

Owen Motoring Club

REVS.. Sept 2026



2027 Club Membership changes, also Life Membership card introduced for 2027. Details this issue.

Latest OMC Championship scores to August 31.

11 car OMC classic turn out for Canwell show, 16 others attended.

OMC 2026 AGM. Wed. Oct 7 at Club HQ, 8.00pm

TM Classic Tour report P.3

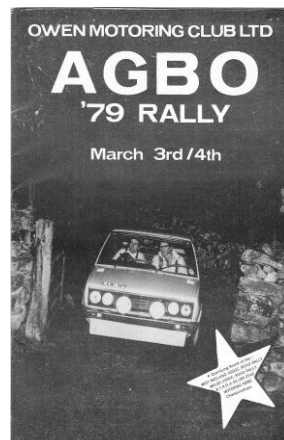
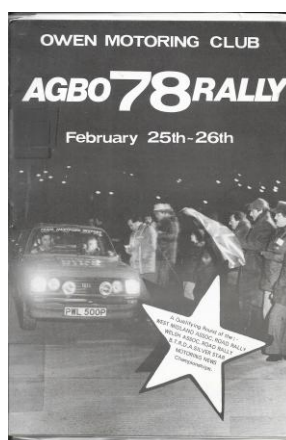
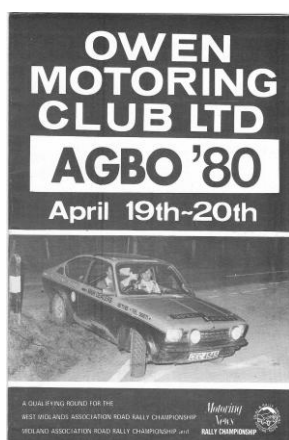


THE AGBO Rally
a SPEEDSPORTS(Ruthin) PHOTOGRAPH

April 1979
OWEN Motoring Club

Motoring News

A Golden opportunity has arisen for OMC to showcase what it did for this iconic Road Rally Championship, Details this issue.



www.owenmotoringclub.co.uk

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

Committee members:

Competition Sec Derrick Wallbank dwallbank59@gmail.com

AGBO Rally, Social Sec. Child Protection Officer -

Clare Jennings clarejennings22@outlook.com

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

Pictures Archive - Anton Bird - antonbird@talktalk.net

Equipment Office - Committee Members

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

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

Championship Scorer - Melvyn Cox - melc491@gmail.com

Classic Section Coordinator.. Martin Parkes ...

classicowenmc@gmail.com

Chief Marshal - Dean Forrest - scouts8th@hotmail.co.uk

Position TBC Glyn Thomas - gtat@sky.com

Other Contact details.

Lynn Whittick - Graham Hill Sprint, Club Archives -

lynnwhittick@live.co.uk

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



2026 Tony Matthews Classic Tour.... *Martin Parkes*

This years TM Tour started life as a two-day 4-part outing which I put together for the Midget & Sprite Club. This mid-June excursion involved an overnight stay at Wortley Hall near Sheffield for 12 Spridgets and their owners. I was hoping to use more of this route for our tour but unfortunately, I struggled to find a suitable finish venue. Eventually I came across Heage Windmill and following a couple of emails all was arranged which meant a route eastward from Hulme End would have to be found.

Also, our start venue was different which meant the tulip route to Sudbury had to be compiled so all in all only about 75% of the MASC part one tour could be reused. Planning and tulip compiling was very frustrating for me this year due to various road closures we came across during our various recces plus the tulip roadbook software seemed to have a mind of its own, every time I opened it up on my laptop arrows etc. were all over the place!. In the end I purchased new software, started all over again and this time it did the job admirably.

The Hollybush at Little Hay did us proud as a start venue with entrants commenting on how good the butties were plus a hot sunny morning meant that signing on could be carried out on the pub's patio. I left about 30 mins before first car as I had to pick Elaine, my navigator, up from home as I wanted to put some guidance arrows out.

