



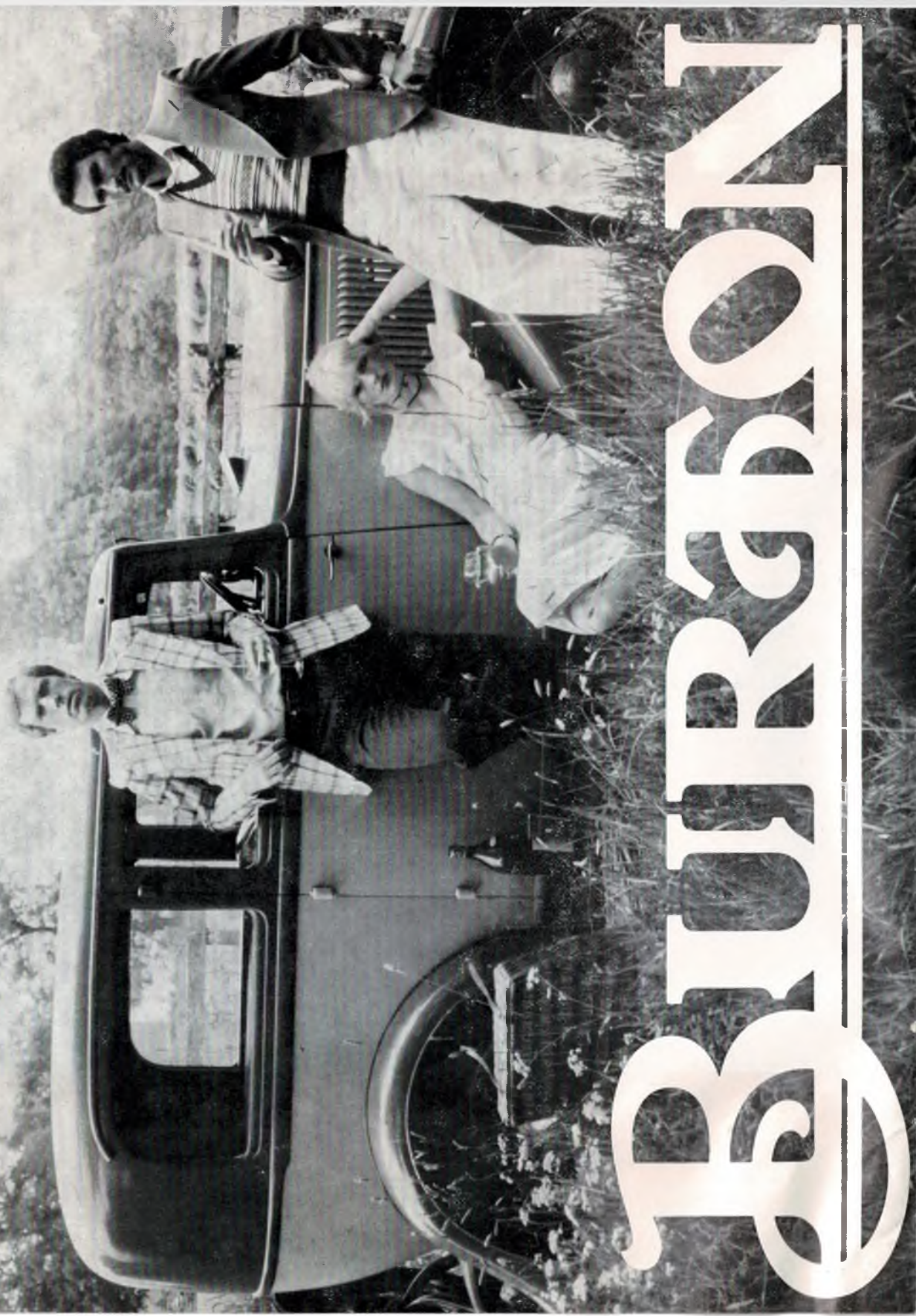
YORKSHIRE CENTRE CIRCULAR



NOVEMBER / DECEMBER

75

1934 Ford Model B Tudor Sedan.



BURTON

YORKSHIRE CENTRE CIRCULAR

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75

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COVER PICTURE

Russell Close and Colin Wilson seem to be thoroughly enjoying a bit of sideways motoring on the Harewood stage of the R.A.C. Rally.
(Photo: Paul Smiddy)

THE GREENWOOD CUP TRIAL

Finding sites for a production car trial is traditionally one of the trickiest ventures in motor sport organisation, for not all that many landowners are willing to let a few dozen cars play on their patch all day long, even if their conditions of crops and stock allow it. This year the hunt for a suitable site for the "Greenwood" was even more complicated than usual, and two sites which were secured were lost again by the thoughtless behaviour of others, which is a great pity. When the time came around, no site was confirmed, so the Centre's oldest event had to be postponed. With some last minute help from Tony Riall and Bob Soper, Clerk of the Course David Easthope finally secured the site between Darrington and Wentbridge which was used last year, and set the wheels in motion again.

The postponement meant that the event clashed with a North Midland trial, which reduced the entry and the volunteer marshals as well. A rather diminished squad of twenty one competitors and about a dozen marshals assembled in the sunshine at the Spread Eagle at Darrington, and waited while the early sections were laid out and

staffed. Eventually the thing got under way, and the crews found the ground to be dry, though the grass was slippery, and the gradients pretty steep, with one or two places where the surface was loose sandy soil which gave very little grip. One batch of good tests funnelled outwards from starting points only yards apart, which caused a little congestion, but the starts were good, allowing everyone to get under way to sample the waiting tribulations.

All the tests were cleaned by someone, except one in the afternoon which looked fairly normal but contained a sneaky little damp patch which foxed everyone. When the first eight tests had been completed, Bob Soper led Class 1 in the Alfasud, which was proving surprisingly well suited to grassy slopes, from David Naylor, whose Mini sounded spluttery but had plenty of low speed torque for trickling up slippery hills, and Gordon Chippindale's Mini G.T. Class 2 was led by Paul Hargreaves' Escort RS 2000, with Andrew Page's Opel Kadett following, and John Busfield, pedalling Geoff Winder's Austin Chummy, was way out in front in Class 3. The merged classes 4 and 5 were



Paul Adelman storming up the last hill of the morning — right up!

(Photo: Tony Hodgetts)

proving too good for the organisers, with four cars completely clean.

So, while most were enjoying a pleasant lunch at the Spread Eagle, the Clerk of the Course went back and tightened everything up. Unfortunately, the rear-engined brigade must have been well refreshed, for they all just drove up the sections again, though by no means everyone was so skilful. So the hills were duly wound up just a little bit more, and at last a pattern emerged. John England was the last to go, holding out until section 17 before succumbing, but at the last minute Paul Adelman pulled out all the stops to slip past him and win the Greenwood Cup by just one point.

In Class 1, David Naylor kept pegging steadily away to take the lead, while Harry Mason pulled off some excellent climbs to take second place away from Gordon Chippindale. Paul Hargreaves maintained a clear lead throughout in Class 2 with Andrew Page behind him. John Busfield just secured his first place in class 3 from the well driven frog-eyed Sprite of N. R. Hargreaves, and the Novice award went to Simon Clarke, who was finding that the Lancia had plenty of grip but was rather long for surmounting bumps. The finish was at the Rally House at Knottingley, by kind permission of the De Lacy Motor Club, which provided an appropriate conclusion to an enjoyable day. We thank David Easthope for all his labours, which must have felt rather like a penance once or twice during the hectic build-up, but were rewarded in the end.

Results :

Class 1.

