then Dave was a rare person with his own special enthusiasm for life; he had a way of greeting people that just made you feel a bit better and the motor sport community will be forever grateful for knowing him and for his friendship - he was a total one-off.

West Suffolk Motor Club's Targa rally on 28th June has been re-named the Woodbridge Halo Targa Rally in memory of, and as a tribute to Dave 'Shaggy' Saint.

SCCON conveys its heartfelt sympathy to his son Huey, Huey's' Mum Sarah Jane, Shaggy's Mum and to all his family.

Peter Riddle May 2026

Dave's Funeral

Dave Saint's funeral on 15th May was attended by well over 100 people plus his favourite dog! She was very well-behaved in the Crematorium Chapel.

The wake was at Kimberley Hall and, half way up the drive to the hall was a time control with Shaggy's Discovery, an orange arrow, seat, table and a code board with DS on it. A perfect 'Team Halo' time control - except that Dave was missing.



SONIA FRY

1970 - 2026



Sonia Fry died on 4th May after being diagnosed with pancreatic cancer as recently as 25th March. Sonia and her husband Jon joined SCCON in 2022 and Jon came onto the club's committee a year later. When we needed a new membership secretary in late 2024, Sonia volunteered to take on the job and joined the SCCON committee alongside Jon. Both of them being pragmatic and helpful people, they have contributed greatly to the running of our club.

Jon has attended most SCCON events, usually in marshalling or recovery duties. While Sonia didn't attend so many SCCON events, she supported Jon massively on a huge number of events as far apart as Brooklands in Surrey, Anglesey and the Forest of Ae in Scotland in their Tiger Recovery role within the UK-based RSR Motorsport Safety Team. Their Land Rover Discovery, equipped with multiple radios and extensive safety, recovery and towing equipment, became a familiar sight on SCCON events.

The Trustees of the RSR Motorsport Safety Team have written:

It is with great sadness that we share the news that Sonia Fry has passed away following a short period of illness.

Sonia was an integral part of Tiger Recovery, working alongside her husband Jon and playing a key role within the team. Through our ongoing collaboration since the formation of RSR Motorsport Safety, many of us had the privilege of working with Sonia and experiencing first-hand her dedication, warmth, and unwavering support within the motorsport community.

Beyond her contribution to recovery operations, Sonia will be fondly remembered for the personal touches she brought to events, particularly her baking. Her cranberry and white chocolate cookies became something of a signature, always warmly received and widely appreciated by the RSR Motorsport Safety team.

Sonia's presence will be deeply missed by all who knew and worked with her.

Our thoughts are with Jon, the wider family, and the entire Tiger Recovery team at this difficult time.

Andy, Michael, Steve and Tom

After Sonia passed away, Jon wrote:

"Sonia passed away peacefully in her sleep on Monday morning with me by her side holding her hand. She was only just 56 at the end of March and we'd celebrated our 20th wedding anniversary a few weeks before.

Sonia is going to be missed as she was a massive part of my life and she's also going to be missed by her friends both locally and nationally in and out of motorsport.

We did have a nice afternoon out last Friday on the Bure Valley Railway where she enjoyed the experience."

SCCON was represented at Sonia's funeral in St. Helens where we learnt more about her early life:

Her parents were both keen swimmers, and her Dad who is now 89, was a top swimming coach, so Sonia was introduced to swimming at an early age. At only four years of age she swam a mile accompanied by her elder brother Graham who was then seven. She went on to represent her school and then Prescott Swimming Club in competitive events. And she competed in biathlon events that comprised swimming and air pistol shooting.



Sonia - on her wedding day in 2006

Jon said that, when he first met Sonia, it was as though they'd been friends for years. After marrying in 2006, they travelled extensively visiting the Pyrenees (where they saw eagles and vultures), the Atlas Mountains, the Northern Sahara and the volcanic terrain of Iceland. They also visited many historic sites of World War One.

In her forties Sonia worked to upgrade her school results and continued her studies to achieve an honours degree in History and the Management of Travel and Tourism. She enrolled on a Masters Degree course in History with the Open University, but was unable to complete that qualification.

The Committee of the Sporting Car Club of Norfolk conveys our deepest sympathy to Jon and to all of Sonia's family at this difficult time.

