

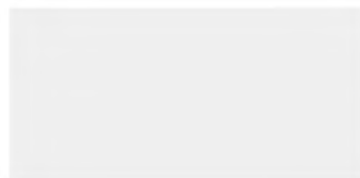
Issue 7 June 2015

NOTES FROM THE EDITOR

The Harewood calendar along with some spells away have ensured that this is a 'mega' issue of your magazine, with no less than four event reports by Steve Wilkinson to enjoy. As well as continuing to bring you news from OMS, we also have a special report on the 'Eight Hills Challenge', and a profile of one of BARC(Y)'s stalwart competitors. We hope that the latter will prove to be the first of a series of such articles; if you fancy becoming the subject of a profile, please let John English know and we'll arrange a quick chat with you during one of the Harewood meetings.

The May Open meeting was good fun, but by 'eck, it was a cold wind that blew up the hill (and indeed much else). It was much more pleasant for the May MSA championship meeting and it was worth waiting to the not-so-bitter end in order to see Scott Moran break his own hill record on the very last run of the day – amazing stuff! My companion on that occasion was 'of an age' but had never been to a hillclimb previously. I suspect that's true for a regrettably high proportion of the population, even those who live close our spectacular venue.

We returned from a holiday in North Wales just in time for the Classic and Historic meeting, having had a brief 'taster' on Friday 5th June, when the Three Castles rally visited Chirk castle. Whilst the more modern machinery (Healys, MGBs and the like)



went on their way, the 'Heritage' vehicles undertook a short section through the grounds and finally 'posed' in front of the castle. As for our meeting, I can only echo Steve Wilkinson's sentiments about the event (though not about the 'light breeze'!).

Any event that attracts such numbers of fine historic cars, especially Frazer Nashes, must be good, but for me this year's highlight was the sight of James Baxter flinging R4A through Farmhouse on his way to shattering his own 'Vintage' record. The

Jim Thomson was great fun, and we've discovered that it's well-worth the slog back up the hill to venture down past the start-line and enjoy the balmy air down there!



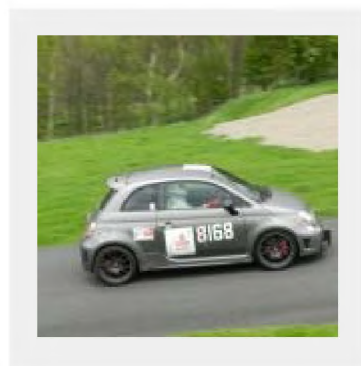
— Historic line-up at
Chirk castle (Don
Chambers)

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EIGHT HILLS CHALLENGE

Two Scottish motoring journalists, Alisdair Suttie and David Finlay, have set themselves a stiff challenge, albeit one that I guess many of us would quite fancy having a crack at! Their aim is to drive eight different cars on eight hillclimb courses, participating in the Leaders' Championship. In the process they're working to raise awareness of the great work of their chosen charity, Blood Bikes. Alisdair remarked that the motor manufacturers who they've approached for the loan of their cars have been very supportive of their endeavour. As the cars are comparatively rare and expensive, it represents a considerable statement of their faith in Alisdair's and David's skill and experience as hillclimbers.

At Prescott they drove a Mercedes A45 AMG, but for Harewood their mount was a Fiat Abarth 695 Biposto. Whilst clearly derived from the Fiat 500, this means a roll cage instead of rear seats (hence 'Biposto'), racing seats with four-point harnesses in the office, close to 190bhp from its 1.4 litre turbo engine in a 1000kg vehicle, optionally a dog-ring (hence non-synchro') gearbox, 143 mph and 0-60 in less than 6 sec. You also have to live without extraneous items like air-con, radio etc., so maybe there are



better models to choose from the range for the school run. One of only 900 that'll be built, Harewood on the other hand was a great venue for the car to show its paces, and it drew plenty of attention both on and off the hill. As Alisdair remarked, 'It's a lot of fun!'