- 1. D. C. Naylor (Mini) 18
- 2. H. C. Mason (1300 G.T.) 26
- 3. G. F. Chippindale (Mini G.T.) 29

- 4. R. Soper (Alfasud Ti) 33
- 5. S. N. Clarke (Lancia Fulvia) 48
- 6. M. S. Hurst (Mini G.T.) 60
- 7. A. J. Hodgetts (1300 G.T.) 73
- 8. Mrs. S. Soper (Alfasud Ti) 91

Class 2.

- 1. P. R. W. Hargreaves
(Ford Escort RS 2000) 37
- 2. A. J. Page (Opel Kadett) 48
- 3. H. J. Fitch (Ford Cortina) 68
- 4. M. A. Lanfranchi (Ford Escort RS 2000) 69
- 5. H. E. White (Triumph 2.5 P.I) 69
- 6. Mrs. P. Lanfranchi (Ford Escort RS 2000) 92

Class 3.

- 1. J. M. Busfield (Austin Chummy) 13
- 2. N. R. Hargreaves (A/H Sprite) 14
- 3. T. C. D. Smith (Sunbeam Tiger) 60

Classes 4 and 5 (merged)

- 1. P. S. Adelman (Hillman Imp) 5
- 2. W. J. England (Volkswagen 1300) 6
- 3. D. Haigh (DAF) 8
- 4. G. Haigh (DAF) 13

Awards :

The Greenwood Cup : P. S. Adelman.

1st in Class 1. D. C. Naylor.

1st in Class 2 : P. R. W. Hargreaves.

1st in Class 3 : J. M. Busfield.

1st Class Award : H. C. Mason.

Novice Award : S. N. Clarke.

Team Award : Team Grass Rootes —

H. C. Mason, P. S. Adelman,
W. J. England.

Correspondence

To the Editor,

Dear Sir,

I was most interested to read the last paragraph on page 16 September/October BARCounter referring to my retirement from Motor Sport after a career going back to 1937.

I find the article to be beautiful — the prose!! such grammar!! and punctuation!! "superb". The only thing wrong is that it is quite untrue — I have not sold my Chevron and I have not retired from Competition — and I hope to be around for several more seasons yet.

You are, however, quite accurate in saying my

first ever competition was the Sheffield & Hallamshire Ludlow Trial in my M.G.T.A. model back in 1937. I entered this first competition, not because of any burning desire to compete in motor sport, but because it was the only way available to me to escape from the eagle eye of my late Father and in order to take a Dolly Bird away for a dirty weekend!!!!

Well, Sir, after some 38 years — "plus ça change — plus c'est la même chose".

Why I did not compete at the last Harewood — ? let's face it — Harewood is so very near home.

Yours faithfully,

Alwoodley.

Chippy Stross.

(Well, Chippy — it was you who told me! — Ed.)

THE STOCK CAR CHALLENGE

by David Sugden

Following the visit of stock car stars Stu. Smith and Barry Gomersall to our Harewood Meeting of 28th September, I suggested to the Bradford promoter, Mr. Arnold Marriott, that a challenge race with invited drivers should take place at one of their future meetings. The basic idea was that if they would lend cars, we would try to find suitable drivers to take up the challenge and give both sides of our sport some publicity. Mr. Marriott took the challenge up immediately and I was lumbered with the organisation from the B.A.R.C. side.

The approaches that followed worked out far easier than I had ever anticipated, and the final line up for the challenge race consisted of Tony Fall, Chris Meek, Tony Dean, David Hepworth and Richard Simms. It was also intended that Miss Valli Stack, who has been featured once or twice for her driving (and other things) in papers recently would take part.

The next step was to arrange a test drive for all our intended conductors. This was fixed for Friday, 10th October at the Odsal Stadium where the promoters had been able to persuade the unsuspecting owners of three cars to bring them along to let our chaps have a go. It was immediately obvious in practice that some people were going to be very good and Tony Fall was particularly impressive; he unfortunately only got in eleven laps due to pressure of time. I am not sure of the attitude of the owners of the cars as by the end of the evening all three had expired in some way or other!

The great event itself took place on the evening of 16th October as part of the normal Stock Car Meeting, which was held on that evening, and the race itself was entitled "Stars of Motor Sport". Our line up did not quite work out as intended as we were unable to find a car for Valli Stack on which she could actually reach the pedals and therefore she declined the invitation. The other amusing thing was to watch her face when the owner of a car, which we hoped she could try, pressed the button and actually started the 7½ litre V8 engine. Her normal driving is in a Midget.

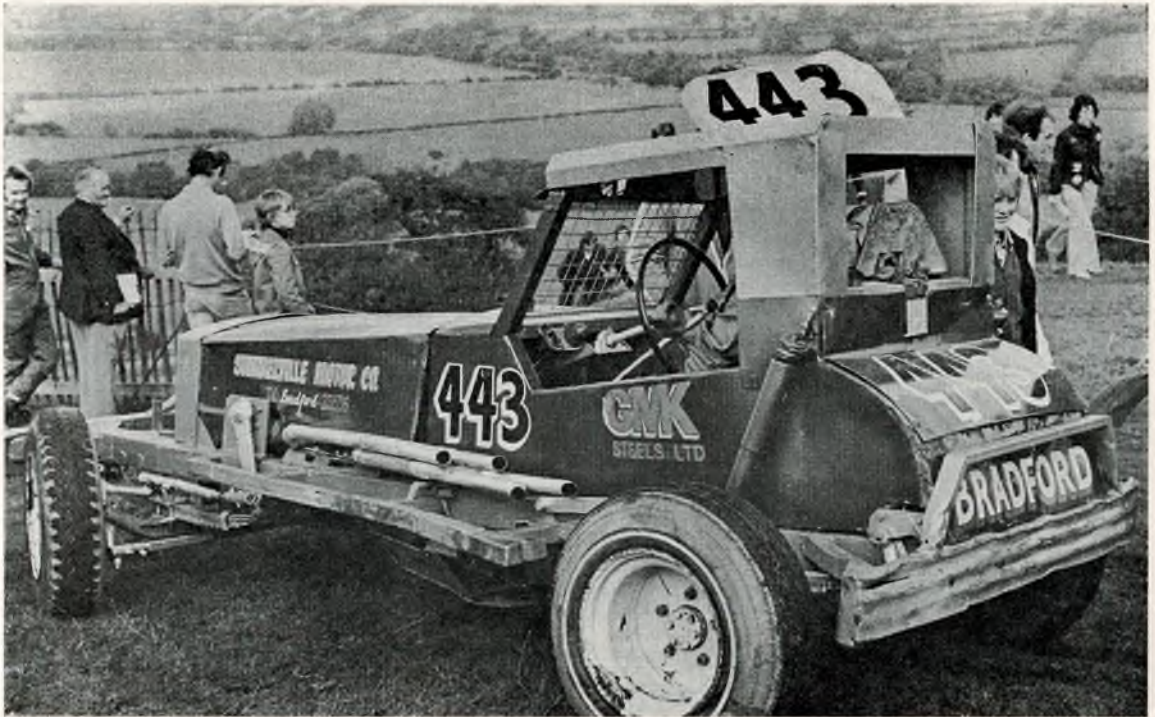
The line up then from our side was that Tony Fall was in stock car No. 65, Tony Dean in No. 218, Chris Meek in No. 443, David Hepworth in a car with the name "Old Peculiar" (I understand it's some sort of liquid refreshment and nothing to do with its

invited driver) and Richard Simms in No 272. Against them from the rival camp were No. 391 — Stu. Smith, No. 229 — John Hillam, No. 99 — Ivan Braddock, No. 360 — John Thornton, No. 219 — Harry Smith and No. 388 — Gordon Brown. The great event was to take 10 laps of the Odsal Stadium in which a lap is approximately ¼ mile.

