

Owen Motoring Club

REVS.. June 2026



AGBO Rally report & pictures

Ernest Owen Trial report & pictures

13 OMC members take part in Dave Lucas Memorial Tour, report & pics

It's a rap, short story?

HRCR Mini Cup two wins for OMC pairing.

OMC Marshals take French trip & end up in Riems, pics & story.



Club members Ade & Dean Baker on AGBO 26, after an 18 month rebuild no good ending to the story, timing belt got mixed up around the cam pulleys and this ended up wrecking the engine.



Two OMC cars at the Dave Lucas Memorial tour, Above. MGB Dean Forrest & Wolseley Hornet Clive King.

Club Contact Information.

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

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 - Michael Ward, michael_ward70@btinternet.com

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

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

Treasurer - Michael Ward michael_ward70@btinternet.com

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AGBO Rally & OMC Rallies Archive, REVS *Editor*, Club Event

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

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Classic Section Coordinator.. Martin Parkes ...

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Other Contact details.

Lynn Whittick - Graham Hill Sprint, Club Archives -

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



Weston Park, 22 March



Top
First O/All,
Lee Edwards & Ben
Crump, Escort Mk3
with Jaguar V6
Engine. His third win
of this event

Middle - Huw James
& Lewis Sim, **Second**
O/All on count back
(Being faster on SS1
than Davies by 2
seconds) Hugh has
won this event 5 times

Bottom, The re-
liveried car of Oliver
Davies & Lilia Innes,
Third O/All on count
back, Oliver has won
the AGBO Rally ten
times.

AGBO Rally 2026.

After months of rain & gloom we got lucky, a super sunny and warm weekend for the 2026 AGBO Stages Rally.

Saturday scrutineering has made life on Sunday morning much easier for the event secs team. 95% of the entry are scrutineered and signed on by 5pm on Saturday leaving just a few competitor rally packs to hand out and licences to check on Sunday, but still a 5.30am start.

With record crowds in attendance this year estimated at 2,500, the event kicks off on time. As expected, a fierce battle ensued from the start of SS1 between three crews, Cars 1, 2 & 3 pictured on the previous page, their stage times only 2/3 seconds swapping between them all day. The top ten entries contained five previous winners at one time six, Paul Evans pulling out late. With only seconds being traded between the top runners all day, the win by Lee Edwards in the end was close (14 seconds over ten stages) Lee's third AGBO win. A really great event report appeared in "Motoring News" the following week, see following page. Again, attention to detail pre-event and with a superb event team the Rally was a huge success, some say the best ever..

REVS ED

Top three cars stage times.

Lee Edwards 2.18, 2.15, 2.40, 2.40, 2.33, 2.32, 2.32, 2.34, 2.21, 2.19 = 24.44 Total
Huw James 2.20, 2.17, 2.43, 2.42, 2.35, 2.35, 2.31, 2.21, 2.21, 2.19 = 24.58 Total
Oliver Davies 2.22, 2.17, 2.41, 2.40, 2.35, 2.32, 2.33, 2.36, 2.21, 2.21, = 24.58 Total

EDWARDS' JAGUAR POWER ROARS TO VICTORY IN WESTON PARK

Lee Edwards and Ben Crump took another victory on the AGBO Stages, as they powered their three-litre Ford Escort G3 around the asphalt roads of Weston Park.

With a strong entry, competition over 10 short but tricky stages, and a record crowd of spectators, the 2026 edition of the AGBO was one of the best in the event's 30-year story.

Edwards showed that he was wide awake when the opening stage kicked off soon after 0800hrs on Sunday morning. He took an immediate lead with big commitment through the fast sweeps down towards the water splash.

Despite being one of several of the front crews to hit straw bales, Edwards went two seconds up on Huw James and Lewis Sim in their 2.5-litre KGP engine Escort Mk2.