I was concerned that in the second part there was a distinct possibility of a road closure due to re-surfacing which would mean setting up a diversion. Nick Owen had been asked to flag cars away from the start and he did so with his usual enthusiasm. Once we were through Lichfield it was a pleasant drive up the A515 through Yoxall and then out through Sudbury back onto the A515 before turning left before Ashbourne towards Ellastone.

Continued.....

From here the tulips took entrants along a narrow lane and over the Weaver Hills with stunning views all around. A lot of people said they had never been up there before which did surprise me. On exiting the Weaver Hills, it was a 13 miles to our mid-morning stop at Hulme End café. Being conscious of the time and the fact that the last guided tour of the Heage Windmill began at 15.30 visitors were encouraged to keep their stay to 20/30 mins maximum. Hulme End was the northern terminus of the former Leek and Manifold light railway, an independent narrow-gauge line which acted as a service for milk trains and tourists.

By the time our classic convoy had reached Hulme End we were well on our way to what I thought was going to be a closed road, as we got nearer, I could see that the road had already been tarmacked so no diversion route was needed which was a huge relief. Drivers were instructed to leave Hulme End and head eastwards on the B5054 through Hartlington and Youlgreave. I believe it was around here that some crews wrong slotted but luckily, they soon realised and were soon back on the right road and heading in the direction of Carsington Reservoir. This reservoir should hold 36,331 megalitres of water taken from the River Derwent at Ambergate and is England's ninth largest reservoir. From here the route to the windmill was a nice mixture of A & B roads plus a few narrow lanes to keep crews on their toes. Elaine & I did encounter a milk tanker on a very narrow lane when we were about 6 miles from the finish, luckily there was a pull in as he approached us, so no reversing was needed by either vehicle. In order to provide a safe route up to the windmill I had the crews drive as far as the A38 and then do a 360 degree at the roundabout and back towards Ambergate when a left slot near the finish could be taken with ease.

Continued.....

Heage Windmill is the only working six-sailed stone tower windmill in England, first built in 1797, lovingly restored in 2002. This Grade II listed building has spectacular views towards the Derwent Valley Mills Working Heritage Site and is a major Derbyshire attraction. Initially it had four Common sails and was purchased in 1850 by brothers Thomas and Isaac Shore who modified the mill, replacing the sails with four patent sails and fitting a Fantail. It was damaged in a storm in February 1894, when the cap and sails were blown off. The repaired windmill was then fitted with six patent sails and an ogee cap as seen today.





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Owen MC once again have a stand at this prestigious show. Enquiries to Martin Pakes for consideration, I believe there has been a big change to the parking situation at the NEC, we will not get parking passes as previous years all car parks have changed to number plate recognition cameras, with prepayment within the NEC to enable exit. This information has come from an employee at the NEC who I knowEditor, so unconfirmed yet to OMC



HRCR Mini Cup, Warcop Military Ranges, August. AB..

Only a 4 car turn out for this great event at what I consider to be one of the best single venues left in the UK. All 8-10 milers nearly all tarmac, notes allowed. A real test on car, driver & co-driver, narrow, twisty, all corners and most over crests. Also this time for a first, virtual chicanes, (have you met them yet)? You will as a thing of the future we were told, not so difficult when you get the hang of how they work.

SS1 & 2 both 10 miles, we pull out a 40 second lead, SS3 couple of miles from finish the hub carrying the front brake disc and wheel bearings decides to break in half, wheel flies off into the boonies, 3 wheels on the wagon we grind to a halt, in a narrow fast section, took a hairy moment or two getting out of the car with competitors passing at 80+ only inches away.

Organisers decide to leave the car where it was for SS4 (in a dangerous section), 90 minutes later we get a suspended tow to the finish and dumped literally in the next stage arrival control. The stage was due to turn round from previous direction for next two.

Five miles from the service area, stranded on three wheels and the Orange Army constantly giving it "shift it", we can't mate as only got three wheels, you do it was all we could offer. Clive, another hour later eventually gets a lift back to service in another retired crew's van.

