

# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

122 December 1980



## **TRACKROD MOTOR CLUB LIMITED**

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TRACKROD MOTOR CLUB LIMITED

DECEMBER 1980

No. 122

EDITORIAL

Well December is upon us and I would like to take this opportunity of wishing all our members 'Ver Best Wishes for the coming Festive Season'.

1980 has again seen some excellent events produced by Trackrod Motor Club and I am sure 1981 will continue with the same good work. Speaking of 1981, your subs are due on 1st January and you will find on the back page of the mag a membership renewal form, please forward the completed form with your remittance of £4.00 to Mick Ogden. If you have any difficulty in completing the form (I'm certain a lot of you can't write!) contact Mick and I am sure he will oblige.

Monday 25th November saw the Shell League Annual Presentation of Awards Disco, although we did not get the top award we came away with a cheque to the tune of £131.00 I think with a little more effort and participation from more members we can hit first prize in 1981.

I haven't to date received a calendar of Shell League events for 1981 but I am sure one will be coming soon (hopefully Mr. Renny!!).

Well that is all for this month, but before I go I would like to say a big thankyou to Julie Thompson for her invaluable help in the typing department over the last four months. thank you.

P.S. Any volunteer typists as Julie is going away now for three months.

ED.

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FUTURE EVENTS COMPETITIVE

6th December	Butler Trophy Rally, Kirkby Lonsdale.
7th December	Ilkley & DMC P.C.T. ANCC event.
26th December	Trackrod M.C. Boxing Day Autotest at the Leeds Crest Motel, Oulton. First test 10.30 a.m. Regs. available from Graeme Bradford.
1981	
4th January	Trackrod M.C. Closed joint autotest (organiser needed)
17th/18th January	Riponian Rally, Ripon M.C.
24th/25th January	Selby M.C. Three Swans Rally Shell League.
7th/8th February	Beverley M.C. Restricted Rally.
18th/20th February	Mintex International Rally.

COMPETITIVE EVENTS contd.

22nd February Trackrod M.C. closed joint autotest

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FUTURE EVENTS SOCIAL

9th December	The Crown, Boston Spa. SCALEXTRIC EVENING.
13th December	ANNUAL CHRISTMAS PARTY COOKRIDGE VILLAGE HALL, 8 till midnight 60p members £1 non-members.
16th December	Duke of Wellington, East Keswick.
23rd December	The Castle, Spofforth.
30th December	The Shoulder of Mutton, Kirkby Overblow.
6th January	Square & Compass, North Rigton.
13th January	The Bee Hive Thorner. (NOT INDOOR RALLY)
20th January	The Crown, Boston Spa.
27th January	Shoulder of Mutton, Kirkby Overblow.
3rd February	Square & Compass, North Rigton.
10th February	Duke of Wellington, East Keswick, INDOOR RALLY.
17th February	The Castle, Spofforth.
24th February	Shoulder of Mutton, Kirkby Overblow.

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We would like to extend a warm welcome to the following who joined us through the Crest Stages Rally this year:-

Christine Scott, John Porter, Steve Smith, Dick Lines, John Kirkham, Mansell Powell, Michael Stoddard, Ian Tomlinson, Peter Corner, J. Corner, Robert Carruthers, K. S. Nain, Reginald B. Mullinger.

also to the following new members:-

Matthew Woods, Andrew Gillespie, Carl Gomersall, Simon Richards, Philip Sykes, Michael Vicars, John Docherty.

We hope that their association with us will be both successful and enjoyable.

The total membership for 1980 now stands at 230.

Mick Ogden  
Membership Secretary.

A little dicky bird tells me that there's another 'nappy' event due for 1981 (May/June) the happy couple being Martin and Rebecca Kemp - well done and keep it up!!

Talking of babies, one reported on earlier has now been born, congratulations to Steve and Andrea Mills on the arrival of their first daughter to be named Charlotte Elizabeth. Mum and baby reported to be doing fine and by the time this is read they will be home. Looking forward to seeing you all.

It seems our own club autotest championship is due for a good finale on Boxing Day. Both Ron Mackinnon and Richard Ineson are on equal points and subject to them both maintaining their usual standard and not retreating then one of them should be champion, pop along to the Leeds Crest Motor on Boxing Day morning and witness the outcome, better still put in an entry - apart from the aforementioned battle it should be a fairly light-hearted affair.

It seems that one of our hard working lady members is to leave us for an extended holiday in Australia - I refer of course to Julie Thompson who flies down under on 23rd December for a 3 month stay - we wish you well - don't forget to get your fill of Frosty Fosters Sheila!!!

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#### 1980 A.N.C.C. Autotest Championship for the Yorkshire Bank Trophy

The second year of the Championship is now over and the results, after a very keen and hotly contested series are as follows:-

1980 Champion	Mike Elliott, High Moor M.C.	RS2000
Runner Up	Mick Penrose, York M.C.	Mini 1000
3rd overall	Richard Ineson, Trackrod M.C.	1275 GT
1st class 1	Graeme Bradford, Trackrod M.C.	Mini 1000
1st class 2	David Sowman, Ilkley & D.M.C.,	1275GT
1st class 3	John Renny, Trackrod M.C.	1300 Escort
1st class 4	not awarded as only M. Elliott did the minimum 8 rounds.	
1st class 5	Ron Mackinnon, Trackrod M.C.	Midget

As can be seen Trackrod figure very well in the awards with all our regular contenders receiving awards - a truly fine performance. Three people, Chris Cotton (1979 Champion) Chris Gowthorpe and Brian Kitching all missed out in the awards as they had not competed in the minimum 8 events, even though their scores were sufficient - such is life!!!

