

September / October 2026

SPOTLIGHT

Newsletter of the Sporting Car Club of Norfolk



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SCCON Chair's Message

It's been a hot and highly busy time recently. There hasn't been a week that's gone by since the last Spotlight edition without it feeling like we're either planning or having an event running! The Midsummer Classic Car Run and the AutoSolo at Stanta instantly spring to mind. Some fantastic team efforts and hard work have gone into the club's recent endeavours - it feels like as a club we really make things happen in the summer and long may these efforts roll into the next few months. Happy reading – there's lots to share with you in this issue; it is most certainly a bumper edition of Spotlight! Derek Webb's article on rallying with Teruo Katsuta is a must-read.

Craig Bennett

SNETTERTON CIRCUIT RESIDENTS' EVENING

Monday 7th September 2026

Snetterton needs to maintain good relations with the people who live close to the circuit because they will inevitably experience noise from racing cars and bikes on some days of the year. To help residents understand what takes place and to show them what Snetterton does to minimise the inconvenience to them, they are invited to an annual Residents Evening.

Since 2024, SCCON has helped the circuit's management by providing a 'Taster Autotest' event during the Residents' Evening. This gives visitors the opportunity to have fast rides around an Autotest test or to drive one of SCCON's Nissan Micras themselves, with tuition from an experienced Autotest driver.

If you can help on 7th September please come to the circuit from 4-00 pm onwards. Not everyone will be able to come that early, so please arrive at a time that suits you. All signing-on will be on paper forms, so bring your SCCON membership card and MSUK Licence. You'll be able to drive a SCCON Micra or your own Autotest car. Free food will be available afterwards at Tyrrells for SCCON volunteers. Please register your interest by e-mail to..... media@sccon.co.uk

A PLEA FOR MORE ARTICLES !!!

'Spotlight' needs more contributions. Recent issues of 'Spotlight' have relied heavily on articles by your editor; I try to write things that are different from the usual content of motor club magazines. But articles about club members' recent experiences in motor sport are very much needed too, and it would be great if a few more of you submit features on what you've been doing. It's your club's newsletter and anything in your own words is very welcome. Don't worry about grammar or spelling, that can be fixed.

Please send your reports and photos (if you have some) to info@sccon.co.uk

SCCON AUTOSOLO AND 75TH ANNIVERSARY GET-TOGETHER

Sunday 27th September

SCCON is running a combined Autosolo, Production Car Autotest (PCA) and Autotest at Snetterton on 27th September. It's a round of the AMSC (Anglia Motor Sport Club) Autosolo Challenge and it will be an 'Open Gate' event where spectators will be encouraged. This will be great for introducing more people to the introductory level motor sport that SCCON runs so well. But it will also increase the number of marshals required so the spectators can be managed and kept safe.

This year is the 75th Anniversary of the formation of both SCCON and Snetterton Circuit. Hence there will be a celebratory get-together in Tyrrells after the Autosolo. There will be a free buffet for SCCON members (please bring your membership card). Here is the link to the event on the SCCON web-site.....

<https://www.sccon.co.uk/html/clubmans/2026clubmans.html?tab=4>

Sporting Car Club of Norfolk - Membership Renewals

SCCON's membership year is from 1st April until 31st March of the following year. Here is a FINAL REMINDER for those of you who haven't yet renewed their SCCON membership for 2026/27.

At 24th August, SCCON had 117 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 in this challenge are shown in blue

Round no.	Date	Day	Organising Club	Organiser	Event	Location	Map(s)
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 and 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

The next round of the 2026 SCCON / KLDMC 12-car series will be run by Kings Lynn & District Motor Club on Wednesday 16th September 2026. Almost any car is suitable.

The organiser is Dave Pollard. He can be contacted as follows.....

Phone 07761 - 263157

e-mail davejunepollard@sky.com

SCCON's 75th Anniversary Midsummer Classic Car Run on 5th July

This year's Classic Car Run was significant for a number of reasons. The event was run by a new team headed by Craig Bennett and because 2026 is the 75th anniversary of the founding of SCCON, they wanted to make this year's run a bit special. Firstly, the route would visit some entirely new stopping points and would be 75 miles long to tie in with the club's 75 year history. Secondly the event had a new sponsor: the tuning firm CAT Automotive, on Salhouse Road in Norwich, run by club members Dale Lawson and his Dad Andrew. A full page advert for CAT Automotive appeared in the road book and their logo featured on the rally plates. Former organiser Martin Newson and his wife Christine would be given a special treat: to thank Martin and Christine for the eighteen times they have run SCCON's Midsummer Classic Run, they would be given a thank you by the club. It consisted of being driven around the route in the height of luxury in the back of long-time club member Stuart Dobson's 1994 Bentley Turbo RL. The L stands for long wheelbase.



Here, organiser Craig Bennett on the left is about to announce to Martin and Christine that they will be riding in Stuart's claret red Bentley Turbo RL



Photo call next to the Bentley (from the left) Martin Newson, Stuart Dobson, Sue Norman and Christine Newson with the event lead organiser Craig Bennett in h-viz behind the car

The run started at Whitwell and Reepham Historic Railway Station where bacon rolls and hot or cold drinks were provided. Here are some of the participant vehicles at the start.....



Running the Start Control and waiting for the first car are sponsors Andrew (on the right) and Dale Lawson. John and Marilyn Oliver's MG TD is nearest the gate and my Austin Healey is creeping into the picture on the far left. I folded the roof down before we started the run.

Marilyn Oliver kindly posted the following on SCON's Facebook page.....

"Huge thanks, again, to the team of people who put together the Midsummer Classic Car Run. This is our favourite event of the year as it is so well organised and professionally run. We had a fantastic day yesterday and the car behaved impeccably! And, referring to the above photo, she wrote: Pole position for the first and last time ever!"



Two yellow Lotuses - David Trumpess's Lotus Esprit GT3 on the left, considered by many to be the best Esprit that Lotus ever made, and Jack Edwards' in his Dad's Lotus Seven Series VI. Jack's Dad Chris organised the start of SCON's Classic Run in Watton High Street from 2013 to 2015



Two immaculate cars on the run - the Oliver's MG TD and Alistair Martin's Austin Healey 100/4



SCCON Committee member Willie Moore with his wartime Willys Jeep. His granddaughter Layla navigated for him. The car alongside is Donald Stewart's ultra-rare 1971 Nissan Cedric 430 Series



Donald followed Willie's Jeep for most of the run. He posted on Facebook: "I've spent all day looking at the back end of Willie's Willys. Not gay!"

