

# Lane and Osborn set the pace

**ROY LANE** has once again recorded fastest time of the day at a Guyson/BARC Hill Climb. At the second round of the Championship held at Harewood on April 20, his time of 41.04s in the 5-litre Fenny Marine GM1 was 0.18s ahead of Chris Cramer in his 2-litre Grunhülle Lager March 74B. In the class runs, however, Cramer came out on top with a time of 41.47s to Lane's 42.07s. A determined Ken McMaster came into third place in both the class and the run-off, recording times of 42.61s and 41.91s respectively.

The touring cars under 1150 cc class was easily won by Roy Greenwood in his Mini Cooper, and although Nicky Porter won the next touring car class in his venerable 1328 cc Cooper S, the second place man was not too far behind.

Terence Tattam's Mini was indispensible so he brought along his Pontiac Formula 400, and despite a very hairy first ascent in the large touring cars class everything went well for the second time up, and he won the class with a time of 55.42s.

There never seemed any doubt about the winners of the two classes for special saloons either, as Colin Rogers took his Carlow Mini up in 49.13s defeating second place man in the up to 1000 cc class, John Edmond in his Cooper S, by 1.6s. In the over 1000 cc class Richard White in his Ford Escort RS1600 managed a time of 47.99s which Mike Newman could not match.

Mike Merrills led the up to 1300 cc Marque Sports Cars class at the end of the first runs, but Mike Gleave turned in a demon run in his Sprite to beat Merrills' Midget by 0.69s with a time of 50.24s.

The over 2600 cc class was easily won by Robin Gray in his Lotus Elan with a time of 52.37s, finishing over a second ahead of Alan Smith in his Morgan 4/4.

A very quick first run time of 50.36s by Peter Davey in his Sprite gave him a 2.5s lead in the class.

There was quite a battle in the mod-sports class with John Walker in his Jaguar E type leading by 0.02s from Fred Cliffe in a similar car at the end of the first runs, whilst not too far behind came Robert Speak in his Lotus Europa. Walker, however, improved to 48.67s, leaving Cliffe 0.80s behind in third place, as Speak improved by no less than 1.47s to claim second place in the class.

Bob Prest took the clubmans sports car class in his 1600 cc Mallock U2 with a time of 45.81s, despite a determined challenge

from Mervyn Bartram who managed 47.18s in his Bartram Special.

The GT & Sports Racing classes were very depleted with non-starters and the small class was taken by Tony Griffin who ascended the 1100 long hill in 52.71s, whilst in the large class George Tatham bellowed his way up the hill in the fearsome 7.2-litre Can-Am McLaren M12C in a time of 47.20s.

A closely contested racing cars up to 1100 cc left David Wray in his very smart yellow D.B. Special Ford in the lead at the end of the first runs with a time of 48.96s, with second place man being Paul Squires in his Brabham BT28 with a time of 51.02s. Wray improved to 48.80s, but a very much on-form Allan Staniforth brought his Terrapin Mk7 home to a class win in 48.73s.

Peter Kaye and Robert Sunderland dominated the middle racing cars class in their shared FVA-powered Brabham BT35X. Kaye had a couple of decidedly hairy ascents to qualify himself for the run-off with a time of 42.21s, whilst his compatriot Sunderland took himself to second place in the class with a time of 45.31s.

As is the custom the battle for the lead in the large racing cars class lay between Chris Cramer and Roy Lane, although Ken McMaster was challenging hard. Cramer looked very quick in his March and was 0.04s ahead of Roy Lane in the GM1 after the first runs. In third place came Ken McMaster in the Modus. The second runs saw Ken McMaster improve to 42.61s retaining his third place. Cramer came next and in a very smooth and fast run consolidated his lead with a time of 41.47s — a time which Roy Lane, despite trying very hard could not better.

With some cars running in both the Top-Ten and Top-Eight Run-Offs, things were a little confusing, but Colin Rogers in his

Carlow Mini managed the highest score of 6.60 marks for the day with some superb gear changing, finishing just 0.11 marks ahead of Nicky Porter in his Cooper S. Third place went to Peter Kaye who recorded a time of 42.31s in the run-off which was slower than his class time by 0.10s. Class times, therefore, counted and his mark was 5.89. Fourth place went to Richard White in the Escort with a score of 5.76, whilst just 0.01s behind came Roy Greenwood in his Mini Cooper.

And so, to the Top-Eight Run-Off. Peter Kaye had run the Brabham in the Top-Ten Run-Off recording 42.31s for his first run.

Ken McMaster gave a superb run in the Modus but was still not able to catch the rapid Kaye, recording 42.36s. Roy Lane came next in the mighty Fenny Marine McRae recording 41.18s, and despite the massive bursts of speed from the March Chris Cramer could not quite make it, recording 41.22s.

Kaye's second run time was slower, whilst John Lambert had a touch of opposite lock out of Farnyard in the Leda recording, however, a better time of 42.38s for fifth place. McMaster was all out to beat Peter Kaye, and this he did with a typically smooth run in 41.91s. Lane twitched his way out of Willow to shoot up the hill in 41.04s, and so last to run was Cramer. Could the small-engined March beat the massive McRae? This was not to be as Cramer was on the grass at Country slowing him slightly to 41.36s, leaving once again as the victor Roy Lane, who even at this early stage in the season seems to be the man to beat in Run-Offs!

**R.J.W.**

**Top-Eight Run Off: 1, R. Lane (5.0 McRae GL1), 41.04s; 2, C. Cramer (March 74B), 41.22s; 3, K. McMaster (2.0 Modus M4), 41.91s; 4, P. Kaye (1.6 Brabham BT35X), 42.31s; 5, J. Lambert (5.0 Leda L25), 42.38s; 6, M. Dugworth (5.0 Brabham BT35X), 42.50s; 7, R. Sunderland (1.6 Brabham BT35X), 43.38s; 8, P. Voigt (3.0 BRM P180).**

**FTD: Lane, 41.04s; Class Winners: R. Greenwood (Cooper S), 50.94s; N. Porter (Cooper S), 49.62s; T. Tattam (Pontiac), 55.42s; C. Rogers (Cooper S), 50.38s; R. White (Escort RS 1600), 47.99s; M. Gleave (MG Midget), 50.93s; R. Gray (Lotus Elan), 52.37s; P. Davey (AH Sprite), 50.36s; J. Walker (Jaguar E-type), 48.67s; B. Prest (U2 Mk14), 45.81s; T. Griffin (U2 Mk8/11), 52.71s; G. Tatham (McLaren M12C), 47.20s; A. Staniforth (Terrapin Mk7), 48.73s; P. Kaye (Brabham BT35X), 42.21s; C. Cramer (March 74B), 41.47s.**