Edwards then steadily increased his lead by taking fastest time on six of the 10 stages, but it was

never by very much, and his final winning margin was just 1.4s. Winning co-driver Crump said: "We did this event in 2013, and it was the first stage rally for both of us. So doing it together is a bit of a tradition."

The battle for second place was even more intense as James fought all day with 10-time winner Oliver Davies, who had 18-year-old Lilia Innes alongside for the first time in his Millington-powered Ford Escort Mk2. It all came down to the final stage, when Davies went in with a two-second advantage.

James gave it his all, and matched Edwards for the fastest time, which was exactly two seconds up on Davies. Due to being two seconds quicker on the opening stage, James took second on a tie break. "We did it," said James, with a grin after another fierce battle with friend and rival Davies.

Almost a minute back from the top three, Dai Dot Davies and Trevor Evans took fourth in their

Darian GTR+. The car was freshly returned from West Cork, where it had been driven the previous weekend by Dai's son Rhys Wyn.

Davies and Evans had a day-long battle with Gary Thomas and Chris Walton in the next of the Ford Escorts and took fourth place by just three seconds. Stefan Morris and Jack Bowen were next up for sixth as they edged out former winners Mark Jasper and Don Whyatt in their Ford Escort.

From South Wales, Lewis and Dorian Rest sampled the venue for the first time and took a useful eighth in their rear-wheel-drive Ford Escort Mk3. A stirring performance from son-and-mother crew Dan and Michelle Petric, who got a very late entry off the reserve list in Dan's road rally Ford Escort, helped them to ninth overall.

Results

Organiser: Owen Motoring Club **When:** March 22 **Where:** Weston Park **Championship:** Heart of England **Starters:** 78
 1 Lee Edwards/Ben Crump/Ford Escort G3i
 2 Huw James/Lewis Sim/Ford Escort Mk2i
 3 Oliver Davies/Lilia Innes/Ford Escort Mk2i
 4 Dai Dot Davies/Trevor Evans/Darian GTR+
 5 Gary Thomas/Chris Walton/Ford Escort Mk2i
 6 Stefan Morris/Jack Bowen/Ford Escort Mk2i
 7 Mark Jasper/Don Whyatt/Ford Escort Mk2i
 8 Lewis Rest/Dorian Rest/Ford Escort Mk3i
 9 Dan Petric/Michelle Petric/Ford Escort Mk2i
 10 Carl Roberts/Stephen Hillmark/Ford Escort Mk2i **Class winners:** Wayne Jarrold/Erin King/Mini/Motul/Janner/RSi
 Morris/Bowen/Callum Pender/Roland Pender/Ford Escort Mk2i **Non-riding:** Alex Lewis/Naoual Hoval



Edwards was wide awake at the start of the AGBO stages to take an early lead

GIANT SLAYER

Mark Lennox

In his road rally-spec Ford Escort Mk2 and with his sister Claire co-driving, Mark Lennox was on the pace all day long. He missed the overall top 10 by just three seconds, but kept the spectators well entertained and humbled a lot of more powerful cars in the process. He was on his first stage rally since Rail Ceredigion in 2025.



James put on a late burst to make sure of second place



“it’s a Wrap” Why would you do that!!



The Mk2 Escort belonging to OMC member Oliver Davies received a new livery for 2026 – top right (top left the old livery.) Owner horrified at what had been done, without his knowledge to his car by the sponsor at some cost. The car ran in this livery for one day only, that was the promo day for the AGBO & Hills Ford Rally, venue Weston Park in early March. Seeing it there I must admit, why would you do that! so can understand what happened the very next day (see below).



Right, the wrap is on the floor, cars painted next day to cover damage during wrap removal & gets its 2026 livery (left) a day later. Much better, owner now very happy.

AGBO STAGES RALLY
OWEN MOTORING CLUB

OMC Mini Cup crews first outing for 2026 was a Forest event, “The North Wales Stages.”