I was doing the run in my 1961 Austin Healey 3000 with my daughter Emma and her twin girls Amber and Faith navigating. They had their 10th birthday just after the run, and it is doubtful whether they'll be able to squeeze into the Healey's 2+2 rear seats next year.

Because Stuart's passenger Sue was an inexperienced navigator, we agreed that their Bentley, complete with its distinguished passengers, would follow us round the route. The first section took us to Binham Village Hall where we got a super view of Binham Priory.



Binham's Benedictine Priory Church

We discussed that it looks as if Binham has two churches, a ruined one and what we thought was a much newer church, but we were wrong. The huge mediaeval Priory was built in the 12th and 13th Centuries. Then in 1539 most of the Priory was destroyed under the orders of Henry VIII in his dissolution of the monasteries. But not all of the priory was demolished and the building that remains is now Binham's Parish Church of St. Mary and the Holy Cross.

After Binham, Stuart took a detour to Holt to get some petrol for his thirsty Bentley. While waiting for Stuart to return, we saw Mark and Ross Westgarth's tiny Mini-Mini, a short-wheelbase Mini special with no doors. You have to climb over the sides to get into it. Faith and Amber were intrigued and very amused by this extraordinary little car and couldn't understand why someone would take a car with perfectly good doors and modify it so it didn't have any.



Mark and Ross Westgarth's Mini-Mini - surely it must be a one-off

After Binham, the next stop was at Mannington Hall where there was some confusion about whether we needed to pay a reduced fee of £5 to enter the site in order to reach the café. We didn't pay anything, though some participants on the run did. We stopped for a long break at the Mannington café while the twins amused themselves by taking photos and videos of a mother duck and her ducklings swimming in the moat.



Mannington Hall, though this isn't how we saw it because it's currently covered in scaffolding. It was once home to Horatio Walpole, brother of Robert Walpole, the first Prime Minister of Great Britain.

Photo credit - The Lady

After leaving Mannington Hall we crossed the A140 at Alby and the twins were super-excited when we saw a huge herd of red deer (maybe a hundred or so?) to our left at Gunton Park. The Bentley was quite a way behind us at this point, and Amber and Faith insisted that I must slow down so they could point out all the deer to Stuart, Sue, Martin and Christine in the car behind.



My happy navigating team with the wind in their hair. From the left: Faith, Amber and Emma.

But then something very unfortunate happened. We met a car on a very narrow road and I pulled onto a small gravel passing place on the left and Stuart pulled in too. After the other car had gone past, I drove onto the tarmac and then heard a huge bang from behind us, so loud that I thought one of the Bentley's tyres must have exploded.

What had actually happened was that the Bentley's left front wheel had dropped into a huge hole in the undergrowth of the left verge. The hole was so overgrown with vegetation that I hadn't even seen it. The Bentley's fibre-glass air dam, below the front bumper, was completely smashed and there was liquid running onto the road. A quick taste confirmed that it was cold screen-wash fluid and not engine coolant so Stuart could at least continue driving round the rest of the route. One of the washer pumps had been knocked out of the bottom of the reservoir. The Bentley has two pumps, one for the screen-wash and one for the headlamp jet-wash system. The left front wing was slightly dented too so it looks like an expensive repair job. To his credit, Stuart was very philosophical about the damage.

We carried on to Hoveton Hall where we had another break in the café. Their ice creams were very welcome on such a hot day with temperatures up to 28 degrees Celsius (82°F). Incidentally, after its recent cooling problems, I was pleased that my fixes had worked and the Healey's coolant temperature stayed at 190°F all day long.

The last leg of the run took us to Filby Village Hall, just west of Caister-on-Sea where there was plenty of parking on the grass next to the playing field. Here we got the final stamp on the back of our road-book and a nice surprise of a couple of photo prints of our car that had been taken at the start. Everyone we spoke to said they'd very much enjoyed their day of driving through the Norfolk countryside.

After the event Craig Bennett e-mailed all the entrants asking for feedback to help the new organising team. And he got replies from nearly a quarter of the participants, a fantastically good response. Douglas Young who completed the run in his Sebring Red Ford Escort RS2000 Mk1 wrote on Facebook "Perfect route planning and interesting country roads that were lovely and quiet and great stops for refreshments." That was typical of the responses from so many of the entrants. SCCON's classic car run is still in good hands.

Peter Riddle July 2026

John Boot is a member of both SCCON and West Suffolk Motorsport Club
Here is his report on our classic car run with a WSMC slant to it.

SPORTING CAR CLUB OF NORFOLK 75TH YEAR ANNIVERSARY

MIDSUMMER CLASSIC CAR RUN - 5th July 2026 - Supported by CAT AUTOMOTIVE

Running at No 99, Cindy and I were amongst the 100 entrants for SCCON's 75th Anniversary Midsummer Classic Run.

Starting at Whitwell and Reepham Railway Station, we were joined by WSMC members, Richard Leggett (*Alfa Romeo Spider*), Keith Walladge (*MGB*), Danny Richards (*Smart Fortwo Cabrio*), Peter Hanman (*MGF 75th Anniversary*), Henry Hardiment (*Austin Mini de luxe*) and Ben Cutting (*Mazda MX5*).

It was an all-new organising team this year, led by SCCON's Chairman, Craig Bennett. Martin and Christine Newson have done some remarkable work over 18 years to make the run what it is today. They were rewarded by a chauffeur-driven limo ride round the route.

WHITWELL TO BINHAM VILLAGE HALL - 18.45 MILES

We were relieved when we were able to leave the start much earlier than our planned time and were soon on our way for the first leg of the run. What a lovely sight greeted us at Binham. It's a small village and is known for its historic buildings, including the ruins of the Benedictine Priory dating back to the 11th Century.

There was no opportunity to peek inside the Priory Church of St Mary due to the Sunday morning service taking place. And no need to visit the cafe as the Village Hall had opened with teas, coffee and cakes available for a small charitable contribution.