'Blood Bikes' is the umbrella name given to a number of regional charitable organisations all of whom use volunteer motorcyclists to take essential medical items around the country 'out-of-hours' when there's no NHS service available. The outfit serving South, West and North Yorkshire is the Whiteknights, and for the May Open event Alan Woodhead was on-hand, mainly for a photo-shoot with David and Alisdair, but also gave him an opportunity to see first-hand what Harewood has to offer. Alan admitted that his first reaction when he started looking around was, 'Where the hell's the hill, then?' Not only is Alan a volunteer rider, he's also the representative for the Whiteknights as well as being its bike manager. An engineer by profession, he's pretty keen on classic cars also! He was mounted on one of the charity's motorcycles, a BMW, which as well as being a working bike serves as the 'show bike'. Needless to say, it's immaculate, and as Alan proudly states, the police force donated it to the charity, thus saving it several thousands of pounds.



— Alisdair and Alan
(Don Chambers)

So, how did things go for Alisdair and David at Harewood? A glance at the results shows that on both 9th and 10th Alisdair managed to shade David, in the process taking Class A(i) on the 10th with David in second place. It's still early days in the challenge, however, but one suspects that Alisdair would like to come out on top at Doune; it's his home town!

We'll look forward to seeing if David gets his revenge when they return to Harewood in July driving... who knows what? And there's still a chance that 'The Eight Hill Challenge' could become 'The Ten Car Challenge'!



— Nice touch (Don Chambers)

Don Chambers

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HAREWOOD OPEN HILLCLIMB 9th MAY 2015

Martin in control

The Saturday part of the May week-end saw the British Hillclimb contenders practice whilst the Harewood Championship contenders had an enjoyable if cold day competing for points. FTD went to Paul Martin whose changes to the OMS are slowly coming to fruition.

Kicking off proceedings were the two guest championships – the Ferraris and the Westfields. In the former class record holder Nick Taylor took the win in his 'new' 430 Coupe with a third run lunge that relegated championship leader Richard Prior to second place. Philip Whitehead just held off a third run charge by David Snelson for third place with Richard Allen fourth. In the Westfields it was a mixed bag with both Road-going and Mod Prod lumped together. Tim Nunn lowered the class record en route to the win whilst John Hoyle, who was also inside the old record, took second ahead of former class record holder Terry Everall. The returning Mark Anson was fourth just ahead of Richard Kerr.



— Nick Taylor winning his class (PWPics)

Into the Harewood classes and in the 1400 Road Modified class it was business as usual as David Taylor took the win ahead of Colin Smith. In the 2 litre division NSCC regular David Marshall took the honours as he led home a 205 GTi clean sweep ahead of Deryk Jones and James Kerr. David Blakeston recovered from a first run tour of Yorkshire to grab fourth place. In the Over 2 litre division Graham Cox took the win ahead of Francis Cooper whilst Andrew Sherratt in the elderly Fiat Coupe grabbed a fine third place ahead of older brother Peter's Porsche 944.

Into Kit Cars and in the 1700 class Michael Bellerby took his customary win with Daniel

Hollis in his Caterham 7 Academy second. The Over 1700 class saw Richard Paterson lead throughout whilst Derek Leetham, Simon Ambler et al trailed home. Tracey Taylor-West then took the Elise class from Chris Brooks before we moved into Mod Prod. In the 1400 division William Roberts solitary run in his brother's Mini Clubman would be good enough for the class win as Neil Jackson came home second in his Micra. Oliver Roberts was unable to take a run as the Mini was hors de combat. In the 2 litre Mod Prods it was the pretty Elan S4 of Brian Lee that held sway ahead of the Golf of Gavin Millward. In the Over 2 litre class Simon Dawes took the win ahead of the ex-Chris Rea Ferrari of Leon Bachelier. In the solitary Kit Car class for Mod Prods Bob Bellerby took a comfortable win in the MNR ahead of Geoff Hill's Sprite. John Prickett took the Sports Libre class win with the ever entertaining Craig Moore in the insane Rage R200RT.



— Chris Brooks in his Elise (PWPics)

Into the Racing Car classes and Ed Carter took the 1100 class in the Jedi from Richard Vaughan whose OMS is now back to being an open wheeler. Adam Steele was third in the Martlet, which is now running a blown 750, ahead of Steve Carter. Ben Tranter again took the FF1600 class from co-driver Robert Spedding but both were some way off their PBs. In the 1600 class it was the battle of the Pauls with Martin taking the class and FTD whilst Gibson was third in his Honda powered OMS. In the 2 litre class it was a Family Feud as father Robert beat son Taylor in the Macvean struggle for Van Diemen supremacy.



