

“REVS” News Letter

October 2022



Another tragic loss, member Richard Hammond, a true Hillman Imp fan, a tribute to him in this issue.

Club activity since previous REVS: The Graham Hill Sprint , The OMC Classic Tour and The Happy Landings Grass Auto Test.

Club Christmas party at GBGC is on 7th December, ticket info this issue.

A new event for OMC is in planning, a TARGA Rally is being considered.

Free OMC Memberships for 2023 (Conditions apply). NO Membership cards available as yet.

Club cover set up of stages for Historic Rally Festival in Weston Park...just!!

AGBO Rally changes ahead.

Club Nights at GBGC to change over winter, details next REVS

Club Auto Test / Solo Guru required to mentor possibly three club events, apply to club committee.



Rally History Festival 2022 , Their First Rally, Full Story next Issue.



OMC Tony Matthews Classic Tour, report this issue.



Club Contact Information.

Based at **Great Barr Golf Club**, Chapel Lane, Great Barr, Bham B43 7BA

OS map Ref, 139/ 048 958, GPS N52° 33` 27.54 W1° 56` 7.99

Club Meet Every Wednesday, 8.00pm.

Committee Meet First Wednesday of Month, 8.00pm

Club contacts and club event responsibilities as follows:

President. David Owen OBE

Chairman. Anton Bird, AGBO Rally & OMC Rallies Archive, REVS *Editor*, Club Event Pictures Archive. antonbird@talktalk.net

Vice Chairman. Michael Ward ... michael_ward70@btinternet.com

Club Sec. Roger Tolley... r.tolley@blueyonder.co.uk

Treasurer. Michael Ward ... michael_ward70@btinternet.com

Committee members:

Competition Sec. Roger Tristram. comp.sec@owenmotoringclub.co.uk

AGBO Rally, Social Sec. Child Protection Officer. Clare Jennings
clarejennings22@outlook.com

Equipment Officer. Derrick Wallbank. dwallbank59@gmail.com

Trophies Officer..... Ruth Langford ...pinkfairy66@hotmail.co.uk

AGBO Rally..... Dan Lister dan-lister@hotmail.co.uk

Championship scorer, Classic Section assistant. Melvyn Cox
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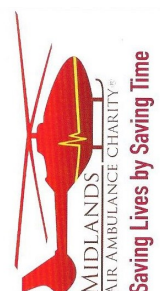
Classic Section Coordinator.... Martin Parkes ... martin6parkes@gmail.com

Chief Marshal. Dean Forrestscouts8th@hotmail.co.uk

Other Contact details.

Simon & Lynn Whittick. Graham Hill Sprint, Club Archives

Hilary Bird. Membership Sec.hilarybird1@hotmail.co.uk



The Tony Matthews Classic Tour...*report from Paul & Alison Nelson*

We rated The Tony Matthews Classic Tour very highly last year, and were definitely looking forward to participating again this year. The 2022 jaunt around the Peak District was held on Sunday 17 July. The weather forecast promised a hot and dry day, so, setting off nice and early, we made our way up the M1 in the MG heading for Derbyshire.

Once again, the organisers (Owen Motoring Club) had managed to secure the [Great British Car Journey](#) museum for the start and finish venue, housed in one of the Derwent Valley [world heritage site](#) mills in Ambergate. These preserved buildings of the past nestle in a wooded gorge on the banks of the mighty Derbyshire river that once provided the energy to power the industry in the area.

The museum is a brilliant host venue for the tour, with plenty of parking to assemble the classics taking part. It allows 'tour-ists' the opportunity to wander around the 140+ cars in the collection preserved by Richard Usher (former Auto Windscreens owner) who also took part in this year's event in his 1959 Mk1 Austin Healey Sprite. Some of the exhibits didn't seem particularly old - probably because I'm getting old! The museum opened in 2021, the facilities are immaculate, and the café provided us with a very welcome caffeine fuel injection and the choice of a bacon or sausage bap. There were plenty of tables available for the navigators to do any road book highlighting, and a great location for the clerk of the course to carry out a quick and fully mic'd up drivers briefing. A pre-event awards presentation was held, where Richard chose his favourite 3 cars in the run: a grey 1956 series II Morris Oxford, a red 1972 Ginetta G15, and a white 1960 Austin Healey Sprite. Prizes were generously donated by Autoglym.

This year's tour promised to take in some stunning roads, lanes, villages and hamlets in the Derbyshire and Staffordshire peaks and dales divided into 4 practically equal legs of c30miles each.

