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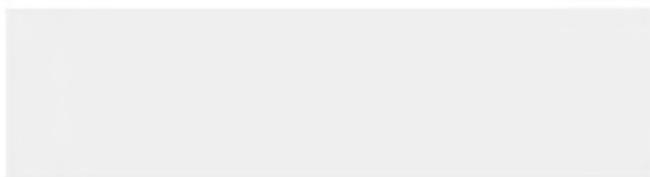
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NOTES FROM THE EDITOR

Peering at the sky as we packed the car on April 9th, we concluded that, brilliant sunshine notwithstanding, it would of course be Baltic on the hill. So in went the warm layers, one after the other, not forgetting the waterproofs. But as Steve Wilkinson points out in his excellent event report, it stayed sunny and warm until comparatively late in the day, and it was very warm indeed for the hard-working ladies in the refreshment tent. No wonder competitors, spectators and officials were united in their bewilderment.

The entry was as brilliant as the weather, and it was good to see so many of the Harewood stalwarts back for another season. You may remember that in Issue 14 I mentioned that we might be denied the presence of Andrew Sherratt's long-suffering Fiat Coupe at future events due to it having suffered from engine maladies. Happily it was back, albeit with a 'new' engine that seemingly has 'only' done around 100,000 miles. And it was great to have a spread of competitors from a Fiat Panda to 'Team Menzies' shaking down their Gould racers, and which encompassed a Volvo 940

Estate, an Austin Maestro and a Nissan Leaf electric car. Onlookers who found the latter faintly amusing should perhaps consider the situation at Pikes Peak,



where I believe electric vehicles have become well-established with their own classes, and where they perform very well (max torque at zero revs, anyone?). I wonder how a Formula E racer would perform at Harewood?



— The (lack of) sound of things to come? (Keith Hunt)

One month on and boy, was it cold for the May Open and MSA events, with little to choose so far as the temperature was concerned between Saturday and Sunday. On the other hand, the Fuelled Society event certainly seemed to bring in extra spectators

The low track temperature didn't prevent a number of class records to be lowered, but it did seem to cause a significant reduction in the speed through speed trap of the big racing cars – maybe because Farmhouse was pretty slippery? Whatever the cause, it didn't detract from the excitement of the Top 12 Run-offs. Speaking of which, whilst I really enjoy spectating 'down at the bottom', I avoid being down there during the run-offs owing to the lack of information.

A small change to the magazine's format means that you'll be able to read all the event reports without having to keep changing web pages; we hope that'll increase your enjoyment of the magazine.

Next stop, the Classic & Vintage meeting – let's hope the weather is as good as the cars!

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DRIVER PROFILE – SARAH BOSWORTH

They call Sarah Bosworth ‘The Demon Barber of Sheffield’, and she does indeed run a barber’s shop in Sharrow Vale Road, Sheffield. The shop receives a surprising benefit from her sport because that’s where she displays her awards, which is much appreciated by her exclusively male customers.

Sarah bought the Lotus Elise that she campaigns so successfully as a 30th birthday present to herself. She subsequently received a day’s training at a driving school as a present and this brought her first success, winning free entry to a sprint at Curborough. Straight away, she was hooked! Her partner Mick used to compete in a Porsche, but as Sarah got faster he selflessly gave up competing and put his considerable skills to work as her mechanic. (The ‘Tricky Bear Racing’ name is a reminder of those days when they both competed; Mick’s ‘The Bear’ and Sarah’s ‘Tricky’.)



— Current Harewood Champion,
Sarah Bosworth (Don
Chambers)

Though it started life as a completely standard road car, the Elise has slowly been transformed into a racing car. Mick has lightened it extensively, it now boasts around 200bhp and it runs on slicks – Sarah loves the handling improvement the latter confers. Along with the changes to the car, there's been a change in Sarah's attitude towards it. When it was her road car she says, 'I was a bit precious about it,' but that changed with her first 'off' and now that it's purely a competition car, the odd knock is to be expected. That's not to say that she loves it any less; Sarah's driven a number of other cars but is always glad to get back in the Elise.