— Richard Vaughn 'a bit sideways' (PWPics)

The final class for Pre-1972 Sports & Saloons saw Les Procter fight back from a first

run second to take the win and breaking the record in the process.

Colin Bryan was second and also inside the old record despite only mustering one run in his Lotus Cortina. Jim Johnstone and Carl Wattam came home in third & fourth respectively.

A highly competitive day saw two class records lowered and lots of close battles plus several new PBs. Our fingers were crossed for warmer weather on the Sunday or at least a drop in wind speed.

RESULTS

[harewood championship updated 090515](#)

[ftd & top 4 in class updated 090515](#)

[final web results updated 090515](#)

Reported by Steve Wilkinson



— Colin Bryan's Lotus
Cortina (PWPics)

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MAY MSA BRITISH HILLCLIMB CHAMPIONSHIP 9th/10th MAY 2015

Honours Even

The two run-offs for British Championship points were tense affairs with honours even between Trevor Willis and Scott Moran yet neither would lead the championship as they headed back home. With three class records broken in near perfect conditions the event was a success.

The timed runs kicked off with the Ferraris and for the second day running Nick Taylor

took the win. David Snelson moved up to second as championship leader Richard Prior could only manage third spot just ahead of Richard Allen and Jon Goodwin. The Westfield SCC contenders were next and again Tim Nunn took the win but failed to improve on the record he set the previous day. John Hoyle was again second but it was Mark Anson who took third ahead of Terry Everall – the top four being divided by less than 2 seconds.

We then moved into the Hillclimb Championship classes. Leading



— Tim Nunn at work in

the way were the Road-going cars and in the 2 litre division Alisdair Suttie and David Finlay scored a 1-2 in their borrowed Abarth 695 Biposto whilst Anthony Record was third ahead of John

Pick's immaculate Mini. In the Over 2 litre class Tony Bunker dominated despite a late arrival due to only finishing the car the day before. Peter Herbert was a distant second with Andy Birkitt's smart Escort Mexico third. The single 'Specialist Production Car' class was next and Roger Moran took the win finishing half a second ahead of Steve Day, the car's owner, whilst Simon Jenks was third in his 'Busa powered Caterham.

Into Mod Prods and that perennial competitor Andy Russell took the 1400 division unopposed. However the 2 litre division saw an epic duel for the class win. First Paul Drowne in the 205 broke the class record only for Sarah Bosworth to relegate him to second. Then Colin Satchell went even quicker to

grab the lead and reset the record for the third time. On the second runs neither Drowne nor Bosworth could better Satchell's time and to rub in his dominance Colin went even quicker on his second run leaving the class record in tatters. In the Over 2 litre class Simon Dawes took an unopposed win. The two Sports Libre classes also attracted just one competitor so Ben Lovell and Allan McDonald took the wins with the latter having a character-building day with various problems with his Mini.

There were 11 entries for the 1100 Racing Car class but only seven would take their second runs. Simon Andrews led initially only for Simon

Fido to snatch the win second time up. Mark Goodyear took third whilst Steve Marr remained fourth despite being sidelined after his first run. Also sitting out the second runs were Scott and Lesley Sheridan with their freshly upgraded and unpainted Reynard. The 1600 class followed and Ed Hollier dominated. He was fastest on both runs as he finished nearly half a second ahead of Richard Spedding in his brand new GWR Raptor. Eynon Price took third ahead of Steve Owen and Morgan Jenkins who was sidelined

his Superblade
(PWPics)



— Let's get this straight!
Andy Birkitt in his
Escort Mexico
(PWPics)



— That's some quick 205
(PWPics)



when wife Amy had a massive oil leak at the start on her second run.

— Richard Spedding
takes his nice new
motor to 2nd in class
(PWPics)

Into the 2 litre class and not unexpectedly Jos Goodyear emerged as the winner and set a new class record; however it wasn't all plain sailing. On his first run Jos hit the loud pedal a tad too early as he exited Clarks on cold tyres and the Raptor slewed round, climbed the bank and came to a halt on the grass. Leader after the first runs was Paul Haines who dropped to second whilst Dave Uren fought back to third as his first run time was disallowed for exceeding track limits.