The start of these events is always a rolling start and when the green flag was waved Tony Fall, who happened to have got himself on the front row of the 2 x 2 grid, promptly disappeared into the distance. The similarity between Tony's normal competition driving on loose surfaces and that of stock cars is, I suppose, there, and he had taken to this new form very quickly. He had also adopted the professional approach in checking the car over beforehand and was really taking the whole thing very seriously.

Meanwhile, amongst the rest of the competitors Dave Beresford pushed Tony Dean into the fence at the first corner whereupon Tony vacated the seat and headed for the hills. Richard Simms neatly side stepped the two star drivers, John Hallam and Stu. Smith immediately behind him, letting them through, and hoping to follow them through the pack as they made the holes, this he was able to do for several laps and overtook quite a number of cars before finding himself behind Chris Meek. At this point Chris was sliding rather wildly in his efforts to keep ahead of a bunch of stock car men and as Richard headed for a gap on the inside Chris lost it and closed the gap. As the two cars were travelling at something like 50 miles an hour at the time the resultant impact was pretty solid. Unfortunately it coincided with Chris's car hitting the sleepers on the inside of the track whereupon he took off like an Apollo rocket. After doing two somersaults he landed on the sacred rugby pitch upside down and in Richard's words — "I thought, Christ I've killed Chris".

Back at the front Tony was still giving the stock car men quite a demonstration of what a good class rally driver can do, but unfortunately was unfamiliar with the yellow flags that were waved following the Simms/Meek accident. On seeing these yellow flags he slowed down (we racers really must speak to him about this) and in slowing down allowed star stock car man Stu. Smith to catch him up. With a gentle nudge Smith pushed him to one side and nipped through whereupon Tony set off in hot pursuit once again. Unfortunately again on the next lap our intrepid hill-



Knobby tyres on the front, wire mesh "windscreen", and angle-iron all round — a rather different, but very specialised, competition car. This is one of the two which came to Harewood.

(Photo : Tony Hodgetts)

climber, Mr. Hepworth, came upon the rear of Richard Simms' car which was still stuck into the sleepers, and having smote it a mighty blow at the back disappeared into the fence at the other side; exit Mr. Hepworth.

This then left only Tony Fall to uphold the honour of our side of the sport, which he was doing manfully. He remained in second place until the very last corner of the race, when a slightly wide slide allowed John Hallam through into second and Tony took a very richly deserved third place.

When questioned afterwards Tony said that he had thoroughly enjoyed the whole business and had been just getting into his stride and screwing up enough courage to push back when the chequered had come out. His other comment was that he took a deep breath on the first corner and finished up with a mouthful of track. Stu. Smith said afterwards that he realised very early on that the yellow top car out at the front was going rather quickly and he was going to have to get his finger out if he was going to catch it.

The promoters at this stage asked all visiting drivers to climb on the back of one of the A.R.O. land cars which were being used as track vehicles,

and presented each one with a small trophy inscribed "For Good Motoring Sportsmanship". Chris Meek had been bruised but unhurt, and the rest of our heroes seemed to have thoroughly enjoyed themselves and, in fact, were wanting another do. All in all the motor racing types acquitted themselves very well in this unfamiliar environment and proved that skilful driving can be transferred from one side of the sport to the other, particularly if a little practice is involved. A return match has been proposed and we are currently looking into the possibilities

An interesting postscript to the whole event was that Tony Fall had been particularly impressed with the driving of Stu. Smith when he watched him perform in the next heat proper of the meeting. His style and natural ability were obvious and, as you have probably read elsewhere, Tony invited Stu. to come and have a test drive in the new Opel Kadet Rally car when the trials for the R.A.C. Rally were undertaken.

From the number of familiar faces around the Odsal Stadium that night it is clear that many people have learned what formula 1 stock car racing is like and I will be giving a few more details of this type of racing and the cars involved in the next issue of this magazine.

THE R.A.C. RALLY OF GREAT BRITAIN 1975

SPECIAL STAGE 2 — HAREWOOD (SHELLSPORT)

We stretched our resources pretty well to the limit on Saturday, 22nd November, by running two stages of the R.A.C. Rally on the same day. The route this year took in all the usual Yorkshire stages on the Saturday, so the people who usually manage to fit in several locations on various days had to decide which they really liked best — which of course meant the forests, leaving a sadly depleted band to run the Harewood stage. Fortunately the weather was as perfect as anyone had any right to expect, and both the preparation and the running of the stage were made much easier and pleasanter by warm sunshine. The promise of a fine day brought out an all-time record crowd, estimated at about 12,000, the first cohorts of which were waiting outside the gates at 6 a.m. when I arrived to open up, and who were paying their money to get in long before 7 a.m.

By the time Tony Iddon and Graham Robson arrived to check the stage, the crowd numbered several thousand and the roads around were packed, but Denys Townsend's revised entry arrangements were coping with the crowds, and soon both car parking fields were packed. When Roger Clark's red Escort arrived to open the competition, the crowds were packed on the hill to the extent that they were five deep down at the hillclimb start, and had completely swamped the marshals who were endeavouring to keep some semblance of order. Fortunately they were for the most part good natured and reasonably sensible, though they tended to stand in places which made a hill-climb organiser's heart miss a beat.

The stars of international rallying showed how to tame their slithering mounts on a surface which bore a marked resemblance to a skid-pan, but most of them had excursions here and there, particularly down at the point where the downhill track meets the tarmac road at the "Launching Pad". Hannu Mikkola suffered a particularly lengthy excursion, which nearly resulted in the indignity of being caught by Russell Brookes. Another who was nearly caught was Jill Robinson's Escort, plagued with electrical maladies, which was being rapidly overhauled by a large Citroen, until the French driver impaled himself on the end of the fence at the cattle grid with a resounding clunk, depositing about thirty pounds' worth of lights on Peter Telford's feet. (He came back for them, though!). Simo Lampinen demonstrated the technique of left-foot braking at the entrance to "Harpic" corner, but nearly found the road too narrow for a sideways Lancia, which missed the steel girder by just over an inch. Timo Makinen appeared to be taking it relatively gently, but his time of 2:38 put him

right up among the leaders, and Roger Clark was also smooth and fast. Without doubt the Lancia Stratos is the most exciting thing in rallying to watch, and they were all spectacular in the extreme, with the most delightful exhaust note, but they looked rather a handful on the slippery surface.