Richard Ineson  
Championship Secretary

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TRACKROD MOTOR CLUB, BONFIRE AUTOTESTS, 2nd November, 1980

#### A.N.C.C. AUTOTEST CHAMPIONSHIP ROUND 11.

The was included in the Championship at the last minute as a substitute event (as in 1979) a disappointing entry of 17 was attracted to the Leeds Crest Motel, alas the Bonfire was missing this year, which may have accounted for the low entry!!



Bonfire Autotest contd.

Gez Waters and last minute substitute Derek Lee laid on a really superb event for such self-acclaimed novices at autotest organisation and were rewarded with a superb day and very intense competition.

It certainly proved to be a day for pylon bashing, our own Ron Mackinnon collecting six and a washout and as if that was not enough Richard Ineson had 2 and also a washout! However, I diverse. There were only 16 entries with the bare minimum of 3 in each class (five classes) except class 4 which had not surprisingly 4!!! All the competitors, well all but two, were regular Championship contenders and all needed to do well in view of the small classes. Trackrod was represented in each class by Graeme Bradford (Mini 1000), Richard Ineson (1275 GT) John Renny (1300 Escort) Brian Wainwright (1600 Escort) and Ron Mackinnon (Midget).

Graeme Bradford set about attacking Mick Penrose but just could not match his times but often only one tenth of a second off the pace and his increased effort in the afternoon saw him collect 3 pylons but he kept going and the situation was improved when Mick Penrose collected 2 pylons but they were fairly late in the event and his lead was too great for Graeme to do much about it. Class 2 saw David Sowman, Richard Ineson and Gerald Taylor locked in battle but Richard did a nasty on test 5 and collected a washout, giving the lead and potential FTD to arch rival David Sowman. This escapade dropped RFI to an unfamiliar last in class and only being able to improve he took his brain out and started the uphill struggle to regain the 30 sec. deficit. In fact his brain was that far removed that he collected a further 2 pylons!! Gerald then went pylon bashing and finally a washout relegated him to the lowly ranks. David Sowman collected his only pylon mid afternoon and began cruising to victory but such is the rivalry that RFI still kept at it and it was, in the end, very close. Dave Sowman snatched FTD just 2 full seconds in front of RFI.

Class 3, and John Renny again came up against Chris Cotton, the 1979 Champion, who again proved to be the master of the situation, taking some 65 seconds off our John, even without John's penalties it was still 35 seconds. This man Cotton is good!! 1980 Champion elect, Mike Elliott started in fine style but a painful knee brought about his retirement at lunch, but, true sport that he is, he stayed on and did a marshalling stint. This left the class to Brian Kitching's Sunbeam TI who left Brian Wainwright gasping for breath after pedalling fast. In fact, Brian Wainwright gave it all away with 7 pylons!! His times were quick enough to beat Janet Kitching which would have netted him 2nd in class but, pylons is pylons.

Class 5, and we had Ron Mack, Paul Adelman and Alan Forrest. Really it was a no contest, Alan F. having things all his own way (bad luck and all!) with Ron and Paul staging their own private competition to see who could amass the most penalties - Ron won with 90 seconds to Paul's 70, this state of affairs was not reflected in the results though as Ron Mack finished 2nd in class, beating Paul by 8 seconds, but some 50 seconds in arrears of Alan Forrest.

The results after a very slick 24 tests were:-

F.T.D. David Sowman 1275 GT 644.2  
1st class 1 Mick Penrose Mini 1000 669.6  
1st class 2 Richard Ineson 1275 GT 646.2  
1st class 3 Chris Cotton Datsun 1200 668.0  
1st class 4 Brian Kitching Sunbeam TI 742.2  
1st class 5 Alan Forrest Lotus 7 669.2



2nd class 1	Graeme Bradford	Mini 1000	702.2
2nd class 3	John Renny	1300 Escort	734.8
3rd class 4	Brian Wainwright	1600 Escort	877.6
2nd class 5	Ron Mackinnon	Midget	718.0

Many thanks to Gez and Derek and their team of helpers for a really first class event - let's have more.

## HANDBRAKE

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### THE BEST YEAR YET (OR THE HISTORY OF TFA 10) =====

After finally abandoning the 1700 BDA engine at the back end of 79 after several months of frustration and fitting a 1598 cc push rod engine the car and us have enjoyed the best year to date in terms of both reliability and decent results.

Before going into brief details of this year's events I will regress slightly to give a bit of background information of the car. It was built by Steve Ward who was as you will possibly remember tipped for stardom by Fords along with Malcolm Wilson, Graham Elsmore and David Lang of New Zealand back in 76/77 but who moved to Datsun and Andy Dawson.

