



The newsletter for SP250 enthusiasts



laurence@SP250.net

October 2026 | Edition

Dear All,



We now focus our attention towards the NEC Classic Car show on the **13th – 15th November** where we have a 5 car line up. It will a bit tight, however, we need to showcase and promote ourselves, our hobby and at the same time have a little fun.

We are on stand **380 in Hall 3** and are opposite the DLOC themselves, who have promised to keep us supplied us with coffee and biscuits!

There is a saving of an old lady who said “*Every Little Helps*” so do please use the discount code **CCTDLOCN6** to save a few pounds.

The photographs have been selected and Alan Mason will have on sale, on the stand, the 2027 SP250 calendars cash or card is very acceptable or if you are not able to attend send Alan an email soaring.ace@btinternet.com and arrange your copy via post.

Next year we will have the potential/opportunity to take our cars over (or under) the *ditch*, first up is the Spa Classic extended weekend of the **May 21st – 23rd** Alan Mason, has open the list, and has already secured our usual hotel in Waimes. As a guide the tickets for the whole weekend inclusive of any grandstand seats, plus visits to the pits/paddocks was €40. Send Alan an email on the contact above to glean more information. Routes are usually Ferry/Calais or Dunkirk or the tunnel where an advance group leaves about 7am on Thursday 20th. Giving time for a drive up through the Ardennes Forest to arrive late afternoon.

Later in **June** there is the opportunity for a 5 day trip to the DLOC National Rally in Luxemburg, details will appear in the DM and I will update also.

Then as we head into the Autumn there is the splendid *Les Belles Anglaises* held in the Les Sables-d’Odonne *tentatively* **24th -26th September**. The only rule is that you need an English car to participant, so we qualify. This is great fun weekend and although route books are supplied, one doesn’t need them as everyone is shepherded by a group of excellent motorcycle outriders who take care of those little niggly things such as traffic lights and roundabouts!

Well Goodwood has been and gone where many owners slipped down to the coast for some Sun and fun weekend, a few highlights of the action from the Goodwood circuit -

https://www.google.com/search?q=goodwood+highlights+2026&oq=goodwood+highlights+&gs_lcrp=EgZi aHJvbWUqBwgAEAAAYgAQyBwgAEAAAYgAQyCggBEEUYFhgeGDkyBwgCEAAAYgAQyBwgDEAAAYg AQyBwgEEAAAYgAQyBwgFEAAAYgAQyCAGGEAAAYFhgeMggIBxAAGBYHjIICAgQABgWGB4yCA gJEAAYFhge0gEKMTE2MjFqMGoxNagCCLACAFEFZxn_bxxl0ok&sourceid=chrome&source=chrome.r b&ie=UTF-8#fpstate=ive&vld=cid:57676ca6,vid:9m6RDo5fLxU,st:0

No sooner had *The Revival* closed its gates on yet another successful weekend of racing, that it announced the dates for next year:- **17th -20th September** and then offered discounted early bird tickets. They had not done that before, which has enabled the local hospitality venues to price accordingly. A few regulars have taken up the offer already to gain the discounted tickets however; it’s another affair with the hotels!



Do like the Mini Pick-up's viewing arrangements!

As always Alan Mason on the Lavant Banking - his *south coast weekend home*



Small replied "So that I could easily spot it in the car park" to which the lady said "Oh I see" then thought, then added "But, David, you own the only SP in the village"!!



Not sure if a Man of Kent or a Kentish Man, however, Mark Gilbert from Tunbridge Wells owns 2085 PE.

A pre-emptive raid a week earlier to the circuit by the Chichester Chaps, L-R. Peter Haig (881 FFR) Ben Horsnell (99 AXA) and Bruce Munn (261 HUY) - Bruce is a very much a lifelong aficionado being a founding member of the NZ SP 250 Owners' Club back in 1971 when he lived in Remuera Auckland and owned a 1961 SP registered BG 2693 – it's in the blood.....



A number of others SP **espied** in the car parks-

Tuppence and Mark Rasmussen abandon 365 VOO in the pre-66 car park

When asked by a lady in his local village shop as to why he painted his wheels red, David



Couldn't make the Hampton Court Concours d'Elegance, recently, no mind as here is a clip: -

https://youtu.be/7ZE7AEHxrNo?si=aYV5W-xyxermHY_2 (skip any ads)

I did notice that within the cavalcade there is the legendary Aston Martin DB4GT Zagato 1VEV, owned at one time, along with its sister car 2 VEV by Major John Ogier MC who ran the pair as a sort of *Unofficial Aston Martin race team (aka Essex Racing Stable)* when the company itself didn't have a team. Roy Salvadori, Jim Clark, Innes Ireland, Tony Maggs, Stirling Moss and Sir John Whitmore were just few of his drivers.

<https://www.totalkitcar.com/2024/03/21/funky-chickens-priceless-astons-and-a-stable-that-wasnt-a-stable-the-story-of-john-ogier/>

Following the tragic death of David Ogle, John Ogier together with his racing friend, the Essex baronet, Sir John Witmore took up the reins of Ogle design and continued the business. The new team produced the SX Ogle along with designer Carl Olsen which subsequently became the Scimitar Coupe, the design having been turned down by Jaguar.



Boris Forter, seen here, the manging Director of Helena Rubenstein the instigator (funded) of the 'SX,' (as in Essex) it was predicted that at least 6 were planned but in the end no buyers were forthcoming and just two were built. Both are extant, one of which is now owned by Chris Ogle, David's son.

As an aside the 19 DB4GT Zagatos used the same rear caliper as the SP250 as did the 99 Gordon Keebles and the 2 Le Mans TR3S (the so-called Sabrina model)

Next year's SP250 day is to be held at the Shuttleworth Collection in Bedfordshire. on **Saturday 24th July 2027**. <https://www.shuttleworth.org/visit/before-you-visit/car-clubs> Further details will be published in the Driving Member and I'll keep blasting you with reminders in this newsletter.

Back in production are the rear shackle bushes after much R&D

Your SP not handling as you wish then fit an anti-roll bar kit, (a sway bar) its cost is now £500 due to the trebling in price of the sprung steel for the bar. Dave Pooley is the contact see passport for details are drop me a line and I will forward them to you



This is very much a made to measure item – it passes through the front cross tube thereby no loss of ground clearance. The two inner bushes support the bar in the centre of the cross tube with one either end.



And finally

..... I think we have all had 'One of those Days!'



Yours sincerely

Laurence & Ann

Thought for the day: After you've heard two eye-witness accounts of a car accident, you begin to wonder about history