After departing from Ambergate (in roughly numerical order), we headed north on leg 1, 'over the tops' past the [Crich Tramway Museum](#), taking in roads that I've used on night road rallies many times before, over Beeley Moor, then west into Curbar and Calver. The highlight of this section of the route was the drive along an hillside road where we were lucky enough see a peregrine falcon doing a vertical dive – a first for us. The route then went south westerly, through Hassop to the [cafe](#) on the [Monsal Trail](#) at the sympathetically conserved Hassop station buildings. Refreshment vouchers were exchanged for tea, coffee and cake – we sat outside on the old platform whilst many cycled past along the old railway line trail.

Leg 2 headed north-westerly, through Great Longstone and over Longstone Edge and Longstone Moor, before turning south-westerly through Upperdale and up the steep road on the edge of the valley to Monsal Head. We stopped briefly to look at the stunning view before passing through the picture-perfect Ashford in the Water, before heading westwards to Monyash and Longnor. By now the British summer weather was at its peak (pardon the pun), it was very hot, the sun was shining and the villages were looking at their best. Unfortunately, the car wasn't at its best! A rather annoying intermittent issue continued to hamper our brakes. One minute they were fine, then a few miles down the road they weren't. We could stop ok, but occasionally the middle pedal was very hard to depress – my untrained mechanical diagnosis being that the servo was possibly the problem. This wasn't ideal as some of the roads were quite steep, and our particular concern were the descents. The section ended with some amazing scenery over the Staffordshire moors and we soon arrived at the halfway halt - the [Tittesworth Reservoir](#) visitor centre and café.

After lunch we were again wowed away by the enthusiastic marshals. They and the road book narrative advised that the 3rd leg was the best of the 4! We headed back to the A53, heading north and slotted left onto another narrow yellow, beyond the rocky outcrops that form the ridge that include Ramshaw Rocks, Hen Cloud and The Roaches, onwards to Macclesfield forest and upwards past The [Cat & Fiddle](#) (the pub closed in 2015 and a distillery opened in 2020), over Axe Edge and the moors. The route was superb and the views extended right over the Cheshire plain - we could see city centre Manchester, and Jodrell Bank Radio Telescope was easy to spot too. We passed High Edge overlooking Buxton, and soon got to the leg 3 destination at [Tagg Lane Dairy](#). Our voucher entitled us to an ice cream - a stroke of genius by the organisers! The artisan gelato made from fresh organic jersey cream produced on site at the farm was just the best!

The 4th and final leg, where the route passed through Long Dale, through the picturesque village of Hartington, over the River Dove, to Wetton and Milldale, back over the Dove, and eastwards to the pretty Derbyshire village famous for the ancient tradition of well dressing – Tissington. It's also well known for the ford passing through Bradbourne Brook – which we sailed through. Thankfully the brakes and car were unaffected and we pressed on, following the tulips to Middleton Top, home of the [National Stone Centre](#). Our journey was nearing its end, we passed over Wirksworth Moor and back down to the Derwent valley and our finish - back to The Great British Car Journey. The route didn't disappoint; the roads were challenging and very enjoyable, the road book was accurate too with the tulips, distances and timings all proving to be spot on.

At the finish we were treated to a most welcome and 'made to order' light dinner, we had another quick look around the museum, thanked the organising team for another brilliant Tony Matthews Tour (and an extremely generous goody bag!), and set off for home with some very happy memories of the day. The brakes held out, but definitely need attention before our next venture!

OMC's event refinements resulted in an even better tour than last year, so this is a definite 'not to be missed' one for our 2023 calendar - highly recommended.

Some tremendous write ups in the mags re this event, with a typical Bob Cotterell route through Derbyshire. The team threaten even better for 2023, Bob claims the route is on the maps already— well done OMC classic team –editor.



**Above. Our report writers CGT
Top Left. Derrick Wallbank in his recently purchased MK2 Cortina.**

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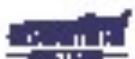
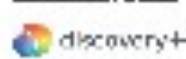


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Richard Hammond

(28th September 1970 – 3rd September 2022)

It is with great sadness that I must report the passing of OMC and Imp Club member Richard Hammond. He passed away suddenly just a few weeks before his 52nd Birthday after a short illness.

I first met Richard a few years ago whilst I was displaying my Hillman Imp at a local Midlands car show and immediately could see his passion for Imps, the conversation progressed and eventually I found out he lived just around the corner from me when I lived in Sutton Coldfield. Our paths then crossed regularly, following that day, either at car shows or whilst out walking in the area.

