

“REVS” News Letter

May 2025



AGBO RALLY, probably one of the best we have ever run in Weston Park.

OMC take restoration show stand at NEC in March, first time for many years.

OMC Awards Night not what it was, sign of the times I suppose.

Thanks to **Brian Austin**, long time club member for the **ARK Sprite** story.

OMC Crimson Dynamo at **Curborough Feb**, bigger entry was expected.

Ernest Owen Trial going ahead on **May 25th** again to be run in **Apley Park**, **TF11 9DX (Telford)**
26 entries to date.

MG J2 belonging to OMC member **Paul Moran** takes best car in show at **NEC Restoration show** in March see top right.

Diary Date, **AGBO 2026** will be **Sunday 22nd March**, **Weston Park**.



Above- **MG J2**, a rare car belonging to **Paul Moran**, OMC member seen here at the **NEC restoration show** on the OMC stand in March. Now nearing a complete and fastidious restoration by Paul his work over the last couple of years netted best car in show, a fantastic achievement. Well done Paul. Just another great OMC show stand produced by **Martin Parkes & his Classic team** seen below.



Club Contact Information. °

HQ at: Aldridge Conservative & Unionist Club, 62 Portland Rd, Walsall WS9 8NS

OS map Ref, 139/ 057 006, GPS 52.6030° N / 1.9169° W

Club Meet Every Wednesday, 8.00pm.

Committee Meet First Wednesday of Month, 8.00pm

Club contacts and club event responsibilities as follows:

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

Vice Chairman. Dan Lister dan-lister@hotmail.co.uk....

AGBO Rally & OMC Rallies Archive, REVS *Editor*, Club Event Pictures Archive.
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Club Sec. Roger Tolley.... r.tolley@blueyonder.co.uk

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Competition Sec. TBA

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Other Contact details.

Lynn Whittick. Graham Hill Sprint, Club Archives

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



Latest Tales from the “ARK”...by *Brian Austin*.

Silverstone November 2024, The Historic Sports Car Club "All comers closed wheel race meeting" attracted a 40 car entry, including the Ark Sprite owned by Brian Austin (OMC).

The event is a non-championship season closer for Historic sports cars and saloons of any capacity.

Much development work had been carried out in the months preceding the event, all at great expense and all funded by Brian. (I think you will agree from the article pictures that the car looked stunning....Ed). Following the cars retirement from the 750 Clubs Birkett Relay Race, the Ark Sprite had a new gear box from Quaif plus much other detailed attention, after which it completed a successful test day at Donnington.

The Silverstone Race was suggested by John Milicevic, a relation of Brians and a successful racer and to be a serious work out for all the new modifications and gear box. John was well qualified for the task being a 4 times formula Junior champion, Historic formula 3 champion (twice) and 4th in the HF3 Historic European Championship, thus a very experienced track driver.

A number of adjustments were made during Friday's practise in the handling and power departments. Saturday morning qualifying was encouraging netting 8th position for the afternoon starting grid.

The race started well for the "Ark" moving into 6th position, but disaster on lap three with clutch failure causing retirement.

For the future the driver has prepared a work list of improvements for the engine, mainly in the carburation, rolling road testing will follow to seek more power in certain rev ranges.

During race day a lot of interest in the car came from the Race organisers, many remembering the Ark racing in period. Another visitor to the paddock was a friend of the driver, an ex Cosworth engineering employee who made a number of tweaks for improvement.

The car is now back with the prep company for all the findings and solutions to be put into place, a race meeting is unscheduled at the moment for 2025, but Brian its owner is confident

Pictures supplied of Silverstone meeting in November



NEC Restoration ShowMartin Parkes, March

As soon as the 2025 AGBO Rally dates were announced I doubled checked to find that for a change, this annual OMC event of ours didn't clash with the Restoration Show so a stand was booked for six cars.

My Herald was collected only a week before from the paint sprayer and even though it is a rolling shell made an ideal exhibit along with the other four cars on our stand where we are encouraged to work on them. It was a shame that after his class winning success on the Palladwr Road Rally, co-driven by Melvyn, that Dean had to pull out at the last minute because of work commitments. I made a few enquiries to source a replacement but was unable to find anyone to take his place at such short notice.