Though Sarah still competes in the occasional sprint, she much prefers the third dimension that hillclimbing courses naturally include, and indeed likes the feeling of 'containment' that brings. She very committed to the sport, but though she's competed at a number of other venues (including Gurston where she was champion in 2009), she concentrates on Harewood, where she was champion in 2012 and 2016, and Loton Park. Financial considerations mean she has to limit the number of events she enters; travelling costs are considerable, she tries to make a set of slicks last two seasons and her income suffers as she has to shut her shop in order to compete on a Saturday. Nevertheless, she does around 30 events in a season which is tiring, but by the end of the winter she's itching to get back to competition.

For Sarah it's all about chasing class records, and it's worth recalling that her battle with Deryck Jones last year was so close that she had to break the 3B class record (by just 0.01 sec!) to win the Harewood Championship, leaving it at 60.06 sec. She clearly loved that intense, but friendly, competition and also has nothing but praise for her fellow Elise driver, Tracey Taylor-West.

Sarah's final comment is that she wants to go on competing for as long as possible, a hope that I'm sure is echoed by all her fellow competitors – not to mention her clients at Sharrow Vale Road!



— 'The Battler Bosworth' (Keith Hunt)

Don Chambers

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EVENT REPORTS

Spring National Hillclimb 9th April 2017

A Perfect Day for Deryck

As I drove into Harewood hillclimb at the start of the new season the conditions were perfect. The sun continued to shine until mid-afternoon when a few clouds flitted over. Two class records were rewritten and despite several incidents the marshals as ever coped wonderfully.

Kicking off were the guest championship classes. In the MGFs, there were wins for Ian 'Harry' Howlett's very yellow MGF, Christopher England's similar but less garish MGF and the rapid Richard Watkinson's Mod Prod Midget. Simon Cole slithered his way to the TVR class win in the mighty 'White Wedge' before we moved effortlessly into the normal Harewood class structure.

Class 1A had a healthy entry and it was the returning David Taylor who took the win from Richard Derrick's neat Mini 1275GT whilst in third it was the superb Alpine Renault A110 of David Holden. Class 1B was very well supported with lots of Novices joining in.

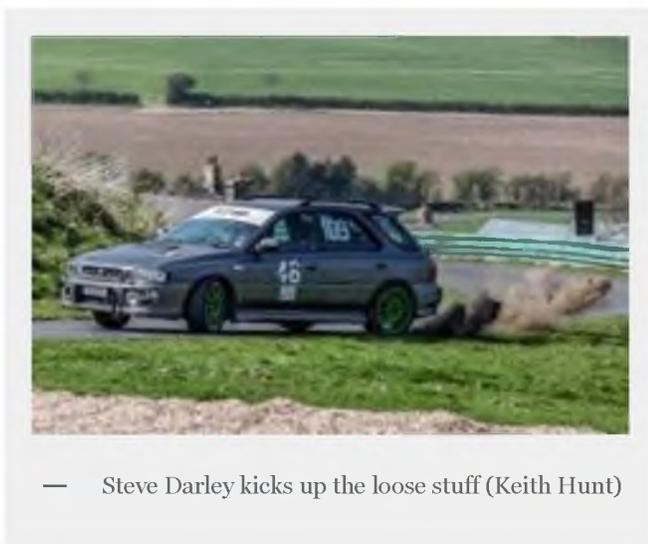
Up front class record holder Deryck



— Hard-charging Peter Sherratt in his M3 (Keith Hunt)

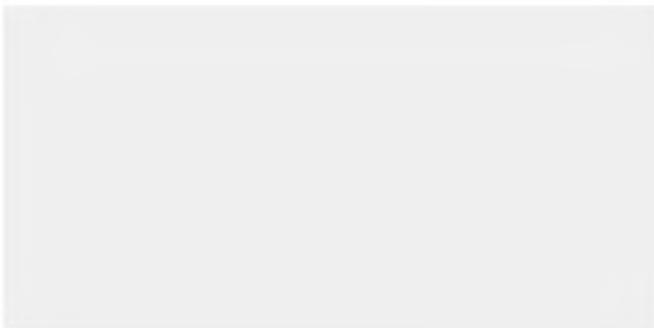
Jones was on blistering form now that the tyre issue has been sorted and he duly set class records on each successive run leaving the record at 65.58secs. Class 1C saw a three-way battle for the lead. Peter Sherratt had to equal his own class record to withstand the pressure from Julian Haworth's MX5 and former class record holder Kieran O'Brien in the Nissan 350Z. Andrew Hollis had an unlikely competition vehicle in