Peter Riddle June 2026

Donald Campbell's Bluebird K7 World Water Speed Record Hydroplane

At Coniston from 11th to 17th May 2026

When Donald Campbell set his first World Water Speed Record at 202.32 mph in 1955, piloting his 'Bluebird K7' hydroplane on Ullswater in the Lake District, he raised the record above 200mph for the first time. Then he raised the water speed record six more times, always in Bluebird K7, culminating in December 1964 when he achieved 276.33 mph. For those six records he used Lake Mead, the lake formed by the Hoover Dam on the Colorado River between Nevada and Arizona, Coniston Water in the UK and Lake Dumbleyung in Western Australia. He also set the World Land Speed record at 403.10 mph on 17th July 1964 at Lake Eyre in South Australia, driving his Bluebird Proteus CN7 gas-turbine car. That is still the fastest speed ever recorded for a wheel-driven car. Campbell, a great British hero figure, was awarded the CBE in 1957.



Donald Campbell CBE in his Bluebird K7 hydroplane

In mid-1966 Campbell decided he would attempt to raise the water speed record above 300 mph. Bluebird K7 was extensively modified and its Metropolitan-Vickers 'Beryl' turbojet engine was replaced with a Bristol Siddeley Orpheus turbojet engine loaned to him by the Ministry of Defence. Initial trials in November 1966 on Coniston Water resulted in a wrecked engine and a replacement Orpheus from a Folland Gnat aircraft was fitted. Lake Dumbleyung is 8 miles long whereas Coniston Water is just under 5.5 miles long so Bluebird was also fitted with a water brake for the first time.

On 4th January 1967 the weather and the water were calm enough for Donald to attempt to achieve his eighth World Water Speed Record. On his first run through the measured kilometre, he achieved an average speed of 297mph and his speed at the exit of the km was 311mph. But, while slowing down, the engine shut down for reasons unknown. Campbell used the onboard starter to re-start the engine, but the compressed-air starter system had no capacity for any more re-starts unless Bluebird returned to its support Land Rover to re-pressurise the starter's air bottles. So he decided not to go to his support boat to re-fuel Bluebird (which would have required a re-start) but instead to complete his return run immediately. If he was quick, the wash from his first run wouldn't have had time to reach the banks of the lake and get reflected back to the central part of the lake where Bluebird would travel.

At the start of the measured distance Campbell's speed was over 320mph, but about 140 metres before the end of the measured kilometre, the nose of the craft lifted, the hydroplane became airborne, somersaulted and sank. Campbell was killed in the accident.

A thorough investigation was carried out, making extensive use of the film coverage of the accident and focussing on the factors affecting Bluebird's stability. When travelling fast, (above around 70 mph for Bluebird K7) hydroplanes partly lift out of the water to a condition known as planing. When 'on the plane' only the bottom surfaces of the side sponsons remain in contact with the water, greatly reducing the water-induced drag. The combined effects of that water drag acting rearwards on the lowest part of the craft and the thrust from the jet engine acting forwards at a higher level cause a turning moment that tends to make the nose tilt downwards and the front of the craft was designed to provide some aerodynamic lift to balance this effect.

The film of the accident indicates that, by the time the craft was somersaulting, the engine had flamed-out because, if the engine had been running instead of spooling down, there would have been more disturbance of the water surface. So it's likely that, as Campbell reduced power towards the end of the flying kilometre, his engine flamed-out just as it had done on his first run. Then, with a big reduction of the jet's propulsion force, the aerodynamic lift intended to balance the boat would have caused the nose to lift too much. The higher speed of the second run was a contributory factor and the flame-out probably occurred at a higher speed than it had for the first run.

Bluebird K7 was recovered from a depth of 142 feet in Lake Coniston over the period 2000 to 2007 with Campbell's body being recovered in May 2001. He was buried in Coniston cemetery.