Returning with service car and trailer, another hour-long attempt to at least get the broken Mini mobile, a really tricky job as lots of parts got destroyed skidding along on tarmac trying to stop the car after the failure. Eventually a fix, just enough to enable to load up onto the trailer. From stopping in SS3 to eventually setting off for the long journey home took probably 5 hours. Would I go back next year, after a non finish last year and this year, you bet I would..... What a fantastic venue.



Going well before the disaster.. 4 Mini`s started, one finished, Craig King getting it to the end, just... He comments - "good job last stage was cancelled"..

For January 2027.

A must do for OMC. As we all know, every year HRCR theme their open days held at Gaydon in January. Next year's theme at the show is already designated to be **"The Motoring News Road Rally Championship"**.

An OMC event which we know a lot about, as the club put 10 AGBO road rallies into that championship. I have proposed that OMC should put on a display of some kind at this HRCR event. I doubt if any of the other clubs who contributed to the series would be there, but I might be wrong on that one.

We have a sizeable archive for this event, which I hold and maintain and was all put into year order files and used extensively and added to considerably during the research for the OMC Rallies book. There are items in that archive suitable for display, although further will be required.

At our 60th OMC anniversary gathering at Great Barr Golf Club we had a number of MN related items on show belonging to the late John Bloxham so perhaps we could ask the family for another loan of these. Also, the AGBO winners Trophy which John retained after three consecutive AGBO Road Rally wins, all would be a very useful display items.

We still have the sizeable AGBO Road Rally trophy collection, not in the best condition but I am willing to sort that out. These would be great show items which include some very famous names. I consider this to be a golden opportunity to showcase our club's fantastic history in this very famous road rally championship.....*Continued*

It was the one to do. I did several of them in our 73 Mk1 Mexico and they were hard work!! All up to 200 miles through the night.

I think only two other clubs contributed more events than OMC towards this famous championship, a fact OMC should be very proud of. I think it is an opportunity to make people more aware of our clubs' valuable involvement.

Last point:- The Clerk of the course and Chief route finder for many of the old MN AGBO Rallies was none other than previous club member Robert Cotterell. Does anyone think we could resurrect him. It's just a thought for this show. His knowledge of those Welsh routes and the events meticulous planning are etched in his head.

Obviously, I cannot do this on my own!!

Anton Bird, Committee Member and REVS Editor.



A very famous Championship winning car from the Motoring News Road Rally series. Driven by John Bloxham who was an OMC member, 1961- 1987, 17 event wins, M/News Champion 1969.

Puddle Hoppers Motorsport

Covid came and our sponsors left. 7 years later we are backout again. We have been out a few times in our Toledo and was so pleased to attend the memorial run for Dave Lucas, as he named us puddle hoppers. But after all that time, it was an opportunity to return to Rallying with Langworth Motorsport.

What better, than to attend Cadwell Park, an event we had not done before, in a different Subaru we had not been out in, and against people on their eighth rally, and our first for 7 years. What could possibly go wrong????

On the start of SS1 my intercom did not work and had to loan another helmet. Stage one gave us the chance to get the feel for the car and rally in earnest. Starting thirty-eight worried me, but we held our own and gradually got into the swing of it. All went well but a slight smell of clutch slip. Tight in places and hand brake turns were not working for us. Some very quick guys in the championship giving us a chance to follow them and learn from them.

Made it to 50th position and quite happy with that. Gradually increasing ability and speed. Then stage 7, clutch started slipping badly, to the point we could not get up the hill. Luckily, sun was shining so we sat and watched the rest go by.

Then the Carnival stages at Abingdon came. Now we know the car and the venue. Number 26 on the door, great start, run went well and no real issues for most of the 8 miles. Pity it was a 9-mile stage, came in with no brakes. Same again stage 2, but quick lines, better handling on corners, a few tight chicanes not suited for our car, but nice long straights helped the timings. By stage four we were third in class and really getting to grips with the car. Stage five and popped into second in class by a few seconds. Car performed really well, tyres gripping well and lasting as it's a bad venue for tyre scrubbing. Final runs moved us comfortably in second, some nice overtaking and quick tight lines. Such great fun and a really well organised event. Nice to win an award again. Resting for summer then will practise again later in the year.