BINHAM TO MANNINGTON HALL ESTATE - 17.80 MILES

We were greeted here by the cheery faces of the Lines family: Dick, Anne and Robin. Mannington Hall is a Grade 1 listed, moated medieval manor house located near Itteringham. It was built around 1460.

The hall itself is closed to visitors, but there was a reduced entry fee of £5 (*normally £12*) for those on the run who wanted to explore the 20 acre estate with rose gardens, woodland trails, arboretum and a cafe. For us it was not the day to linger.

MANNINGTON HALL ESTATE TO HOVETON HALL ESTATE - 22.84 MILES

This was the longest stretch of the run looping round Aylsham. We had during the morning been following car number 18 (a 1954 *Riley RMF*). Talking to the owner who is in his 80s, the 2.5 litre four cylinder engine can reach 100mph but cruises happily at 70 in overdrive. He has taken the car to many places including Scotland and Holland. Modern concessions are electric power steering and a high level brake light.

Three miles from Mannington, we were surprised to see the Riley parked in a lay-by. Fortunately there wasn't a problem, except that a convoy of tractors were coming the other way. Time to pull over and take in the lovely sight. We were soon on our way again and heading towards Alby, Colby, Scottow and Hoveton. Hoveton Hall is a 620 acre historic country estate, just north of Wroxham with listed gardens and famous for its spectacular spring azaleas, a Victorian glasshouse and walled Spider Garden. Entrants were again given a discount at the gate but we took advantage of a welcome cuppa in the courtyard cafe.

HOVETON HALL ESTATE TO FILBY VILLAGE HALL - 14.26 MILES

As we put our trip meter back to zero for the final time we were off to Filby, with much of the route following the A1062 via Horning and Ludham.

It was along here we saw Keith Walladge in his MGB with the bonnet and boot lid up. He told me there was some smoke from the dashboard, then the car stopped. Keith was kindly towed to the finish by the course closing crew (SCCON's Jon Fry in his Land Rover Discovery). A burnt out fuel pump isolator was to blame and was an easy fix at the finish.

Arriving at Filby there was ample parking facilities next to the Club Room with tea, coffee and cake in the Village Hall. Hot refreshments were also available from the chuck wagon. We were also able to collect our souvenir photo taken at the start. The village is full of colour with summer flowering beds, borders and baskets.

Well done to Craig and his team on finding some new country roads that were lovely and quiet, some new venues to visit and good stops for refreshments.

WSMC marshals were

Start & Finish - Nigel Cook

Binham Village Hall - Hugh & Jenny Hutton

Mannington Hall Estate - Dick, Anne & Robin Lines

Andy Manston - Rally Photographer Extraordinaire

1965 - 2026



The Kent-based rally photographer Andy Manston sadly died on 23rd June just before his 61st birthday. Andy started taking motor sport photos when he was 20 years old and, over time, he became one of the best and most enthusiastic motor sport photographers in the country. From his years of experience, he knew where to get the best action shots, but he also took photos that captured the people involved and the special ambience of different events. He ran his business as M & H Photography and, in the days before social media, he ran the 'M & H Rally Forum' in which he described his own adventures with great humour and it engendered a lot of light-hearted banter from the rallying community.

Andy was so well known and well liked that, within two days of his death, over thirty motor clubs had posted tributes to him on their Facebook pages. The number of Facebook posts in memory of Andy must now be into the thousands.

His huge picture archive was fully indexed and retrievable, so for me, in my role as archivist of SCCON's history and as editor of this newsletter, he was an invaluable source of photos from all the major rallies in the East of England over many years. But he also travelled further afield, covering events in the West of England, Wales, the North and even the Manx Rally and the Tour of Mull. In Andy's opinion, Millbrook Proving Ground was the best rally venue in the UK. And, if he wasn't covering a rally, he'd happily come to a small event such as an Autotest or a Trial and he photographed some of SCCON's Midsummer Classic Car Runs too. If you wanted photos for use in a motor club publication or for promotional purposes, he would always provide them free of charge.

Here is an extract from what Andy's wife Sarah posted on Facebook:-

Dear Rally Community

We would just like to convey our thanks and gratitude to each and everyone one of you who have taken the time over the last few days to pay your respects and express how you felt about Andrew - sorry Andy (only me and my family really call him Andrew), to say we are overwhelmed is a massive understatement. The tributes that have come through have left us crying, smiling and laughing all at the same time.

While overwhelming, it is heart-warming to know how much he was loved and respected in not just his amazing photography (which he often said was mediocre) but in many of your personal lives too.

Many of you know and have acknowledged that he was a very humble man and would absolutely hate all this fuss. Many of you have known him longer than I have and I think that's only credit to him, for being such an amazing man. But I am honoured to have called him my husband for the last 16 years and a brilliant father to our two amazing girls for the last 22 and 18 years.

I feel privileged to have met a small handful of you over the years and many of you on more than one occasion. Excuse the waffling, writing things down and expressing things eloquently was definitely more Andrew's forte than mine, as you all know from his old forums and long FB posts!

It's early days and we haven't made any arrangements yet but we'll probably have a small funeral with family and close friends and further down the line have a 'Celebration of Life' gathering where everyone can come together to share so many great stories and happy memories when it's not quite so raw.

Thank you once again for all your love and support, especially Ian, Owen, Jamie and Matthew for helping share the news.

Best wishes

Sarah, Abi and Grace x

Adrian Gladwin who organised Chelmsford Motor Club's Preston Rally from 1997 to 2006 recalled that it was Andy who came up with the description "The One and Only" for the Preston Rally, a phrase that Adrian said "applied equally to Andy Manston, the best photographer in the rally game."

SCCON sends our sincerest condolences to Sarah and to Andy and Sarah's daughters Abi and Grace. To end this tribute, here are some of Andy's photos.....



Andy always got more than the usual rally action shots. This is me using WD40 to dry out the electrics of my Nova after an enormous puddle on the 2014 Preston Rally. I completed that event with SCCON's Andrew Lawson navigating in my virtually standard Vauxhall Nova. I'm covered in muddy water that was splashed onto me by several passing rally cars!