Based in Welshpool, a fine sunny day and running first car on the road meant an early start on Saturday at 7.31am & a 33 mile road section to SS1 Aberhirnant & 9.2 miles with perfect forest road conditions for Minis. Its flat out all the way the notes working to perfection, we take a 1 minute 10sec lead. SS2 - 7.8 miles in Dyfnant North, a little more tricky than previous, slippery in places, but more time taken out of nearest rivals.

SS3 Dyfnant South 6.5 miles, again very slippery, but a clean fast run.

After 22 miles of forest we take a 2min 37 sec win. A short event for us & home by 1.30pm

Clive King + Anton Bird



Firstly, a very big thank you to Mac & Sheila Roath from Kidderminster car club for organising this event in memory of Dave Lucas, a Kidderminster & Owen MC member for many years. The tour started at “The Stag” on the A41 near Stratford, otherwise known as the “Piston Club” the entire theme of the property screams “Motor Sport” I wish it was closer. PS. Great bacon sarnies & thirteen OMC teams taking part.

First half start and 42 miles to Toddington Railway centre taking in some amazing roads and scenery, passing through many amazing Cotswold villages. The road book (Tulips) also included information paragraphs of many places of interest along the route which you would have no idea existed, a great addition.

On arrival at Toddington a train ride to Broadway had been organised for all entrants, including lunch on the journey. On return to Toddington the second half route headed east through Worcestershire crossing the M5 at Strensham then on to Upton on Severn & Malvern, the tour ending up at Shelsley Walsh Hill Climb for a cream tea. The entire event had been very well organised by Mac & Sheila with great documentation. *Continued.....*

As for the Hornet, completely rebuilt by Clive a couple of years ago, features a lively 1275 S engine, front S discs & Bilstein suspension, it behaved up to halfway when it decided it did not like brakes, a leaking brake calliper being the culprit, hand brake only for the rest of the tour route and journey home was entertaining!!!! A very relaxing day for us after a successful outing in the Mini sport Cooper S on the North Wales rally the day before. *REVS Editor*



A few tour pictures.

Ernest Owen Memorial Car Trial, Apley Estate, Shropshire 3 May 2026

Well, that went better than expected! The weather forecast for the event was not good with rain predicted throughout the day and worsening in the afternoon. With that in mind we sprinted through the four rounds and finished by a record breaking 2:00pm. All that haste turned out to be unnecessary, but welcome, as conditions improved from being wet and slippery underfoot to warm sunshine for the later rounds. A strong entry of 24 cars spread across four classes took to the hills and the early rounds were tricky with some competitors struggling to reach certain test starts. However, that soon changed as the ground conditions gradually dried out and subtle tweaks throughout the day enabled competitors to progress further up the hills spread across the fantastic Apley Estate site.

The overall event spoils for the day went to Mark Hoppe in his Dutton Melos, but he could not relax as past event winner, Dave Oliver kept within touching distance throughout the day. There was a strong competition amongst the MSUK championship entrants spread across three classes with Renault Clios taking the top three MSUK championship positions with Archie Reeve eventually taking the MSUK award in his standard class A car.

There were class wins for Philip Buckle in his class B ballasted Saxo and Nigel Griffith in his MX5 in class C. Owen MC entrants included Nick Pollitt, again, taking the best Owen member award by driving his automatic Mini Cooper S up to places where it really shouldn't have got to. It was also great to see Melvyn Cox out in his MG TF and taking the first novice prize. Peter Collinson entered his first car trial in a Singer Chamois – although he struggled at times, Peter vowed to find some better tyres and try this sport again.

Continued.....

Finally, Richard Yapp completed the Owen entries but understandably had some difficulty in advancing up steep slippery hills in an MX5 set up for autosolos.