Despite various lengthy legal disputes regarding the ownership of Bluebird K7 and consent for its restoration, she was meticulously re-constructed in North Shields. The team of volunteers was led by Bill Smith and most of the original parts were reconditioned and not re-made. K7 was tested in private, in the presence of Donald's daughter Gina Campbell, on Loch Fad in the Isle of Bute in 2018, reaching speeds of up to 150mph. In March 2024 she was put on display at the Ruskin Museum in Coniston and was also reunited with Bluebird Proteus CN7 at the National Motor Museum, Beaulieu during October 2024.

A week-long commemorative event was held from 11th May to 17th May 2026 when the Ruskin Museum would run Bluebird K7 on Lake Coniston on the 70th anniversary of Donald Campbell's first World Water Speed Record at that location.



Bluebird K7 approaching 100mph on Coniston Water, 15th May 2026. Photo source unknown.

The team running the K7 hydroplane weren't Bill Smith's team, who had restored K7 so expertly, and there were many technical issues with the engine plus a problem with the security of the perspex canopy. They also claimed a lack of good weather conditions and smooth water on the lake which was a regular frustration for Campbell during his own record attempts. However Bill Smith's team had run K7 successfully in worse weather on Lake Fad in 2018. But they did get Bluebird 'on the plane' just once when it reached about 100mph on Friday 15th May. The BBC said it ran like a SCOLDED cat!!! A nice nod to history is that it was piloted by the Australian Dave Warby, the son of the late Ken Warby MBE holder of the current World Water Speed Record. Ken's record of 317.59 mph was set at the Blowering Dam Reservoir, New South Wales in his wooden speedboat 'Spirit of Australia'. Ken's record was set in 1978 and hasn't been bettered since. Donald's father, Sir Malcolm Campbell's Blue Bird K3 that broke the World Water speed record three times in 1937/38, taking it to 130.91 mph, was also present at Coniston. K3 entertained the crowds by means of twelve two-way runs at up to 45mph, the highest speed allowed by its exemption permit. During the period of his record breaking attempts, Donald Campbell ran three road cars: an AC Aceca coupé that was AC's prototype of the model, a 1958 Jaguar XK150 coupé and a 1965 Jaguar E-type coupé. The AC was loaned to Campbell by AC Cars and he never owned it, while he purchased both his Jaguars.

In the mid 1990s Campell's AC Aceca, registered VPL 441 was advertised for sale and I explored whether I could afford to buy it. It was in fairly scruffy condition and the price was £40,000. At that time, my Austin Healey was worth about £25,000 and I was trying to find the last £5K that I needed to buy the car. I was in correspondence with the vendor when he suddenly stopped replying to me. He had found another buyer.

What colour was VPL 441? When Campbell first ran it, it was dark navy blue. I don't know what colour it was when I tried to buy it because all the photos I was sent were in black and white and the car did look black in those pictures and in other photos of Campbell with the car. After its sale in the 1990s the car was rebuilt to look like a brand new AC and it was painted black. I thought that was a shame because the ageing of the steering wheel and the worn leather of the driving seat were partly the result of Donald driving car. Oxford Diecast have made a model of the car in black as it was after that rebuild. The model has full width bumpers whereas Campbell ran it with only over-riders fitted at front and rear.



Oxford Diecast's 1:43 scale model of Campbell's AC Aceca with his number plate

The Aceca was bought by Kevin Shilling in 2014 who established that at some point Donald had the car re-painted, probably by AC themselves, in 'Bluebird Blue' like his record-breaking machines. However, the very few photos I've found on the internet of Campbell with his AC, all show it in a very dark colour. Shilling undertook another comprehensive (and very expensive!) restoration of the car. He negotiated with the team restoring Bluebird K7 and got some of the same blue paint they were using. Since rebuilding the car, Kevin has driven it on the Mille Miglia retrospective and raced it at the Goodwood Revival meeting.



Campbell's Bristol-engined AC Aceca as it is now in 'Bluebird Blue'

There's also a connection between a SCON member and Donald Campbell's Bluebird machines. Stuart Delf senior and his wife Rita used to run Touchwood Models based in Hoveton, though Stuart is now retired and has closed the company. Touchwood specialised in stunningly accurate models and kits, in various scales, of World Land Speed Record breaking cars and World Water Speed Record breaking boats. A brand new 1:43 scale Touchwood kit of Bluebird K7 is currently for sale on ebay for over £400.