the form of a Volvo 940 Estate – shades of the BTCC – and even managed some driftin'. In Class 1D we had an interloper in the form of Mike Geen who was sharing Steven Darley's Impreza. Mike's first taste of 4-W-D and 2 litre Turbo power was well worth watching. Up front Steven Darley had to fight back after languishing in 8th after the first timed run but he did it in style setting a new class record as he relegated Jonathan Mounsey to second and Graham Cox to third. Stephen Moore was transferred into the catch-all Class 1F due to a tyre issue, and he duly took the win from Peter Milne and Nick Greenwood who were also transferred.



— Steve Darley kicks up the loose stuff (Keith Hunt)

Into the Kit Cars and in 2A we had an extra runner as Bob Bellerby switched to a shared drive with Michael Bellerby. Bob then did the unthinkable and beat the car's owner to take the class win. With Michael second and initial class leader Daniel Hollis



third. Tim Wilson was also going back to his roots with a shared drive in Andy Taylor's Caterham and came home in fourth after a lurid spin at Quarry during practice. In Class 2B Alan Mugglestone, one of the HSA runners, led throughout with his smart and powerful RAW



— Terrific-looking RAW Fulcrum (Keith Hunt)

Fulcrum-Duratec. Class Record Holder Simon Green, who is probably going to do a full season at Harewood after a sojourn rallying, came home in second with Nick Mugglestone, Alan's son, in third. In the Elise Class 2E stalwart

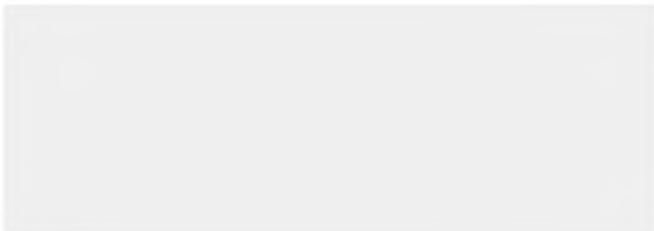
Chris Brooks took the win ahead of Nigel Hinson and Pete Gabbatiss.

Into Mod Prod territory with Class 3A; HSA runner Gavin Neate led throughout setting two identical times on his only runs. Roy 'Bod' Bolderson led home the Harewood contingent with Jon North (Mini) and Jeremy McErlain (Anglia) next up. In Class 3B it was an Elise 1-2 as the ladies ruled the roost. Sarah Bosworth led throughout with Tracey Taylor-West riding shotgun. NSCC's Dean Maddock (Escort) and David Purdy (Manta) were third and fourth. In Class 3C Joe Cross dominated as neither Simon Dawes nor Robbie Birrell



— Gavin Neate set identical times on his two class-winning runs (Keith Hunt)

bothered with either second or third runs. In Class 3F Andrew Steel took the win but at a cost as after his right foot slipped off the brake and onto the throttle he charged into Farmhouse going straight on and hitting the tyre wall. The Westfield's front right corner was damaged necessitating a long recovery but thankfully Andrew was uninjured. Richard Cartledge came home second ahead of the HSA's Graham Mintram. There was just the one class of Sports Libres and after a first run spin at Country Ben Lovell moved into the lead relegating John Prickett and the Woolfits.



Moving into the Racing Car classes with the 1100s leading the way. Class 5A was won by Mr OMS himself, Steve Owen, who just held off Harry Pick (OMS) whilst Ed Carter in the family's



— Ben Tranter – still chasing that elusive class record (Keith Hunt)

‘new’ Force was third. In Class 5B for the Formula Ford cars Ben Tranter led home Robert Spedding in their shared Vector; whilst third and fourth went to newcomers Andrew and Richard Abbey in their Jamun. In

Class 5C Richard Spedding was in

cracking form and as well as leading the class he was leading the chase for FTD initially. Second spot went to Gary Thomas in the Force with Stuart Dow third in his OMS. Into Class 5D where multiple Harewood FTD Champion John Chacksfield spun at Orchard on his first run. Lee Griffiths was therefore in the lead but when his