Gareth Lloyd, one of 57 Escorts on Ludlow Castle MC's 1993 Peak Revs Rally, Llan-Wen Hill, Knighton



SCCON's Jordan Weavers during Chelmsford MC's 2023 Chelmer Valley Park and Ride Autotest



One of the photos chosen by Andy for his website at <https://www.mandhphotography.co.uk/>
Please take a look; you'll see over 100 of Andy's fantastic photos - a superb testimonial to his work.



Andy Manston's photo of Richard Goodings' 1922 Model T Ford leaving Thorpe Abbots Airfield during SCCON's 2017 Midsummer, Vintage and Classic Car Run. During World War II, Thorpe Abbots housed the USAAF's 100th Bombardment Group, nicknamed "the Bloody Hundredth".



Another of Andy's shots of SCCON's 2017 Midsummer Vintage and Classic Car Run. Taken at the East Anglia Transport Museum at Carlton Colville, it shows Norman Van Koningsveld's immaculate 1934 MG NA Magnette with a London Transport trolleybus in the background.



Here are SCCON members Adrian & Ellen White, super-sideways on the 2025 Bath Festival Targa Rally



Here are two shots from the 2026 East Anglian Classic Rally, the last event that Andy photographed. On the left is Martin Leonard and Jason Murphy who finished 7th in their 1989 1798cc VW Golf MkII, while the right hand photo is Jamie Turner and Lizzie Pope who finished 19th in their 1959 1275cc Morris Minor which is the same car that Jamie drove (with SCCON's Julian Riley navigating) to a superb 13th place overall on the 2019 Peking-to-Paris Motor Challenge.



SCCON's StreetCar Stubble Field Evening Autotest

Thursday 2nd July 2026



Firstly a huge thank you to Tom Abrey for making a large stubble field available to SCCON for this event. By running as an evening event, the fees per car charged by Motorsport UK are less so the entry fee can be kept very modest; it was only £12.50.

Eighteen drivers enjoyed a sunny, and only slightly dusty evening's sport at Abrey's Farm, Illington, completing three runs of two different tests. There was some very close competition in the PCA (Production Car Autotest) class. Congratulations to Robin Lines for winning the Autotest class and to Thomas Brown for winning the PCA class and getting fastest time of the day in one of SCCON's Nissan Micra loan cars, proving that you can sometimes win in motor sport at very low cost.

RESULTS

Car	Driver	Car	Class	Total	O/A	Awards
1	Robin Lines	VW Lupo	Autotest	245.9	1	1st
8	Oli Dennington-Price	Nissan Micra*-5	Autotest	247.0	2	2nd
12	Matthew Mantle	Peugeot 205D	Autotest	258.0	3	3rd
15	Dick Lines	VW Lupo	Autotest	275.4	4	
9	Nick Skuse	Volvo	Autotest	283.8	5	
14	John Saunders	Mazda MX5	Autotest	309.0	6	
3	Thomas Brown	Nissan Micra #1	PCA	236.0	1	1st
4	Jonathan Stimpson	Nissan Micra #2	PCA	245.6	2	2nd
5	Rob Kitchen	Nissan Micra #3	PCA	256.1	3	3rd
17	Tony Brown	Nissan Micra #1	PCA	258.2	4	
6	Anthony Preece	Nissan Micra #4	PCA	264.5	5	
2	Ian Thompson	VW Golf	PCA	264.5	6	
19	Will Kitchen	Nissan Micra #3	PCA	264.8	7	
13	Ian Harley	Mazda MX5	PCA	280.7	8	
16	Myles Thompson	VW Golf	PCA	282.3	9	
20	Jake Preece	Nissan Micra #4	PCA	283.2	10	
7	Oliver Griggs	Ford Fiesta	PCA	295.0	11	
21	Sophie Griggs	Ford Fiesta	PCA	299.6	12	



STANTA AUTOTEST / AUTOSOLO - 19th JULY 2026
PHOTOGRAPHY OR VIDEO RECORDING WAS NOT PERMITTED AT THIS VENUE

This event ran successfully with 28 entries at a new venue on the Stanta Training Ground

RESULTS

Car No	Driver	Car	Class	Overall Time	Class Pos'n
AUTOSOLO					
24	Nick Skuse	Westfield SE	C - Low volume sports	564.60	FTD
7	Robin Lines	VW Lupo	A1 - Saloons up to 1400cc	597.30	1
10	Dominic Pearson	Toyota Yaris	A1	650.60	2
8	Dick Lines	VW Lupo	A1	747.00	3
11	Alexander Laver	Fiat Seicento	A2 - Saloons over 1400cc	729.80	1
9	Vini Cruz	Toyota MR2	B - Production sports	570.20	1
12	Owen Turner	Lotus Elise	B	572.20	2
22	Martin Styles	Mazda MX5	B	589.40	3
13	Matthew Mantle	Lotus Elan	B	606.70	4
26	John Sanderson	Mazda MX5	B	622.00	5
23	Hubert Sokolowski	Honda CRZ	B	667.80	6
15	Ian Harley	Mazda MX5	B	698.60	7
25	Neil Peterson	Westfield SEiW	C - Low volume sports	573.40	1
AUTOTEST					
28	Richard Nel	Westfield SEiW	D - Autotest	584.50	1
27	Geoff Hodge	Caterham Seven	D - Autotest	713.00	2
PCA					
1	Laura Christmas	Toyota MR2	P1 - PCA Experts	574.40	1
3	Jordan Weavers	Toyota MR2	P1	605.70	2
18	Stephen Baldwin	Toyota MR2	P1	608.60	3
2	Duncan Christmas	Vauxhall Corsa	P1	620.50	4
4	Ian Thompson	VW Golf	P1	635.30	5
19	Anna Baker	Rover 25	P1	689.00	6
5	James McDougall	Rover 25	P1	701.10	7
20	Arun Thompson	VW Golf	P2 - PCA Novices	669.40	1
6	Geoff Reed	Mazda MX5	P2	724.90	2
21	Helen Reed	Mazda MX5	P2	734.60	3
17	Anne Jarvis	Vauxhall Corsa	P2	747.40	4
16	Helen Gaby	Toyota MR2	P2	750.60	5
14	Mark Nixon	Triumph TR7	B - Production sports	RETIRED	

Some of the participants posted messages on Facebook as follows:-

Jordan Weavers

A big thank you to Sam, Craig, Howard and all others involved in organising the Autotest and PCA today at Stanta.