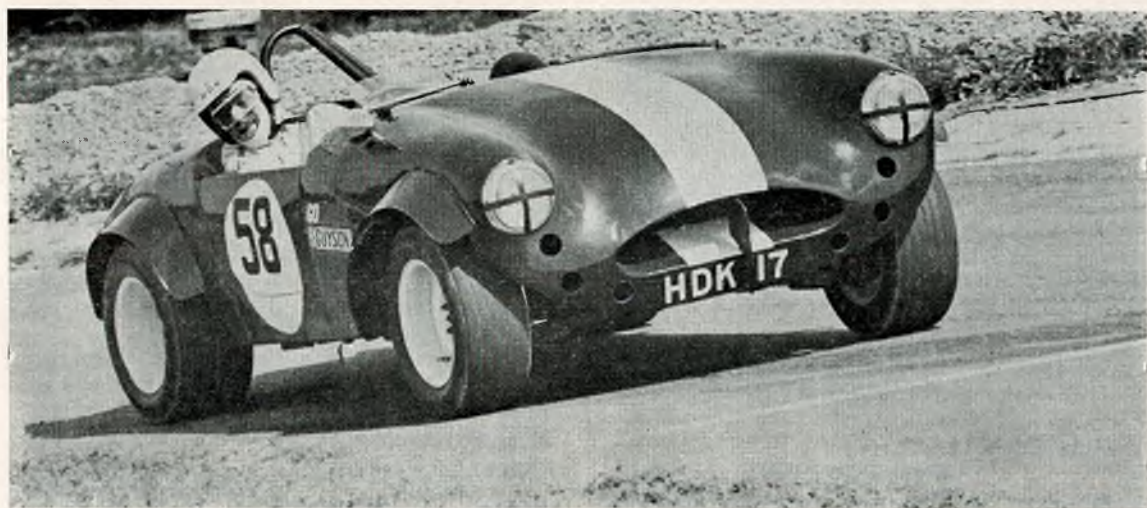
Tony Pond, Russell Brookes and Tony Fowkes all put up times which foreshadowed their excellent performances later in the rally, and as the competitors came through for over four hours, every now and then someone would turn in an unexpectedly good time; though further down the field the excursions became more frequent. One or two competitors seemed not to recognise the finish board when they passed it, and one French-registered Fiat was still accelerating when he passed the stop line, but he fortunately realised in time to avoid going straight across Harewood Avenue at a rate of knots: Then there were the two Japanese gentlemen who didn't want to know about the marshals' instructions on getting to the passage control, and, with polite smiles, hurtled off in the opposite direction, never to be seen again.

But all in all there were few real incidents, and eventually the last car arrived (not before the marshals on the first sector had been vocally dissuaded from taking down the arrows and going home) closely followed by the closing car, and suddenly it was all over, the fields were empty except for a mountain of litter, most of the marshals had tiptoed away to Dalby, and all the Shellsport arrows in the spectator areas had been purloined by the triumphant small boys as trophies.

The list of thanks to all who helped is a long one, and I've tried to say my thanks personally when possible. We're grateful to Arnold Burton for letting us run the stage, to Shell for providing sponsorship, to Roger Willis for a superb commentary, Fairbank Harding for the public address, Garritt's for feeding us, the police for all their help, and the R.A.C. for signing the roads. And I personally am profoundly grateful to John, Tim, Alwyn, Doug, Ken, Mike, Boris, Martin, and all the marshals who came, and particularly those who came on Friday to set up and on Sunday to clear up, and to Jan for all the organisational help. And of course we must not forget Denys Townsend's gallant team, especially David and Mary who stood there grabbing pound notes at seven o'clock in the morning and brought the broadest smile that has been seen on the Treasurer's face for some time. But most of all, our thanks to the Rally organising team for bringing the spectacle of the year to Harewood again in 1975.

THE MANX WEEKEND

by David Kennedy



The author, complete with Fairthorpe Electron. (Photo: Tony Hodgetts)

It was early on Friday morning when people with racing cars on trailers, and some road going sports/saloon cars, converged on the Pier Head landing stage at Liverpool for the Longton and District Motor Club's annual Hill Climb. One or two competitors including a certain Fairthorpe owner managed to find themselves in the middle of the bus station with irate inspectors running about waving their arms about and shouting that "it was for buses only". OOPS!

After unloading and parking our tow cars in a rather dubious locked (?) car park, we were scrutineered on the floating dock; after that we could relax and await the arrival of our boat, and watch the comings and goings of a very busy river Mersey. In due course our boat arrived; she was the newest of the Manx boats but is plagued with a terrible and seemingly incurable vibration — so much for modern engineering.

All the cars were loaded very quickly, although the noise of 80 competition cars in the confines of the hull was truly ear-splitting. Once all the drivers' friends, wives, girl friends were aboard we sailed and headed down the Mersey and out into the Irish sea which was as calm as a duck pond.

The crossing takes about 4 hours, so much nattering and a few noggins were got through before we arrived in Douglas. On opening the hold doors a swarm of very angry bees, Minis to B.R.M.'s collected on the dock ready for a convoy run through the streets to the station on the other side of the town where they were parked overnight

under police guard.

All the drivers then boarded two coaches to be taken out to the course, which is 3 miles out of Douglas and forms part of the T.T. course, starting at Hillberry and continuing for 2.15 miles taking in Brandish, Creg ny baa and Kate's Cottage. The coaches dropped us off at each corner so that we could walk round them and see what we were in for the following morning. With some of the lurid tales told by drivers who completed last year I was not really looking forward to that, as it was just starting to rain!!

We then went back to our various hotels on the sea front for a wash and evening meal and for some an early night as we had to be ready to run out to the course at 7 a.m. It rained most of the night, but Saturday dawned bright and clear. We made our way to the station for the run out to the course in convoy with a police escort who did not hang about. It was great fun blasting around roundabouts, and the sound of a V12 B.R.M. on full song through the narrow streets was awe inspiring.

Once at the course, which was still wet in places, practice began; with many of us there for the first time there was a lot to learn. The opposition in the Modsports class comprised 2 Midgets, 2 Sprites and 1 blown Turner which led the class in practice with my EM 2nd.

After a picnic lunch the runs began in earnest with the supercharged Minis starting the proceedings. It was not long before I was on the

start, waiting for the green. Wheels spinning we left the line, and were blasting up the straight towards Brandish which is a fast (for some) right hander, brake and into second, bags of wellie, we're round but snaking a bit, into 3rd, along the mile straight to Creg, through the speed trap at 95.44 in 3rd! (anyone got a close ratio Triumph gear-box?) past the Creg marker boards and into this notorious long left hander which tightens up on you half way round, the tail slides right out towards the straw bales, a bit of opposite lock, and plant the power on up the steepest part of the course to Kate's Cottage which after I got up enough courage is taken flat in 3rd. The car is all over the place, as it is very bumpy on this corner; then a short blast of 200 yards to the finish and panic like mad as the braking area is very, very bumpy and not straight. I try to imagine that run in John McCartney's B.R.M. going through the speed trap at 152 m.p.h.!!

Des Richardson's rapid blown Turner screamed up the hill in 91.33 secs., going through the trap at 108, but this was to be his only run as something went awry in the the engine department.

My best time was 99.05 which netted me 3rd in class, the Turner winning the class easily — wait

till I get my gearing and suspension sorted Des, Chris, Norrie and Co. ?

The event finished with a convoy run back to the station and just as we got back it started to rain.

There was a Dance/Cabaret organised for the Saturday evening, so there was just time for a scrub and change into best bib and tucker, and a meal, before going to the Palace Lido where we spent an enjoyable evening during which some very elegant trophies were awarded to the class winners. F.T.D. went to Richard Wallinger in the GRD 372 with a time of 71.43 secs.

Sunday dawned bright and clear and we explored Douglas, but unfortunately the Go-Kart Track had closed the day before (I wonder why) so there were no furious dices this year.

We had to be back at the Dock by 4 p.m. ready to load up for the return journey at 5 p.m. and with all the noise, one or two drivers looked decidedly ill, as they had carried the previous evening's party on into the small hours.

The crossing back was quite smooth, and we docked at Liverpool at around 9.30 after a really superb and well organised event. Roll on next season.

