



**October 2003**

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD  
RAC MSA AFFILLIATED, NO. 1230

Larkspeed League Overall Results 2003

	Round										Total
	1	2	3	4	5	6	7	8	9	10	
1 Ilkley	5.0	162.2	298.8	69.0	213.3	141.9	296.7	180.8	277.5		1626.1
2 Huddersfield	253.1	140.6	198.8	86.7	0.0	234.0	5.0	221.3	255.0		1394.3
3 North Humber-side	278.8	180.6	111.3	10.0	5.0	255.1	130.0	187.1	168.8		1326.5
4 YSCC	71.9	5.0	311.3	77.6	0.0	179.6	125.6	98.9	103.8		972.9
5 York	141.7	145.0	193.4	20.0	0.0	44.6	70.0	187.1	91.7		893.6
6 Trackrod	285.6	200.0	0.0	0.0	0.0	85.6	100.0	31.1	10.0		692.3
7 Beverley	60.4	78.7	120.0	43.3	196.7	0.0	0.0	61.4	90.0		688.5
8 Airedale and Pennine	5.0	90.0	0.0	66.7	0.0	80.4	113.3	0.0	200.8		576.2
9 Sheffield and Hallamshire	0.0	0.0	82.5	35.0	0.0	0.0	146.7	158.1	53.8		476.0
10 Alwoodley	0.0	0.0	41.3	0.0	0.0	53.5	162.2	0.0	110.0		366.9
11 Keighley	150.0	5.0	0.0	0.0	0.0	98.5	0.0	0.0	0.0		253.3
12 Maiton	185.6	0.0	0.0	0.0	10.0	5.0	0.0	0.0	0.0		200.6
13 Wakefield	150.6	0.0	0.0	0.0	0.0	46.3	0.0	0.0	0.0		197.0
14 Stainthwaite	0.0	0.0	0.0	0.0	0.0	140.6	0.0	0.0	0.0		140.6
15 David Brown	0.0	0.0	0.0	0.0	0.0	113.6	0.0	0.0	0.0		113.6
16 Delacy MC	5.0	0.0	0.0	0.0	0.0	96.8	0.0	0.0	0.0		101.8
17 Ripon MC	5.0	0.0	0.0	0.0	43.3	0.0	0.0	0.0	0.0		48.3
18 Selby & DMC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0

TMC has slipped a place with Beverley biting at our heels. There's only one round left! Round 10 will be Alwoodley Autotest on the 2nd of November, anyone out to uphold our honour? I reckon a team of 3 or 4 should do it. The Larkspeed prize presentation and Disco has been booked for Saturday the 8th of November at Cleckheaton Rugby Club ( dates meeting venue). More publicity to follow.

**Secs Bit.**

Due to work commitments I have to reluctantly retire from Trackrod Motor Club as Secretary, Editor, Web controller and PR officer after 3 years on committee. **I am now retired from these jobs!** Alison Jennings has kindly offered to take over Secretary temporarily and Web controller has been taken by Andrew Wride but Editor is available to be passed over immediately. I have enjoyed fulfilling my commitment to TMC and will be around to pass any help in the jobs whilst you settle in and have developed systems to make the jobs easier so don't worry if you think you don't have the necessary experience as I will give full guidance. I thank TMC members for all their help and support during the past years and I'm sure this will be passed to my successors.

**THIS WILL BE THE LAST MAG UNLESS SOMEONE STEPS UP!**

G.Steggles

## Rolling Calendar 2003/2004

### October 2003

1 <sup>st</sup> -5 <sup>th</sup>	Rallye Sanremo - WRC
4 <sup>th</sup> -5 <sup>th</sup>	Seven Dales Road Rally – De Lacy MC
5 <sup>th</sup>	Lindisfarne Rally – TBA
5 <sup>th</sup>	<b>ANCC P.C.T. - YSCC</b>
10 <sup>th</sup> -12 <sup>th</sup>	Philips Tour Of Mull Rally – Isle Of Mull
11 <sup>th</sup>	<b>Harold Palin Memorial Stages Rally – Manby – ANCC</b>
11 <sup>th</sup> -12 <sup>th</sup>	British Rallycross Grand Prix – Croft Circuit
12 <sup>th</sup>	FIA Japanese Grand Prix
15 <sup>th</sup> -19 <sup>th</sup>	Tour De Corse – WRC
22 <sup>nd</sup> -26 <sup>th</sup>	Rallye Catalunya – WRC
25 <sup>th</sup> -26 <sup>th</sup>	Tempest South Of England Rally - PBRC
26 <sup>th</sup>	Premier Rally - Notts

