

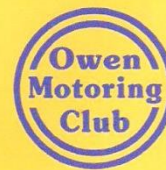
OWEN MOTORING CLUB

CLASSIC VEHICLE GROUP

FOR ALL CLASSIC VEHICLE ENTHUSIASTS

WWW.OWENMOTORINGCLUB.CO.UK

Polish it THEN use it !!



(August 2024 - Issue No. 116)

As you can see the events calendar is getting shorter, a sure sign the classic car year is yet again coming to an end. Two more shows are planned with the first being the New Hall Mill, **which is still going ahead** despite planned roadworks on



the main road near the entrance. This is on **Monday 26th August**, the last Bank Holiday of the year, and they have requested that we are all in place **by 9.00am**, I'm aiming to be there at around 8.00am to set up as usual. There are no dogs allowed on site (apart from assistance dogs), no naked flames/barbeques and no smoking or

vaping. We will be in the usual side meadow, with access to hot water for teas/coffees. If you haven't been to this picturesque location before then it is well worth a visit to see this Grade 2 listed building which is one of only two water mills still surviving in Birmingham (Trevor might even give you a guided tour if you talk to him nicely)

Entrance is located off Wylde Green Road, Walmley, B76 1QU. For more information click the following link or contact me via the usual email <http://www.newhallmill.org.uk/newhall.htm>

As mentioned last month there are still a few places left for the Himley Classic and Retro Car Show on Sunday 1st September. There will be a charge of £5 per car to cover the entry fee of £4 and £1 to the Air Ambulance charity. Contact Derrick Wallbank or Pete Hubball via the usual way or reply to this email, and I'll forward it onto them, for more information. Sadly, Derrick's brother John is selling his lovely automatic Austin Cambridge, due to the fact he is finding it too heavy for him to drive due to his health issues. We will miss seeing this lovely blue car at our Himley show but hope that John will continue to visit us at our shows.





Thank you to everyone who brought along their cars and helped me set up for the Canwell Show, I hope you all enjoyed your day, even though final instructions/passes were late being issued by the organisers. We provided sixteen cars in an excellent prominent position on the main thoroughfare, and

this gave us free admission into the well-attended show. Rain did arrive unexpectedly in the morning but soon cleared after lunch when most of the public made their appearance for the afternoon and evening's entertainment. The Canwell Show organisers were very pleased with our display and have asked us back for their centenary show next year, which I have agreed to.



Thank you also for providing twelve cars for the Kings Bromley Show the following weekend (18th Aug). This gathering has taken over from the very popular charity show which used to be at the nearby Lupin Farm.



The huge field was not as full as the organisers had hoped, probably due to the fact they were worried about the

number of cars that might arrive and downplayed the event by insisting everyone pre-booked. Hopefully this annual charity event, which raised over £3,000 for Cancer Research, will go from strength to strength in a lovely village location.



Middleton Hall have sent dates out of three extra summer evening shows.

Thursday 15th August (5pm - 8pm)

Thursday 22nd August (5pm - 8pm)

Saturday 24th August (5pm - 8pm)

Looking ahead to next year (a bit early I know) I shall be organising less events as I want to do other things and go to shows as an exhibitor and not have the stress of sorting/transporting/returning club equipment, contacting organisers, site layout etc etc.

I'd like to thank everyone who has supported me over the last 10 years and to assure you that I am not walking away from the classic section, I will still produce a newsletter, maybe not every month, to keep everyone informed and continue to organise such shows as Canwell, the NEC and a couple of new ones that I have been told about.

If anyone would like to find/organise classic shows for us to appear at next year then you will be welcomed with open arms by us all, I am sure.

Owen Club Discount Code is CCCNOV727



2024 Preliminary OMC Events/Classic Events Calendar

(Red denotes events we have or are hoping to have a club stand at)

AUGUST

Mon 26th **New Hall Mill**

SEPTEMBER

Sun 1st **Himley Hall Classic Car Show**

Sun 1st **Middleton Hall Classics**

Sat 7th **Curborough Breakfast Meet**

OCTOBER

Sat 5th **Curborough Breakfast Meet**

NOVEMBER

8/9/10th **NEC Classic Motor Show**

classicowenmc@gmail.com

Thank you to David Yorke (ex HRCR) for the following article which includes details of the 'Dave Lucas Collection' auction which he attended.

WHAT MEN IN SHEDS CAN ACHIEVE

In April, I was invited by a friend to join him for the Institute of Mechanical Engineers (IMechE) for a private visit to the Great Northern Classics (GNC) premises in Osmaston Road, Derby. This is a private venture aimed at keeping the skills alive to ensure that there will be a future for classic and ICE cars and also offers places where craftsmen can ply their trade as well as storage for classic and desirable modern vehicles.

With Derby once being the home of Rolls Royce cars, it was surprising to see a 3-litre vintage Bentley holding pride of place in the centre's foyer but there was a lovely 1950s RR Silver Dawn in front of its entrance. Further in near the café, one could inspect Merlin aero engine closely and besides being fitted to Lancasters and Spitfires, one found a in a road-going special based on a Ford Capri created by John Dodds, not at Rolls Royce but possibly in a shed.



Rolls Royce Silver Dawn at GNC, Derby



A trailer incorporating a 1950's coach-built body

This got me thinking about those Men in Sheds who construct a 'bitzas' out of whatever they can get hold of and what happens to unwanted bodywork. Then, in early June, a trailer that used the rear section of a coach-built body from a Rolls-Royce or Bentley appeared at a very local vintage vehicle show in Caudon Low. Maybe this had been discarded so that the accompanying chassis and running gear could be used for an open-topped special. As befitted its origin, the boot was now very well-kitted out with picnic apparatus.