RESULTS OF ANNUAL COMPETITIONS

Pearce Trophy

1.	A. J. Hodgetts	86
2.	= T. C. D. Smith	74
	P. Adelman	74
4.	J. R. Hardcastle	73
5.	D. R. Scatchard	66
6.	J. M. English	63
7.	= H. C. Mason	60
	H. White	60
9.	B. Marsden	59
10.	M. S. Wilson	57
11.	D. Easthope	51
12.	= G. F. Chippindale	49
	Mrs. B. J. Scatchard	49
14.	Miss J. Walker	48
15.	S. N. Clarke	46
16.	= N. Higgins	44
	D. N. Townsend	44
18.	K. Gibson	39
19.	= P. Smiddy	38
	C. Seaman	38
21.	L. S. Stross	37
22.	Miss H. Dixon	36
23.	J. Crowson	35
24.	= R. Soper	34
	A. Page	34
26.	Miss G. Nicholson	33
27.	N. Porter	32
28.	G. Taylor	28
29.	J. M. Busfield	22
30.	= R. A. Riall	20
	I. K. Hardy	20
32.	J. Suttenthal	19

Ken Lee Trophy

1.	H. White	57
2.	G. F. Chippindale	46
3.	J. Crowson	35
4.	H. C. Mason	33
5.	= S. N. Clarke	32
	N. Porter	32
7.	G. Taylor	28
8.	T. C. D. Smith	25
9.	A. J. Hodgetts	24
10.	P. Smiddy	21

Chippy-lola Vase

1.	Mr. & Mrs. H. C. White	38
2.	Mr. & Mrs. G. F. Chippindale	37
3.	Mr. & Mrs. H. C. Mason	30
4.	B. Marsden & Partner	28
5.	Mr. & Mrs. D. R. Scatchard	22
6.	Mr. & Mrs. R. Soper	16
7.	Mr. & Mrs. I. K. Hardy	15
8.	Mr. & Mrs. N. Higgins	14
9.	Mr. & Mrs. J. M. Busfield	13
10.	Mr. & Mrs. M. M. Rogerson	11

Arnold Burton Trophy

1.	G. C. Chippindale	20
2.	H. C. Mason	14
3.	= H. White	12
	A. Page	12
	I. K. Hardy	12
	J. M. Busfield	12

BARCounter

This year's Shellsport League champions are Ilkley & District M.C., by a clear margin from Sheffield & Hallamshire M.C.; somewhat to our surprise we finished in eighth place. Don't forget that Howard White is the man to contact next year as team organiser, Malcolm Rogerson is stepping down after several seasons' hard and, after the first season, somewhat unrewarding labour, and we thank him for his efforts. Also stepping down is Paul Hargreaves, who has run the organisation of the championship since its inception, for which again we record our appreciation, and Peter Croft is taking over as co-ordinator. Peter's address is Morningside, 25, Grove Road, Menston, Nr. Ilkley (and his telephone number is Menston 75527.

At the briefing meeting for the R.A.C. Rally, when the marshals' armbands were distributed, there was a certain amount of ribald criticism at the spelling of the word with two l's, which as every regular marshal knows, is very definitely "non-U". Jim Porter retaliated that it wasn't his doing, and in future "Castroll" would be spelt with two l's also, and Roger Willis with three!

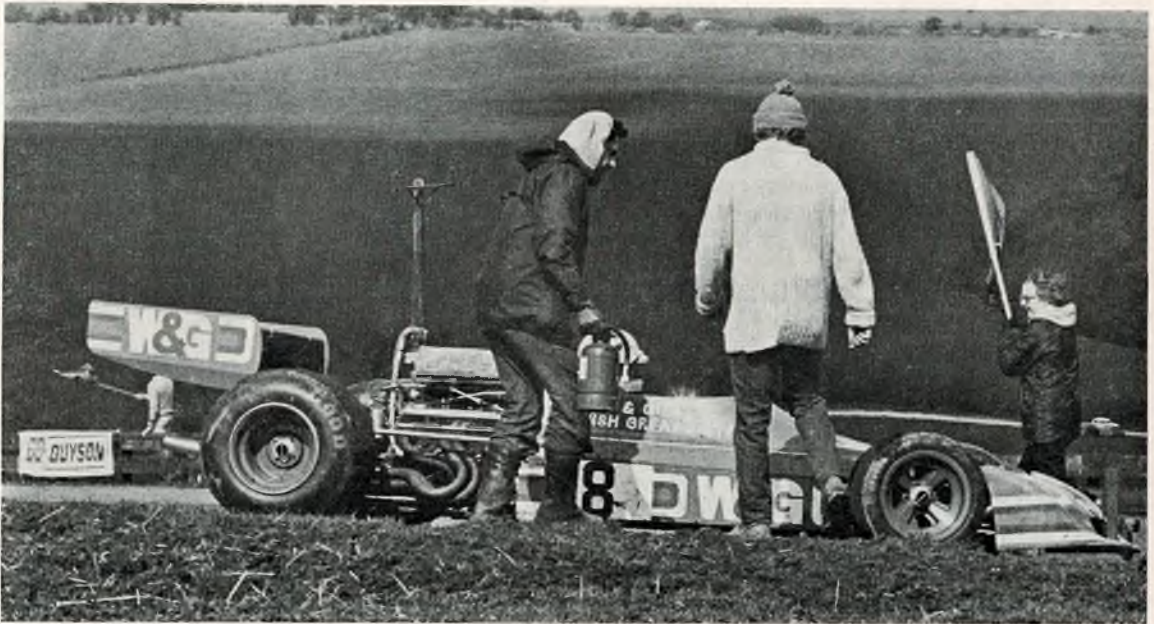
Congratulations go to Brian Marsden, whose engagement to Joanna Martindale was announced recently.



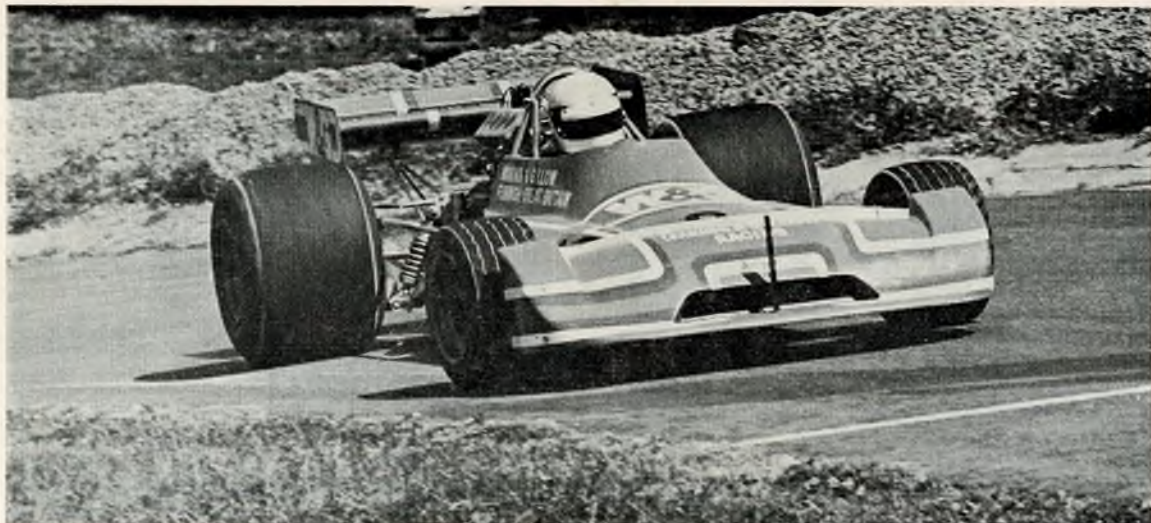
The Harewood return road needed plenty of attention throughout the year. This is by way of tribute to the working parties who kept all sorts of things going through the season.