Well the car was almost built as a group IV RS1800, I say almost because I pulled it out of Steve Ward's garage 1 day before he left, consequently it wasn't quite complete, it had no discs on rear atlas axle so I had to leave it on drums also no vented discs or 4 pot calipers on front or any servos (as was the fashion on some works cars back in 76/77) also it only had a 2000 E gearbox. Well after obtaining my own plates TFA 10 and finishing the car off i.e. fitting hand brakes both mechanical and hydraulic I managed to do two stage events before completely totalling the car by hitting a tree head-on at 100 mph on would you believe an airfield stage!!!

The car was laid up for a year whilst I proceeded to marry my present navigator and rebuild it, in that order. 1979 saw a few events with no results only three blown engines and an awful lot of money being spent with nothing to show for it, so in went the push rod engine and the wife as my new navigator as my regular navigator for the past 9 years now lives in Bedfordshire.

Well the first event of 1980 saw us 3rd in class and 13th overall (first award I had ever won on a stage event), with only half the power and the wife navigating, so at last things looked a bit brighter.

The next event of 1980 was the 'Promotacar Stages Rally' in February on Hemswell, saw us on A2's for the first time and 6th in class and 16th overall. The next event was the Bruce Robinson Stages Rally also on Hemswell in March and this saw us down out on the third stage whilst lying 3rd in class and 13th overall. Also in March there was the Haverigg airfield in Cumbria, results there being the best yet 2nd in class and 9th overall (another award). The next event saw us with the best result for the year with 2nd in class and 7th overall on the 'Highwayman Stages Rally' even though we were on the wrong wheels and tyres (it was a rough quarry used by Fords for their practice stage days). Everyone was on narrow section knobblys but we were on 8" minimites on A2's. It was like driving on 4 skies.

June saw us out on the Holderness Trophy Rally at Melbourne (fond memories of rolling my ex- works twin cam on the Calderford a few years back on Melbourne). The results for this event were 5th in class and 22nd overall.



July saw me out on 2 consecutive events/days with my old navigator Pete Croft, as my wife was on holiday in America. First event was the Robin Hood Summer Stages Rally and saw us 10th in class and 24th overall. The next day saw us with the second retirement of the year when we retired at the end of a stage with a hole in the radiator so big you could put your fist in and by the time the service had effected repairs we were OTL.

The next event also in July was run by my sponsors and that was the Ziebart Stages Rally where we could only manage 4th in class and 21st overall. August saw us out on the Tornado Stages Rally where we finished 4th in class yet again and 18th overall after missing 3rd in class by 10 seconds after Chris Auker rolled in front of us and put the car on its roof across the track. Next event was in October again on Hemswell 'The Guardian Stages Rally' this again saw us 4th in class and 15th overall. A week later saw us out on tyres other than A2's (which in identally I have gone through 3 sets of this year) on the North Notts Stages Rally where the results were 3rd in class by 1 second and 7th overall, but I think the best part of the event was the fact that we were 4th fastest on the first stage.

Next saw us out on a P.C.T. which I would rather not give any details about. Then the last event for the year the Slaithwaite Trophy Rally saw the third retirement for the year when we blew the clutch to pieces about  $\frac{1}{2}$  mile from the end of the second stage.

Well thats it, all that remains for me to say, and without their help I would not have been in any position to write this article, is to thank my sponsors, in particular Graham Fell of Ziebart Guaranteed Vehicle Rustproofing, Ian Sanderson of Tate Cars, West Park and Bill of Colman Tyres Otley. Thanks again folks very much appreciated. Hope we are in a position to write another article next year.

Dave and Jennifer Ashford,  
39 Layton Lane,  
Rawdon,  
Leeds LS19 6RQ  
Tel. 502631.

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## LOMBARD RAC RALLY - 1980.

On Sunday 16th November, about 20 regular Trackrod members spent most of the day in Boltby Forest setting up the stage for the 141 competitors on this year's Lombard RAC Rally. Stakes and arrows put up, junctions brushed off, communications set up.

By 16.00 hrs all was ready, and we were ready for something to eat, when about another 20 people arrived, for a quick once around the stage, or rearranging everything that had been set up for them, and then off to the pub they went! So that when we had packed up and got to the pub, 15 of us who had been out most of the day, were unable to eat as all the places were taken, a bit much you might say!

Anyway we all went back to Boltby to sign on at 18.30 and by this time there was a queue of cars about 200 yds. long at the stage start. (All those MARSHAL'S, where did they come from! Sorry I forgot this was the RAC, not any old club event!) A check of the stage and everything was ready.

The silence of the dark, damp, cold night was sharply broken by the roar of the first car on the stage which was Hannu Mikkola (Ford Escort), followed by his old team mate Björn Waldegård (Toyota Celica).

The stage was being run the reverse way to normal. The start being at the little bridge and the finish at High Paradise. From the bottom of the hill where the flying finish was you could see most of the forest by following the headlights of the cars as they started. You could see them clearly as they climbed up the hill to the Water Tank, and as they came down to the last bend and past the flying finish line, showering mud and stones everywhere.