### November 2003

1 <sup>st</sup> -2 <sup>nd</sup>	Cossack Road Rally -- Eastwood & District MC
1 <sup>st</sup>	Cambrian Rally - BTRDA
2 <sup>nd</sup>	Lynn Stages -- Snetterton – Kings Lynn MC
2 <sup>nd</sup>	<b>ANCC Autotest – Alwoodley MC</b>
5 <sup>th</sup> -9 <sup>th</sup>	Wales Rally GB - WRC

### December 2003

6 <sup>th</sup> -7 <sup>th</sup>	Beaver Road Rally
6 <sup>th</sup>	<b>Grizedale Stages – ANCC</b>
7 <sup>th</sup>	Binbrook Stages
14 <sup>th</sup>	Malton MC Forest Stages Rally.

### January 2004

23 <sup>rd</sup> -25 <sup>th</sup>	Monte Carlo Rally – WRC
31 <sup>st</sup>	Annual Dinner Dance – Castle Grove, Headingley.

### February 2004

6 <sup>th</sup> -8 <sup>th</sup>	Swedish Rally – WRC
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### March 2004

12 <sup>th</sup> -14 <sup>th</sup>	Rally Mexico – WRC
21 <sup>st</sup>	BRC Live! - Nuneaton

## April 2004

23<sup>rd</sup>-24<sup>th</sup>      Pirelli International Rally – Gateshead - BRC  
30<sup>th</sup>-2<sup>nd</sup>        Rally Of Argentina – WRC

## May 2004

14<sup>th</sup>-16<sup>th</sup>      Cyprus Rally – WRC  
15<sup>th</sup>-16<sup>th</sup>      International Rally Of Wales – Dolgellau - BRC  
28<sup>th</sup>-30<sup>th</sup>      Acropolis Rally – WRC

## June 2004

4<sup>th</sup>-5<sup>th</sup>        RSAC Scottish Rally – Dumfries - BRC  
25<sup>th</sup>-27<sup>th</sup>      Rally Of Turkey – WRC

## July 2004

2<sup>nd</sup>-3<sup>rd</sup>        Jim Clark Memorial Rally – Edinburgh - BRC  
16<sup>th</sup>-18<sup>th</sup>      Rally Of New Zealand – WRC  
29<sup>th</sup>-30<sup>th</sup>      Manx International Rally – Douglas, IOM - BRC

## August 2004

6<sup>th</sup>-8<sup>th</sup>        Rally Finland – WRC  
20<sup>th</sup>-22<sup>nd</sup>      Rally Deutschland – WRC

## September 2004

3<sup>rd</sup>-5<sup>th</sup>        Rally Of Japan – WRC  
2<sup>nd</sup>-4<sup>th</sup>        Answercall Direct Ulster Rally – Armagh - BRC  
17<sup>th</sup>-19<sup>th</sup>      Wales Rally GB – WRC

## October 2004

1<sup>st</sup>-3<sup>rd</sup>        Rally Of Italy – WRC  
2<sup>nd</sup>-4<sup>th</sup>        Trackrod Rally Yorkshire – York - BRC  
15<sup>th</sup>-17<sup>th</sup>      Tour Of Corsica – WRC  
29<sup>th</sup>-31<sup>st</sup>      Catalonia Rally – WRC

## November 2004

6<sup>th</sup>            Tempest South Of England Rally – Aldershot - BRC  
12<sup>th</sup>-14<sup>th</sup>      Rally Australia - WRC

## HILL TO CLIMB

**A**s this issue completes the 10th year of *Wheels*, my plan was for a self-indulgent birthday piece looking back over the years. But there's a more urgent task and that is to seek your help in saving Shelsley Walsh.

When it was leased to the Midlands Automobile Club back in 1905, they widened a bridleway up the side of a valley and laid stone chippings to form the first purpose built motorsport venue in the UK. The hill predates Brooklands and is now the oldest motoring event still run over its original course. There are glorious photographs of Daimlers climbing the hill in 1905 and over the years people like Hans Stuck in an Auto Union, Raymond Mays in an ERA through to today's champions have competed there. It's even possible that Jack and Jill went up the hill, although the Royal Automobile Club have never issued plaques for the sort of things they probably got up to. Whatever, Shelsley Walsh is a motoring heritage site of significant importance.

Why does it need help? Well, the present lease held by the MAC expires next year and the ancient farm buildings there have potential for commercial or residential use – neither of which would sit very well with hill climbing.

To cut a long page one short, the Club has been offered a new 99 year lease but – and this is where the story really begins – it has to find over one million pounds, and it has to do so by 24 March 2004. That noise you can hear is the clock ticking.