(Photo : Tony Hodgetts)

Visitors to the Harewood stage of the R.A.C. Rally included Murray Mowat, Clerk of the Course of the Safari Rally; the club's General Manager, Sidney Offord on a flying visit in his capacity of Steward; and former holder of that office Graham MacBeth, who looked in very good form and not a day older; and Nicky Porter — not in the familiar pink Mini, but in Mercedes-Benz No. 211, trying a new way round his well known hill.



John Cussins found the Waring & Gillow Chevron a bit of a handful . . .



. . . but eventually he got to grips with all that power, and returned some very respectable times.

(Photos: Tony Hodgetts)

Castrol have sent out an advice to regular competitors of a number of retailers who have guaranteed to maintain stocks of some of the more specialised competition grades of their products. The local names on the list are:-

Service Garage, Barnsley

W. Parkinson, Bradford

Bert Raper, Cottingham

Coopers of Oulton, Leeds

T. C. Harrison, Sheffield

A. Jefferies, Shipley

who will all be holding Product 351, B 373, FCB Brease and Girling GO 99 Brake Fluid for Castrol in future.

Though it's a different branch of motor sport, most of our members will have heard of the Scottish Six Days' Trial for motor bikes. This year's event

was won by Mick Andrews, and the film crew from a well known firm of industrial photographers sent him a congratulatory telegram which read "Congratulations on your brilliant win from The Queen Duke of Edinburgh Duchess of Kent and all the other Pubs in Bradford". This duly worked its way Eastwards, and eventually appeared on the front page of issue number 7 of "Yamaha News", under the headline "HONOURED GLORY" with the caption "His '75 SSDT success was honoured in a most glorious way. The Queen and the Duke of Edinburgh sent him a telegram in celebration of this brilliant achievement!" It must be a manifestation of that oriental sense of humour which Tony Fall has been heard to describe so succinctly: but it's surprising that the Wilson laugh wasn't audible in Tokyo!

THE NOVEMBER CLUB NIGHT

The last club night of 1975 introduced an event which we have not tried for some time — a "table-top rally", with Paul Smiddy in the organising seat. Held at the Duke of Wellington in East Keswick, the plot involved a three-part "road book" with references, Tulip arrows and route cards to enable the competitors to plot the course, questions

to verify the following of the correct route, and further questions to see if everyone was awake! Not surprisingly, the regular rallying crew of Brian Marsden and Andy Nichols were well up in the placings, but they were beaten by the old master of tricky motoring questions, David Scatchard, with June in the "left-hand seat".

Malcolm Lanfranchi turned up late and without a navigator, but still made fourth place, and in the tie deciding "special stage" where the "navigator" talked the blindfold "driver" round a circuitous route with a Dinky car, Doug. Marsden and Alwyn Pritchard demonstrated their command of a vehicle when unable to see, which must prove something.

The event proved very interesting, and for those who were not able to attend, the route and questions are printed below, to give you something to whet your wits after the Christmas turkey. The answers are printed elsewhere! Don't get car-sick, you amateur navigators!

Results :

	marks
1. David & June Scatchard	37
2. Brian Marsden & Andrew Nichols	34
3. David Russell & Bill Baker	22
4. Malcolm Lanfranchi	18
5. Tim Smith & David Fairburn	17
6. Doug. Marsden & Alwyn Pritchard ...	13
(0 mins. 58.5 secs.)	
7. Howard & Diana White	13
(1 min.. 54.0 secs.)	
8. R. Lofthouse	12
9. Harry & Barbara Mason	10
Total Possible Marks	120!

THE TARANTULA TABLE-TOP RALLY

Map 104 (1974 Edition)

The Rally is in three parts :

Part 1 — gives clues which enable you to plot the route on your map;

Part 2 — asks simple questions to test that you have correctly plotted the basics of the route.

Part 3 — gives slightly more devious questions to keep you amused.

The figures in brackets after each question indicate the marks allotted for that question.

Rules :

- (1) No part of the route may be used twice, not even to cross the route;
- (2) Follow the shortest route based on the information given;
- (3) Distances given must be assumed to be correct;
- (4) All roads leading to the edge of the map are treated as dead ends;
- (5) Neither the S.S.R.'s nor the G.C.R.'s of the R.A.C. apply to this event;
- (6) All 'white' roads are considered passable, despite what your local knowledge tells you.

Abbreviations Used :

TC = Time Control; PC = Passage Control;

SH = Spot Height; SS = Special Stage;

MR = Map Reference.

PART 1.

**DUPLICATED ROAD BOOK
INSERTED IN CIRCULAR**

PART 2.

(All questions 2 marks unless otherwise stated)

1. In which village is the start ?
2. What is the height of TC1 (according to the nearest contour line) ?
3. What is the M.R. of TC2 ?
4. How many milestones does the route pass between TC2 and TC3 ?
5. Give the M.R. of the first pub after TC3.
6. How many milestones does the route pass between TC3 and PC2 ?
7. Give the M.R. of PC2.
8. What is the nearest gridline to TC4 ?
9. Give the M.R. of the most northerly part of the special stage.
10. How many pubs are there in the route between the SS finish and TC5 ?
11. Where could you hope to hear a DFV on the route ? (1)
12. What is the next SH on the route after TC5 ?
13. In which wood is PC3 ? (1)
14. What is the M.R. of TC6 ?
15. Give the first SH after the second crossing of water on the route between TC6 and TC7 ?
16. How many milestones between TC7 and TC8 ?
17. Give the M.R. of TC8.
18. What is the next SH on the route after TC8 ?
19. How many churches and chapels on the route between TC8 and TC9 ?
20. What is the M.R. of TC9 ?
21. How many milestones between TC9 and the finish ?

PART 3.

1. Your alcoholic service crew will not go more than 20 kms. in radius from their favourite pub at 390467. At which TC's can you not have service ? (2)
2. How many times does the route cross the boundary of the Yorkshire Dales National Park ? (2)
3. Who won the 1970 British Grand Prix ? (1)
4. How many times does the route cross water (including streams that appear to end under the road, lakes reservoirs, etc.) ? (10)
5. How old is Tony Dean (to the nearest year) ? (1)
6. You have been loaned a works Escort on the express condition that you immediately inform Stuart Turner of any calamity which befalls you. $\frac{1}{2}$ a mile after TC7 you drive the car into a stone wall. In which village is the nearest telephone ? (1)
7. If your car does 12 m.p.g., how many gallons will it use between TC5 and PC3 ? (2)
8. Name two of the drivers who took the top three places on the 1973 Monte Carlo Rally for Alpine-Renault. (2)
9. Who won the 1975 Tour of Britain, and in what car ? (2)
10. An irate farmer has blocked the road outside Low Green Farm (it's within 10 miles of the finish), with his tractor. You must retrace the route, use a diversion, and rejoin the original route as soon as possible after your diversion to where route crosses 34 ? (4)
11. What is the maximum average speed which organisers can demand of competitors on public highways other than motorways ? (1)
12. How many times does the route cross a railway line between TC7 and TC9 ? (2)
13. What is the maximum distance a driver may drive without rest or relief on a rally ? (1)
14. If your personal capacity before exceeding the breathalyser limit is $3\frac{1}{2}$ pints of coca-cola, and you restrict yourself to $\frac{1}{2}$ pint in each pub visited, and if you visit each pub marked on the route, give the M.R. of the pub at which you purchase the coke which gives you a total of 4 pints, assuming you start at the first pub after the start venu. (4)
15. How many gridlines does the special stage route cross ? (2)
16. Your transmission starts giving trouble at TC2, which means you cannot negotiate a hill steeper than 1 in $4\frac{1}{2}$. Your service crew awaits you at TC4. Can you follow the route to that control without breaking down ? If not give the sum of the SH's on the diversion which bypasses the offending incline(s), but which uses as much of the original route as possible. (4)
17. Who does Dilys Rogers co-drive for ? (1)
18. How many times does the route cross a disused railway line between TC7 and the finish ? (2)
19. Make up a suitable 5 line limerick starting "There was a female co-driver from Pool, . . ." (4)
20. An easy one to finish — with what beauty preparation do you associate Roger Clark ? (2)

THE FORD RALLY SCHOOL

Visited by David Scatchard (supervised by June)

Two or three weeks ago a brown envelope landed on the carpet behind the front door; in it was what I'd been eagerly awaiting since April, when I finished in the first ten of Ford's Motormind competition — details of Ford's new rally school to be held at Donington on November 29th. It was quite an exciting thought, that I was going to be in the first ever class.