Thursday 20th March soon arrived, and Elaine & I met up with Paul on the A446 near Bassetts Pole to travel in convoy to the NEC as usual. We were booked in for the 9.00am slot which gives us one hour to unload the cars and club equipment in hall 5 before we are hit with a £100 surcharge for outstaying our time. We were a bit scathing about this booking in procedure when first used at last years Classic Car Show but to be honest it seems to work well with less waiting time and plenty of room to access the halls. Once inside we found the marks for our stand, unloaded everything and parked the cars and trailers in one of the available car parks. Melvyn, Derrick, John & Di all arrived with their cars shortly after we were back in the hall to assist setting everything up. The carpet tiles take the longest to do but I think they are worth it as it makes the stand look more inviting. With cars positioned, polished, all banners etc. erected and three days wristbands collected we were finally finished by about 3.00pm and headed home.

I personally think there is a better atmosphere at this show compared with the November Classic Show, and we all agreed that the three days went very quickly, this may have had something to do with the fact we all had some work to carry out on our cars. I was fitting lights & bumpers to my Herald, Melvin was sorting his Scimitar handbrake out, Derrick fitting new door seals to his 1600E, Paul adding bits to his MG JT and John setting his MGB ignition timing. Over the three days we had lots of visitors with several enquiries about memberships, many thanks to Hannah handing out our club flyers on Saturday again. Sunday afternoon soon arrived, and the mass sounding of horns signalled the end of the show. With most of the stand dismantled in record time Paul and I headed to the lorry park to retrieve our tow cars and trailers. This task was probably the most disorganised part of the whole event with show cars coming into the car park for loading onto trailers and cars & vans trying to get out with their empty trailers and all via the same entrance! Eventually we managed to find our way back into Hall 5, and once everything was loaded up, we headed home for a couple of celebratory beers.

Thank you to everyone who assisted in building and dismantling the stand, helped look after it over the three days and everyone who visited and paid us nice comments, the latter make it all worthwhile. Fingers crossed the AGBO is again on a separate weekend next year.



NEC Restoration Show March



Congratulations go to Owen member Paul Moran for taking best in show at the recent NEC Restoration show in late March. A very deserved accolade, OMC classic members know just how much time and effort has been put into this car to get it into the very original spec of past it is now in. True dedication, well done Paul.

VFS Videos Best Car in Show

For the first time at a classic car show VFS Videos have chosen what they consider the best car in show. VFS Videos will present in their opinion the best car in show in all future classic car shows they attend in the future... [VFS Videos](#)

Best Car in Show Classic Restoration Show 2025



1933 MG J2 Midget

XJ 6721 was first registered in April by Cockshoot's of Manchester, who were a well known MG, Rolls Royce, Bentley and Morris agents. This company can trace its roots back to 1724 when they started making and selling horse-drawn coaches.





Above, 1600e Belonging to Derrick Wallbank (at the moment as I think it could be for sale) Boycee strikes again !!! Seen here taking part in a publicity event for the stage show "Made In Dagenham" based on the TV film (True Story) about the Dagenham Factory Girls strike in the 70's

Bridgnorth Musical Theatre Company
Presents:

made in Dagenham THE MUSICAL

19th – 22nd February 2025: 7:30pm
Matinees Wed & Sat: 2:30pm
Bridgnorth Leisure Centre

ickets £18 available from www.ticketsource.co.uk/bmtcmadeindagenham
Or call the box office: 0333 666 3366

Book by **RICHARD BEAN** Music by **DAVID ARNOLD** Lyrics by **RICHARD THOMAS**
Based on the Woolley/Karlsen/Number 9 Motion Picture
Financed by the BBC, BMS Film Finance, BFI and Lip Sync Productions. Directed by Nigel Cole.
Screenplay by William Ivory.
This amateur production is presented by arrangement with Joseph Weinberger Ltd.
A Musical comedy about friendship, love & the importance of fighting for what is right.

Diary Dates , Marshals required for club events.