His passion for cars and motorsport has been passed onto his children with his daughter Abby taking part in many Owen Motoring Club's autotests, with Richard navigating and Abby trying to run me over whilst I was marshalling! He was also teaching his son William about the mechanics of Imps by slowly bringing back to life his original Imp that has been stored in his garage for a few years. Hopefully William will continue with the rebuild and continue his father's passion for this great little car by getting it back on the road and driving it when he is old enough.

Everyone liked Richard and this was evident by the packed large crematorium on Friday 30th September and afterwards at the nearby Middleton Hall for the wake where lots of memories, stories of his rally navigating days and photos were shared. A few of us brought along our classics and at 1.00 pm everyone was encouraged to go into the car park, rev engines and sound horns for 1 minute in tribute to this lovely man.

Even now my wife Elaine and I still can't believe he has gone and cherish our brief but memorable friendship with him and would like to pass on, along with the Imp Club, sincere condolences to his wife Sarah, Abby, and William.

.....Martin Parkes



Club Stuff. *By the Editor*

Graham Hill Sprint, ran to schedule, no problems during the event, worst part of the day, one very damaged Subaru belonging to club member John Denman, on a shared drive with the shared driver having the off into the Armco at the commentary box junction. A doner car had to be sourced to get the bits required to repair it as no panels available in the UK, car is back to full health now. Great job again by members Lynn & Simon Whittick our organisers, who we are pleased to say will be running the event for OMC again in 2023.

Happy Landings grass auto test / solo etc., controversially this event ran. It only had few entries (what are you up to membership) but it was organised very late in the day, again lack of bodies and no one owning the event. We thank Bill Rushton club member & resident farmer for the use of his fields and sponsoring the days catering for all officials, thank you Bill. With perseverance from Roger Tristram, it happened, 13 entries who all had a great day, lots of smiley faces always prove its a hit with the competitors. Roger worked a miracle to get this to happen & I feel that the club members let him down with the poor take up on entries, maybe the late call to run might have been a contributing factor. The poor entry situation seems to be the trend with the three OMC auto tests we TRY to run for the membership. The auto test / solo facet in our club needs a leader, to take on the three events and get them to work as they used to. The last three times we have run these types of event the entry has bee abysmal. Is it now worth bothering? Come on who`s going to have a go....organisation help at OMC is at its lowest level ever...

Personally I think we should leave these three events behind and concentrate on a new event in the making at the moment. There has been an explosion in interest in "Targa Rallying" events, all now getting a great demand for entries. We have nearly, but not yet got confirmation from the venue we have in mind for its use, but I think we will. With our now diminished manpower, as most must realise, we CANNOT DO IT ALL, so look to the future. This potential new event is going to require many hands, but I am convinced we could achieve it. A full entry would be easily be achievable especially with the venue we are hoping to offer.

Historic Festival Rally. Again OMC were requested to run the Weston Park section of the event, SS5 & 6 on Saturday night, the first night stages in the park since Noah lost the ark !!! and SS7 to SS12 on Sunday. Friday & Saturday set up (again severely under manned) went smoothly but obviously took longer. Both legs of the Weston Stages ran perfectly, with a few new features thrown in by Rally History. A Fireworks display on Saturday Night with all competing cars lined up along the spectator fence line after SS6 and on Sunday lunch time a break in proceedings to gather all competitors and their cars in a central park location for a Meet & Greet session. This was a massive hit with the spectators who could at last get up close to the cars.

The biggest down side to this weekend was the fact that seven people were left to clear up all of the OMC stage furniture, one at near seventy and two over seventy, common sense prevailing this can't go on. Does the club want to be involved in this event?. There are two other local clubs who contributed this year to this event and believe me they will be all over it, as they were with the parts they played this year. This prestigious event gets massive publicity, an OMC advert was the full colour back page of the road book !!! - filmed & photographed to go out in Historic rally reports all over the world, yes its bigger than you think. Even bigger next year. I'm at a loss with our membership, many seem to want to play at whatever, but will just not help. Just a dedicated few are left and getting passed it !!!! and we are left completely worn out after five days support for OMC over the weekend.

Club Stuff. Continued:

Club Christmas Party Date - 7 December @ GBGC, 8.00pm. Subsidised by OMC. Tickets are £10 per head for club members including Buffet (Non club members £15 per head) available from: Clare Jenningsclarejennings22@outlook.com

Annual Awards Evening 2022 (held In 2023) TBA details soon

2022 Classic Review

Owen's classic section has had another good year, but it started with the first 3 shows being poorly attended, which was mainly due to bad weather. The first was at the Chetwynd Deer Park in May where it seemed that everywhere had heavy rain apart from the park where we only had a light shower in the afternoon! The second & third shows were the Queen's Jubilee Celebration in Yoxall and the Streetly festival which were both in June. Again, rain was the main factor for poor attendance at Yoxall plus the Streetly show was not very well organised and with heavy rain forecast at around 3.00pm most cars disappeared just after lunch!