After about 60 cars had been through, there was a hold up, which we found out was due to an accident on Bramham Park (the stage before ours). The accident was due to two spectators running across the track in front of John Lyons in his Polonez, who swerved to miss them and hit 3 spectators stood away from the track.

It was about an hour before the cars started coming through the stage again, which gave us time for a drink and something to eat. One of the first few competitors to come through after the break was Ron Beecroft/Steve Fellows in a Mopar Avenger. Ron said he enjoyed being in the forest after Bramham Park where he had a spin by the monument. However he battled on to finish 27 overall and 1st in class 2 (2hrs. 1min. behind Toivonen's time of 8hrs. 17mins. 33secs.) Congratulations to Ron and Steve. Anyway the remaining cars came through without incident, and one car seemed to be going very well indeed, car 105. Driven by Jan Hagman from Sweden who was placed 17th at Stockton and in the top ten after Holker, but running down the M6 he lost a wheel complete with caliper and drive shaft, unable to get it repaired he had to retire.

John Westmoreland did an excellent job of talking to the competitors at the finish and driving down to the village to telephone in the information. (Well done John) The overall

RAC contd.

impression from the competitors was that this stage was the best one so far.

The stage should have closed at about midnight but due to the delay and maximum lateness, and waiting for the non-existent closing car, it was nearly 2am when John Richardson came round to close the stage. However some of the marshals took it on their own backs to come through the stage and go home before it had been closed. Others left everything and went home, leaving a few people to clean up the stage and collect all the equipment in and left the stage at 3am. (Many thanks to you who did.)

For those of you who are interested, Boltby was 3.9 miles and the fastest times were set by:-

Kullang	4m 20s
Airikkala	4m 23s
Johansson	4m 25s
Eklund	4m 26s
Pond	4m 26s
Brookes	4m 27s

The final placings with only 47 finishers out of 141 starters are as follows :-

1. H. Toivonen/P. White	Sunbeam Lotus
2. H. Mikkola/A. Hertz	Escort RS
3. G. Frequelin/J. Todt	Sunbeam Lotus
4. R. Brookes/P. Bryant	Sunbeam Lotus
5. A. Kullang/B. Berglund	Ascona 400
6. T. Mäkinen/M. Holmes	Escort RS
7. T. Pond/F. Gallagher	TR7 V8
8. A. Dawson/K. Gormley	Datsun Violet
9. B. Danielsson/D. Booth	Escort RS
10. G. Hill/R. Varley	Chevette
12. C. Lord/E. Waldron	Escort RS
18. G. Elsmore/F. Main	Chevette
25. W. Rutherford/B. Harris	Mazda 626
27. R. Beecroft/S. Fellows	Avenger
28. R. Lockey/J. Millington	Datsun Violet
31. H. Hockly/A. Roberts	Mini Clubman

Many thanks to those of you who marshalled and I hope to see you on other events through out 1981 before the next RAC, besides the regular few.

Derek Lee.

\* \* \* \* \*

SHELL LEAGUE - LAST ROUND Sunday 9th November 1980.

Slaithwaite Motor Club's Single Venue Stage Rally at Hemswell Airfield was the final round of the Shell League. For once Trackrod had a full team plus 1 reserve, these being D. Turner/D. Marshall at No. 6 in a Firenza; Richard Moran/Ronnie Moore at No.8 after being on the reserve list, in an Avenger; George Mathie/I. Watt in an Escort at No.21; Alan Larkin/G. Whittaker at No.22 in an Escort; Dave and Jennifer Ashford at No.32 in an Escort; John Mason/Brian Wainwright at No.53 in an Escort.

There were 2 stages laid out. Stage 1 was about 2½ miles long, very twisty and slippery. Stage 2 was a 7 mile circuit lapped twice to make it about 14 miles all together, and very fast. First car was away at 9.00am, and back in the paddock about 20 minutes later after doing the first 2 stages. This gave crews opportunity of watching other competitors through the stages before their next run through 1½ hours later. On the second run through the same stages some people were going faster and some had trouble, like Richard Moran/Ronnie Moore going straight on at a 90 left and just touching a rock which didn't cause much damage only they got the same time as their first run. Another crew having problems was John Mason/Brian Wainwright who had one or two spins on the long stage on the hairpins. After these four stages there was a break for lunch of about 2½ hours to give the organisers chance to change the stages round.

The afternoon stages were the reverse of the morning stages but you did the longer one first and the short one second. The afternoon's first stage saw Richard and Ronnie having to hold off Ian Oldfield's 1800 BDA. As they were doing their last lap he was on his first, they managed to finish the stage without him overtaking them. All the other Trackrod crews seemed to be having trouble free runs except John Mason/Brian Wainwright who were on their second lap when John saw a Mini catching him on one of the straights. He was so busy watching the Mini in his mirror that he forgot about the hairpin bend and went straight on into the field, luckily with no damage just a loss of time. There was one incident on this stage when a Volvo 144 ran into the side of an Escort on one of the hairpin bends, but both crews continued to the finish. The second stage in the afternoon was a complete reverse of the morning (so most crews thought) including Ronnie Moore, who didn't know about the flying finish being different. They had rerouted the morning stage so you went straight to the flying finish and missed a small loop round a building. When they came to this point Ronnie shouted out 90 right and Richard was setting the car up for a 90 right when Ronnie saw the bollards closing the road off, so it was a bit of a moment to get the Avenger straight and straight on to the flying finish.