But hill climbing isn't exactly a mainstream branch of motorsport so does it matter? Well, I think it does because it is part of the fabric of our sport. In fact personally I think there's a simple way to resolve the regular debates about who are faster, F1 or rally drivers – put them all up a hill like Mont Ventoux and you'd soon sort out the quick and the dead slow (what's the betting that a few would suddenly find their sewing circles meeting that day?).

We preen that ours is a sophisticated sport as far as marketing is concerned. Maybe, but if we were really sophisticated I don't think we'd let some of our leading 'brand names' slip away so easily. Mention 'Liege' or 'Alpine' to rally people for instance and they go misty eyed. *Of course* such events can't be run in their original form today – apart from being seen as antisocial, rallying for 84 hours without a break as on the Liege would probably fall foul of Health and Safety regulations – but when you add

other once great events we've lost, legendary names like the Targa and Mille Miglia, and maybe that counts as carelessness. Let's not be careless with Shelsley Walsh.

So help if you can – there are contact details somewhere in this issue and if you sign a Gift Aid Declaration, Gordon's generosity will make it worth almost 30% more to the cause. Not so many months ago, motorclub members helped 'win' a significant battle over a planning issue that could have damaged our sport. With a similar push through individuals (and clubs through dinner dance raffles of course), we can win this one too.

Every Christmas that nice Julie Andrews leads those dreadful children in trilling that "the hills are alive".

Let's keep them that way.

Stuart Turner



### COD FILLET QUIZ

1. Where and when did Jo Bonnier win his GP?
2. Who won the first European Grand Prix and in what year?
3. Who was the first 'chairman' of the BWRDC?
4. In which Grand Prix did Peter Revson achieve his second GP victory?

ANSWERS ON PAGE iv

## 10th anniversary

This is the 10th anniversary issue of *Wheels*, which was first published in November 1993.

From the beginning, Haymarket Publishing has supported *Wheels* with book reviews and John Hopwood of Ecuric Cod Filler has supplied challenging quizzes. More recently Bob Rac of the BMMC has contributed 'Marshals Post', Grahame Butterworth the 'Karting' feature and Dave Barker 'Off Road' information. We thank them all for their help and assistance.

John Jago and his team at Blenheim Colour Limited deserve a special mention for laying out and printing each issue of *Wheels* so efficiently that in ten years it has never missed its posting deadline of the 10th of each month.

## Looking back

In the first issue of *Wheels*, Stuart Turner, who invented the publication and has driven it ever since, wrote about bringing sponsors into grass roots motor sport, while Ronnie Trouton gave us a nine-point guide to autotesting. He mentioned entry fees averaging £15 and a Clubmans competition licence costing £10. Entry fees for autotests

(and many other disciplines) haven't risen much in ten years and the Clubmans licence is still only £15.

Back in 1993, this section was headed News from the RACMSA. But five years later, the Motor Sports Council (formerly the Royal Automobile Club Motor Sports Council) was formed as a Committee of the Motor Sports Association and is the 'Sporting Commission' for the purposes of the FIA Statutes.'

Regulations continue to be published annually in the Competitors' Year Book which is still universally known as the 'Blue Book'. In 1993, the cover featured a Dunlop Rover GTi from the popular Rover Sport series.

Brake pads were the subject of the Technical Tips supplied by *Cars and Car Conversions*. Ten years on, many of you will still be experimenting with softer or harder pads. And of course today's very popular MSA website [www.msauk.org](http://www.msauk.org) was not even being thought about ten years ago.

## Club Officials' Seminars 2004

The MSA series of Officials' Seminars will be reserved for unlicensed Club Officials (which typically includes, but is not limited to, event secretaries, non-licensed clerks of course, club stewards, championship coordinators, observers and other unlicensed club officials). The theme will be: The role of the event official.

Letters have been sent to club contacts inviting them to submit the names of up to six delegates from as wide a profile as considered appropriate. Newcomers will be especially welcome. Contact your club secretary for more information.

## Kingsmill Free Kit for Clubs

Allied Bakeries has launched its Free Kit for Clubs scheme in association with the CCPR (Central Council for Physical Recreation) and The Daily Express. All motor clubs are eligible to register.

Members and friends then collect tokens from the Kingsmill range of products and the club can visit the website to choose what to collect for and to place orders. The scheme runs until 31 December 2004.

Items of interest to motor clubs include stopwatches, whistles, lanyards, clipboards, handwarmers, footwear, trophies, bags and holdalls etc.