Another thank you to the Marshals, without whom, events like today would not run!

I was competing and thought the tests were fantastic; the team managed to design lovely flowing tests and I thought the day flowed flawlessly. The paddock and queuing for the tests was very efficient and well organised.

Thank you to all the other competitors also for supporting the event!

Looking forward to the next round at Snetterton on the 27th September!

Huey Turner-Saint

Well said Jordan! I thought it was a well-run event considering the area available, with some challenging tests. Well done all.

Vini Cruz

Fully agree Jordan! Absolutely brilliant event and well organised. Can't believe they managed to squeeze such great and flowy tests in such a small space.

Mark Nixon

Agree completely Jordan. Great event, really enjoyed it, even though I had an early bath after test 5 with electrical problems. Thanks to everyone who enquired after the health of the TR7 and especially to Owen Turner who discovered the probable source of the issue in two minutes flat!

Anna Baker

Fantastic event with great people and a lovely atmosphere. Thank you!

Helen Reed

Loved every minute of it. Thank you for all the hard work by the organisers and the marshals.

Nick Skuse

Nice event - thanks

James Mcdougall

Brilliant day, great location. Fun, if challenging tests.

Brilliantly organised and a lot of great people having a lot of fun.

As ever a huge thanks to both the organisers and especially the marshals without whom we could not play.

Dick Lines

Another quality event from the SCCON team.

Rally van Wervik 2026 - held in Belgium 12th - 13th June 2026

SCCON's Derek Webb, with Greg Bates co-driving, had a great run on the Rally van Wervik in Belgium. It was the 50th time that this popular rally has been run. Derek and Greg won their class (Historic class 4 H2) in Derek's Mark 1 Cortina GT, fitted (in period) with a Lotus Twin Cam engine. The modern section of the rally was won by a certain Jos Verstappen (Max's father) in a Skoda Fabia RS Rally 2.



Derek Webb tackling a super-smooth section on the 2026 Wervik Rally

FROM FLANDERS INTERNATIONAL RALLY CHALLENGE'S FACEBOOK PAGE

Respect voor deze man -

De 85 jarige !!! Brit Derek Webb nam deel aan de 50ste editie van de Rally van Wervik met zijn mooie Ford Cortina. Hopelijk zien we volgend jaar opnieuw met deze echte historic wagen.

TRANSLATION

Respect for this man -

The 85-year-old !!! Briton Derek Webb participated in the 50th edition of the Wervik Rally with his beautiful Ford Cortina. Hopefully we will see this real historic car again next year.

THE FOLLOWING APPEARED IN WEST SUFFOLK MOTORSPORT CLUB'S NEWSLETTER AND IS REPRODUCED HERE WITH DEREK'S PERMISSION



Derek Webb - aged 85 Veteran Rally Driver from Great Ellingham drove his AutoMate of Watton sponsored 1967 Ford Cortina Mk1 GT/Lotus to 1st in Class on this iconic event.

150 Rally Crews including top driver Jos Verstappen, F1 star Max Verstappen's father, also Belgium Champion Freddy Loix in a four wheel drive Works Skoda set out on the demanding and challenging 200 km tarmac route on closed roads.

The route comprised three stages run four times over 132 miles of Special Stages.

Derek also had a new navigator: New Zealander Greg Bates, was having his first rally in Belgium, though he co-drives a 1.8 Nova in the UK.

Starting on the podium in the centre of Wervik at 09.45, Derek and Greg finished the rally twelve hours later.

Derek hadn't driven his car for a year so the first couple of stages were slower than his usual pace. Once used to the Cortina's handling again, the stage times improved although the tyres were just not getting warm enough to get much grip.

The first stage of 15.9 km was two laps of the stage.

SS2 was an 8.9 km test with a quarter of a mile of gravel road included.

SS3 of 9.5 km was quite different using lots of Belgian cobbles and it was very slippery.

With the first loop completed, Derek headed into the Service Area. After a quick check under the bonnet and of the tyre pressures, it was off for the second loop of four stages.

Derek and Greg finished at 21:45pm. It was then over to the Podium to find out they were 1st in class. A great result for a small team.

The Dennis Turner Memorial Stages Rally at Fulbeck - 2nd August 2026

Organised by Worksop and District Motor Club



No photo from the Dennis Turner Stages, but this is Jon Bray's MG ZR also at Fulbeck on the Lincoln Green Stages Rally back in May when he was co-driven by his son Will. Co-incidentally Jon finished 22nd overall on that event too. Photo - Kevin Money

The Ups and Downs of Rallying.....

It's been a while since I've written a rally report, and a while since the maps have been prepared and the seat-belts have been done up tight, so a little recap.....

2026 - myself and Jon Bray did it again and we won our class overall in The Circuit Rally Championship, although the final round at Cadwell Park was a somewhat trying event: we started the day by losing the keys to the car..... then an electrical issue on Stage 5 saw us stop and have to be recovered, we did finish and set some cracking times along the way but it just wasn't our day.

So after a break of 3 months due to holidays / family time and a brilliant trip to Spa Francorchamps for the FIA World Endurance Championship race, we entered Worksop and District Motor Club's Dennis Turner Memorial Stages, on the former RAF Airfield at Fulbeck.

Over the last few months the MG has had a fair bit of work done; it's now straight(ish) following an accident, it has a fresh new engine built by Stuart Delf (and it's bloody good too) and it has been set up beautifully by Dale Lawson at CAT Automotive! So we have the tools to do the job; we just need to deliver.

Last Sunday was my third visit to Fulbeck; it's fast, rough and dusty, the surface changes multiple times per stage and the flat 'bling' corners in the middle are just brilliant. There were 75 entries.

We set off into the 8 stages to have fun, be fast and see just how quick we could be. Seeded at 45 saw us in with some more powerful cars, not that it caused us any issue as we took time out of the car ahead of us on stage 1. Jon assured me he hadn't been trying! Over the 8 stages we set fastest time in class on every one of them, improving every time on our second run through. Our only issue all day was a slow puncture on the nearside rear on stage 5 which gave us a big sideways moment through a flat right hander! I really must clean the side window more often.....