The school started at 9-00 a.m., when we were ushered into Ford's mobile lecture room, a largish articulated unit brought in for the day. Action started with Ford's film on rallying which highlighted clips from Castrol's film of 1968 Rally of the Thousand Lakes, "The Flying Finns". This showed Timo Makinen driving the Mini contrasted against Hannu Mikkola in the Escort, mixed with chat from Mikkola, Clark and Makinen on driving

techniques, tyres and other equipment. This was followed by a talk from John Taylor more or less backing up the film: he should have been joined by Russell Brookes who just arrived at the last minute before the practical stuff started.

At about 10-00 we were split into one group of five and one group of six. I was in the group of five and we went along to our practice stage with Russell Brookes.

The two stages were loose tracks around the trees, the cars were those long suffering ShellSport Escort 1600 Sports used in celebrity racing at Brands Hatch, two blue ones and a green one. We took one of the blue ones whilst John Taylor's group plumped for the green one. The cars were in Group One trim except for a limited slip differential and a lower final drive ratio. They were con-

verted for rally use by the addition of some of Mr. Dunlop's special boots and a sump guard.

The first stage comprised a 300 yard straight followed by two ninety rights in quick succession, with a telegraph pole near the apex of the second, after which was a long 300 yard curve to the right, at the end of which the road went hard right tightening up into a very sharp right — a kink left and back on to the straight.

We were then each strapped into the passenger seat in turn and given two laps at speed just to let us have a John Brown's-eye-view of the proceedings, followed by a slow lap to show the points to watch whilst driving round.

Then it was our turn for a go round on our own; yours truly having third attempt. Now those of you who have seen some of my attempts at competitive driving in autotests, etc. may or most likely may not have noticed I'm a bit on the timid side for lots of welly and opposite lock stuff. This resulted in a few short excursions between the trees and oops — the wrong side of that telegraph pole, how Russell managed those two ninety rights in one long controlled slide was a little beyond my comprehension at the time.

On seeing my dilemma I was flagged down by Russell, who then prescribed lots of loud pedal and opposite lock where he was watching at the funny tight right, which I duly attempted for another few laps and that was the end of my turn which lasted nearly a quarter of an hour. Perhaps I hadn't what it takes or I have too great a sense of self-preservation or something like that.

June had a couple of laps with Russell at the helm and thoroughly enjoyed the experience, though she got a bit tangled in the full harness and the Griffin hat kindly loaned for the day by Tim Smith. Then it was time for lunch at the museum restaurant which was very good.

Immediately after this the groups swapped stages keeping the same instructor and car — though John Taylor's lot needed the spare blue Escort as their's had a permanent red light which was sorted by Mr. Cibié.

Russell obvious wanted to shake his steak and kidney pie up too, as he elected to go in the hot seat with each of us. Stage 2 was a little more interesting, with a 400 yd. straight followed again by two ninety rights in quick succession then ninety left and ninety right immediately after, the idea through this section was to swing the tail around like a pendulum to get through, a short straight of 150 yds. then ninety right, straight for fifty yards and ninety right on to the straight.

With Russell sat in the car telling me what to do, i.e. "flick opposite way — now!", "opposite lock, keep the power on", etc., things started to

fall into place. For the last couple of laps we swapped seats, so I could see how it should be done and then everything fell out of place on the exhaust system, so we did a trade in for the mended green motor.

Up at the top end of this stage was a pile of sand down an escape road which formed the basis of a 180° left hander for hand brake practice. So in turn, on our own this time, we did three practice hand brakes left round the sand, up the track, hand brake to the right, round a straw bale, and then three laps of stage two including using the pile of sand as a 180° hairpin. On these three laps even my wife admits I was driving much better and more confidently. Though I was still bottom of the class I felt I could justifiably claim most improved pupil of the day (for our group at least, I didn't see the others), a fact that proved how much you can learn from one day's tuition. At least at the end of this session I began to feel if the opportunity was there for more practice and tuition I could master special stage driving, whereas before lunch I felt there was no way I'd get the hang of this game. The credit must of course go to Russell Brookes, who was very patient with us all.

After this we were given a talk by "John" from Dunlops on tyres, their types and applications. We should have had sections of tyres for examination, these weren't ready then, but they will be a feature of future classes.

This was followed by a talk on Cibié lighting by Nick Grant of Britover, which included the laws governing light mounting and demonstrations of beam patterns of the various lights available. Whilst this was going on Messrs. Brookes, Taylor and Reynolds disappeared out of the van into the twilight.

It was then revealed that they had linked the two stages together and we were to do two laps on our own in the dark, two cars at a time — at half lap intervals, of course!

The lamps on the car were Lucas H4 halogen headlamp conversions on main beam though for the future it is hoped to fit a decent set of Cibié or similar.

Once more inside the lecture theatre to guess what a day's tuition fee would be, most people guessed right, between £20—£25, some as high as £40. The fact that no one was below the anticipated fee speaks volumes for the course.

The only small criticism I have is that of the stage arrowing, which was a gate at 50 yds. and one arrow on the bend, the reverse of that of the R.A.C. Motor Spor. Regulations, Section C90. It in no way impaired the day, but I do feel strongly that it is about time stage arrowing was standard-

ised to that on the R.A.C. Rally instructions to marshals' sheet.

How do you get on the school? Well, there may be one or more courses before Christmas, but there are a few problems they have to iron out on car preparation, stage surfaces which seemed to suffer during the day, etc. When these are sorted there will be a press release early in the New Year throwing the course open to would be rally drivers. Preference will be given to Ford Rallyesport members and competition licence holders. My guess is at £25 for the day they'll be showered under.

A final thought, the school is mobile and it could be put on at Stockton Farm, Harewood, but then one must start to count the cost of road reinstatement and the fact it is a working farm. Interesting though.

It remains only for me to thank Charles Reynolds of Ford Rallyesport Club and everyone concerned with the days promotion, especially Russell for passing a few of his undoubted talents on to me.

DAVID SCATCHARD.

A "BIRD'S EYE" VIEW OF THE FORD RALLY SCHOOL

When David won a place at the Ford Rally School for coming fifth in Motormind, I was to be quite honest extremely envious. As the date drew nearer I said that I would like to watch, so David telexed Charles Reynolds the Ford Rallye Sport Club secretary to ask if it would be alright for me to go down and watch the proceedings. The answer came back "OK for your wife to come. Hope she won't be bored". Bored! you've got to be kidding. I've never known a day disappear so fast.