— Richard Spedding – starting as we hope he’ll continue! (Phill & Marcus Andrews)



— FTD went to Wallace Menzies in his new Gould GR59 (Phill & Marcus Andrews)

OMS staggered to a halt at Country on his second ascent this opened the door and Chacksfield stepped through into the class lead he held to the end. In Class 5E we had three firsts; the first competitive hillclimb outing for Nicola Menzies and Dave Uren in the Gould GR55B plus the competitive hillclimb debut of the Gould GR59 driven by Wallace Menzies. Wallace would lead

throughout but it was only on his second run that he annexed FTD. Dave Uren

finished second and was third FTD behind Richard Spedding.

Into Historic territory with Classes 6C and 6D. Jim Johnstone took 6C with a new PB

with the Sprite of Les Procter second and the Escort of Carl Wattam third. It was nice to see David Lanfranchi out again after a three-year sabbatical, however the Jaguar E-Type he was driving was set up for the circuits. Class 6D saw just the one runner as Mike Brown's Elan was built in January 1973 just missing the cut-off for 6C.



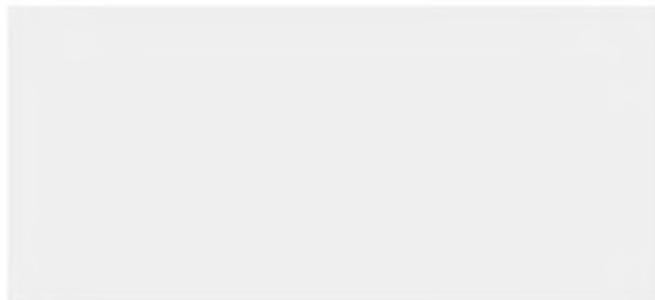
With two practice and three timed runs it was a long day but highly entertaining. Once again, a huge thank you must go to all the marshals and organisers for running a magnificent event and to the drivers for their efforts. Also, whoever arranged the weather – keep up the good work!

Report by Steve Wilkinson

HAREWOOD OPEN HILLCLIMB 6th MAY 2017

Chacksfield braves the cold

Despite the biting wind and freezing temperatures there were some red-hot battles. FTD went down to the wire, class records were rewritten and there were some glorious cars on-track; what more could you ask for?



the way were the Ferraris and the pick of the bunch was Jon Goodwin's delectable 250 GT complete with sonorous 3 litre V12 Testa Rossa engine. David Snelson and Philip Whitehead



— Delectable indeed! Ferrari 250GT (Phill & Marcus Andrews)

were joint fastest on the first runs but as Snelson pulled ahead Nick Taylor in his jet black 430 Coupe slipped through to take the win.

Into the Harewood classes and in 1A Mike Geen was debuting his latest creation, the Peugeot 205 TGM. As one would expect Mike led from run one finishing over a second clear of Martin Rowe (Peugeot 106 Rallye) and Steve Mitchell's

205 in a clean sweep for the French marque. In Class 1B it was that man again Deryck Jones who once again lowered his class record as he led home Jack Pearson (Integra R) and James Kerr (205 GTi). Although James struggled initially his third run saw him leap from a lowly 13th and dead last to a podium finish. In Class 1C Kieran O'Brien led from run one when he re-set the class record. He



— ANOTHER class record for Deryck Jones (Phill & Marcus Andrews)

then wiped a further 0.21 off the new standard on run 2 then went playing in the Quarry kitty-litter on his final assault on the hill. Peter Sherratt was inside his old record with the Crème Anglaise BMW whilst the battling Terry Deere claimed third setting a new PB in the process. In Class 1D Steven Darley again proved to be the class act as he re-set his own record on run 1, did an impression of a Flymo on run 2 before lowering the record again on his final charge up the hill. Jonathan Mounsey again took second as he continues to acclimatise to his Mitsubishi whilst Graham Cox also kept up the pressure in third. In the catch-all Class 1F Tony Booth led throughout with Mark Richardson in his Merc four seconds adrift