The fourth run through the stages saw Richard and Ronnie having a battle on the long stage again, this time they were on their first lap and the Escort RS1800 of Dick Rowland was on his second lap and leading the rally O/A, so he was going very quick and soon caught them up and had to pass them on a 90 right bend nearly going off in the process of the manouever. This time on the last stage Richard and Ronnie got the flying finish right and just got through the stages before dark. Not so lucky were John and Brian who had to do both stages in the dark, so did about 60% of the entry. So no wonder someone went off on the last stage causing a 1/2 hour hold up. He had hit a big stone gate post and on lifting the car off the stone back onto the track, the navigator trapped his finger or cut it off (I'm not sure which). Anyway the St. John's Ambulance had to attend to him.

The results were very quickly put up and on working it out we found that we must have won the Shell League. We could not stay for the presentation but on receiving the Results they had Sheffield and Hallamshire down as winning the Shell League. So a quick phone call to the organisers and a word in John Renny's ear, I think they sorted it out. The Results were as follows :-

1 O/A	Dick Rowland/P. Williams.	Escort	3531
2 O/A	Ian Oldfield/D. Elcock.	Escort	3651
3 O/A	C. Lamb/D. Thompson.	Escort	3684

#### Trackrod Results.

<u>Car No.</u>			<u>Class</u>	<u>O/A</u>	<u>Penalties</u>
8	Richard Moran/Ronnie Moore.	Avenger	7	11	3815
6	D. Turner/D. Marshall.	Firenza	10	14	3861
21	George Mathie/Ian Watt.	Escort	8	12	3840
22	Alan Larkin/G.S. Whittaker.	Escort	2	5	3694
53	John Mason/B. Wainwright.	Escort	5	26	4071

P.S. I would just like to thank the servite crew who took care of Richard and John's cars and kept them going.  
Thanks Lads.

Ronnie Moore.

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#### DISCOUNT DISCOUNT TO TRACKROD MEMBERS

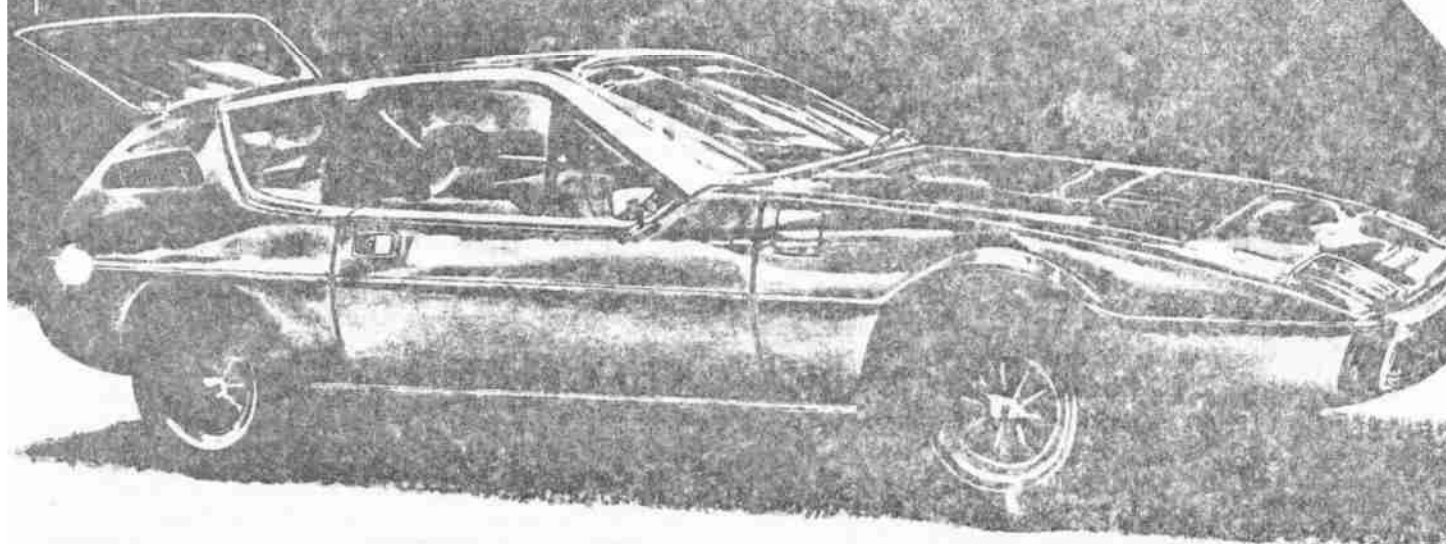
If any Trackrod member would like any jewelery, watches, awards etc., you can have 20% discount from City Engravers at Leeds. The only thing is you have to take a card in to get your discount. If any member would like to take up this offer you can borrow the card from me, just ring me or see me at any club night.

Ronnie Moore.

