

# OWEN MOTORING CLUB

## CLASSIC VEHICLE GROUP

FOR ALL CLASSIC VEHICLE ENTHUSIASTS

[WWW.OWENMOTORINGCLUB.CO.UK](http://WWW.OWENMOTORINGCLUB.CO.UK)

*Polish it THEN use it !!*



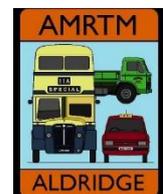
(October/November 2019 - Issue No. 58 & 59)

Due to a rather busy couple of months I decided to combine Oct with the Nov newsletter instead of Nov with Dec as I usually do, sorry if its slightly confusing! Anyway, after a 5-week break after the successful 'Tony Matthews Classic Tour' it was time for our last outdoor show of 2019 at the Aldridge road Transport Museum on their final running day of the year. We were blessed with glorious sunny weather, albeit cooler when the clouds came over, for most of the day and of course this brought out the visitors. Lots of interest in our car along with a good selection of buses giving free local tours.



Paul & Chris Moran came in their Downton Cooper, my green thing was joined by its posh Singer cousin along with all the regular Owen members who have faithfully supported Owen MC again throughout the year. New to this show were Nathan and Matt Baker in their Mk2 Escorts, the ex-Derrick Wallbank white Harrier and a recently purchased modified red Escort.

Thank you to all the volunteers at the AMRTM for making us feel so welcome again and hope we can repeat this show next year.



There are still tickets available for our 60th Anniversary and Christmas party on Wednesday 18th December at Great Barr Golf Club, Chapel Lane, Walsall, B43 7BA. (7.30pm for 8.00pm start). Our guest speaker, Neville Hay, will do a presentation on Rubery Owen and their involvement with the BRM motor racing team. Tickets are £5 each to club members (only 2 tickets per member) and £15 each for non-members, these are available from Clare Jennings and Derrick Wallbank.

To celebrate our 60<sup>th</sup> year we have had a limited edition of new car stickers printed (85mm diameter).

These are none adhesive for the inside of your windscreen and are available from Anton or me at the bargain price of two for £1-00.



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I received a report on the 'Tony Matthews Tour' by long-time member Nick Pollitt just after I'd sent out the last newsletter. I have printed an edited version below as a taster for the full in-depth report which will be in the December edition of our quarterly magazine 'REVS' which is compiled by our chairman Anton and should be available on or before the Christmas party. This is only available to paid up members so if you don't want to miss out then there is a membership application form for 2020 on line at [www.owenmotoringclub.co.uk](http://www.owenmotoringclub.co.uk) and one will be in the December newsletter.

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### The Tony Matthews Classic Tour (110 miles and lots of cake)

8.00 am at Salop Leisure just off that ridiculous roundabout on the A5 near Shrewsbury, perfect start venue with 53 cars all lined up and ready to go, nice bacon roll, coffee and a superb road book. First car off at 9.15 was the 1947 Bentley MK V1 that everyone got to see at some point on the event, followed by me (Nick Pollitt) and Terry Moore in my 1955 TR3.

80 mins were allotted to travel the 28.89 miles to the Long Mynd, easy, but the route was mighty narrow in places and the Michael and John Davis Bentley was about the same width which meant a careful speed was required. The route leads us past Woolstaston and then Ratlinghope, and a climb up Long Mynd to take a rest at The Midland Gliding Club some 500 metres above sea level.

The gliding fraternity were extremely welcoming and presented the first cake selection of the day, carrot cake, lemon drizzle, chocolate, apple, Bakewell's, Victoria sponge, ginger cake, coffee and walnut, it really was a challenge to eat them all during the 30-minute break.

What a steep downhill it was from the Mynd down to Asterton, a few more cattle grids and off to Church Stretton, and after a couple of miles left for Acton Scott and the Working Farm. What a fabulous setting for the lunch halt, tasty sandwiches were ready for all as we were seated in a field with the sun shining down, oh and there was a choice of cake too. The second leg had been 24.4 miles and now we were off on the 3<sup>rd</sup> leg of 28 miles going in a southerly direction taking in the renowned Wenlock Edge.