Into the Kit Cars and in 2A with



— It was hard work but Michael Bellerby took Class 2A (Phill & Marcus Andrews)

no interloper this time Michael Bellerby should have had it his own way but Daniel Hollis led after the first runs and during the third runs snuck into the lead but the Striker was just quick enough to get Bellerby back into the lead. Simon Medley, who had initially been in second place, dropped to third whilst Leon Franks took fourth taking just one run and Oliver Roberts was out for the first time in the

ex-Jack Cottrill RAW Striker in fifth. In Class 2B it was a Caterham benefit as Richard Vale in the R500 led home the shared R400 of Richard Palmer and Terry Marshall. In the Elise Class 2E Chris Brooks took a comfortable win ahead of Pete Gabbatiss and David Leach.

Into Mod Prod territory with Class 3A; Roy 'Bod' Bolderson led home Michael McErlain in the ex-Malcolm Evans Anglia with Jonathan North third and John Askew fourth in their Minis. In Class 3B it was once again an Elise 1-2 as Sarah Bosworth led home Tracey Taylor-West. Richard Hargreaves was back out with

his immaculate Escort and finished third despite only taking one run. Andy Hill had a solo win in Class 3C whilst in 3F Andrew Steel was back with a fully repaired Westfield to take another class win as he finished ahead of Richard Cartledge in the Locost. Once again, we had just two Sports Libres with the Suzuki powered machines battling closely for the win. John Prickett in the Radical led until



— Ben Lovell took Class 4A (Phill & Marcus Andrews)

the third run when Ben Lovell in the OMS pipped him to first spot by just 0.27.

The 1100s were the first of the Racing Cars on-track and Mr



— Steve Owen was 1100cc racing car class-winner
(Phill & Marcus Andrews)

OMS himself Steve Owen was the clear winner. Ed Carter set a new PB in the family's Force PT on only its second event whilst Gurston Down regular Tony Levitt brought his Empire EVO home third ahead of Lynn Owen and Steve Carter. Into the Formula Fords and it was business as usual with Ben Tranter leading home co-driver

Robert Spedding whilst Richard and Andrew Abbey were third and fourth in their Jamun.

In the 1600 class (5C) Dave Banner finally gave his OMS 28 its debut. The car had been entered towards the end of last year but a catastrophic engine failure on the dyno meant he was delayed. After a tentative practice, Dave was soon into his stride and led home the OMS class with Stuart Dow (CF04) and Simon Ambler (2000M) second and third.

In the two-litre class (5D) Johnathen Varley initially led in his venerable March 772P however it was John Chacksfield who finally prevailed after a cracking second run. In the over two-litre class Oliver and Sandra Tomlin were sidelined when second gear in their Pilbeam disintegrated during practice.

The final class for Pre-1972 Sports and Saloons (6C) saw class record holder Steve Dennis take the win with Jim Johnstone second despite a second run brush with the farm buildings that dented the front of his smart TR6. Les Procter finished third whilst it was great to see one of the regular VSCC runners Jane Corner bring her fabulous 1933 Talbot 65 Special out to play.



— Steve Dennis on his merry way towards a Class 6C win (Phill & Marcus Andrews)

Supporting the Championship event was practice for the British Hillclimb Championship runners which is covered in Jerry Sturman's report. So, the day was very busy for all especially the marshals and officials who again made sure the event ran smoothly and the spectators entertained.

From the pen of Steve Wilkinson

MSA BRITISH HILLCLIMB CHAMPIONSHIP 7th MAY 2017

Hall Effect



— The first run-off was won by Will Hall (Jerry Sturman)

Championship leader Trevor Willis's unbeaten run ended at a bitterly cold Harewood. During qualifying for the opening run-off, he failed to make the cut when his OMS-RPE skated straight on under braking at Farmhouse Bend and ended up in the gravel trap. A delighted Will Hall took his place on the top step of the podium, ending a 2-year drought of wins in his turbocharged Force-AER. Fortunes were reversed in the even colder afternoon shootout. Willis made no mistakes to take his fifth win of the year and retain his healthy

lead at the top of the Championship table while Hall, whose time for that opening win remained the fastest of the day, struggled with a turbo overboost for a lowly eighth place as well as collecting a plastic course marker in a frantic bid to make up for lost time at the Esses.

