

Good beats Scragg at Harewood

JUST AS at Barbon Manor the previous day, bad weather intervened at the Shell-sponsored, BARC members meeting at Harewood on Sunday, the Top Ten run-off being cancelled, and leaving David Good's Martin-FVC BM8 to take ftd.

The 1150 cc touring car class fell to Graham Brook's smart 1100 Ford Escort ahead of Roy Greenwood's 998 Cooper, while the 1151-1500 cc division was dominated by Howard White's Rally & Speed 1310S, a good five seconds ahead of the next man.

Two RS1600s took the big touring class, the vastly experienced Richard White leading David Valentine. Dave Abram's Sunbeam Imp won a close battle with Brian Bettridge, in the 998 Cooper he shares with Brian Frank and Peter Riley's Hillman Imp in the small special saloon category, while the over 1-litre boys were led by Mike Beckett's 2-litre supercharged Anglia t/c from John Stephenson's 1.8 Escort TC and Ed Spencer's rapid 1330S. An interesting entry which failed to appear was a 3528 cc Rover V8-powered Hillman Imp for Nigel Hargreaves, but in the wet conditions which prevailed during the second runs, maybe it's just as well. . . .

Bob Cartledge had no trouble with the other Spridgets in the 1300 cc Marque sports car class, and his swift 1275 Midget was fastest on both runs, in the wet and the dry, although Peter Davey's 995 Sprite Mk1 was only a couple of tenths in arrears and the newer Sprites of the two Mikes, Gleave (1293) and Merrills (1275), weren't much farther behind either.

A varied entry presented itself for the big Marque class, with Richard Shardlow's 2.4-litre 911S Porsche having no trouble from the rest, although Mike Bonar's Lotus Elan was never too far adrift. The Modified and Limited sports cars up to 1300 cc were headed by the shared 1147 cc A-H Sprite of Phil Reynolds and Gordon Harrolds, while the larger class was a two-car affair, after the Walkers' E-type non-started; at Barbon the previous day David had gone off at the cutting, ripped off the sump on the petrol tank, bent a chassis member and chewed the body up. Thus, the class was left to Phil Bennett's now-red, ex-Mick Jones/Fred Cliffe 3.8 E from Richard Green's fast, black MG TC.

John Marshall surprised everyone by winning the Clubman's class with his Lotus 7 from Bob Moorhouse, whose mount has the distinction of once being entered as a Lotus Tatty 7, and Joe Ward's immaculate Wardford Mk4.

The Landar R7 of former Mini man, Sandy Hutcheon was an easy winner of the 1300 cc GT/Sports-racing category, with Roger Brown's Minisprint GT a couple of seconds down. A broken clutch kept the GT40 of Spotty Smith and Robert Sunderland from appearing, and David Farnell's version apparently "won't work," so the latter's

place was taken by David Good's red Martin-FVC BM8 (as at Barbon, Brian Martin himself was in attendance), which proceeded to set ftd on its first run before the track became any damper. Phil Scragg also got into the forty-fours on his first run (with the rain a little harder, he didn't come out for a second run) to set second ftd with his Lola-FVC 212.

The 1100 cc racing car class attracted a vast entry, out of which Bob Prest followed up his Westmorland win with his SCA powered, ex-FF Dulon LD4C. Richard Courtney, in the Vixen-Imp VB1 he shares with Harvey McCaig slipped into second spot from John Croft's Mamba Mk3-BLMC.

With its BRM engine just back from Bourne after a rebuild, John McCartney's sparkling Techcraft was a deserving winner of the 1600cc single-seater class by over a second from David Hamer's LB-Vauxhall.

The big-banger racing car class was without David Fyfe's Brabham-Buick BT30X which kept cutting out, despite attempt by Fyfe and Malcolm Dungworth to sort it out. Richard Thwaites chalked up a time in the mid-45s with his Packmail McLaren M10B, and the only other entry to approach him was the Leda LT22 of John Lambert, who had to miss Barbon (just as he misses all Saturday meetings) because of his business commitments in the motor trade. Since its last appearance, the Leda has acquired a fetching blue coat of paint, and a new engine—an ex-Bob Miller 360 bhp Ford V8 bought from John Bowtell, the Lola T142 driver—and despite the wrong gear ratios and too much understeer in the wet, Lambert took second, with 45.88s. An excellent third came Malcolm Dungworth in the heavy F5000 Harris RH5, which is gradually being worked out to the owner's requirements. After his prang at Barbon the day before, Richard Shardlow reappeared with his McLaren M10B for his second drive of the afternoon. The holed radiator was bunged up and the orange nose replaced by an old Graham MacRae nose (still bearing signs of his ownership), the one with the extended lower lip, given to him by Roy Lane. Fifth in the class (but fastest in the wet on the second runs) was Barbon victor, Sir Nick Williamson with his spectacularly-driven March-Hart BDA 712S, which looked to be understeering a bit. Finally, sixth and last in the class came Jack Maurice (4.2 Palliser-Buick WDH2).

With the track rather wet, the Top Ten run-off was cancelled, which brought the well-run meeting to an end with an anticlimax.

Ftd: D. Good (1.8 Martin-Abbott/FVC BM8), 44.01s; 2. P. Scragg (1.8 Lola-FVC T212), 44.39s; 3. R. Thwaites (5.0 McLaren-Chevrolet M10B), 45.43s.

Class winners: G. Brooks (1.1 Ford Escort), 52.02s; H. White (1.3 Cooper S), 49.93s; R. White (1.6 Ford Escort RS1600), 48.00s; D. Abram (1.0 Sunbeam Imp), 49.05s; R. Cartledge (1.3 MG Midget), 50.31s; 49.95s; P. Reynolds (1.1 Austin-Healey Sprite), 49.53s; P. Bennett (3.8 Jaguar E-type), 54.53s; J. Marshall (1.6 Lotus-Ford 7P), 47.29s; S. Hutcheon (1.3 Landar-BLMC R7), 48.04s; D. R. Good (1.8 Martin-Abbott/FVC BM8), 44.01s; R. Prest (1.0 Dulon-Cosworth SCA LD4C), 47.31s; J. McCartney (1.6 Techcraft - BRM), 45.83s; R. Thwaites (5.0 McLaren-Chevrolet M10B), 45.43s.