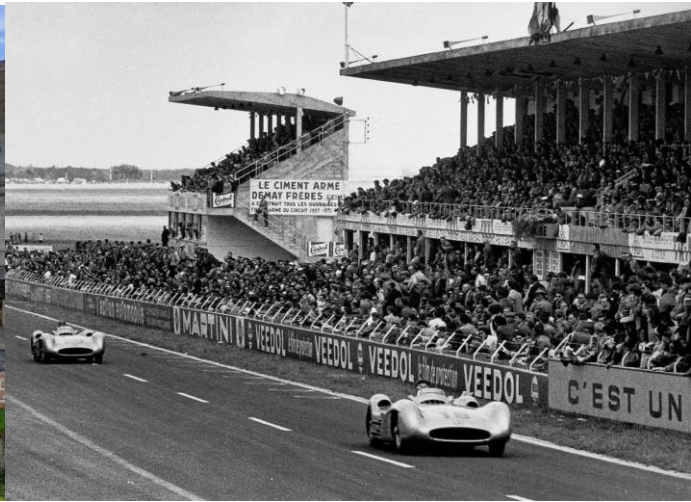
As ever, the event could not have run without the assistance of all the Owen members who assisted with the set-up, administration and marshalling. With particular thanks to Geoff Allman, Martin Parkes, Derrick Wallbank, Mike Lister and Melvyn as they all assisted with the hardest physical work in setting up on steep hills on a warm Saturday.

.....**Tim Beard**

Big Thanks from OMC to Tim – event Sec & C of C & Geoff Allman – Entries Sec. and of course, the OMC Orange Army.



OMC Marshalling in France...Martin & Elain Parkes



Left. Reims GP Pits May 2026 remarkably intact after so long. **Right** French Grand Prix in 1954, Mercedes winning with the revolutionary SLR Streamliners. Great to see that this old French GP icon never got demolished. More from the recent visit below. Martin & Elain Parkes along with other OMC members recently took a trip to Northern France to Marshal on Soissons Scenic Tour, adding a couple of days to visit this GP legend from the past.



Thank you Martin for these great pictures. Colour not B&W !!!

HERO Challenge One.... *Martin Parkes*

The first round of the 2026 HERO Challenge was held on the 11th April with the HQ/starting point being the Holiday Inn in Taunton. Dean had entered us in his MGB, and we were seeded car number 39. Although I have compiled many roadbooks for tours and marshalled these events this was my first time taking part in the navigator's seat. I must have some time, whilst working with Dean on his car, have mentioned I'd like to have a go but never thought it would happen.

Scrutineering took place on Friday at the Somerset Boat Centre car park and once the car had passed, we headed for the Holiday Inn to sign on, collect our relevant paperwork and have a quick beer. We were booked into the nearby Premier Inn overnight so during our evening meal I was keen to go through the 64-page road book with my driver before retiring for the night. Having never done one of these events before I'd obtained a copy of last years event in the hope it might give me some sort of inkling of what to expect, Melvyn Cox had also given me some advice including buying an illuminated magnifying glass which did help on the Saturday as regularity 6 was a rather small two section re-print of an OS Landranger map which contained the 11 mile route. After our meal and one more beer I headed to bed but not before going through the roadbook again, double checking our start times and highlighting anything that looked important using a new set of coloured marker pens Elaine had bought me, my book certainly was colourful!

After a good night's sleep, which surprised me, we met on the car park at 7.30 and set off to be flagged away at the Holiday Inn start at 08.54. Seeking advice during the weeks leading up to this event a few people had told me this was "a good event to begin with" whilst others said, "nothing like going in at the deep end. *Continued...*

One piece of good advice was to concentrate on getting my driver around the route and not worrying too much about speeds as better to get to the right point early/late rather than the wrong point on time and I think I told Dean this many times before we set off!