Kevin Perks and
Derek Kriedemann.



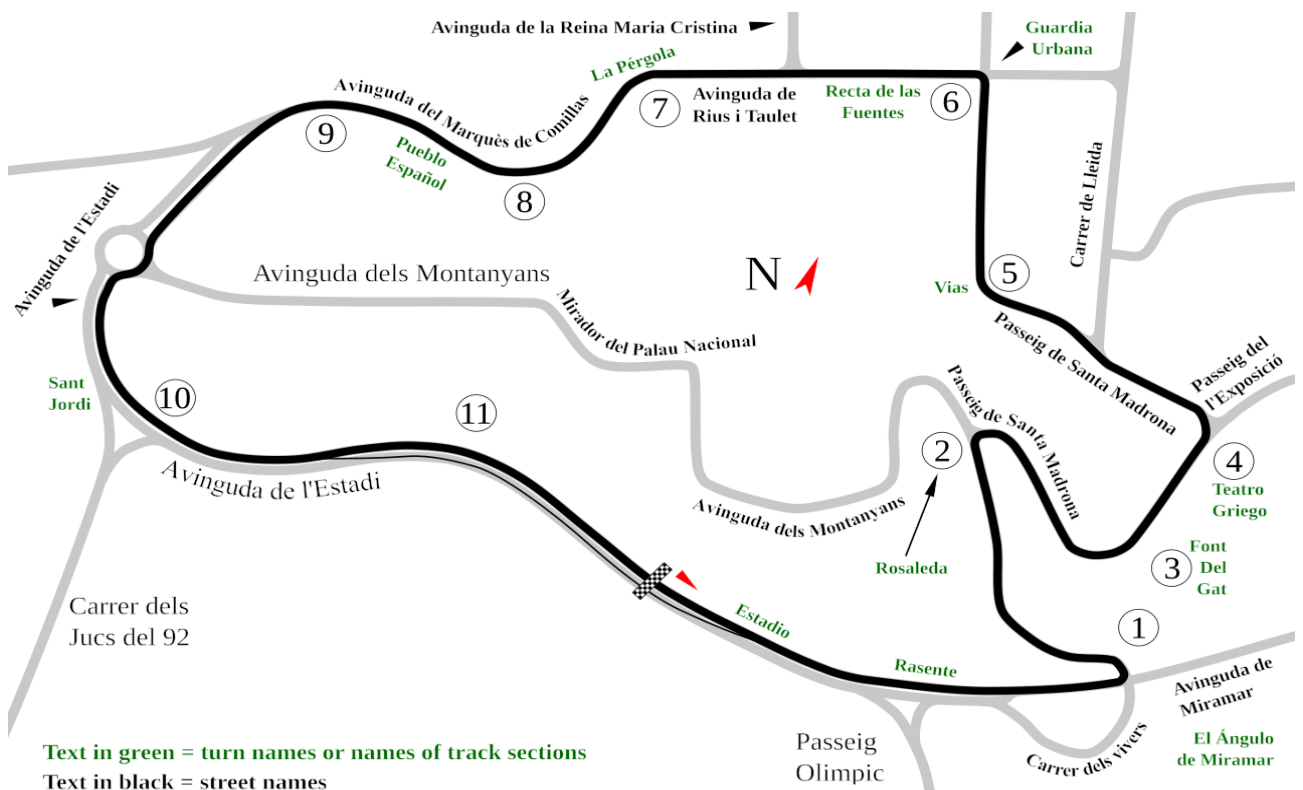
RS200 OR QUATTRO OR 037



Who caught these immortal beasts in action, I was lucky enough to have seen all + the fantastic Martini 16V Delta Integrale. Which is your favourite? For me it has got to be the Quattro. *Editor*



A bit of **BRM** for a change. 1969 Spanish GP, John Surtees BRM P138 gets attention in the paddock at Montjuich, where's that you ask? It's the old street circuit in Barcelona see below, only used for a few years Late 60's Early 70's



Changes to OMC memberships planned for 2027.