I must admit that I was a little reluctant to get up at 6 a.m. but by the time we left Haxby dawn was breaking on what proved to be a beautiful sunny and clear if rather cold day.

We arrived at Castle Donington just before 9 a.m. and found a small group of people standing outside Ford's mobile Rally School. I was a little surprised as for some unknown reason I expected an ordinary static building.

The day started with a film on Rally driving techniques followed by a short talk from John Taylor whilst we waited for Russell Brookes, the other instructor, to arrive. Then, after a quick cup of coffee the real business of the day began. The would-be rally drivers were divided into two groups. David and I were in Russell's group and after showing us the car and how the seat belts work we all set off for one of the two special stages to "have a go". The stage we were using was the easier of the two which was probably just as well! Each of the men were taken round

the course a couple of times with Russell and then they were let loose on their own. At this point I was extremely glad that I was only there as a spectator, especially when David managed to "park" the Escort between the trees twice at the same point!

In fact I was really enjoying watching the car going round and round until David came back from his go and Russell asked me if I would like a ride round. I said yes (the previous week on the RAC Rally I had been wondering what it would be like to be driven by a "real" rally driver) and then I had to wait while two more drivers had their turn. By this time I was beginning to wonder what I had let myself in for and as it was getting near lunch time I thought that there may not be enough time for my turn and I wasn't unduly worried by that thought! However Russell didn't forget his promise and as David and the others set off for lunch I got ready for my ride.

The first problem was Tim's crash helmet, as I had trouble fastening it and so did one of the men who offered to help me. Anyway, after a slight struggle I was all set, or so I thought! The next problem was the full harness seat belts — I couldn't see properly for the helmet and couldn't adjust the straps so Russell had to get out and come round to my side to sort them out for me. That done we were ready. Russell strapped himself in and after a sly comment, to the effect that contrary to common belief the wire from his helmet was connected not to an intercom but to the whisky, we were OFF!

I cannot remember if he took me round three or four times. All I know is that it was absolutely marvellous. I had expected to be a bit frightened but I wasn't in the least. Sitting in a car that is going sideways round the bends seemed as natural as can be (No — not because I normally drive that way) and it all seemed so easy with Russell driving. I was really disappointed when it was time to go and join the others but I was very pleased that I was given the chance to see what it was like.

After lunch the groups re-assembled and this time we were on the other, more difficult, stage. I was elected camera-man (woman?) and tried to get some shots of David going sideways round the bends. This time Russell went round with each driver and the difference in the way David drove was particularly noticeable. Unfortunately, at the end of his run the exhaust dropped off and I missed a marvellous "tail piece" because I wasn't quick enough with the camera when both David and Russell were on their knees peering under the car.

(Continued on page 18)



Sunny "Scarborough" — "Yuk" Hodgson won it, Brian Kitching tried hard to.

(Photos: Tony Hodgetts)

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The next part of the course took place back in the caravan where we had a talk on tyres (which was a bit dull) followed by a talk on lights (which was interesting and easy to understand).

By this time it was nearly dark and we all went back outside for the biggest test of the day. Whilst we had been sitting unsuspecting in the warm the two short stages had been altered and made into one long one and each driver had to do a couple of laps on his own under more or less authentic rally conditions (i.e. they didn't know where the stage went). David looked to do very well and finished off the day by very neatly handbraking the car round ready for the next driver to take over.

Before the course closed we returned to the caravan to discuss how much the course will cost future pupils. They seemed to be thinking in terms of £25 for an eight hour day which sounds very reasonable.

I must admit that I learnt a terrific amount even as a spectator and of course I saw more cars doing funny things than I will ever see sitting in a caravan timing a stage.

My thanks must go to Ford for allowing me to accompany my husband and of course to Russell Brookes for allowing me a ride round the stage.

JUNE SCATCHARD.

TABLE-TOP RALLY ANSWERS.

Part 2.

1. Coneythorpe
2. 76 ft.
3. $286\frac{1}{2}525\frac{1}{2}$
4. 3
5. 227573
6. 3
7. $157\frac{1}{2}579\frac{1}{2}$
8. 14
9. $087\frac{1}{2}579\frac{1}{2}$
10. 0
11. Hesketh House
12. 176
13. Swinsty Moor
14. 200471
15. 97 ft.
16. 5
17. 200460
18. 45
19. 3
20. 300423
21. 1

PART 3.

1. T.C.'s 4 & 5
2. Twice
3. Jochen Rindt
4. 102
5. 42
6. Farnley
7. 0-91
8. J. C. Andruet
Ove Andersson
J. P. Nicolas
9. Tony Pond - RS 2000
10. 676 ft.
11. 30 m.p.h.
12. 3
13. 200 miles
14. 168483
15. 7
16. 0
17. Jill Robinson
18. 0
19. And Tipco to you,
too!
20. Cossack Hairspray

The Editor sends all our readers, advertisers, sponsors, competitors, officials and helpers, seasonal greetings for Christmas and the New Year.

Dates for your diary

YORKSHIRE CENTRE PROGRAMME

Date	Event and Status	Centre Competitions
1976		
January	6 Film Show, Hathersage, (Millstone Inn, 8-30 p.m.)	
	8 Film Show, Harewood Village Hall, (8-00 p.m.)	
(Fri.)	23 Dicers' Disco., Millstone Inn, Hathersage, 9 p.m. — 1 a.m.	
	25 Visit to Donington (Details from Centre Office)	
February	5 Club Night, Film Show, (Headingley Rugby Club, 8-00 p.m.)	
	29 Cocktail Party at Carringtons', Harrogate.	
March	4 Club Night.	
	7 "The Sleuth's Mug". (C)	PC
	13/14 Spring Autotests. (CJ)	PK
April	1 Club Night, Autotests. (C)	PK
	4 Croft Race Meeting.	PK
	18 Harewood Easter Hillclimb. (N)	PK
May	6 Club Night, Production Car Trial. (C)	PKC
	"E. A. Denny" Production Car Trial. (CJ)	PKCA
	16 Harewood Practice Day.	PK
	29 VSCC Rally Stage — Harewood. (I)	
	30 Harewood Vintage and Novices Hillclimb. (R)	PK
(Mon)	31 Croft Spring Bank Holiday Meeting. (R)	PK
June	3 Club Night, Autotests. (C)	PK
	12/13 The Scarborough Weekend. (R)	PKCA
	(Including the Scarborough Dance)	
	27 Croft Race Meeting. (R)	PK
July	1 Club Night, Production Car Trial. (C)	PKC
	4 Harewood Hill Climb. (N)	PK
August	1 Harewood Members' Hill Climb. (N)	PKA
	5 Club Night, Autotests. (C)	PK
	8 Croft Race Meeting.	PK
September	2 Club Night, Production Car Trial. (C)	PKC
	12 Croft Race Meeting. (R)	PK
	26 Harewood Hill Climb. (N)	PK
October	3 The Greenwood Cup Production Car Trial. (CJ)	PKC
	7 Club Night, Autotests. (C)	PKC
	23/24 Autotests. (R)	PK
November	4 Club Night, Social.	
December	4 Annual Dinner Dance.	

Status: N = National; R = Restricted; C = Closed; CJ = Closed Joint Promotion.

Centre Competitions: P = Pearce Trophy; K = Ken Lee Trophy; C = Chippy-lola Vase.

A = Arnold Burton Trophy.

Entries in Restricted, National and Jointly promoted events must be made in the name of BARC to qualify for marks in annual competitions.

Regulations for all events will be distributed automatically to Yorkshire Centre members as they are published.

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