A beautiful 1:12 scale model (660mm long) of Bluebird K7 by Touchwood



A display of Touchwood models: Bluebird K7s are on the second shelf down and there are models of Bluebird Proteus CN7 in the middle of the third shelf.

The Kent Forestry Targa Rally - 9th May 2026

Hosted by the Weald Motor Club at Mereworth Woods near Wrotham in Kent, this rally featured over 30 miles of special tests and was Round 3 of the BTRDA Gold Star Targa Rally Championship. SCCON's James Leggett and ECMC's Nick Skuse competed in James' MG ZR 1800.

Here is James' report on the event.

When I built the MG ZR, the intent was to use it for Road Rallies and 12 cars, anything I could do at night so it didn't disrupt family time at the weekends. Now that my son Henry is 13, he can not only navigate for me, but he can also drive. Henry and I competed on an event called 'Intro to Targa' run by South Oxon Car Club last year, so when someone mentioned the Kent Forestry Targa as a fun event on gravel, I raised it with my boy and he was interested. A weekend event at last! The plan was to borrow my brother's trailer and truck, fetch Henry from school and tow the car there on the Friday night, compete and then come home on Saturday. The truck became unavailable and I didn't have a car big enough to tow his trailer, so we'd just have to drive there. But mid-week before the event Henry felt unwell and wasn't keen to take part, so Nick Skuse (who had just lost his driver to illness) offered to sit in. I arrived at the hotel at the same time as Steve Jellie and Michelle Crouch with their Clio on the trailer, and they treated me to a special chow mein.

Next morning I joined the queue for scrutineering and found Nick. I had discussions with other drivers in the queue and a few comments raised alarms..... "You did what? You drove it here? Oh." was a hint of what was to come.....

We were seeded car 53 on account of it being my first ever Targa as a driver and my previous navigator having no experience. A look around the paddock highlighted some very serious machinery, the winning car bearing only a passing resemblance to a standard E30 Beemer and most cars were very highly modified. My only real modification was a sump guard, diesel suspension and a half-cage. Oh, and I pulled the ABS fuse. As we dropped the clutch into the first section it became clear what I had a let myself in for..... rough, dusty and fast, with trees very close. I was actually quite glad Henry wasn't with me. Navigation was via tulip diagrams at distances, but our GPS Brantz was no help in the woods. Cones came up at random intervals, mostly as per the diagrams but our late running meant many had already moved significantly. Section 1 led straight into section 2 and 12 minutes later we were wondering what the hell had just happened. A check over the car revealed no damage, so I had a coffee and prepared myself for sections 3 and 4, which were a repeat of 1 and 2. My driving was a little smoother and more purposeful, but this time there were broken cars everywhere. Not us, we've got to get home tonight!



For section 5, tests 3 and 4 had been joined together for one long section with dodging the growing potholes and crumbling road a key objective. Unfortunately, a couple of breakdowns in the woods led to lengthy delays before lunch. Sections 6 and 7 were 4 and 3 run backwards, 8 and 9 were cancelled, and 10 was sections 6 and 7 joined together. We missed a few cones across the day and managed to miss one stop-astride before a stop in the box – every effort was made to stop but the gravel got the better of us. On one occasion we managed to get the two passenger side wheels over the stop astride, but luckily the marshals were happy with that.



We finished 12th out of 29 Clubman entries, but most importantly we finished unscathed and I was able to drive home. It was mostly fun, rougher than I'm used to or was happy with but once you're into it I wasn't going home early. It would have been too much for Henry, so we'll find another event for him. My father and I competed in single venue stage rally series in the early '00s in an Alfetta GTV. We never did very well as we were always against Escorts, but we still came runner up in our class overall in the championship as we finished every event we entered. We used to drive the car there, change the wheels, go rallying, change the wheels at the end of the day and drive home. Dad never mentioned it but I'm sure we always finished because he knew it would never be worth having to ring Mum and ask her to bring the trailer out..... I now know how he felt.....

