

# OWEN MOTORING CLUB

## CLASSIC VEHICLE GROUP

FOR ALL CLASSIC VEHICLE ENTHUSIASTS

[WWW.OWENMOTORINGCLUB.CO.UK](http://WWW.OWENMOTORINGCLUB.CO.UK)

*Polish it THEN use it !!*



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At last, I can commence this month's newsletter with some good news. We have two shows booked for this year, Cars in the Park on Saturday 3<sup>rd</sup> July, and Himley Hall on Sunday 5<sup>th</sup> September. As with everything in life now, there is still some uncertainty around the virus and, specifically, restrictions easing but we are planning to go ahead with these shows in our truncated 2021 calendar. If anything changes, then we will keep you updated.

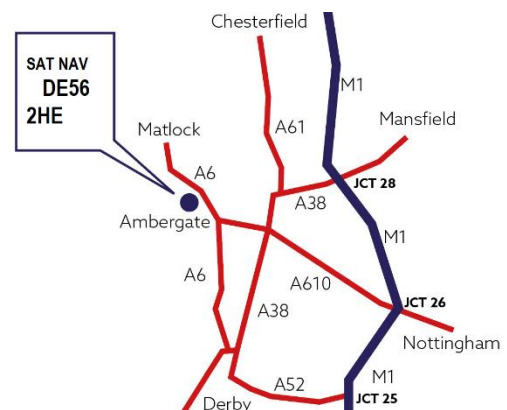
Derrick Wallbank has booked a pitch for 15 cars (£5 per car) for CIP and is asking you to contact him ASAP if you would like to attend. It will be first come first served and of course OMC members have priority. Derrick can be contacted either by e-mail on [dwallbank59@gmail.com](mailto:dwallbank59@gmail.com) or on 07966321333.

Likewise, I shall be initially booking a pitch for 15 cars at Himley Hall (£4 per car), again OMC members have priority. I can be contacted on the usual e-mail address at the bottom of this newsletter. Fingers crossed that these shows could go ahead and at least give us something to look forward to.

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A new attraction is due to open this summer in Ambergate and is the brainchild of former Blyton Park race circuit owner Richard Usher. Over 100 carefully chosen vehicles tell the story of The British Motor Industry on an interactive journey spanning the last 100 years.

Guided by an audio-visual tablet, visitors will meet the two founding fathers of the industry: Herbert Austin and William Morris whose vast manufacturing plants in the Midlands produced millions of cars which were exported all over the world. British cars heralded a global transport revolution mobilising billions of people. For more information go to [www.greatbritishcarjourney.com](http://www.greatbritishcarjourney.com)



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Following the sad news of the passing of Prince Philip, Duke of Edinburgh Owen member John Littlely (red MGB) sent me a couple of photographs he took during one of his regular visits to Triplex Glass in Kings Norton, Birmingham. John was an HGV driver for BRS at the time and used to collect windscreens from Triplex for delivery to Ford. Prince Philip's Ogle



Scimitar had been returned to them in the mid 1980's and John had the opportunity to take these photos and sit in the car. Looking into the history of this car I have found that Triplex Glass asked Ogle to build a project car to help demonstrate their use of laminated 'sundym' glass. Using a Scimitar GT bodyshell, it was modified to produce this Triplex Ogle GTS (Glazing Test Special). The car



was originally registered as 660 GLE, but the numbers were spaced to make 66 OGLE, which did get them into trouble by the police at one stage, but the registration was later accepted. The car had a heat-absorbing glass

roof, curved round side windows, laminated heated front and rear window. The car was covered in a total of 43 square feet of safety glass.

After its feature at the London Motor show in 1965, the car was then driven to the Turin Motor Show by two journalists, where it was admired by many Italian Designers. The GTS was acquired by Prince Philip for his own personal use for two years before being loaned to the National Motor Museum at Beaulieu. The car was then owned by the late Scimitar and Sabre expert 'Don Pither' who sadly passed away in 2002. 66 OGLE is now in America, but in the safe hands of one of its designers "ex-Ogle - Professor Carl Olson".



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E10 petrol which includes more ethanol is due to be rolled out in the UK in September. Classic owners luckily will not have to use it due to lobbying from classic car owners, led by the Federation of British Historical Vehicle Car Clubs according to a report in 'Classic Car Weekly'. HM Government have sought to reassure FBHVC members and classic car owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available. Filling stations that stock two grades of petrol and sell at least one million litres of fuel in total each year will need to ensure one product is the Super E5 protection grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 should use the Super E5 Protection grade.



A friend of mine is selling this lovely 1961 Series 2 Hillman Husky.

It is in superb condition with less than 71,000 miles on the clock and has been dry stored for last 4 years. Charcoal grey over foam white with a red interior and all original. The sale also includes a folder full of history and model information. Engine and gearbox are sweet.

A full restoration was carried out by a previous owner (5+ years ago). Car is located in Worcestershire and if anyone is interested then please contact the owner at [davel@netsteward.co.uk](mailto:davel@netsteward.co.uk) for an album of photographs/ask any more questions or e-mail me for his phone number.

A bargain at only £6,500.

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...and finally, OMC/BRM friend and senior contributor of Classic Car Weekly, David Brown, last week reported he'd had a 'head-on' collision in his beloved orange Beetle with an Audi TT which was on the wrong side of the road. The accident happened when David was only about a mile away from his home! The car predictably was classed as a Cat B write-off by the insurance company. I've been in touch with him, and he says "He will never model swimsuits again but the Beetle is gradually looking better" although at great expense to David. The driver of the TT has since been convicted of driving without due care and attention, fined £383 plus costs of £128 and had seven points on his licence.

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