In the Over 2 litre class Alex Summers set the standard on his first run with a new class record and although he was slower on his second ascent he held on to the class from co-driver Scott Moran who was fastest on the second climbs. Trevor Willis was initially third but fell to fourth as Will Hall put in a stunning second run. We then moved into the single historic class where a somewhat one sided battle went to Jonathen Varley in his two litre March which established a new class record although Les Procter led initially as Varley hit problems.



— Alex Summers takes
the class (PWPics)

The final class was for the Nat B Harewood competitors and was decided on Target Times based on class records. Ed Carter was fastest on Scratch from Richard Vaughan and the Macveans; however on Target Time system it was all change. Richard Archbould took the win in his Mitsubishi EVO 6 with a score of 17.72. Second went to Chris Brooks in his Elise (17.19) with Peter Milne in the Mitsubishi EVO 9 third on 16.05 and Ed Carter in the Jedi fourth on 15.93.

Rd 5 Top 12 Run-Off

Four drivers posted times in the 49 second bracket. The first to do so was Scott Moran who was also the first man on the hill. Will Hall just failed to beat Scott's time and then Trevor Willis moved into the lead with a 49.17. This left just one runner to go and Alex Summers took a big breath and was in attack mode from the start. He just kept nibbling at the sector times, yet as he exited Farmhouse he was under pressure. The blast up Quarry and a fearless attack on the final corner stopped the clocks at 49.15 so victory went to the young gun.

Wallace Menzies, Ed Hollier, Richard Spedding and Alistair Crawford all improved on their Q-times and finished fifth sixth, seventh and eighth. Oliver Tomlin, who qualified fifth, fell off the pace in the run-off and was over four tenths slower and dropped

to ninth, whilst Haimes, New and Bradburn all improved on their Q-times coming home in the remaining places.

Rd 6 Top 12 Run-off

Richard Spedding had done well to qualify for both run-offs in his new Raptor but lost out on the second run-off when the car “selected a false neutral coming out of Orchard” and the local tyro coasted to a halt. Also in trouble was Tom New who after an excursion potted to the top. Oliver Tomlin who had again qualified well in sixth dropped down the order again to finish tenth and pick up just one point. Paul Haimes was also slower than in qualifying and the Gould driver dropped to ninth. Ed Hollier was another to be slower than in qualifying so fell back one place to eighth – never-the-less a great achievement for the Devonian. Eynon Price had just qualified for the second run-off, thanks in no small measure to the feed-back from co-driver for the day Roger Moran. The Welsh Wizard gave it everything on his final run of the day and set a new PB in the car, hauling himself up to seventh. Dave Uren was another to make massive improvements over qualifying and he rose to sixth spot with his best time of the day.

Trevor Willis knew he was up against it and slightly overdrove the OMS as he tried to take the battle to the championship leader; however his efforts left him in fifth spot which is where he had qualified. Jos Goodyear had put his Q1 incident behind him and having qualified with a new class record went even quicker in the run-off but couldn't do any better than fourth spot. Alex Summers had been first on track and his 49.34 had certainly set a high standard but it would in the end only be good enough for third. Will Hall, who had qualified fourth, then put the pedal to the carbon fibre as he set a new PB just 0.05 off the existing hill record.

What could Scott Moran do? Could he win? Was a new hill record really on the cards? Off the line the Gould lazily got into its stride but by the time Scott had arrived at the Esses split he was in touch. At the split before Country he was in command and as he appeared to effortlessly wind his way up the hill the split times showed he was in total control and flying! As he hammered up Quarry Straight he was well ahead of the rest and as the



— Wallace Menzies
attacks in his Gould
GR55B (PWPics)



— Trevor Willis, OMS28
(PWPics)

spectators held their collective breath and watched the clocks they all stopped at 48.81 – a new hill record. 10 points for the win plus an extra point for the record moved Moran up the championship standings and sent a clear message to everyone; don't ever write off Scott Moran as a championship contender.



— Scott Moran + Gould
GR61X = Hill Record
(PWPics)



— WOW! (PWPics)

RESULTS

ftd & top 4 in class – 100515

final web results – 100515

Class 26 Results May 2015

[BHC Run Off Results round 5 Harewood](#)

BHC Run Off Results round 6 Harewood

Great report by Steve Wilkinson!

