

Lane 'in the rain' dominates Harewood

ROY LANE in his March 741-DFV completely dominated the tenth round of the Euroblast/BARC hill climb championship held at Harewood on Sunday July 30th and organised by the BARC Yorkshire Centre. Despite rain, at times torrential, the meeting, sponsored by Garnett's of Guiseley the Yorkshire Lotus dealers, saw Lane at his brilliant best, ascending the hill in a time of 42.78s, only 4 seconds outside the hill record. With this result Lane has now closed to within 3 points of Chris Cramer at the top of the Euroblast FTD Award series.

Due to the rain much of the interest was lost in the Euroblast/BARC championship as few competitors were able to add to their scores, which meant that the tiny crowd did not see championship leader, Charles Barter in action as he preferred to spectate rather than compete.

A good entry was sadly depleted due to the conditions, there being no less than 52 non-starters. In Class 1 (Touring Cars up to 1150c.c.) Jim Harvey in his Fiat was the only starter as was Tony Lusted in his Cooper S in Class 2 both of them scoring rather hollow victories. In the bigger Touring Car class there was much more competition and Kevin Tate had to work hard to beat Sturat Jones in the Ford Escort they both share. In the baby Special Saloons John Jordan (Imp) set a cracking time on his first run which no one else could beat, which was just as well as he had to retire on his second run. The big Special Saloons was the preserve of the Thomson family, they being the only starters, with father Jim beating son James with times of 51.15s and 51.27s respectively in the Guyson Chevette.

The Marque Sports Car classes fell to the Midget of Paul Adelman, Tony Marshall in his Elan and Tony Bancroft in his Porsche. Thanks to Charles Barter and Chris Seaman non-starting Michael Hasons won the Modsports class quite convincingly in his Ginetta. The bigger Modsports class saw a battle between the Porsches of Josh Sadler and Steve Carr. Sadler

The clubmans class saw Gordon Pepper take his Mark 6 Mallock U2 to victory from Joe Ward's Ward. David Kennedy had to settle for an unaccustomed second place in the up to 1300c.c. Sports/racing car classes an on form Roger Simpson put in a time of 52.94s in his Marog. Ray Harper took the 1600c.c. sports car class whilst the bigger class saw Norman Hutchins take a narrow victory in his Phoenix over David Garnett's Chevron B19. The racing car classes saw the real action and the smaller category was a battle between John Crowson, Tom Hart and David Gould. Hart led the first runs with a time of 49.76s with Crowson

second. Gould however bounced back with a time of 48.41s to which Hart and Crowson had no answer. The 1600c.c. class was another 3 cornered battle with Jim Campbell, Alan Clenell and Jim Johnstone the protagonists. Clenell led the first runs with an excellent time of 47.48s with Campbell second on 47.72s and Johnstone third on 48.21s. All this changed however on the second runs as Campbell put in a fine run to take the lead with a time of 46.33s, Johnstone replied with 47.07s whilst Clenell went slower. The big class was between just two men as was the battle for FTD, these men being Alister Douglas-Osborn and Roy Lane. Both these two drove exceptionally well to lead the field comfortably, it was Lane's smooth style which proved the better though, and he finished the class runs with a time of 43.75s to A. D-O's best of 43.95s.

Due to the bad weather the championship Top Ten Run-Off was cancelled but the FTD Top 8 Run-Off was not. Although there were 8 competitors in the run-off it was only A. D-O and Roy Lane that mattered as far as FTD was concerned. A. D-O drove brilliantly to take the Pilbeam MP31, which he was sharing with team mate Malcolm Dungworth, to a short lived FTD of 43.72s. However Roy Lane excelled himself in the wet and slippery conditions to take FTD with an astonishing time of 42.78s to end a wet but interesting days hill climbing.

Class winners: J. Harvey (Fiat 128), 65.13s; Tony Lusted (Cooper S), 54.60s; Kevin Tate (Escort RS), 52.93s; John Jordan (Imp), 52.35s; Jim Thomson (Chevette), 51.15s; Paul Adelman (Midget), 60.62s; Tony Marshall (Elan), 55.35s; Tony Bancroft (Porsche Carrera), 52.10s; Michael Hanson (Ginetta G15), 54.31s; Josh Sadler (Porsche 911s), 52.26; Gordon Pepper (U2), 50.35s; Roger Simpson (Marog), 52.94s; Ray Harper (Harper), 53.06s; Norman Hutchins (Phoenix), 49.90s; David Gould (Terrapin), 48.41s; Jim Campbell (Brabham BT35), 46.33s; Roy Lane (March 741), 43.75s.

1, Roy Lane (March 741), 42.78s; 2, Alister Douglas-Osborn (Pilbeam MP31), 43.67s; 3, Malcolm Dungworth (Pilbeam MP31), 45.26s; 4, Jim Campbell (Brabham BT35), 45.89s; 5, Alan Clenell (GRD 273), 46.44s; 6, Jim Johnstone (Brabham BT30), 46.98s; 7, David Gould (Terrapin IG), 47.26s; 8, John Lambert (Chevron B24), 47.28s.