'It was so cold I just couldn't keep any heat in the tyres' said Willis after his win. Indeed few matched their earlier times with the odd exception, notably Richard Spedding. The writing was on the wall when the Yorkshireman had qualified in second place early on, ahead of another 1600cc bike-engined charger, southwesterer Ed Hollier. But in a tremendous second run-off charge



— After an 'off' in qualifying for the first run-off,

Spedding finished second to Willis which, combined with his earlier fifth place, left him second overall on the series table. Even more remarkable was that he was sharing fellow Raptor owner Les Mutch's car after experiencing suspected electrical problems with his own version. His benefactor, the jovial Scottish hillclimb champion, was content to play second fiddle to the local ace on his first visit to

Trevor Willis won the second (Jerry Sturman)



— Alex Summers in his new DJ Firestorm took two third places in the run-offs (Jerry Sturman)

Harewood with the car.

After qualifying the Firestorm-Cosworth V6 on top for the opening bout, Alex Summers demonstrated the potential of his new car by finishing third each time. Scott Moran edged out his former co-driver by just three hundredths before lunch, but the tables were turned in the afternoon when Summers pushed the defending champion back to

fourth. After a half-spin out at Country

corner during the opening shoot-out, Wallace Menzies recovered in the Gould-Cosworth XD to finish fifth in the afternoon, levelling on points with Moran for fourth on the table behind Hall. But in the face of all this the unfortunate Dave Uren slumped from a championship second place to sixth in his Gould NME, having been forced to withdraw from the event after a severe foot injury sustained in the paddock on Saturday. After running close in the opening run-off, Hollier and Jason Mourant failed to resume their duel in the afternoon although both left Harewood in a joint championship eighth place.



— Scott Moran took a second and fourth in the run-offs (Jerry Sturman)

After a promising fourth place early on Sean Gould slipped to seventh later, while the

'works' Gould's co-driver Eynon Price,



— John Chacksfield qualified for the first run-off but failed to score points (Jerry Sturman)

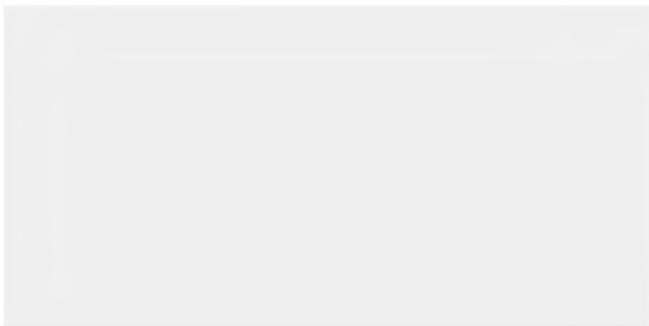
down the order in the morning, failed to make the afternoon cut after spinning at Country in qualifying. Claiming the final point behind Price before lunch was British run-off debutant Harry Pick, in his extensively reworked version of an old Trevor Willis OMS chassis, now with 1100cc Suzuki power. Another British run-off first-timer, former Harewood Top Six champion John Chacksfield, failed to get on the scoreboard after visiting the Orchard gravel trap in his supercharged OMS. Seasoned campaigner Simon

Fidoe, who had snatched the 1100 class win from Pick in the afternoon, took his place in the final shoot-out, but finished out of the points behind Graham Wynn's Gould V8.

With the Fueled Society's display visiting Harewood for the first time at a British Championship event, it was good to see a bigger crowd of spectators than this writer can remember at Stockton Farm as they lined the fences around Farmhouse Bend and up Quarry Straight. Most braved the cold weather until the end of the meeting, too, even though there was an early finish well before 4.00pm, despite the hour and a half lunch break which gave them plenty of chance to roam the paddock. The early finish was a tribute to the slick running of the event, but it also owed much to the relatively small field of just 81 entries, due undoubtedly to a clash with the Midland Championship round at Shelsley Walsh which drew a number of Harewood's regular competitors. This left four classes with only one runner and four more with just two, mainly in the saloon and sports divisions. However the big crowd were still treated to some better supported and competitive single-seater action.

