

OWEN MOTORING CLUB

CLASSIC VEHICLE GROUP

FOR ALL CLASSIC VEHICLE ENTHUSIASTS

WWW.OWENMOTORINGCLUB.CO.UK

Polish it THEN use it !!



(July 2020 - Issue No. 67)

Welcome to another 'lock-down' edition of the newsletter, and I can start this month with some good news for a change. Our weekly club meetings at the Great Barr Golf Club have resumed but we **MUST** adhere to the procedures laid down by the golf club, the full document is at the end of this newsletter. Other Owen Motoring Club news this month is that unsurprisingly our annual 'Tony Matthews Classic Tour', which was due to take place on Sunday 13th September, has been postponed for this year mainly due to the organisers not wanting to put entrants at risk due to the ongoing uncertainty caused by the COVID-19 pandemic. All cheques sent with entries **HAVE NOT** been cashed and will therefore be destroyed immediately. We will keep all entry details on file and contact you in due course about next year's tour which will use the fantastic route already planned for this year. If you have any further queries then please do not hesitate to contact our entries secretary Clare Jennings on her new e-mail clarejennings22@outlook.com

In this month's Classic Car Weekly it states that with new guidance from the Department for Digital, Culture, Media & Sport (DCMS) venues have been given the go-ahead to hold motoring events for the first time since the UK went into lockdown back in March. So, we will wait to see what events are going to go ahead in the future. There has been nothing heard from the NEC as yet, I have been in contact with a couple of other club organisers who share my thoughts which are how good will be the social distancing precautions be, will there be the required footfall and would they want to risk going. Finally, and more importantly, if it goes ahead and we turn down the offer to display this year would it jeopardise our chances of displaying in 2021 providing this epidemic is then under control and things are back to normal.



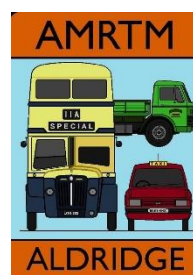
As I write this the Himley Hall Classic and Retro Show is still scheduled to go ahead on Sunday 6th September. I will keep you informed as to whether we will have a display there. Also, Middleton Hall have started their monthly meetings again, the next one will be on Sunday 2nd August. They are limiting the number of both show vehicles and pedestrian visitors allowed onsite on the day and all tickets **MUST** be pre-booked online. If you turn up without a pre-booked ticket, you will be turned away (as Roger T found out). Admission is £5 per show car and they **MUST** be onsite by 11:00am. If you turn up after 11:00am, you will be turned away even if you have bought a ticket.

Further details can be found here

<https://www.middleton-hall.co.uk/events/middleton-motors-monthly-4/>

Aldridge Transport Museum is also re-opening on Tuesday 11th August at 10.30am. Initially the museum will only open on Tuesdays and **NOT** at the weekends, but they are hoping weekend opening can be resumed by the end of August.

Access to the interior and cabs of buses will obviously be curtailed at present. More information can be found on their FB page.



Another car we could be seeing at our shows when they resume is this very tidy Triumph Vitesse which belongs to our friends Roger & Sue Fernyhough who some of you might have met at previous gatherings. Roger has been searching for a Vitesse for some time and finally found this nice example locally.

Scrap yards I thought were a thing of the past, but I have recently been recommended to this family owned business in Spodon, Derby.

Albert Looms Ltd. was first established in 1920 by Mr. Albert Looms, as a railway and coach recycler. The company is still family owned having been handed down through the generations.

They recycle almost 6,000 vehicles a year and their enormous 7-acre site is always stocked with around 800 vehicles at any one time for dismantling, so you are almost certain to find the part you need to fix your motor. Look at the website for a list of cars they are currently dismantling, full details can be found here

<https://www.albertlooms.com/content.aspx?id=1&hid=>

Thank you to everyone who sent me links and information concerning E10 fuel, I have sifted through them and here are a few of the main points I have found (more next month).

12TH JUNE 2020

Earlier in the year the Federation of British Historic Vehicle Clubs responded to a consultation on the introduction of E10 petrol. This was in fact the second consultation on E10, the first, in 2018, was about what the Government should do to meet its obligation to introduce E10. The more recent one about how it should do it. The Federation responded in detail to the first consultation. After very careful consideration and a survey of our members our main request was for a 97 RON E5 protection grade fuel. We also made some suggestions regarding labelling and warnings. It was very apparent from the second consultation that all our points had been noted and acted upon so that was duly acknowledged in our further response.