First was a short 5.46-mile road section before our first tulip 9.77 mile regularity which was completed without any problems, and I was now settling in and starting to enjoy it. Two tests then followed on a large disused airfield; this consisted of driving around a series of cones and finishing astride the line. It was on the 2nd test that a cone was missed when coming out from behind a straw bale wall which gave us a test fault penalty. Regularity 2 was a landmark/info route which after another short road section led us to test 3 which was at Wiscombe Park Hill Climb which I'd never competed at during my hill climb / sprint Westfield days. Apart from the very bumpy, rough approach road this was an excellent test, Dean drove the MGB quickly and cleanly to get us a good time at the finish. A quick look at the results during a coffee/cake stop revealed we were about midway in our class, then it was Regularity 3 which was my downfall. I hadn't seen this type of layout before but was managing to navigate ok until I started to concentrate on average speeds with Dean also trying to explain how to do it and I missed a vital junction and we got completely lost ending up in a market town

I tried to re-trace our route, but it got us nowhere, so the repeat Hillclimb Test location was put into Google maps and off we went, luckily, we spotted another competitor and followed him which got us to the first control of our planned regularity albeit about 20 mins late! From here it was another blast up Winchcombe, then a 13.66-mile regularity before a shortened lunch stop at Bridwell House which got us back on time but overall, we were now towards the lower end of our class but still enjoying the day. *Continued..*

The afternoon consisted of 3 more regularities and 3 very long fast driving tests back at the airfield where at one point Dean was driving flat out in fourth! Results later showed we incurred a penalty on test 5 which I don't recall as we were going that quick.

Finally, it was a 11-mile drive back to the finish for an evening meal before loading the slightly dirty MGB back onto the trailer and heading home after a day which I enjoyed and was all over far too quickly. I was disappointed I got us lost but pleased we got around, never missed a control and a few lessons were learnt by me during the day in case I do another one in the future. Thanks for the experience



At Last, A decent pictures of the competition MGB of Dean Forrest, seen here on the Hero 1 Challenge in April, partnered by Main Parkes, I believe Martins first navigational event, they finished 15th in class well done to both. *ED..*

Mini Cup Dixies Epynt, May - *Anton Bird + Clive King*

A tale of two climates !! The morning stages ran in sunny and warm conditions thus competition with the other 5 HRC Mini`s was fierce as usual. After SS 4 we had a slim lead over Craig of 17 seconds. While waiting to start SS5 we noticed from our high vantage point thick black smoke in the distance to our left, a Darian had caught fire and very quickly turned into an inferno. There were some dramatic pictures on FB. Following competitors all raced to its aid with fire sticks and extinguishers, but to no avail and the Fire Brigade arrived and finished the job. The car was burnt to a cinder, a total write off and no accident involved, Driver & Co Driver OK. Driver reckons it was a £140K loss, this was its first event.

Rain had been forecast and early in the afternoon it arrived. Conditions changed dramatically as it does on Epynt and very quickly, biblical torrential rain, never seen conditions as bad on the ranges in years. It became very tricky at one point on a very worn out set of front tyres, sensible was the name of the game. The event completely lost its momentum with cars everywhere. It took some time to get back to something near normal after a few of the stages had to be cancelled due to the remains of the fire wreck still being on the road making that SS unusable. SS10 was run twice still in pouring rain, with control marshals soaked through and our timecards a soaking mush!!! I must admit I was relieved to get this one finished, we did and ended up with a H1 Class win and 27th O/All. There were some mighty powerful cars behind us at the finish, a very satisfying result. HRCR Mini Cup win & Cat 1 win.



OMC Club Regalia....2026

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, 3 types AGBO, OMC, BRM

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

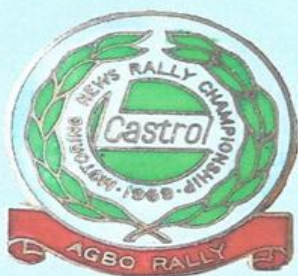
OMC car Stickers various, please ask.



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 @ £12.00 per copy,
Postage Rates: Second Class only...£3.00

Enquiries to, antonbird@talktalk.net

eBay Item No. 133583415879