July was the popular Lichfield's Cars in the Park organised by Derrick Wallbank, originally planned for Saturday this was changed to Sunday because of Derrick's workload. A well-attended local show although classics seem to be on the decline with the Boom-Boom crowd taking over! Derrick did a sterling job cooking excellent butties for Owen Members in exchange for donations towards the Air Ambulance, making a total of £50.

Two weeks after this the annual 'Tony Matthews Classic Tour' took place which received good reports with everyone enjoying Bob Cotterill's route around Derbyshire with 'The Great British Car Journey' providing an excellent start and finish venue. A big thanks must also go out to the route marshals who stood out in the blistering heat for long periods to make sure the event ran smoothly. I'm pleased to say that Bob has now taken over the organisation and running of this event from Roger Tristram who has done a sterling job in raising the profile of this event over the past years. Bob has already pencilled in a route for 2023 so look forward to more new roads being discovered along with another one of Melvyn's very informative road books.

August brought us the best event of 2022 with a magnificent display of cars in the main display area at New Hall Mill in Walmley, which is a hidden treasure and so good to be back there after a short lay off. Thank you to Trevor for organising it and I'm pleased to say we will be back there in 2023 with more of the same, I hope. The final main classic car section outdoor show for this year was at Himley Hall at the beginning of September with another good turnout of cars and Robin's replica Lancia Stratos proving to be of great interest and winning himself an award for it. This is always a good show in a beautiful setting although the journey for some of us is not the most scenic and best. Continues...

October was the much-publicised Historic Rally Festival at Weston Park where Roger T had gathered a small but great selection of Owen members competition cars to display, alongside the other clubs and groups static displays, on the Sunday. After 2 days of helping to layout stages etc. for me, it was nice to have a leisurely Sunday plus free admission for all of us who were displaying cars on the Owen stand. Derrick Wallbank, co-driven by Dean Forrest, entered the festival driving his Mk2 rally prepped Cortina and had a great time. Not sure the mud will last on it until the NEC show though!

Thanks again to everyone who has supported me and the classic section and look forward to 2023 which might be my final year!

Martin Parkes.

Hot Rod Power Tour USA 2022

Five Days – Five Shows by Wayne Langridge.

Ok, so let me start by saying I'm not keen on car shows these days! I've done so many and organised many a stand over the years but nowadays the thought of arriving early morning and having to stay all day in a field or hall just leaves me cold. I know plenty of you enjoy doing just that and that is fine by me.

So why on earth would I want to do five shows in five days?

The difference is that you get to drive your car. The five shows are at different venues with a drive of between 200 and 300 miles between them – Oh, did I mention this takes place in the USA?

The Hot Rod Power Tour is now in its 28th year. Originally started by Hot Rod Magazine, the tour was over 7 days and went right across the country, coast to coast. In recent times it's been reduced to 5 days with each year the route starting at the finish city from the previous year.

As far as vehicle criteria there pretty much isn't one, you can use what you like, old or new and certainly not just what we would associate as a stereotypical 'hot rod'. The only real stipulation is that rental cars aren't allowed which as a non-USA resident makes taking part a little difficult. It's very easy for us Brits to buy a car in the USA, it's a little trickier to then drive one in the USA (though for a short period it is possible to fudge a drive) but if you want to do it properly, legally and for an extended time it is complicated and time consuming.

I decided to take part in the tour after watching some videos of the 2021 event though I'd known of the event for many years. The search for a suitable car began in earnest in the Autumn of last year with a purchase finally being done in March 2022. I'd already decided that the car purchased would also become our 'holiday car' for the foreseeable future which would allow us to take part in other car events and just make travelling around the USA more of an adventure and enjoyable.

Of course, buying any car without seeing it isn't ideal, so you really must try to build a relationship with the seller especially when its 5000 miles away. The car I bought was a 1979 Ford Thunderbird. Probably not an obvious choice but that is what made it affordable. 1979 was right in the middle of what's termed the 'Malaise era' of yank cars – big V8's with low power outputs to satisfy the governments measure in relation to the fuel crisis. My car has only done 40k miles and is in original condition, not messed about with or modified, though over the years it has had various components replaced. It appears to have had four previous owners all of which lived within five miles of the original selling dealer including the guy I bought it off!