Issue 7 June 2015

CLASSIC & VINTAGE HILLCLIMB 6th JUNE 2015

Baxter breaks the Record

The Saturday part of the June week-end reverted to the Vintage & Classics. The weather was perfect with sunshine and a light breeze. On track the 'oldies' were breaking records both class and personal.

After a minor hiccough when the Coldwell Mini distributed its copious amounts of oil all the way from Orchard approach to the apex of Farmhouse the event ran smoothly.

Andy Walker broke his own record in the second of the MG classes before the other 'guest championship' rolled out. The Classic Marques gets an eclectic mix of ancient and modern cars and Matthew Eady in the DARE Ginetta G4 was fastest as he was hounded by Graham Millar's Rally-prepared Escort and a flock of



— Graham Millar's
purposeful Escort
(Keith Hunt)

TVRs.

It was then time for the VSCC cars to hit the track. Greg Harrison scored a class win in his father's Austin 7 Ulster to kick off with.

However we had to wait until the Edwardian class for the first VSCC record of the day. Hugh Mackintosh smashed the previous standard in his pointed tail Hudson Super Six Racer whilst Jonathan Miller in his Stutz Bearcat was also inside the previous best.



— Hugh Mackintosh
breaks the record!
(Keith Hunt)

James Baxter, driving the Nick Topliss ERA R4A,

lowered the Pre 1941 Racing Car record and in the process set a new outright 'Vintage' record. It was a superb effort by a highly talented speed-eventer who is at home in a wonderful piece of motor racing history. In the 'Pre '73 Classic Saloon' class Rich Hawcroft smashed the previous best with his Morris Mini carving an incredible 3.94 seconds off the record whilst Mark Forster in a Wolsey Hornet was also inside the old record.



James Baxter (ERA R4A)
bound for the apex of
Quarry (Steve Wilkinson)

Once again the variety of Vintage racers present was bewildering and between the 24litre Napier Bentley and the rapid 1 litre JAP powered specials there was an ocean of difference but all were driven with gusto. For me it is one of the 'must see' meetings at Harewood and when the sun shines it is like a glimpse of heaven.

RESULTS

[ftd & top 4 in class updated 060615](#)

[final web results updated 060615](#)

[Class 38 Handicap results 060615](#)

Reported by Steve Wilkinson

Issue 7 June 2015

JIM THOMSON HILLCLIMB 7th JUNE 2015

Martin dominant

The Sunday part of the June week-end saw the BARC Harewood Championship contenders back in action. The day was cooler with a much stronger breeze that cooled things down considerably. Again we had an oily incident in practice when a Megapin split an oil-pipe heading into Clarks stopping only when he arrived at Chippy's.

The MG guest classes yielded victories for long-time Harewood regular David Coulthard, returnee Paul Drake and Andy Walker who was inside the old record but couldn't break the record he set the day previously. In the AMOC class Tom Whittaker's Vantage GT4 sledgehammer took a simple class win and took over two seconds off his own class record set in the DBS. Matthew Eady was again the fastest in the Classic Marques class with Graham Millar and the flock of TVRs in his wake.

David Taylor, perennial class winner in his immaculate Mini, was



— Andy Walker's mighty
MGB V8 (PWPics)

again the class act in 1A whilst in 1B record holder James Kerr just held off William Roberts in his VW Polo G40 and the rest of the Pugs. In 1C Richard Archbould led home a Mitsubishi 1-2-3 with Peter Milne and Paul Anderson riding shotgun. In 1F,

the catch-all class, Martin Rowe took the win. In the first Kit Car class, 2A, Michael Bellerby set a PB en route to first with Andy Taylor the best of the rest. In 2B Derek Leetham took the win ahead of Ambler and Marshall in their Caterhams. In 2E Tracey Taylor-West set a PB and got to within a couple of tenths of the Elise class record in the last class for Road Going cars.

Into Mod Prods; in 3B Richard Hargreaves in his superbly prepared Escort took the win from Daniel Mennell's Clio and Brian Lee's Elan with Simon Dawes cruising to victory in 3C with his 911. Dave Banner, absent from speed events for over 5 years, was back in 3F with a 'Busa powered Westfield and took the win despite being "ring rusty". Bob Bellerby took 3G with his first run time after the steering arm broke on run 2.