For further information visit [www.kingsmillkitforclubs.com](http://www.kingsmillkitforclubs.com)

### Dean Delamont 1912-2003

We are sad to report the recent death of Dean Delamont, who passed away peacefully at a nursing home in Brighton. Older readers will remember Dean as the Director of the RAC Motorsport Division at Belgrave Square during the 1960's and 70's.



REVIEWS FROM

**CHANGES SET FOR 2004**

Off road motorsport continues to encourage new and young drivers into the sport. Launched in 1997, the Tyro Trial has been aimed at novice and young drivers. The number of Tyro Trial events being run each year continues to grow. For 2004 subject to final approval by the Council, the Off-Road Committee have proposed that the age limit be reduced by one year down to 13 for drivers entering Tyro's in standard production vehicles. Also proposed is that non standard vehicles now be allowed to enter Tyro Trials, this would allow competition prepared trials vehicles being allowed to take part with an age limit for drivers set at 15. In addition to encourage the younger club members to be more directly involved in club off road events, the age limit for front seat passengers will be reduced down to 12.

These changes will help bridge the gap between the new JTV events and traditional current cross country trials. Allowing drivers to start their off road trialling at 8 with JTV's and move on to full sized 4x4's at 15 in Tyro's and on to CCV trials when they have gained their full driving licence. The Off-Road committee has also defined a 'Challenge Event' allowing clubs to run two or more off road event disciplines as a single event. Clubs will be able to offer different and varied challenging multi-discipline events to members. The vehicle safety and eligibility will be that of the highest level of chosen event. It's hoped the ability to run multi-discipline events will help clubs run events that are currently popular but run by commercial promoters.

**NUVOLARI**

**Christopher Hilton,  
Breedon Books.**

**£25.****ISBN 1 85983 349 7**

To many, legendary GP commentator Murray Walker included, Nuvolari is the greatest. He was a tenacious, determined and jockey-like racer whose ability to master any machine made him the finest pre-WW2 talent and subject of many wonderful photos - taming everything from Alfa Romeo to Auto-Union D 'Type.

Hilton's newspaper background makes all his books fast-paced and here he focuses each of the 12 chapters on a significant race, from the 1930 Mille Miglia to the Flying Mantuan's swansong at the same event 18 years later. There is a wealth of well-researched and some new material, with lots of colour conjured into the story, backed up with two small sections of photos (there can never be enough) and a useful list of race stats.

**MEMOIRS OF ENZO FERRARI'S LIEUTENANT**

**Franco Gozzi, Giorgio Nada  
Editore.**

**£49.99.****ISBN 88 7911 258 9**

This fascinating autobiography offers a fresh insight into the Maranello dynasty. From 1960, Gozzi acted as a salesman, press

officer, motor sports director and consultant to Ferrari and probably knew more than most what was going on. His memoirs are split into 70 topics including drivers, key races, the proposed Ford-Ferrari tie-up up and celebrity factory visits.

Reports of Surtees' squabble with Dragoni in the Monaco pits, with overheard quotes such as 'incompetent dictator' and 'ill-mannered, untrustworthy' are typical of its vivid view. As is a heated discussion, with Clark complaining about a reckless young Ickx, from the black weekend at Hockenheim. It's also packed with unpublished photos. Undeniably sensationalist, typified by gory crash images, but you can't deny its appeal.

**MOTORFILMS QUARTERLY**

Four priceless short films and part four of Doug Nye's Jack Brabham interview comprise David Weguelin's latest video/DVD. Gems include a lap with Peter Harper around the final Monaco test on the '62 Monte Carlo rally and evocative footage from the 1955 Goodwood 9 hours. Behind the scenes shots catch heroes off guard and reveal chaotic pit work, particularly Ferrari, which only had side jacks. Watch out for the erratic Burt Rogers, who spins everywhere before rolling his Tojeiro.

# MARSHALS POST

by the BMMC



When using a radio, check that Control can hear you and you can hear control. You can call in and request a radio check, but most controllers will want to go around all the radio operators in an organised way so it may be better to wait for Control to call you.

When you are called, let Control know how well you can hear their transmission – don't say "Loud and Clear" if they aren't and be prepared to change your position to improve reception.

Once the radio check is complete, you shouldn't leave your radio unattended.

All messages should go through the radio controller so you shouldn't talk direct to another radio user unless you have control's permission.

Make a point of listening before you speak – others may

have greater need of the airwaves.

Think about what you want to say before you key the microphone (press the Push To Talk button) and then pause before you speak to avoid 'clipping' the start of your message.

Talk across the microphone rather than directly into it to avoid the noise of your breath distorting the transmission and, if you have had to run to an incident, take a couple of deep breaths before you start speaking.