OMC Ernest Owen Trial May 25th, Apley Estate Nr.Telford. TF11 9DX

OMC Graham Hill Sprint, 15th June, Curborough.

Marshals applications / offers of help to : Dean Forrest (Chief Marshal) scouts8th@hotmail.co.uk

Some sad news just before release of May REVS, **Ray Smith** OMC member & MSUK official, an AGBO Rally clerk of the course for many years has passed away. Ray was a tremendous mentor for many of our AGBO team, an ex Police force officer, a great character and friend to many, a very sad loss. His Funeral is June 4th, Cannock Chase Crem., 10.30am

We will all miss the tremendous sense of humour, no messing with that official, Ray RIP.



AGBO

STAGES RALLY



At last, after a few years of bad conditions we get lucky with a warmish sunny day, much to the delight of all entrants. 75 runners, surprising we did not achieve the 80 places on offer, our reserves evaporated very quickly. Huw James dropping out very late the fight for the win was always going to be between Lee Edwards & Oliver Davies. At one time pre event we had 7 previous winners in the top ten, that would have been an exciting scrap. Davies pulled out an early lead & kept it throughout to gain a 14 second victory over last years winner Lee. Not much but in Weston Park terms that's an eternity. Lots of Marshals and Radio teams again this year, we thank you all. This year we had more MSUK accredited Media in stage, who turned out some incredible pictures between them, most planted in Face Book. Due to the weather conditions we were expecting good spectator numbers. We were astounded by just how many turned out, a clear record for our event. Weston Park staff looked after ticketing again & did a super job, our event PR pre event was better than ever.

Again a faultless event, running exactly to time schedule all day. MSUK delegates were again impressed, issuing very favourable reports. A great event again and superbly organised and run on the day by our amazing AGBO team.

Congratulations and thanks go to Oliver Davies (Car 2) for taking his tenth AGBO Rally win and of course for support from his Land & Estate Maintenance Company with continued event sponsorship.

WINNERS AGBO STAGES

OLIVER DAVIES | JACK BOWEN



Above (1) Davies / Bowen,
Top Right, (2) Edwards / Crump,
Bottom Right (3) Dai Dot / Pugh

Right. OMC make donation towards replacement rescue unit for Stoke Rescue, our regulars at the AGBO Rally for many years. Their old unit, cried enough, dramatically failing its last MOT.

All medical and rescue equipment for future use was stripped out of the old unit by the Stoke Rescue team and some used in the new unit. Seen here at the 2025 AGBO with the new unit, Mike Ward, OMC Chairman hands over donation to help them out with its purchase.



Left, Stoke Rescue look after this kind of thing, Volvo on a whoopsie at Weston this year, luckily not much damage, cosmetic only, crew all good. Marshals put it back on its wheels and away it went.



Discussions taking place at the moment with Nick Owen, who is heavily involved with the new BRM marque, and just as passionate about it as his father David Owen, a number of club functions could arise from this. One being a trip to Hall & Hall. (BRM) in Bourne, this would only be possible out of the race season. The interesting one for OMC members would be at the Oulton Park Gold Cup Meeting at the end of July, at which a sizeable selection of the classic BRM F1 race cars are attending, Saturday is the day on which they will be demonstrated on the track, Sunday will be static display only.

A club stand on the Saturday is a possibility but nothing concrete yet, details available as soon as known. This could be a similar situation to the one many of our older club members attended at the Coys Festival held at Silverstone many years ago for a BRM celebration.

Another suggestion was a BRM film night at the club, would anyone be interested in that? Nick would attend and do commentary.

We are hoping the famous F1 BRM Championship winning car of Graham Hill which is American owned is coming to the UK this summer (This car should be in Silverstone Museum not in America) will be on show at the OMC "Graham Hill Sprint" in June.

Next Pages 8 & 9. This 1989 AGBO report from an early AGBO Stages then held at Wilbarston, (an old & very worn out airfield venue, near Market Harborough), was given to me by rally competitor Bill Douglas, who has rallied for many years. Anyone got any other reports from Agbo's at this venue (there were only 3) looking to add to AGBO Archive. *REVS Editor*.....