Trophy Points Sec. Tel. Rawdon 507780

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Check these features against the best "imports" and see why British is best:

**PERFORMANCE** that gives the nippiest Daf or Foden a head start—the Perdito is powered by the legendary Laotian version of the sturdy Suffolk Punch. Economy and bags of "go"—that's the Perdito: 0-60 all in the same day on a full tank.\*\*\*

**STYLING** to meet the international challenge from Wartburg, Subaru or Polski-Fiat. With the rear seat folded flat, the Perdito carries two smallish adults in comfort and up to a suitcase of cargo in its sturdy boot.\*\*\*

**REFINEMENT** that puts Perdito firmly in the Skoda class with the kind of ride comfort that's normally associated with much more expensive machines like Massey-Ferguson and trim that's not been seen since Jowett and Trojan set the pace for plush interiors.

**RELIABILITY** assured by 27 separate Unions checking the position and alignment of the Perdito's all-British badge PLUS Superbadge—the motorist's charter that guarantees 100% satisfaction or a new badge—because the best badges deserve the best back-up. It all adds up to Perdito dependability in the grand manner... proof that you needn't pay a lot\* for a little luxury.

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Whether it is whisking a mayoral party to the civic parlour or picking up a load of timber from the slopes of Everest, taking mum and the kiddies to school or working as a milk-float, giving young drivers their first taste of the Monte Carlo, saving £££s on

servicing costs or being used as a "second car" for royalty, lifeboatmen, the aged or infirm, the Flying Squad, golfing dads or as a mobile home or shop, the Perdito is purpose-designed for the job.

### PROVEN

A host of detailed features\*\* account for the Perdito's unique quality—refinements such as the handy plastic tray for coins, keys, pins, cuff-links, cherry-stoners, spare teeth etc etc that sits snugly between the two factory-fitted seats that incorporate both cushion and squab as a standard feature; such as the full air-conditioning system that lets in cool, fresh air at the wind of a handle; such as the fully-adjustable driver's rear-view mirror that can be tilted up, down or from side to side with a single spanner; such as the forward-facing windscreen that shrugs off rain and road grime with twin wipers to give increased visibility, further enhanced for night-driving conditions by wing-mounted tungsten lamps that light up the road ahead\*\*\*\* and warn other motorists of your approach as an added safety bonus.

### SURE

Primary safety features in the Perdito GTXLE Super CSEti Series MCMLXXX include the coaxial deployment of four all-rubber tyres with integral pattern tread for added grip in all weather conditions, supplemented by hydraulic braking system with pipework and "top-up" reservoir at no extra cost. Axles are located at 90° to bodywork for maximum longitudinal stability and forward fitting is variable from driver's seat for ease and precision of control round bends. A central master switch isolates the engine and can only be operated by a special key supplied as standard.

Secondary safety systems in the Perdito are similarly comprehensive. All doors are held fast by metal catches secured to the main pillars of the immensely strong body centre that's designed to crumple on impact. Energy-absorbing polyurethane ashtray will cushion impact on tall driver's knee under severe impact loads and universal joint-type choke-knob assembly has collapsible toggle mounting to allow displacement in a collision, thus minimising grazing. All main engine structures are in fire-retardant metal.

### ELEGANCE

The careful coachbuilder's cutting and the skilful seemstresses' sewing come together to give the roof of the Perdito a classic, showerproof line. In the sawmill and woodworking shop, craftsmen with as many years experience as rings on the trees from which they hand-chisel the glove-box lid give an attention to detail in the Perdito which only centuries of restrictive practices can accomplish. Even the floor is carpeted. It all adds up to a level of comfort and quietness that sets the Perdito apart from travelling long-distance in a Coventry Climax or JCB.

### SPECIFICATION KEY

\*Following rationalisation of the British motor industry, the showroom is now located in Neue Longbridge, Postfach XJ6, Belgium.

\*\*RHD model not available until Spring 1991.

\*\*\*The Perdito dealer accepts Excess, Driver's Club and Armenian Express.

\*\*\*\*Factory-fitted option at extra cost.

\*\*\*\*\*Road behind on early models.



## SECS PIECE

Apologies for missing the last 2 editions, but due to circumstances beyond my control, I was unable to put pen to paper.

Well, Mull has been and gone for another year, and as usual the top runners were going faster than ever, defying gravity and all other theories put forward by a chap called Newton. To those who have been up to Mull you'll know what I'm talking about, but to the uniniciated, its definately a case of, its got to be seen to be believed. The speed at which roads on the islands are traversed, certainly makes one wonder about the sanity of the drivers, but it also brings up the very serious argument that should restrictions be put on the machinery and tyres used on the event to bring the speeds down, as was put to me by a number of people I spoke to on Mull. Personnally, I think that all drivers who enter the event know what they are letting themselves into and consequently its their business if they have suicidal tendancies. But the point I would make is that as speeds are increasing, there must be improvements and much more thought go into the safety services and marshalling. As, on the Saturday afternoon the Drayton family and myself were marshalling on one of the Fismish Stages not being able to find out what arrangements had been made regarding ambulances etc, etc., should somebody come off in a big way. Fortunately, nobody did, so everything was OK but really improvements must be made, as it would be a shame to see an event of such statue go down the nick.