Since then Sir Greg Knight MP, chairman of the All-Party Parliamentary Historic Vehicles Group, has asked a written Parliamentary question regarding the protection grade and was assured by a DfT Minister that the government recognised that historic vehicles needed such a fuel. A few days later our President, Lord Steel, asked a similar Written Parliamentary Question. In that case the DfT reply went further and stated that the Government intended to make the continued availability of the protection grade fuel a legal requirement for five years, which is the longest period permitted before a review. We have also learned from petroleum industry sources that the industry is very happy to supply this grade and that whilst the requirement will be for 97 RON minimum it is in practice more likely to be 99.

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Blending Ethanol with petrol is the final act that the fuel company undertake. It is added only when the fuel is in the tanker ready to be delivered. This is because if added sooner than this, the Ethanol would attack the storage tanks in the fuel depot. It is for this reason also that Ethanol cannot be transferred along pipelines with the rest of the fuel (it eats them too). It has also known to damage the storage tanks in the service station outlets and these need to be modified to contain Ethanol fuel.

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With the government announcement of the introduction of E10 in 2021, some owners of older Porsche models may be concerned about how they will keep motoring.

Esso will continue to provide a protection-grade fuel, Esso Synergy Supreme+ Unleaded petrol, for older vehicles that were not designed to run on E10, which contains 10 per cent ethanol.

Approximately 80 per cent of the Esso Synergy Supreme+ Unleaded petrol sold at Esso-branded service stations in the UK is manufactured at Esso's own British refinery and is ethanol free.

The extensive network of Esso-owned terminals at Avonmouth, Birmingham, Hythe, Purfleet and west London supplies customers from the South Coast to the Midlands. Unfortunately, Esso cannot supply ethanol-free fuels in the extreme south west of England, the north west of England, in Teesside and in Scotland, where Esso Synergy Supreme+ unleaded petrol will contain a maximum of five per cent ethanol.

Customers can check with staff at Esso-branded service stations before filling up if they are unsure whether the fuel contains ethanol.

Rules for our Wednesday club nights

Our meeting venue Great Barr Golf Club has now re-opened, we can now resume club nights each Wednesday, but we must adhere to the following procedures. As previously, their request that NO TRAINERS are to be worn and NO PHONE CALLS are to be made or taken in meeting rooms is still a requirement.

Until further instructions from GBGC, additional requirements are:

1. Club nights each Wednesday will be from 7.00pm to 9.00pm only.
2. One person in Ladies/Gents toilets at any time.
3. 20 OMC members (max) to attend on any OMC club meeting night.
4. Cashless bar only by credit/debit cards.
5. No bar orders, orders taken by staff, drinks will be served at tables.
6. Obviously, social distancing is in place. No members are obliged to attend if they feel uncomfortable in the current circumstances.
7. Temperature check on arrival.

IMPORTANT: - Attendance at club will be rostered, if you wish to visit you must contact Clare Jennings prior to any club night on 07837 212015 or clarejennings22@outlook.com to register your intention to attend. A roster for each week will be kept, so if you ask to attend and the number is already at 20 you will be put into the following week's meeting list if you wish. If you do not contact Clare and just turn up, you could possibly be asked to come back the following week. We all realise this is not perfect for us but is on insistence from the golf club. Please be patient with this regime as we hope these restrictions will not be in place for too long.

Meetings as follows:

Wed 22 July - (20 max) 7.00pm - 9.00pm Pre-book, club night.

Wed 29 July- (20 max) 7.00pm - 9.00pm Pre-book, club night.

Wed 5 August - NO CLUB NIGHT, committee meeting ONLY.

Wed 12 August & every Wednesday until further notice - 7.00pm - 9.00pm (20 persons max) club night by pre- booking.

If the above restrictions are still in place at the end of August, the first Wednesday in each month will not be a club night, it will be reserved for Club Committee meeting only until further notice. We realise it is not perfect but at least a start to get back to what we all enjoy, Motorsport & of course the usual banter...

A post AGBO Rally meeting has already taken place at our venue with invited members and this worked very well with the new system in place. I can assure all members that Great Barr Golf Club have done all in their power to get the clubhouse up & running to the required standard of compliance, their efforts are to be congratulated and we can go back at last. March 18 - July 15 is the longest period our membership has not met since its formation in 1959

Anton Bird (Owen Motoring Club Chairman)

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