1989

WILBARSTON.

AGBO STAGES

Report and photographs by John C. Clewer

Steve and Rob Barnsley, driving their Enterprise Racing-entered 2.0 litre Ford Escort, took overall victory on Owen Motoring Club's AGBO Stages Rally on November 12th. The event was very much a family affair as they defeated the rumbling Rover SD1 V8 of Bill and Mark Douglas. The Barnsleys hit the front of the field after stage four when the CB3 International Metro 6R4 of early-leader Steve Sofroniou hit electrical problems.

The AGBO Rally is a name synonymous with the days of road rallying and was held in high regard by competitors during the 1960s and 1970s when it rose to the heights of being a qualifying round of the BTRDA/Motoring News Road Rally Championship. In 1988 the event was revived by the Owen motor club and took place at Wilbarston Airfield as a single venue rally. The event proved to be a success and the 1989 event was to be a qualifying round of both the AMMC and Midland Lada Championships.

From an original entry of nearly 70 competitors, some 65 crews

took the start on what turned out to be a dry and sunny November day. The stages were relatively dry, but very slippery in places with a number of corners waiting to catch any competitors taking risks.

Running at number one were the 1988 winners of the event, Darren and Andrew Billings, in their CARS sponsored, South Derbyshire MC entered Rover SD1, who were hoping for a repeat victory. The main threat had to be new Welsh Tarmac Champion Steve Sofroniou, who had Steve Snook in the left hand seat of the

CB3 Metro 6R4. Prepared by a new business partnership between Tony Pond and Dave Appleby, Tony Pond Racing, the machine looked purposeful on its racing slicks.

For last year's winners, the event could not have started worse; braking from about 115 mph down one of the venue's long straights, the big rumbling V8 failed to stop on the slippery surface and slid into a tyre chicane and bounced off into the field. Alas the beast would not restart and a push start was called for. When the crew eventually got going, the bonnet, which had not been fitted properly, blew up and obscured the driver's vision, forcing the crew to stop and re-pin it into place. The resulting time loss of nearly three minutes would cost the crew dear!

Sofroniou rocketed the Metro through the first stage some seven seconds faster than Barnsley's Escort and continued to build a lead of impressive proportions. Times 28secs and 30secs faster

than Barnsley over the next two stages gave the CB3 Metro a lead of 65secs after just three stages. Behind these two, third place was being held by the Rover V8 of the Douglas family, with the 2 litre Escort of Ron Aiken and Alan Snell in fourth.

Problems had begun to affect other competitors; the Manta of Graham Mander and Ray Lloyd retired after hitting a tree on the second stage, severely modifying the front end, while the Dexion Metro of George Cook and Lawrence Fowler departed at the end of the same stage on three wheels after collecting no less than three punctures.

Paul Smith and Stuart Hancox also retired at the end of stage two when they blew the differential on their Cooper S. Paul Davy and Garry Digger passed two cars on the first stage, before being passed by their own wheel a little further down the stage. They managed to fix their General Portfolio Escort but missed the second stage. Despite being out of the event, they continued for practice and had an enjoyable afternoon, setting a number of competitive times.

The fourth-placed Mainline Haulage Escort of Aiken and Snell was the next to depart when a blown oil pipe caused low oil pressure and it was decided to call it a day. This latest retirement moved the Escort G3 of Owen Motoring Club's Shaun and Jackie Harborne up into fourth place. After setting 20th fastest time on the first stage, Shaun was getting to grips with his new Pinto-powered car and maintained his pace to take a well-deserved fourth overall at the close, collecting the award for Best Owen.

As the event continued into darkness, Barnsley, Billings, Douglas and Sofroniou swapped stage times; Barnsley holding on to take a deserved victory by 35secs from Bill Douglas. The Billings powered their big Rover back up the field, recovering from a lowly



Barnsley hit the front after four stages



Steve Sofroniou fell down the field with electrical problems

52nd after the first stage to an eventual sixth despite more braking problems. As the pads faded, cooling with copious amounts of

his fourth stage electrical problems.