At about half distance on this leg we turned into the grounds of Delbury Hall in the village of Diddlebury, a privately owned 18<sup>th</sup> century mansion in beautiful grounds. The owner had allowed us to pass through and have a 15 second stop for a photo. Onwards via Haytons Bent, and then near Bitterley the road book warned of a ford...there was less water than in the washer bottle on Derrick Wallbank's very nice RS 2000 he'd acquired the day before!

Lots of cars arrived together at the afternoon rest at Bennetts End Inn, rushing probably to get the best cakes, another wonderful selection served for us, more lemon drizzle, chocolate, a very tasty orange cake and what looked like a speckled malted loaf cake, must go back there. After more cake we went set off in search of Ludlow, Leg 4 a slightly gentler and easier trip of 24.4 miles via Clee Hill, Doddington, a lovely road up through Cleeton St Mary before turning left towards Blackford and onwards to Ludlow.

What a great finish venue, big car park, other people to admire the cars, located near Ludlow Racecourse on the edge of the Earl of Plymouth's estate and most importantly The Ludlow Kitchen and Food Centre which specialises in what else but bread and cake making. What a generous touch by the organisers to have a meal, and a small cake, at the finish of a well organised event with a great route, a good variety of cars, lots of cake and a a super day out.

Big thanks to Bob Cotterell for a challenging and picturesque route, Roger Tristram, Melvyn Cox for a great road book, Claire Jennings at signing on, James Nicholls and David Allman and probably others who were out there so we could all have a jolly good day out.

Nick Pollitt. September 2019

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Sad to hear the death of Russell Brookes on 30<sup>th</sup> October, he made his competitive debut in club events in 1963. At first, he drove several privately entered cars including a BMC Mini Cooper, he then came to the attention of the Ford Motor Company whilst competing in a Mexico in their one make championship.



In 1974, Brookes started one of the longest running sponsorship deals in motorsport when he signed with *Andrews (Heat for Hire)*. Their distinctive yellow colour scheme graced nearly all his cars through to 1991. During this period the sponsors' turnover grew from £1.5m to over £60m making it a benchmark for other sponsorship deals and the rest as they say is history. Personally, I have walked miles in forests and taken loads of photos of him and his cars and here is one of my favourites. Taken on a cold morning on a RAC somewhere up North with a control board attached to the front of his Escort after a big cut I think

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As I conclude this newsletter it's hard to imagine that this time a week ago, we were putting the final touches together for our stand at the 'Lancaster Insurance Classic Motor Show with Discovery' at the NEC. I'd booked in 6 cars which were Ian Hazel's Avenger Tiger, Paul Kendrick's Rally Escort Mk1, Roger Tristram's Lancia Delta Integrale, Paul Moran's MG J2, Pete Hubball's lovely Escort RS Turbo and of course my green thing (Imp). I must admit to having a few sleepless nights worrying about the stand size etc. and whether I would get all the cars on with a decent space in between as it had looked ok on my scaled drawing. I needn't have worried as all went well when we eventually got there on midday on Thursday.

The drama began just after I had met up with Paul Moran and Derrick (with cars on trailers) on the A446 near to Bassett's Pole at 8.30 ready for no more than a 45 min drive to the NEC.



Earlier there had been an accident on the M42, near to the Dunton island junction, and this backed up the traffic in the area away from the motorway so that nothing was moving in the vicinity. Gradually we edged our way along the A446 towards



the Belfry Golf Club and then decided to do a left and cut across via Bodymoor Heath to miss out the approach dual carriageway traffic lights onto Dunton island. This went well until we were about six cars away from the island when the police closed it completely as they wanted to re-set the traffic light system which had become confused due to all the cars that were stationary on it because of the accident.

45 minutes later we were eventually sent on our way, so this relatively short journey had taken us 3 hours!! Stand set up was done in record time thanks to the invaluable help of Pete & Nicole, Elaine, Paul & Chris, Paul Vaas and Derrick W. I'm also pleased to say that my frame construction for the OMC Classic banner which fitted on top of the gazebo worked a treat and our stand certainly stood out in a good position in Hall 5.



It was probably the best show so far with a good cross section of cars combined with a good setting and I couldn't have wished for a nicer group of people to share our 60<sup>th</sup> Anniversary event with. So thank you to them and the club members that turned up to man (& women) the stand throughout the three days and all the friends & visitors that came and said hello. The stand is already booked again for 2020!

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