Robbie Birrell's switch to Sports Libre brought the now Radical-mounted driver yet another class win as he finished ahead of Alisdair Mercer in the Force LM and John Prickett's Radical PR6. Ed Carter took 5A in the Jedi as he held off Richard Vaughan (OMS PR) and the rest. Paul Martin took a solo win in 5C plus a clear-cut FTD whilst Brian Walker won class 5D in the Britec ahead of the MacVeans.

Les Procter again lowered his 6C record as he finished clear of Carl Wattam's Escort and the family Scott in their MiniJem Mk3.

Once again PBs abounded as competitors get more and more familiar with their cars and the venue. Meanwhile the battle for the Harewood Championship is starting to hot-up.

RESULTS

[harewood championship 070615](#)

[ftd championship 070615](#)



— Tracey Taylor-West –
going for it! (PWPics)



— Robbie Birrell in his
Radical at Quarry
(Steve Wilkinson)

[ftd & top 4 in class 070615](#)

[final web results 070615](#)

[Class 38 handicap results 070615](#)

Thanks (AGAIN!) to Steve Wilkinson for the above report

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LES 'SPRITELY' PROCTER

Les began racing in his late teens back in mid 1950s, his first car being a home-built special based on Austin 7 components, competing on the pretty rustic circuits that existed in the post-war era. The pairing wasn't particularly successful, but things improved greatly when his father generously bought him a Lotus 6, the forerunner of the Lotus 7 and more recently Caterhams, Westfields etc. They bought the car direct from Colin Chapman, founder and boss of Lotus in those days, and fitted with the ubiquitous Ford 1172cc side-valve engine, the car and driver proved to be a pretty successful pairing.



— The Man (Don Chambers)

However, it was with his next car that Les had most success on the circuits, it being an Elva Courier powered by a 1600cc MGA engine (the Courier was one of the more popular of the many low-volume sports car produced in GB at the time). Along with two friends, Cedric Brierly and Keith Healy, Les became a 'semi-works' driver for Elva in the early 1960s, but Keith Healy had a fatal crash and Cedric Brierly had a very serious accident, which convinced newly-married Les that perhaps it was time to consign his driving boots to the cupboard.

And there they stayed until around 1990, when Les decided to try his hand at hill climbing, his chosen mount being a Lotus 11, acquired from South Africa. This was allegedly a 'proper' 11, but it had been fitted with a Lotus TwinCam engine as well as sundry Westfield and home-brewed parts. However, it went very well and as a result of its success, Les found he had been bitten by the hill climbing bug, and in 1996 Les began a very fruitful relationship with OMS.

Les's first experience with motorcycle-engined cars was the red sports-racing car

pictured here, "A cracking little car," says Les.. That was followed by a yellow racing car, fitted with a turbocharged 1300cc engine, which was extremely successful, but, says Les, it proved impossible to fully cure the turbo-lag. In a quest for an alternative way of providing the level of power they wanted, Les and Steve Owen built the famous twin-engined car, with two Kawasaki Z9R engines (shades of *Bloody Mary*). But everything comes at a price, and although the car was extremely fast, the twin-engined configuration meant that repair bills tended to be 'x2' and so running costs were very high. For his final OMS, Les moved to Hyabusa power, first 1300cc and finally 1600cc.



— The red OMS 'A cracking little car' (Steve Wilkinson)

Though it's well-known that hill climbers never grow too old to practise their craft, eventually Les decided that he could no longer extract the most from his OMS, so he sold it to Ben Lovell, concentrating instead on his MG Q-type and Sebring Sprite, both of which tick all the boxes for Les, "They're the kind of cars I started out with; front-engined, rear-wheel-drive, no aerodynamics, and not frighteningly fast!".



— Les's last, Hyabusa-powered, OMS at Harewood in 2005 (Steve Wilkinson)



— Still going strong and heading for a new Class Record, August 2014 (PWpics)

Don Chambers

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Issue 7 June 2015

OMS NEWS & VIEWS

I Don't Want To Talk About It

A thought echoed by many competitors and officials following the weekend's hillclimb meeting at Doune in Scotland, where rounds 13 and 14 of the Avon Tyres/TTC Group MSA British Hillclimb and round 6 of the Hillclimb Leaders Championships ran on 20th and 21st June.