Away from the fight between the top runners, Geoff Davies and



Bill Douglas rumbled his Rover into second

water was necessary to restore the beast's stopping power. Sofroniou managed to get back to 44th after his electrical problems left him in 52nd place after

Mick Holford had moved their Cannock and District CC entered Escort 1600 into an impressive third position overall, just 20secs ahead of Harborne. The top



Shaun Taylor brought his Golf into 10th place

five was completed by the Class Two winning Sunbeam 1600 of Michael Smith. Gordon Rose and Trevor Shakespear eventually retired their Wednesbury Motors Maestro 2.0 EFI on the seventh and penultimate stage with no brakes after having a rather fraught day with braking problems. One adventure saw them spin backwards into a chicane whilst braking from high speed.

Mention must be made of the performance of the standard Rover 800 of Trevor Davies and Dave Price. This large vehicle is part of Rover Group's Team Spirit project based at Gaydon and is sponsored by Stratford-upon-Avon based Rover dealers Edwards of Stratford. Powered by a completely standard 2.7 Honda engine, the car has only been modified by the addition of uprated suspension and the usual safety equipment, and the team were well pleased with its final position of third in class and seven overall.

In the other classes, honours went in Class One to the little Nova of the Owen pairing of Barri Wilmot and Anton Bird; the Nova enjoyed a day long dice with the similar car of Richard Craven-Jones and Mark Hindham, which ended just six seconds adrift after the eight stages. In third place was

the Escort of Jon Caen and Tony Wilkison. Honours between the Lada competitors were also hard fought, with victory going to Ian Yardsley and Mark Southall by just seven seconds. A late charge by Richard Banks and John Faulkner saw them no less than 34secs faster on the final dark and foggy stage than the class winners.

The award for the Best Mixed Crew went to Chris and Jean Milton, in their 2 litre Escort, despite an off and numerous punctures. Spirit of the Rally award went to the Skoda crew of John Movie and Adrian Hardy. On the very last stage John had a wheel break at the centre which put him off the road; after a struggle and a lot of help, he managed to reverse the car back onto the stage only to fall off the other side into a muddy field. Once again the car was put back on the stage, the remaining wheel centre removed and the spare fitted. The crew then proceeded to continue the stage only to boil the engine and eventually finish the event at snails pace and in a cloud of steam.



RESULTS

1. Steve Barnsley/Rob Barnsley	Escort	50m.04s
2. Bill Douglas/Mark Douglas	Rover	50m.30s
3. Geoff Davies/Mick Holdford	Escort	51m.23s
4. Shaun Harborne/Jackie Harborne	Escort G3	51m.42s
5. Michael Smith/David Ryan	Sunbeam	51m.58s
6. Darren Billings/Ade Billings	Rover	52m.07s
7. Trevor Davies/Dave Price	Rover Vitesse	52m.21s
8. Paul Fisher/Dave Chapman	Manta	52m.35s
9. Neil Pidcock/Tony Webb	Escort	53m.17s
10. Shaun Taylor/Craig Smith	Golf	53m.49s

Class winners: One - B.Wilmot/A.Bird (Nova); Two - Smith/Ryan; Three - Davies/Holdford; Four - Douglas/Douglas; Lada - I.Yardsley/M.Southall

Wilmot / Bird Class Win !!

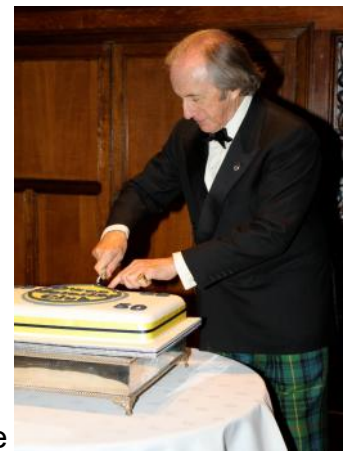
2024 Awards Night



Seen above, only part of the impressive OMC collection.

How times change. The OMC awards night for the 2024 season was this year held at the club HQ in Aldridge, with probably 25/30 people attending, presentations followed by a buffet.