Give your call sign and wait for Control to acknowledge you – they could be fielding a number of messages. Once Control has acknowledged you, keep the message short and simple. They will be keeping a written radio log so don't gabble and give them time to make notes.

If you have a long message – or information which needs to be taken down in full – say "Break," pause for Control to note what you have said and to collect your own thoughts, then continue.

Clear the airwaves quickly. If you don't know an answer, say so, or ask Control to "Wait One" while you find out.

To gain priority over other callers precede your call sign with the word "PRIORITY" if it is a life or death situation, "SAFETY" if the situation could lead to further incidents if unresolved and "URGENT" for other calls requiring fast attention.

Finally, if your radio is plumbed in to a vehicle, run your engine every so often to stop your battery losing power. Modern radios are nowhere near as power hungry as older models, but it still pays to be careful.

## QUIZ ANSWERS

1. Zandvoort Dutch GP 1959  
BRM, P25
2. Italian GP won by F. Nazzario  
1923 Monza
3. Mary Wheeler in 1963
4. Canadian 1973 (Mosport McLaren  
M23)

## You can help secure Shelsley Walsh... the oldest racing track in the World



by visiting our website [www.shelsleytrust.co.uk](http://www.shelsleytrust.co.uk)

Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Coinbrook, Slough SL3 0HG



# TROPHY POINTS CLAIM FORM

Members Name

Competitors tick  appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Autotest

Economy Run

Hillclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Other - state type

Organising Club:

Trackrod

Other

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

Event Status

Clubman CM

National "B"

ANCC Round

National "A"

International

LARKSPEED Round

Other

**For Official Use Only**

**RESULTS**

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

**ALL claims to be made within 1 month from the date of the event and to include a copy of entry list and final results sheet.**

Trackrod Motor Club.  
"Perfect 10"  
Stage Rally Championship 2003

Yes folks it's back for 2003 the club sponsored rally series with awards as follows;

1st O/A Driver & Co-Driver	Trophies + £100 cash each
2nd O/A Driver & Co-Driver	Trophies + £50 cash each
3rd O/A Driver & Co-Driver	Trophies + £25 cash each;

- £12 TMC Membership Fee = Free registration.
- Points must be claimed in accordance with the current TMC rules (based on ANCC principles). Remember the one month time limit for claims.
- Events are a mixture of Single Venue and Multi Venue.
- Trackrod Motor Club decals and/or sunstips to be used.
- Your six best results will count from the following events;

16 <sup>th</sup> February	Kall Kwik	N.Yorks
16 <sup>th</sup> March	Lookout Stages	Melbourne
29 <sup>th</sup> March	North Humberside	N.Yorks
21 <sup>st</sup> April	Twyford Stages	Twyford Wood
25 <sup>th</sup> May	Proflex	Leyland
21 <sup>st</sup> June	Dukeries	Clipstone
26 <sup>th</sup> July	Opposite Lock	Manby
7 <sup>th</sup> September	Wolds Rally	Swinderby
27 <sup>th</sup> September	Rally Yorkshire	N.Yorks
26 <sup>th</sup> October	Premier	Clipstone

(Events are subject to change)

Have fun and good luck, we'll see you at the  
2004 Dinner Dance to collect your awards  
and prize money!

Jim Plevvey

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Tel: Mob 07779 582 588 Home: 01937 530 963

SOCIAL SECTION  
**Dates For Your Diary**

October 2003

- 7<sup>th</sup> Gildersome Con Club**
- 14<sup>th</sup> Admiral Hawke – Boston Spa**
- 21<sup>st</sup> The Yeoman Pub – Otley - BYO Videos!**
- 28<sup>th</sup> Admiral Hawke – Boston Spa**

November 2003

- 4<sup>th</sup> Gildersome Con Club**
- 11<sup>th</sup> Admiral Hawke – Boston Spa**
- 18<sup>th</sup> The Yeoman Pub – Otley – BYO Videos!**
- 25<sup>th</sup> Admiral Hawke – Boston Spa**

**The 2004 Dinner Dance is now confirmed as Saturday 31<sup>st</sup> January 2004. This will move back to the Castle Grove in Headingley as per a number of years ago. As the organiser of the last 3 years, a big thank you to you all for supporting the event and hope that everyone enjoyed themselves. Thanks also to Liz and anyone who had a hand in organising various aspects of the event. The next Dinner Dance will be organised by Caroline with the help of Katy so watch the mag for more information.**

**If anyone fancies taking over the role of Social Secretary, please let me know as I plan to reduce the amount of organisation of events due to a change of job and lack of time.**

**Simon Taylor**

## Your 2003 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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