

ADO takes preview

The day before the Guyson/BARC Harewood, the BARC(Y) ran a qualifying event for the Northern Shell League club competition. Alister Douglas-Osborn (W&G Pilbeam R22) set BTD from teammate Malcolm Dungworth (BT35XP), and the event was notable for the number of regular rally competitors doing Harewood "properly." Performers included Tony Drummond, Martin Johnson, and Yuk Hodgson. Chris Lord was a non-starter with the Elgam Organs Magnum.

BTD: Alister Douglas-Osborn (3.0 Pilbeam-DFV R22), 40.42s.

Class winners: William Pearson (1.3 Mini-Cooper S), 49.75s; Andrew Smalley (1.6 Ford Escort II), 51.06s; Tony Drummond (2.0 Ford Escort RS1600), 48.54s; Neville Robinson (3.8 Jaguar E), 44.85s; Joe Ward (1.6 Ward-Holbay WD6), 45.17s; Peter Kaye (1.6 Brabham-FVA BT35XP), 42.37s; Douglas-Osborn.

Shell League positions after 3 rounds: 1, York MC, 1199pt; 2, Ilkley & DMC, 899; 3, David Brown MC, 734; 4, N. Humberside MC, 685; 5, Huddersfield MC, 679; 6, De Lacey MC, 676.



Roy Lane—competitive still now in the Fenny Marine March.

Lane in the rain

There were all the prospects for a first class and well attended second round of the Guyson/BARC Hill Climb Championship, with the additional support of ShellSport, at Harewood on Easter Sunday. Alas, more or less incessant rain thoroughly spoilt proceedings. Despite the BARC(Y) going to the trouble of meticulously cleaning the hill of winter mud (it was in splendid condition for Saturday's Shell League event), the track was soon awash with glutinous liquid. After the class runs it was decided to call it a day, with FTD Awards points allocated on class times. It was a wise decision as little was to be gained by going on and John Hart had already come unstuck through the ferns, his Hart Brabham BT38 suffering severe damage on the offside front corner, the driver was happily harmed only in the wallet.

Both Roy Lane and Alister Douglas-Osborn got in relatively fast first runs, with the former's already highly effective Fenny Marine March just having the edge over Al's Waring & Gillow Fibream, which had set BTD during the previous day's Shell League climb. With no more than a point or two to be won this round should have little effect on the destination of this year's Guyson/BARC Championship, but, despite losing his class to Ken Knott's well-driven Imp, reigning Champion Charles Barber moves to the top of the table with the lightened, reshelled and lowered Golden Springs Watercross Imp, ahead of John Meredith. The latter's Mini is noticeably more powerful in its latest 1425cc form and, but for John Lambert (Chevron R24) recovering from

a first run spin to set fourth BTD on run two, Meredith would have scored an FTD Awards point!

The Saloon classes were also notable for John Casey just edging out Terry Tattam's Uniflo Mini among the 1500cc Touring Cars; Palmer Hewardine putting up a restrained but class-winning performance with his ex-Piers Courage Mustang; and for rally expert Tony Drummond going every way except forwards on his first climb. Perhaps he thought he could regain lost time on the next stage! Norrie Galbraith was outstanding among the sports car drivers. His twin-cam engined U2 Mk8/16 looked more like a mud-bedecked trials car at the end of the day, but he set fifth BTD as well as winning his class. Gordon Pepper did well to urge his ancient U2 Mk8 to second Clubmans Sports after Bob Prest's U2-Holbay Mk16.

Despite a failed first run Chris Bigwood's Bigwood Builders Vixen pipped the vastly experienced Allan Stanforth (Terrapin Mk7) for the small racing class. The 1600cc Racing division was really close with Peter Kaye's impeccable BT35NP (50.44) taking the class from Jim Campbell (BT35, 50.54) and Greg Hart (BT35, 50.63), before the elder Hart had his accident. Among the big single-seaters it was evident that Malcolm Dungworth's W & G BT35KP has benefited from the recent Fibream treatment with third BTD ahead of John Lambert's typically brave 48.65s. Rob Turnbull had the new B & W Motors Ralt-BDG RT1 out for the first time, but the day was hardly conducive to serious sorting.

results

FTD: Roy Lane (3.0 March-OPV T61), 48.28s.
 Class winners: John Casey (1.3 Mini-Copper S1, 55.17s); Palmer Hewardine (4.7 Ford Mustang), 56.36s; Ken Knott (1.8 Impreg Imp), 50.80s; William Browned (1.3 Mini Clubman S1), 57.22s; John Meredith (1.4 Austin Cooper S), 55.77s; Des Richardson (1.3 MG Midget), 55.88s; Norrie Galbraith (1.4 Lotus Elan Sprint), 56.36s; Richard Jackson (2.7 Porsche Carrera), 53.47s; Chris Seaman (1.3 MG Midget), 54.53s; Wallace Robinson (1.8 Jaguar E), 55.97s; Bob Peck (1.4 Mallock U2-Holbay Mk16), 51.79s; Richard Brown (1.3 HCB Sprint-Leyland Mk2), 51.70s; Norrie Galbraith (1.4 Mallock U2-Ford TC Mk8/16), 48.11s; David Carver (1.3 Chevron-Racing BMW B13), 51.96s; Chris Seward (1.3 Vaux-Chevyer V85), 52.47s; Peter Kaye (1.4 Brabham-PVA BT35NP), 50.44s.
Guyson/BARC FTD Awards Top Eight (in run-off, decided on class times): 1, Lane; 2, Alister Douglas-Osborn (1.8 Fibream-OPV B22), 48.53s; 3, Malcolm Dungworth (1.3 Brabham-Rover BT35NP), 48.21s; 4, John Lambert (4.0 Chevron-Chevyer B24), 48.65s; 5, Galbraith; 6, Alex Newton (1.4 March-PVC PA4), 49.22s; 7, Kaye; 8, Jim Corbett (1.4 Brabham-BDA BT35), 50.36s.
Guyson/BARC Championship positions after two rounds: 1, Charles Barber, 4.60pts; 2, John Meredith, 3.40; 3, John Mifford and Terry Tattam, 2.70; 4, Robin Thomas, 2.00; 5, Ross Wood, 1.50; 6, Robert Barber, 1.00; 7, Roy Lane, 0.40; 8, Mark Williams, 0.40; 9, Bob Peck, 0.20.
Guyson/BARC FTD Awards positions after two rounds: 1, Roy Lane, 12pts; 2, Malcolm Dungworth, 11; 3, Alister Douglas-Osborn, 9; 4, David Franklin, 8; 5, Chris Cramer, 6; 6, John Lambert, 5.