As mentioned, I bought the car in March, so I had the seller take it to a storage facility nearby. On June 2nd we flew out to Atlanta, rented a small Honda suv for 24hrs and drove the 575 miles to the northern part of West Virginia to collect the car from storage. Continued.....

There was no going back once I'd returned the Honda as the rental place was then closed over the weekend and we Uber'd over to the lock up. Luckily the car was exactly as described and drove pretty much perfect, but it did need a good clean and a 'T-cut'. The clean was done on the way to the local hotel and the T-cut was done at 6.00am the next morning in the car park before it got too hot at around 9.00am. I'd pre-ordered a bunch of service items and other parts and had them shipped to the seller who'd put them in the trunk, but I didn't need any of them. A few trips to various car parts stores to obtain tools and other 'get you out of trouble' consumables and we were ready.

We spent the next week doing touristy stuff in the Smoky Mountains before heading over to Memphis for the start of the Tour. On advice from locals on face-book we stayed about 20 miles out of the city the night before, a good decision as apparently that night up to 20 cars off the Tour were stolen or had break-ins!!

Day 1 and the start of the Tour was held at Liberty Park in the centre of Memphis. Literally as soon as we exited the Interstate, we joined a convoy of cars heading to the venue, we were still over 7 miles away. The Tour is massive! The venue opened at 9am, we got within ¼ mile of the gates around 9.15 and then we queued. I'd be warned and was expecting it so not a problem and to be honest the organising team on the gate were good at shepherding cars in, so we were probably only queueing for about 20 minutes. Once inside the venue we parked up – there was probably already about 600 cars there, apparently some had been at the gates as early as 7am. Our first job was to collect our credentials. The line for this was long (but it got way longer during the day). Oh yeah, I forgot to mention the heat – it was between 107 and 110f with the humidity at around 70%!! It took us an hour and a half to reach the credentials desk, luckily the last forty-five minutes was inside an air-conditioned shed. Once signed on and loaded up with freebies we headed back to the car to drop everything off. I'd spotted a sister car to ours (a 1979 Mercury Cougar) with an empty space next to it so took the opportunity to park next to it – as far as I know, we were the only two cars of this type / year on the tour. We made our way over to the vendor area where pretty much every stand had giveaways and freebies. There are different ways of doing the Tour. You can just attend one venue or more than one or you can do the whole thing which is what we were doing. We were what is called 'Long Haulers'. To be a Long Hauler you must have your official pass punched at each venue. Various vendors also had Long Hauler rewards, so you had to visit them at each venue to get a pass signed or punched. There were lots of freebies to be had.

So many cars it was overwhelming. It was pretty much impossible to see everything as not only was there the cars to see there was also an autocross (like an auto solo) going on, a mobile rolling road dyno and a stage with live music. Oh yeah it was still hot! Unlike UK shows you can come and go as you want, and they actively encourage you to cruise the 'Midway' – a strip lined with spectators and participants waiting to see and hear the cars pass by. Drones buzzed overhead, local tv and radio crews were milling about, and You-tubers were filming everything and everyone.

We left mid-afternoon to avoid the city's rush hour and to get to our hotel via the back roads as the local Interstate we were supposed to take had roadworks and vehicle swallowing potholes or so I was warned. The Tour is supposed to start each morning from the venue the day before and you are given a suggested route. People just start from their hotel and pick up the route when they can. I elected to book all our Tour hotels about 50 miles or so down the route which meant we didn't have to start each day too early and get a breakfast in (suggested start time was 7am each day).*Journey continues next REVS.*





OMC Club Regalia....2022

Polo Shirt Navy Blue

Lamb's Wool Jumper "V neck"

Lamb's Wool Jumper "Round neck" ..

Sweat Shirt

Fleece (Soft) Zip Front

"T" Shirt

Soft-Shell Jacket, Zip front

Baseball Cap

Wooley Hat

Snood (Neck Scarf)

Marshals Coats Day-Glo Orange,
Short with club logo on rear.

Marshals Coats Day-Glo Orange
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OMC car Stickers various ask. £0.50p



Owen Motoring Club Rally History



Start 1968 AGBO Rally



Researched & Compiled by Anton Bird

Six years research to dig out the history of many of the rallies organised by OMC. Events covered from 1960 through to our years at Weston Park. The main focus being on the club's road rallies including all 10 Motoring News Championship offerings. 75 pages of history plus many pictures in B&W and Colour, some believed never published before.

Copies of the book available through the author @ **£10.00 per copy** Cheques payable to **Owen Motoring Club Ltd.**

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