During the winter off season a number of new safety barriers were erected on the higher reaches of the hill to protect errant cars and their drivers from contact with trees in maturing copses near to the track. These new barriers are in addition to the existing barriers from the first corner through to Junction. Throughout practice and competition runs alike they sustained continued assaults by many competitors, resulting in a series of delays whilst officials recovered their cars and carried out barrier repairs.

In part the weather added to the situation. Following a dry Saturday practice Sunday dawned to rain showers and a damp track. Further intermittent showers fell during competition runs leading to a

constantly changing track surface.

First of the OMS drivers on the hill was Harry Pick; he was share driving the 600cc OMS Hornet with Steve Owen. Both were eager for a class win and on first timed runs in the wet they were on the same second. Their afternoon run was dry with Steve taking full advantage, he won the class on 46.01s from Harry's 47.20s best time.

The 1100cc racing car class had attracted a large entry that included five OMS drivers. Jackie and Ricky Le Cheminant had stayed in the UK following the previous weekends event at Loton Park, to compete in their OMS PR at Doune. This weekend Ricky had the upper hand, finishing four tenths ahead of Jackie. Guyson Scottish Hillclimb Championship contender Fergus Duncan driving his OMS 2000M finished third in this class on 43.29s. OMS 28 duo Simon Andrews and Bernie Kevill had a good event. This was Bernie's first drive at Doune and despite the changeable conditions, he finished the weekend on 45.62s ahead of several Scottish class regulars. Simon increased his Hillclimb Leaders Championship points tally by taking second in class on his best of the weekend 42.45s and a new PB for him.



— OMS 2000M Fergus
Duncan (D. Oldridge)

Neville Rollason fared less well in his supercharged OMS 28, having been caught out during Sunday morning practise on the approach to Garden Gate. He locked up the brakes, hitting the barrier with the nearside front wheel causing suspension damage that resulted in him retiring from the event.

Another OMS driver retiree was Trevor Willis. Having decided to forego Sunday morning practise speculation in the paddock about why Willis didn't practise was wide of the mark, though he remained tight lipped. He elected not to practise so he could nurse a cracked gearbox casing. His class run time of 43.44s was the quickest of the morning runs and placed him top qualifier in the BHC Top Twelve Run Off by nearly a second.

With an improved track, times were coming down as each car completed their run off climb. Trevor had run in the 37's during Saturday practise so when Alex Summers' time of 37.28s came up on the

board, Trevor knew he had to pull out something special for a win. As a hard charging Trevor approached Junction he clipped the barrier causing him to make head on contact.

The resultant nose cone damage was significant having absorbed the energy from his high speed incident. On returning to the paddock Trevor decided not to repair the car following the offer of the nose cone from the Andrews/Kevill OMS 28. Instead he called it a day, much to the surprise of fellow competitors and spectators. Trevor didn't wish to talk about his decision, instead he offered his assistance to other drivers for the remainder of the event

OMS Wins Queensland Hillclimb Championships

Malcolm Oastler has won the Queensland Hillclimb Championships in his OMS 28 1300t. MG Car Club of Queensland hosted the event at Mount Cotton over three days of practice and competition 29th to 31st May 2015.

Fastest Time of Day and the outright championship win went down to the wire, with Malcolm just getting ahead of Dean Tighe who had led throughout the day. On Malcolm's last run he posted a 38.30s to snatch the trophy away from Dean whose best was 38.69s in his 4 litre Dallara-Judd.

This win extends Malcolm's unbeaten run of wins in his turbocharged OMS.

Also competing at Sunday's meeting was Jim Milliner with the ex-Jan Koszuta OMS 2000M: chassis 105. Jim has completed a full rebuild of the car which uses a 999cc power unit. He finished fourth in his class on 41.49s, having been outpaced by the larger capacity engines in the up to 1300cc class split.



—

Malcolm Oastler OMS
28 (Steve Johns)

**Our thanks to Lyn Owen for
these extracts from *OMS
News***



—

Jim Milliner OMS
2000M (Steve Johns)

Issue 7 June 2015

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Issue 7 June 2015

TAIL PIECE



Going...



— ...going...



— ...gone!

Thanks to Keith Hunt for the above sequence of pics.

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CORRECTIONS AND CLARIFICATIONS

In issue 6 the Chairman's Annual Report 2014 wrongly attributed second place in the Harewood FTD Championship to Steve Owen. In fact Richard Vaughan took second place. Apologies to all concerned.

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