By the way did you hear the story about the 3 drunks on Mull who knocked somebody up at 6.00 a.m. so that they could have a cup of tea. No, I didn't find it amusing either!!! And what about the Crest Forest Stages Rally, didn't we do well. The event was thoughly enjoyed by all and was a tremendous sucess. Congratulations must go to the organising team for doing such a terrific job, in particular to Messers Parkin and Drayton who for the past 10 months have devoted 12 hrs out of every 24 hr to the running of the event. Roll on next year.

ATS Road Car Services (In the shape of Ian Watt) is offering substantial discounts on all work done by them for Trackrod members. Ian (Himself a Trackrod member) has been involved for many years in building race/rally engines and has many notable successes under his belt, so if you are considering a rebuild or any prepartion work in general, I strongley recommend you give him a ring first and let him give you a quote. You can contact him on Leeds 551067 (P.S. I'm not on commission).

Isn't it amazing all of a sudden the populus of Great Britain want to know about Rallying or should I say whilst the RAC was in full swing. By the time you read this all the hue and cry will have died down and Mr Average will have forgotten all about it. But it was very pleasing to see so many people out on the RAC, its as shame that there is not always such a good response and so many marshalls out on other events.

That reminds me, a good number of people mentioned to me the fact that I have not had a piece in the magazine for the last 2 editions. Well, I'm sorry, I didn't realise so many of you could read, now I know you can and if you can read you should be able to write, so the next edition of the magazine will be bursting with articles sent in from you literate members of the club. I insist.

On the 24th/25th Janruary, Selby Motor Club are holding their Annual Three Swans Rally, and have asked us to provide a results team, as they provided one for us on the Lookout. Mr Parkin and Mr Lechars have already offered their assistance, but I need a further 3 people, so anybody who fancies giving me a hand please let me know. To anyone who has not been involved with the results on an event before now, I highly recommend that you take this opportunity to do so as it is amazing how much you can learn about the ins and outs of rallying even if you never do the results on an event.

SEC'S PIECE CONTD.

An interesting point that arose at last month's Committee Meeting was that perhaps Trackrod could lead the way (yet again) and put on a night event for 1300 cc and under, standard saloon cars. Mr. Mason, who's brainchild it is, would be very interested in hearing from anybody who would be likely to enter such an event or perhaps has some ideas on the regulations for such an event i.e. what sort of modification regarding safety etc. should be allowed. If you can't get in touch with him, I will be pleased to pass messages or ideas through to him.

With the New Year looming over us I am sure you must all be wondering what sort of things Trackrod have got in store for you. Well, there are a number of extraveganzers that are buzzing around at the moment, but there is one big problem that keeps cropping up again and again, private venues for club nights. At the first glance I am sure you must be thinking that there are plenty of private rooms in pubs available, yes, there are but 99% of these want ridiculous fees to give Trackrod members the privilege of passing their money over the bar. So if anyone knows of any clubs, pubs etc. etc. who have private rooms and don't want silly money for the use of them please let myself or another member of the Committee know. Once private venues are sorted we can hold slide shows/talks on various and interesting topics to you would be rally stars and officials, such as rally navigation, marshalling, technical subjects when you will be able to find out how to get the most BHP without spending too much money and so on and so forth. Also a day/afternoon out as some large open space where we can all have a little play and learn some of the practical ins and outs of various forms of motorsport and the marshalling there of. So all in all next year should be quite a good year.

I look forward to seeing many of you at the Boxing Day Autotest and also at the Dinner Dance which is going to be held on 23rd January, remember folks buy your tickets early.

Guess what??? Membership is now due for renewal so don't forget to see Mr. Ogden about that.

And may I wish you all a happy new year and a very Merry Christmas.

Peter M. Silberberg  
SECRETARY

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MATLOCK & D.M.C. AUTOTEST 9th November, 1980  
A.N.C.C. AUTOTEST CHAMPIONSHIP ROUND 12

A lowish entry of 17 made this event an afternoon only affair, the first test being at 12.30 pm. The event was run on the County Council Car Park in Matlock where 2 tests were laid out at a time, there being 12 tests in all. Along with ANCC were the East Midlands Association Championship contenders, this being their final round also. However, this meant that Dick Squire, Roger Atkinson and Tony Bowsher were present and these names will be well known by regular followers of this branch of the sport, Dick Squire being the BTRDA and RAC Champion of 1980.

The low entry also meant that there were only two classes i.e. all Minis/sports cars, and rear wheel drive saloons. This thwarted any chance of Graeme Bradford improving his overall position in the Championship - to win his class meant he had to finish 5th from his class of 12. Mick Penrose was the only other 'small'

### Maclock & DMC Autotest contd.

mini present so he and Graeme were there to have a private duel. Also in this class were Ron Mackinnon and Richard Ineson, Ron needing to be 2nd to get into the Championship top 3 and Richard needing only to beat David Sowman to clinch the Championship class. Our other entry was John Renny's Escort 1300 complete with a 'fresh' engine and run-in on the way to the event. He was up against Champion elect, Mike Elliott's RS2000 and regular class rival Graham Oldfield from Stockport, the man John had to beat by 2 class positions to get him into 1st in class in the Championship.