James Leggett June 2026

SCCON members Steve Jellie & Michelle Crouch finished 6th Clubman in their 2.0 litre Renault Clio

Dave Allen

**If it's sent by ship, then it's
a cargo.**

**If it's sent by road, then it's
a shipment.**



24-7 Motorsport Uncle Luke's Snetterton Saloon Race - 17th May 2026

This was a long race of 50 minutes duration and two of the cars, both 2.0 litre Fiestas were supported by Canada Garage Motorsport of Northrepps, Cromer for Kathryne Henderson and Sam Howell. Mark Annison who runs Canada Garage is a long-time SCCON committee member and a former chairman of the club.



Kathryne Henderson's Ford Fiesta ST in front of Sam Howell's similar Fiesta MkVI



Kathryne Henderson 2nd in class



Sam Howell 3rd in class

Kathryne wrote:

I trundled onto Snetterton where I only had 20 mins to get the car off the trailer and ready to go for Qualifying. Thank you Mark Annison for your assistance today and John Baker my pit stop crew, even when your own car broke.

I got a personal best in Qualy at 2.20 then had a great battle with Sam in the race..... Did another PB at 2.19 meaning second in class - hooray.

A fifty minutes race takes it out of you, but boy was it a great race.

Thank you Snetterton Saloons for another great race with high quality driving standards

Idiocy at Motorsport UK - re their Disabled Driver Scholarship

The disabled scholarship blue Toyota Yaris is in the process of being returned to MSUK and the story can now be told.....

While it was great of Motorsport UK to lend the Disabled Scholarship Toyota Yaris to SCCON, they made things very awkward for the SCCON committee and the directors of SCCON.

On 11th May 2024 Motorsport UK ran their first Disabled Driver Scholarship selection event at Bicester where SCCON was represented by Howard Joynt and Craig Bennett. Two of the scholarship winners lived in Norfolk, so SCCON was offered the loan of one of MSUK's Toyota Yaris cars fitted with hand controls. The terms of the loan were described verbally to Howard and Craig that same day. In summary, MSUK would pay up to £1000 to SCCON to cover the costs of enabling the two successful disabled drivers to compete in the Yaris in autotests and autosolos during 2024/25.

MSUK said that the loan of the car would have to be covered by a legal contract between MSUK and SCCON setting out the terms of the "Hire Agreement". But before any such agreement was in place, Willie Moore and Nigel Steggles were kind enough to collect the Yaris from MSUK in June 2024 and, with the full knowledge of MSUK, SCCON started to enter the drivers in local motor sport events. The lack of a signed agreement didn't stop this.

MSUK then sent SCCON a 14-page Agreement document for the Directors of SCCON to sign. We couldn't sign it for many reasons including: it didn't specify the cost to SCCON (if any) to hire the vehicle from MSUK, it didn't specify which types of event could be entered, some clauses had references to other clauses within the document that didn't exist, and it had the wrong registration number for the Toyota Yaris.

I sent an e-mail (approved by the SCCON committee) to MSUK setting out nine items that needed to be in the agreement and eight items that needed further discussion/clarification. It was a significant amount of work to put that e-mail together and I suggested to MSUK that an agreed e-mail text should be sufficient, and a full legal agreement wasn't necessary. SCCON won't get involved in litigation with MSUK over the Yaris and vice versa for MSUK. But MSUK took months to respond to my e-mails and they ignored most of what I'd written.

So we ran the Yaris for 2024/25 with no legal agreement in place. Fortunately MSUK did give SCCON the £1000, which covered SCCON's costs for that first year which totalled £997.

At the start of the 2025/26 Scholarship, for which the selection event was run by SCCON at Lotus Cars' factory site, the need for a legal agreement cropped up again. MSUK sent a revised document that was still completely unsatisfactory. SCCON had been in contact throughout with Maidstone and Mid-Kent Motor Club who followed exactly the same course as SCCON and had no agreement for the loan from MSUK of their identical Yaris.

Richard Egger of Loughborough Car Club (who had been running their own Nissan Micra for disabled drivers to use for several years) wrote the following:

I am in favour of a one page letter from MSUK which just says "We have lent you this car for the Disabled Driver Scholarship. Please look after it and have fun."

Precisely!

After two years we have reached the end of the 2025/26 Disabled Drivers Scholarship and we never had an agreement in place, but thankfully MSUK did give SCCON another £1,000.

Peter Riddle May 2026