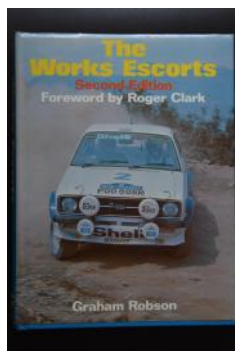
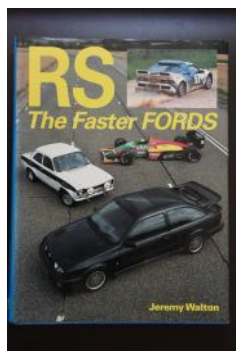
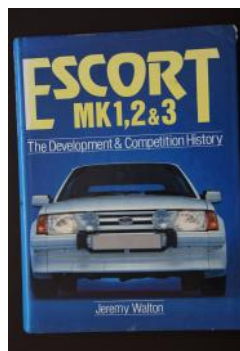
Long gone are the awards night spectacles we used to host at big venues like Penns Hall and always a Black Tie occasion. Many guest speakers attended over the years always involved with the Motor Sport World in one way or another or music on one occasion. Nick Mason, Pink Floyd drummer, but he does own some serious race cars. One of the most entertaining was Tony Mason, ex Roger Clark co driver and Top Gear presenter, but our most spectacular night was at Swinfen Hall in Feb 2010 for the OMC 50th anniversary awards & dinner. Our guest for that night being the great Jackie Stewart (right). These memorable club awards nights of yesteryear would attract up to 120 guests. Club events like them no longer seem to exist, the only ones similar are the association awards evenings we go to every year for the HRCR awards



Club Championships & Award Winners for 2024 season

Road Rally Driver, *The Rivers Fletcher Trophy*... Not Awarded
Road Rally Navigator, *The Peter Spear Trophy*... Not Awarded
Stage Rally Driver, *The Peter Walker Trophy*.. *Owain Thomas*
Stage Rally Co Driver *Glyn Thomas*
Sprint Championship...*The A.J. Matthews Trophy*.. *Paul Glendenning*
Race Championship, *The LMP Trophy*..... *Wayne Langridge*
Auto Test Championship, *The Charles Clark Trophy*.... *Nick Pollitt*
PCT Championship, *The John Owen Cup*..... *Nick Pollitt*
Marshals Points Championship ..*Tony Matthews Cars Cup*... *Dean Forrest*
New Comer Aead , *Sones Trophy*... *Charlotte Homer*
Chief Marshal's award... *H.J Donaldson Trophy*..... *Hannah Homer*
Chris Shorrocks Trophy... Off Road Driver ... *Nick Pollitt*
Endeavour Award *The Richard Southam Trophy* .. *Barri Wilmot*
OMC Club Member of the year....*The Captains Cup*... *Hilary Bird*
Meritorious Achievement. 2024 *R.I.C.S Cup*..... *OMC Marshals Team*
Meritorious Achievement. in Motor Sport 2024....
The Bill Donaldson Cup *Clive King / Anton Bird*
Driver of the year..... *The Presidents Cup* Not Awarded
First o/all on OMC events..... *The Clubman's Cup*....*Owain Thomas*
Best OMC Event 2024..... *The David Owen Cup* ... *Graham Hill Sprint*
Dennis The Menace.... *Trevor Sherrington*

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New Regalia IN STOCK.

Quality Baseball / Rally caps AGBO or OMC £6, Polo Shirts, L & XL £12



We still have a few

Popular, Sweat Shirt, great quality, £16



2024 Graham Hill Sprint 60th mementos.



OMC Club Regalia....2025

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, **Long** with Club logo on rear.

60th Anniversary Pin Badge...FOC ask.

All items **are to order** prices through Clare Jennings ...

Email clarejennings22@outlook.com

NEW SUPPLIER NO DELIVERY/POSTAL CHARGES. Delivery 2/3 weeks from order.

All garments are Navy Blue, available S.M.L.XL.XXL and **include the **standard** club logo embroidered in Yellow. Other OMC Logo's at extra cost.**

Standard Club Logo (in required colour) embroidered to **own garments**...£8.00

OMC car Stickers various, ask.