Two more local shows sharing the same date followed at the end of the month. The very local one majored on tractors and associated implements but other interesting vehicles were admitted. What I did not expect was the host's barn being dedicated to tractor seats, adverts and builders' plates. But if I have a modest collection of rally plates and their later plastic equivalents compared to the Perez collection at Dansport, why not?



A shrine to agricultural machinery



Non-agricultural vehicles were also on show

One should never dismiss such shows as they can offer rarities not found elsewhere. On this occasion, there was a rear-engined Renault 4CV, a model used on past Rallyes Monte Carlo two cars close to my own BMW M3.

The other show was the post-Covid return of a charity event at Carsington Reservoir, one with which I had been involved previously. This time, there was an area set aside for the six-cylinder Austin Healeys and reminding me of my time in such on the Preston and Lancaster bypasses as a student passenger. I did once drive a MkIII version at a private day at the Curborough sprint circuit and found its handling delightful.



Six Big Healeys : five in silver blue and one black



£1550 hammer price for this 1965 Morris Mini rally car

In mid-July, I caught another bout of Covid and so missed Classic Nostalgia at Shelsley Walsh on 20-21 July and its Prodrive 40th Anniversary demonstrations. However, I finally tested negative in time for the H+H Auction at Buxton's Pavilion Gardens on 24 July. The particular draw was meeting friends and an executor's dispersal sale of what was called the David Lucas Collection, David having been the HRCR's former Competitions Secretary. What an idiosyncratic collection it comprised, comprising Rootes Group Singers, Armstrong Siddeleys, some tractors and a rotten but time-warp rally Mini-Cooper which needed a new shell if originality was not important. Other rally cars included a Tony Pond / Fred Gallaher replica TR7V8 that, in having a sunroof and little essential rally and safety equipment, was sold at a hammer price of £5062. In contrast, a Vauxhall Chevette 2300 HSR in DTV colours but of unknown provenance failed to meet its £45-50,000 reserve.



Aston Martin DB6 with tubular framework.



Was its future to be a parts car?

Arguably, the star of the show was a dismantled barn find Aston Martin DB6. As usual, its body had been built by Touring of Milan to their 'superleggera' principles so here was an excellent opportunity to see exactly what that entailed. Had crash-testing been mandatory at the time, it would most likely to have failed. Whoever bought this almost complete kit of parts at the hammer price of £76500 needed bottomless pockets for a professional restoration. If he (or she) had shallower ones, they would also need the time, space, equipment and knowledge necessary to restore it.

Six days later, the Ashover Classic Car and Bike Show was held and again provided a varied mix of vehicles. John Yates (father of Rhys who is currently taking time out of WRC rallies to concentrate on his business) brought a lovely road-registered Porsche 911 RSR replica, for which FIA approval is currently awaited. It would have been rude to ask quite how much this immaculately prepared car actually cost and where it was built. Might it have come from Richard Tuthill's organisation that is well-known for building such cars in Wardington, Oxfordshire?



A Porsche 911 RSR but unlikely to be one of the homologation originals.

Talking of rare cars built in premises staffed by few persons, there was an Ogle SX1000 at the Ashover Show. David Ogle was both an industrial and car designer who founded the design consultancy Ogle Design in 1954 and produced the car that was based on the Mini's floor pan. Tragically, he died in an accident during May 1962 whilst driving an Ogle Mini GT sports car on the way to Brands Hatch race circuit where he was going to demonstrate the vehicle. Travelling at 85mph on the A1 near Welwyn, he collided with a van and the car burst into flames. Just 69 SX1000s were produced so the cars are indeed rare yet there had been another at the earlier H+H auction but was not sold



The blue Ogle SX1000 was seen in Ashover: the yellow one in Buxton.

There was also a remarkable and unique wooden skiff-bodied Packard at Ashover. Reminiscent of the tulip wood- Hispano Suiza which it well matched for artistry and craftsmanship, it is a real tribute to its boat-builder creator who is believed work in Shardlow.

So what does this all prove? Whilst there may no longer be a UK-owned large world-class motor manufacturer, the country still has ones in niche markets and people with the ingenuity, skills and craftsmanship. This could well be why so many Formula 1 teams have engineering / manufacturing bases in the Golden Triangle centered on Silverstone and why the American owner of the prototype Lancia Stratos sent it to the UK for refettling.

Notwithstanding the Great Northern Classics enterprise and the success of the Bicester Heritage Hub, the ultimate shrine to what 'Men in UK Sheds' can do must be the ex-WW2 timber workshop within Ken Tyrrell's timber yard. His eponymous F1 cars that took Jackie Stewart to his F1 titles and evolved into the present Mercedes-Benz F1 team via BAR, Honda and Brawn were built within it. Though no longer sited in Okham Village, Surrey, its public unveiling is likely to be at the 81st Members' Meeting at Goodwood in early September.

In parallel with this, one must not forget the UK club rally fraternity who develop and repair their cars in domestic garages despite sometimes drawing annoyance rather than admiration from neighbours. Such folk are also 'garagistas' (as Enzo Ferrari called the UK's F1 constructors like Tyrrell) and since *'from little acorns, oak trees grow'*, long may the practice continue.