The rate of attrition was high, but we made it to the end, finishing 22nd overall and 1st in class by nearly two minutes, which was testament to the hard work put in by the small team of fellow rally nuts that have kept us going!

Now we need to plan the rest of our year!

Darren Styles August 2026

The World Rally Championship 2026

After 10 out of the 14 rounds of this year's World Rally Championship (WRC), Welshman Elfyn Evans, who has been runner up in the WRC for every one of the last five years, is leading by 30 points from the Finn Sami Pajari with the Japanese driver Takamoto Katsuta in third place a further 11 points behind. All three of them are driving Toyota GR Yaris Rally 1 cars run by the Toyota Gazoo Racing World Rally Team. Could 2026 be the year for Elfyn and his co-driver Scott Martin to finally clinch the top spot?

Earlier this year, Elfyn's closest rival was Takamoto Katsuta with his Irish co-driver Aaron Johnston who, like Elfyn and Scott, have each won two WRC rounds this year. I only discovered recently that Katsuta has a family connection to SCCON that you will find out about in Derek Webb's article that follows this one.

In this article I'm going to mention just two events of the WRC 2026. The first is the 73rd Safari Rally held in Kenya in March. I have a soft spot for the Safari, having been lucky enough to test some British Leyland cars around parts of its route in 1977. Back then, the event was very different from today's Safari being over 3,700 miles long, with all of it run competitively on public roads that were still open to other traffic, some of it horse-drawn (or donkey-drawn). In 1977 only 12 cars out of 61 entries finished that year's very wet Safari with Björn Wåldegard and Hans Thorszelius winning in their Ford Escort RS1800 Mark II.

This year's event was run to the now-standardised WRC format of closed road special stages held over 4 days. This year's competitive mileage was only 184 miles run over 20 stages and 25 of the 41 starters finished the event. With so little competitive mileage, there can be no thought of car preservation and to win the rally requires maximum attack on every stage. Elfyn and Scott won last year but Katsuta and Johnston won this year's Safari with Elfyn finishing third.



This stunning shot of Japan's Takamoto Katsuta & Aaron Johnston was taken on this year's Safari Rally and shows the level of commitment required in today's WRC !!! Photo - WRC



Toyota team-mates Katsuta and Evans in deep discussion. Whose hair cut do you prefer?

And I've just watched the most recent 2026 WRC event, the 75th running of the very fast Rally Finland, on ITV4 (TV channel no. 26). On this event, Katsuta dropped to third place in the WRC behind Sami Pajari who won the rally. Maybe it was wise for Katsuta to be not quite so brave as some of the other championship contenders.....

On day 2 Ireland's Jon Armstrong dropped one of his wheels into a ditch during stage three and spun his M-Sport Ford Puma off the edge of the forest track and into a hole where it became stuck. Despite the best efforts of many spectators who tried to recover the car back to the road, they couldn't shift it and after rejoining the rally when the stage had closed, he finished in 46th place.

Also during day 2 Esapekka Lappi crashed out of Rally Finland, his home event, only 800 metres into stage four. His Hyundai i20N dug in to a ditch and then rolled while he'd been holding 5th place overall. The crew were unhurt, but were unable to continue.

During day 3 on stage 14 the Latvian crew of Mārtiņš Sesks and Renārs Francs, who were in 5th place at the time, had a big crash into the trees in their M-Sport Ford Puma. They rejoined the rally but could only recover to 42nd place overall.



Mārtiņš Sesks Ford Puma after his accident on the 2026 Rally Finland

Also on stage 14 out of the 20 stages, Elfyn Evans dropped his right rear wheel into a ditch on a relatively low speed left-hander and the car performed a double roll (720 degrees), landing back on its wheels. And who was the first person to open his door and ask where his tow-rope was? it was his Dad Gwyndaf Evans, the British National Rally Champion of 1996 (and runner up in 1995, 1998, 1999 and 2000). Elfyn didn't have a tow rope for reasons of weight saving, but he was extremely lucky that the super-enthusiastic Finnish spectators pushed his car back onto the road and he only lost about two minutes. The Toyota team also did a fantastic job to repair his car to fully competitive condition, enabling Elfyn to recover from 5th place to 3rd overall, and he won the final Power Stage too, so his points score on the event was only three less than the rally winner Sami Pajari.

During day 3, multiple World Rally Champions Sébastien Ogier and Julien Ingrassia had a very high speed huge accident into the trees on stage 17, the last stage of the day, while they'd been leading the rally. They were lucky to escape unharmed, though they were taken to a local hospital by helicopter where they underwent precautionary checks and they were kept in overnight for observation.



The remains of Sébastien Ogier's Toyota Yaris GR Rally 1 in Finland 2026

I don't want to detract from the great history of rallying in Scandinavia, but it does make you question whether the WRC should still include such extremely fast and potentially-dangerous tree-lined stages. In some places the top cars were exceeding 120mph.

Peter Riddle August 2026

THE KATSUTA YEARS - BY DEREK WEBB

In 1975/6 I was competing on Restricted Road Rallies, with most of their routes on public roads; quite different back then with 125 cars starting at minute intervals from 11pm and finishing over 150 miles later at around 6am. Then, in 1977 I would become the ASEM (Association of South Eastern Motor Clubs) Stage Rally Champion, co-driven by Peter Horsburgh of King's Lynn & District Motor Club and Rick Smith who is now the organiser of the rally stage for the Goodwood Festival of Speed.

It was during this time I was offered some tarmac Kleber tyres to test on these events from a friend who was Kleber's Area Manager. One evening I received a call from him to say he'd changed jobs. I thought he must have moved to Dunlop but no, he told me he was now Toyota GB's Competition Manager at their UK headquarters in Coulsden near Croydon.

"Come up and see me, I may have a job for you." Well, straight away and leaving two black lines out of the garage, I headed off for that meeting. In the workshop was Hannu Mikkola's Toyota Celica rally car and also a Japanese-registered 1600cc Toyota Celica twin cam.

My friend said "You do a bit of co-driving don't you?" "Yes" I replied "but I mainly drive." "Well," he said "we're looking for a co-driver for the Rally Champion of Japan Teruo Katsuta; he wants to do the Lombard RAC Rally this year."