Ferraris were present on both days for their two Championship events, and on Sunday David Snelson led throughout in his 430 from Philip Whitehead's F355 Berlinetta. Saturday's winner Nick Taylor hauled his own 430 back up to third place after a problematic first run. Making her first visit to Harewood, Formula Fordster Hannah Wiltshire shared her Swift with sometime Gurston C-o-C Doug Auld, who last visited the

Yorkshire venue many years ago in his OMS sports libre. Auld got the nod on the basis of his first run as Wiltshire closed in. James Kerr, Sarah Bosworth and Eric Morrey ran on their own, in Peugeot, Elise and Hillman Imp respectively, although Morrey took the



day's only class record (his own) in the cold conditions, a tribute to the winter development of his well engineered machine. Despite scoring just four Hillclimb Leaders points as the only runner in his class, Morrey remained in



— Eric Morrey's very quick Imp (Jerry Sturman)

second place on the series table behind Richard Spedding. Jonathan Mounsey got the better of sole opposition Kieron O'Brian's burly Nissan 350Z, although some way from Steve Darley's record.

Three cars appeared to contest roadgoing Specialist honours, Leon Franks' Sylva Striker extending an early lead over Richard Vale's Caterham as John Pick's Subaru engined AMS Murtaya followed them home. In another one car/two driver class, regular Porsche pairing Laura Wardle and Jonathan Williamson battled it out in eventual winner Jonathan's 911 Carrera before another lone runner, Ben Lovell, took his carbon tubbed OMS-Suzuki sports libre car up a couple of seconds outside Ed Hollier's record.

There was much better support for the 11-strong 1100cc racing class where the leading duo both ran at run-off qualifying pace. Early leader Harry Pick was squeezed out by a quarter of a second as Simon Fidoe slipped past flying Scot Steve Marr's compact PCD Saxon to grab the win second time up, with all three covered by half a second. Steve Owen followed the trio home in the works OMS, its BMW engine replaced by Suzuki power this year. Richard Spedding led the 1600cc class throughout in Les Mutch's Raptor, with Ed Hollier and Sean Gould in close attendance. The challenge from Gould's co-driver Eynon Price came to an end with that second run spin at Country Corner. It was back to two cars each for the two 2-litre classes, Johnathen Varley's almost historic March-BDA enjoying a four second cushion over George Bleasdale's Pilbeam-Rover KV6 in the normally aspirated division and Lee Griffiths closing to within two tenths of Harewood ace John Chacksfield in an OMS duel for forced induction honours.

The big single seater class saw Will Hall nick the win from early leader Alex Summers, Trevor Willis recovering from his earlier indiscretion to grab third ahead of Scott Moran.

After Les Proctor had taken a solo run in his superb Sebring Sprite, a varied bunch of cars run by BARC Yorkshire Centre members rounded off the class runs. Graham Cox took maximum points after handicaps had been applied, his Evo 6 out-scoring Peter Milne's Evo 9 and half a second quicker on

the road. Fastest on scratch was, not surprisingly, Ed Carter's Force PC which pulled out over a second and a half over John Prickett's supercharged Radical PR6.

Story and pictures – Jerry Sturman

With acknowledgements to the HSA's magazine *SPEEDSCENE*

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FUELED SOCIETY 7th MAY 2017

The Fueled Society visited Harewood for the 2nd time with an Open Class Custom Car Show. There were cars of all makes which had been lovingly modified in ways too numerous to mention, below are a few sample pictures. look out for their return in August.



What a finish – a credit to Xtremewraps



They were never like this when they were new

Originality



A proper Hot Rod

Who wouldn't want a truck like this



This Lexus even had a Champagne cooler with French polished wine glass holders front and back

Hope this has air suspension



Photos: Anne English

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THANKS FOR CHARITABLE DONATION

Earlier in the year members, competitors, marshals, and spectators generously donated to the Sue Ryder Hospice in memory of Michael Howlett, who most of you would know as 'Pilbeam Mick'. A total of £506.50 was raised, below is the thank you letter from the Sue Ryder Hospice and a photograph of the sticker displayed on some cars this weekend.



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TAIL PIECE

...This isn't quite what I had in mind.







Sequence of photos by Keith Hunt

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