OMC committee have taken the decision to scrap the registration fee for club championship's, previously £5. This means that changes have be made to the clubs computerised membership system (MOJO). Any club member can be part of the club championships at no extra cost. BUT if you wish to be included in the club championships the correct membership category will have to be selected. Members are reminded that associate / partner members can compete on OMC events, but where an MSUK licence is required (AGBO & GH Sprint etc), you must also hold the relevant MSUK licence. New OMC club memberships can be taken out for 2027 from 1st December 2026 this is a change from previous which was 1st October. The categories and membership fees in MOJO will have been modified to suit by 1st December.

If you choose to be included in the 2027 club championships, it is your responsibility to inform/send results of any events that you have competed on and wish to claim points for, to the club championship Co-ordinator currently – Melvyn Cox (contact details are always on the inside cover of REVS

New membership categories shown on following page.

You can renew for 2027 from 1st December, 2026

Also being introduced in 2027 is a “**Life Membership**” card, members eligible for this (are few) will have achieved a 50-year continuous OOMC / OMC membership. This will be ongoing for the future, so it might be an advantage to remember in which year you joined OMC. “Life Membership” gives free membership for life (but yearly fees can still be paid if you wish). A standard club card will also be issued but must be applied for through normal rejoining channels.



2027 OMC Annual Club Membership Fees

Full membership - **£20**

Full with Championship Registration - **£20**

Full plus Partner (1 linked member) - **£22**

Full with Championship Registration plus family
(3 linked members) - **£26**

Full with Championship Registration plus partner - **£22**

Full plus family (3 linked members) - **£26**

Junior - **£10**

Junior with Championship Registration - **£10**

You no longer have to pay for championship registration, but you must choose the correct category from the above, enabling the Membership Secretary to collate a championship contenders list which will be forwarded to the Club Championship Co-ordinator.

Owen MC championship car stickers will be included with your membership card/s if you register.

Please remember that Associate / Partner memberships can only compete on OMC club events, {AGBO & GH Sprint are not included} if they wish to take part in any MSUK status events they must hold a MSUK licence for whichever discipline, Race / Rally / Speed etc...

OWEN MOTORING CLUB



Proud of our Heritage



OMC Graham Hill Sprint June 26

Entries for this year's Graham Hill Trophy Sprint were initially slow coming in. Another event in the Curborough Championship had already been cancelled due to a lack of entries which seems to be a bit of a trend across the sport this season with notably fewer competitors across the board.

The committee decided that our event should go ahead regardless after a lot of hard work had been put in by the organisers and we were rewarded with an entry of 52 varied cars, a little down on previous years but enough to make the event viable.

The weather forecast for the day was very good with some cloud but dry and very warm and for once it was correct.

The format of the event was for one practice run and three timed runs. OMC as always hosted a small display of classic cars which proved popular with the public and competitors alike.

There was a problem, as on the Friday before the event a very large tree had fallen across the link road to the start. Shenstone Car Club put in some sterling work in getting the tree removed but there was considerable damage to the road surface which meant that it was unsafe for modified cars and single seaters. The classes affected were diverted from the paddock gate to the start along the track which resulted in some slight delays to proceedings. The event started on time with the standard car classes.

Class Sa had three cars with Owen MC's John Denman taking the win in his MGZR from Vicky Kemp in a similar car in only her second event. Andy Jones was third in his Vauxhall Adam.

In Class Sb Jenson Butlin took the win from his dad Glyn in their C2 VTS. *Continued.....*

Another Owen member, Paul Glendenning took Class Sc in his Clio Sport ahead of the two MX5s.

In the road car classes with slight modifications Class 1a was won by Steve Barrow in his Fiesta narrowly ahead of Tom Bishop in his Cooper S.

Class 1b, for cars from 1401cc to 2000cc was won by Mike Gardiner in his Clio RS200 in a class record time of 64.96 seconds.