"Would you like the job?" "Yes please" I said not giving it a second thought. He continued to explain that there was no pay, but all expenses would be covered on any event I did with him. After a few more seconds thinking, I agreed and signed on the dotted line. And this was all before I'd even met Teruo, the Japanese driver.

As he walked me back to my car he said "The driver is coming over next week, you can meet him then." "Oh and.....", he said just as I was about to leave, "Teruo doesn't speak any English."

OUR FIRST TEST - THE 1977 WELSH RALLY

After that shock regarding "He doesn't speak English" I thought about it and came to the decision that rallying is rallying - pretty much the same in any country.

My first meeting with Teruo went well. Somehow we clicked and through an interpreter he decided to try me out on another event before we tackled the Lombard RAC Rally. Our try-out event was to be the Western Mail International Welsh Rally in the 1600cc Celica.

Teruo then flew back to Japan. My friend then told me "it will all be up to you because our works team can't service for you too. You'll have to arrange your own entry, hotels and service crew. The only time the official Toyota service team will help you would be if the works cars retired." "And," he said "you might want to learn a few words of Japanese!"

The Welsh Rally went well and we managed a good finish on my first International. We didn't get lost, my few words of Japanese were: Migi for turn right, Hidari for

turn left. Massugu for straight-on, Hashi for bridge (it also means chopsticks!), and Tomar for stop. We finished 33rd overall and 2nd in our class, not bad for our first outing.

We had a new car for the 1977 RAC Rally. It was entered as a Toyota Levin 1.6 twin cam. In Britain it would be recognised as a Corolla but in Japan they were sold as Levins. We started from Wembley Stadium running at number 116, but I don't have very good memories of that event as we retired in Wales on the 24th stage Llanafan, about a third of the way through the rally. We were 4th in our class at the time.

THE 1978 RAC RALLY - A GREAT RESULT



Teruo Katsuta + Derek Webb on the 1978 RAC Rally in their 1600cc Toyota Levin (Corolla)
Photo credit Gazoo Racing

Next up was the 1978 Lombard RAC Rally that we entered in the same Toyota Levin. Well that turned out to be one of the toughest events I have ever done; it started and finished in Birmingham and had 69 Time Controls and 78 Special Stages totalling 445 miles. It included the popular Sunday stages such as Sutton Park and Blenheim Palace, and most of the classic Welsh stages including Hafren plus three in Clocaenog Forest then an uphill stage around the Great Orme headland in Llandudno before heading north to Kielder. We finished 27th overall and 2nd in our class.

In 1979 we had a year off, because Teruo was building a new car for 1980, a Toyota Sprinter 1600 twin cam.

THE 1980 SCOTTISH RALLY

The new car, prepared in Japan, arrived in April for our challenge on the 1980 RAC. This was what I expected, and the car was sent down to Checkpoint Race and Rally in Hastings for me to check it over. The Toyota Sprinter was an import and a model never exported to the UK; instead of a fastback it had a boot. But the car had a few problems that had to be changed before it would pass scrutineering for the RAC.

I needed to locate a new front windscreen as I needed a laminated one, which proved to be very difficult even through my contacts at Toyota GB. While that was being sorted out, a new plumbed-in fire extinguisher system plus hand-helds were fitted, white side lights were needed, and I also had to get it registered as an import because the car was to stay in the UK after the rally. It did all get sorted eventually but it was touch and go at times.

A surprise telex from Teruo he told me he wanted to do the 1980 Esso Lombard Scottish Rally as a shake-down before the RAC in November. Panic set in as I had to get an entry in, arrange service crews and accommodation for the team both in Glasgow and Aviemore. In the end we got into the same hotel as Malcolm Wilson and Terry Harryman.

A total of 113 entries started from Glasgow and headed north taking in the classic forest stages of Drumjohn (14km/9 miles), Dalbeattie (12km/7.5 miles) and two trips through the forest of Ae (21km/13 miles). We entered SS12 Castle O'er with high hopes as we had a 6 minute lead in our class.

THE BREAKDOWN

But half way through we lost drive; it turned out that the centre had pulled out of the clutch leaving us stranded. We did have radios but we had little chance of contacting our service crew so I walked back to the Time Control and reported our position and asked them to contact Rally HQ so our service crew would know where we were.

Once back at the Hotel, we found out that Malcolm Wilson had had a bad accident and broken both his ankles. This was relayed to us after dinner at the hotel, Terry was a real prankster; he had us all playing games one of which was taking the hotel dinner gong, which was about 2 foot 6 inches in diameter, up to the top of the large oak staircase. You had to sit in it and he would time you as you slid down and round the staircase to the bottom; this went on until about 2am. When he left to start another game outside I went to bed. What a character!

After the Scottish, the car went back to Toyota GB to be fixed, Teruo flew back to Japan and I went home to Bexhill-on-sea. My new house in Bexhill was 'Clearways' which was once owned by Frank Nichols the founder and designer of Elva racing cars. There is now a museum devoted to Elvas in Bexhill.

At that time I had bought an ex-Ari Vatanen Escort Mk2 shell from David Sutton and I was kindly helped by Richard Ive to get it sorted and built for tarmac rallying in the UK. I had it fitted with a 1600cc BDA.

OUR BEST FINISH ON THE RAC

A call from Toyota GB asked me to attend a meeting regarding the 1980 Lombard RAC in November. Toyota wanted to achieve overall victory for their rear-wheel-drive Celica 2000 GT RA40 model to be driven by Björn Wåldegard, who had just won the World Rally Championship (WRC) for Drivers in 1979. And they hoped that Teruo and myself might gain a 1600cc class win in Group 2.



Teruo Katsuta and Derek Webb on the 1980 RAC Rally in their 1600cc Toyota Sprinter

The 1980 Lombard RAC started and finished in Bath. That year's event had 70 Special Stages and attracted 154 entries with Teruo and myself starting at number 67.

SS1 was Longleat, SS2 was Blenheim Palace and SS3 was Silverstone Race Circuit.

Later, it ran through all the classic RAC stages including SS14 Dalby which, at 42 km/26 miles, was the longest stage of the Rally. Henry Toivonen won the event in a Sunbeam Lotus; we finished 20th overall and 3rd in class with that class win still eluding us, but it was Teruo's best overall result on the RAC.