Class 1c for over 2 litre cars was the largest class at the event with 10 competitors. It was won by Lee Bradford in his Porsche Cayman. Owen Member Nick Pollitt was 4th in his BMW MINI Coopers S and took the Best Owen Member trophy

In the Modified production Car classes, 3a was won by Warwick Barber in his 1380cc Mini from Alan Henley also in a 1380 cc Mini.

Class 3b went to Ian Carvell in his VW Scirocco then Dan Whitman in a Vauxhall Nova 17796cc

3c was won by the Porsche of Michael Jackson with Charlotte Ward in her Mazda MX5 taking 2nd place also the best lady award.

Fastest time of the day went to Mike White in his Empire Evo 2 racing car in a time of 52.04 secs, This was on his first competitive run as he unfortunately suffered an engine failure on his second run. Article Received from..... **Melvyn Cox**



OMC to Donate another £1000 to Air Ambulance, trip to Cosford AA Base in Planning. The club thank all who have donated.

OMC Classic Section at Canwell Show...August

Only 9 OMC classics turned out for Canwell show. A further 16 other private entries made up the numbers. Disappointing, as Martin & Dean had put a lot of effort into attracting our club owners and even more effort into creating a brilliant show stand on the main Canwell estate driveway.



Above Top Left. Super set up on both sides of main driveway,
Top Right. Full Nut & Bolt restoration of the Triumph Herald belonging to Martin Parkes now complete, looks the business.
Right Below. Club HQ and new Rubery Owen pop up left, showing a run down of their company facilities that existed in the day.

OMC Cub Championship standings 2027

Championship positions **at 31 August 2026** Here is a summary of the current OMC One Sport Championship Scores at the end of July. Please remember to claim your points preferably using the claim form on the website:

<https://owenmotoringclub.co.uk/championship-claims/> if I don't know that you've done an event I can't score it!Melvyn Cox

		Number of Events	Owen Event Points	One Sport Points	Best Seven Scores
AutoTest	Nick Pollitt	4	16	61.17	61.17
	Peter Collinson	1	10	10	10
	Melvyn Cox	1	0	2	2
Road Rally driver	Dean Forrest	2	0	10.83	10.83
Road Rally navigator	Martin Parkes	1	0	3.33	3.33
Sprint	Paul Glendenning	7	15	102	102
	John Denman	9	15	97.86	81.19
	Melvyn Cox	8	3.33	35.76	24.22
	Nick Pollitt	1	12.73	12.73	12.73
Stage Rally co-driver	Anton Bird	2	0	30	30
	Owain Thomas	1	0	7.5	7.5
	Joe Devey	1	6.9	0	0
Stage Rally driver	Clive King	3	0	45	45
	Craig King	3	0	39.62	39.62
	Owain Thomas	1	14	14	14
	Kevin Perks	1	0	15.56	15.56
Trial	Nick Pollitt	3	2.86	20.43	20.43
	Melvyn Cox	1	5	5	5

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 ...

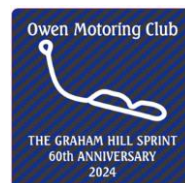
Email clarejennings22@outlook.com

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.



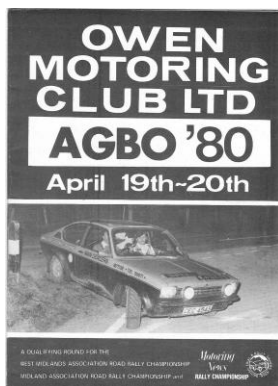
Owen Motoring Club Rally History



Start 1968 AGBO Rally



Researched & Compiled by Anton Bird



Six years research to dig out the history of many of the rallies organised by Owen MC. Events covered from 1960 through to our years at Weston Park. The main focus being on OMC 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 previously.

Copies of the book available through the Author, Anton Bird @ £12 per copy.

Postage Royal Mail second Class £2.40 (as of July 26)

Enquires to antonbird@talktalk.net

eBay Item No. 137485487461