Another shot of Teruo Katsuta and Derek Webb in their Sprinter on the 1980 RAC Rally

We would try again for that elusive Group 2 Class win on the 1981 Lombard RAC Rally, still in the Sprinter. They gave us our best seeding at no. 32 and it had a huge entry of 172 cars. It started and finished in Chester, a great city for the rally. Roger Clark had the TV presenter Chris Searle with him and we spent the overnight halt at Carlisle with a very annoyed Roger after Chris had made a major navigating error. The rally route followed the M6 northbound after the Trentham Service Area, but Chris directed Roger southwards instead adding 48 miles of extra mileage, and there was insufficient time at the next service to change the brake pads. The lack of brakes dropped them to 26th position. The BBC made a film 'In at the deep end' about Roger and Chris's exploits during that RAC Rally on which they eventually finished 10th.

The first loop took in the usual stately homes and Wales, but two thirds of the way through the rally we had an off. It was on SS43 Esgair Dafydd where we approached a left-hander just slightly too fast; the right rear wheel dropped off the road, which picked up the front of the car and we went rolling down a Welsh hillside about five times, I wasn't counting. We were out of the rally but we were both OK; only our pride was damaged.

Teruo decided to take the car back to Japan to get rebuilt and that car never returned to the UK and we didn't do the 1982 RAC Rally. I was told the car was completed back in Japan with a new more powerful engine producing 170 bhp.

OUR CLASS WIN



Teruo Katsuta and Derek Webb on the 1983 RAC Rally in their Toyota Sprinter twin-cam.
This photo has been posted on Facebook by Takamoto Katsuta entitled 'Grandad' !!!

I was told to get everything ready for the 1983 RAC Rally because Toyota and Teruo still wanted that Group 2 Class win. The event started in Bath and had 55 Special Stages. The first test was a great one through Longleat Safari Park that was 17km/10 miles long.

After spectator stages at Ashton Court, Castle Combe Circuit and Colerne, it was back to Longleat with its huge water-splash; fortunately it didn't trouble our Toyota's electrics at all.



Katsuta and Derek Webb tackle the Longleat Safari Park water-splash with gusto in 1983

Sunday took us north to Bewdley Safari Park and Sutton Park, then Trentham Gardens, Knowsley (7km/4 miles), another Safari Park before the tenth stage at Oulton Park Race Circuit. Then came the Yorkshire forests at Cropton (18km/11 miles), Pickering (11km/7 miles) and Dalby (48km/30 miles).

Monday started with another big one at Hamsterley (34km/21 miles) and finished with two stages in Grizedale totalling 38km/24 miles before we headed back to North Wales.

Tuesday started with another run through Grizedale 1 (28km/17.5 miles) followed by 12 stages though North Wales including four in Clocaenog Forest totalling 44km/26 miles.

Wednesday had a real sting in the tail, with some huge stages through Brechfa Forest (two stages totalling 50km/31 miles), Resolven (37km/23 miles), Cymer (32km/20 miles) run twice and Margam (24km/15 miles) We finished back in Bath for a well deserved rest.

We finished 34th overall and 1st in our Group 2 class. Teruo was the first Japanese rally driver to win his class on the Lombard RAC Rally and it was the first class win by a Japanese person on any WRC round.

Once back at Toyota GB, Teruo asked me if I would like to buy the rally car. It would cost a lot to ship it back to Japan. I agreed and he said "Just give me £4K" (it's value was £20K) so now I had a Ford Escort Mk2 and a Toyota Sprinter!

THE KATSUTA TEAM
LUCK RALLY COMPANY NAGOYA JAPAN.

Some of the Katsuta family

Teruo Katsuta - WRC Class Winner in 1983

Noriko Katsuta (son) - Japanese Rally Champion

Takamoto Katsuta (grandson) - WRC 2026 Rally Championship Contender

Teruo Katsuta developed his own motor sports business the Luck Rally Company, and he had the vision to develop the Shinshiro Rally into the Rally Hokkaido based on Japan's northernmost large island of Hokkaido. It first ran in 2002 and by 2004 it became the Rally Japan, a WRC event. That first Rally Japan was won by Petter Solberg, whose son Oliver is now competing in a works Toyota Yaris GR in the WRC. Oliver's co-driver is Elliott Edmondson who once navigated on Chelmsford Motor Club's Preston Rally. The Rally Japan is now held on the main island of Honshu.

In 1987 I was invited to Japan by Teruo and his family and we became good friends. He introduced me to Toyota's Team Principal which included a VIP Tour around Toyota's works and I was given VIP tickets for the Shinshiro Rally, now the Rally Japan. That year Teruo's daughter Chiaki came to live with me in Bexhill-on-sea, while she was waiting to go to Canterbury University.

After discussions with Chiaki and Teruo in 2017 regarding Chiaki's daughter (Teruo's granddaughter) wanting to go to a University College in Cambridge, we co-operated again and Chiaki's daughter came to live with us in Thompson until we could sort out residence for her at the College.



'Grandad' Teruo Katsuta



Teruo and Derek together again in Japan in 2018

In 2018 we were invited back to Japan. This time we attended a Motoring Stage Rally show event in Nagoya City. Lucky me - I spent most of the day with Taka Katsuta as he was the rising star for Toyota at that time!

Maybe we will all meet up again at the WRC Scotland in 2027.

How to Keep Cool in Hot Weather



We may have seen the last of the very hot weather of 2026, but SCCON always likes to share good tips with our members. This is Leo who should be well acclimatised to hot weather because he comes from Abu Dhabi. He weighs over 8kg.



This cartoon is over 50 years old

Isle of Man Hill Rally 17/19th July 2026

This wasn't a SCCON event; but it was the first ever Isle of Man Hill Rally organised by Thats Motorsport Ltd. The event ran on a mix of forest tracks, fields, farm tracks, closed public roads, motocross tracks and even footpaths in some places!

Competitors weren't told the route, there was no recce, no pace-notes, just printed A4 maps of the stages that had to be driven on sight. Every corner and every bump or hazard was a surprise, meaning that crews had to find that balance between outright speed and caution to ensure they got to the finish without crashing or breaking their car!

I've included it in Spotlight because I love events where you drive on sight and here is a super video of the event <https://www.facebook.com/reel/1633283631102606>