Not surprisingly, Dick Squire set about demoralising everyone with a superb demonstration of the autotesting art. He was closely followed by the similar froggy Sprite of Roger Atkinson - their times pushing our own men way down. After four tests Richard Ineson was 4th, ahead of David Sowman who was well down after collecting a pylon on test 1, Ron Mack was performing very well but somehow his times didn't tell him the right story - he being 6th behind Gerald Taylor. Graeme Bradford was working wonders with his Mini beating Mick Penrose in a comprehensive manner. John Renny proved his 'new' motor to be quite up to the job, holding 2nd in class behind a chap called Jeffrey in a Mexico from East Midlands, Mike Elliott collected a pylon which dropped him down the class.

The threatened rain almost held off, only the last few cars performing the 2 final tests in the wet. The final scores revealed that a bout of pylon bashing by Tony Bowsher elevated Richard Ineson to 2nd overall just 4.2 seconds behind Dick Squire after the latter also collected a pylon. Ron Mack finished 6th with Graeme a very creditable 7th just in front of David Sowman - a great performance from Graeme that made Dave's bottom lip hit the ground!! In the other class John Renny gave the event the full concentration treatment and pushed himself into 1st in class when Jeffrey collected a pylon on the penultimate test, John held his advantage in no uncertain style to win the class and as Graham Oldfield finished 5th he clinched his Championship class as well.

### Final Positions

FTD	Dick Squire	Mk1 Sprite
1st class 1	Richard Ineson	1275 GT
4th class 1	Gerald Taylor	1275 GT
5th class 1	Ron Mackinnon	Midget
6th class 1	Graeme Bradford	Mini 1000
1st class 2	John Renny	1300 Escort

### HANDBRAKE

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### 1980 HUNTERS TROPHY

I would like to apologise for the rather delayed appearance of the final tables for the results of the afore mentioned Trophy. They originally were done to appear in the October issue of the magazine, but they were mysteriously misplaced on route between myself and the Editorial Suite for publication.

In the August edition of the magazine, immediately before the final round of the Championship, it was stated that your BEST THREE scores would count for points. But on the night of the final round, all competitors were told that this was incorrect, causing some terse comments that this was not fair as some rounds were high scoring and some low. In view of this, the organisers of the



# Hunters Trophy contd.

championship met to consider these complaints and decided that they were valid and, therefore, the BEST THREE system would stand as published.

The organisers of the championship would like to thank each individual team who took part in the series, and the organisers of each round for their support.

Mike Robson, John Burdon and John Westmoreland

## FINAL POSITIONS

### 1980 HUNTERS TROPHY TREASURE HUNT CHAMPIONSHIP

NAME/TEAM	1.	2.	3.	4.	5.	BEST 3 SCORES	FINAL POSN.
J. Westmoreland	230	114	138	159	-	527	1st
Team Shoestring	250	114	-	-	145	509	3rd
S. Sanderson	-	154	98	158	145	457	4th
R. Ineson/J. Thompson	195	86	-	151	170	516	2nd
R. Moore/D. Lee	-	82	75	135	-	292	7th
H. Mantle	-	134	-	128	121	383	5th
R. Parkin	-	123	-	142	-	265	8th
E. Garnett	-	86	-	-	-	86	18th
A. Lilley	26	66	-	172	102	340	6th
R. Moran/J. Mason	-	56	-	135	65	256	9th
R. & L. Mackinnon	-	-	-	143	-	143	=12th
N. Masterman	-	-	-	144	-	144	11th
G. Waters	-	-	-	80	61	141	14th
V. Fletcher	-	-	-	99	41	140	15th
S. Frear	-	-	-	125	-	125	16th
H. Shires	-	-	-	36	-	36	19th
R. Dobney	-	-	-	143	-	143	=12th
J. Bean	-	-	-	-	100	100	17th
Mrs. C. Westmoreland	-	-	-	-	177	177	10th

The Hunters Trophy will be presented at the Annual Dinner Dance.

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## INDOOR RALLY CHAMPIONSHIP

### Round 1. 11th November, Beehive Thorner

Round 1 of the Indoor Rally series took place on Tuesday 11th November at the Beehive, at Thorner. Seven teams took part, five of which were making their first ever foray into the noble art of table-top burn ups. The first two sections of the rally held a few traps which caught out the experts as well as the firsttimers, the third section, a very cunning herring bone spelled disaster to all but one crew. This remaining crew, Derek Lee/Steve Sanderson took 15 minutes to fathom the final trap in that section, which was quite remarkable as it was Derek who invented it on last years Championship.

To all the first timers who took part, very well done, you will find that the next round will seem much easier to tackle.

### Results

S. Richards	Final score including penalties	9	4th
M. Robson/G. Tumber	" " " "	18	3rd
A. Lilley	" " " "	-2	5th
R. Close	" " " "	-4	6th
D. Edwards	" " " "	-26	7th
D. Lee/S. Sanderson	" " " "	35	1st
C. Gomersall	" " " "	24	2nd

REMEMBER, YOUR BEST THREE SCORES OUT OF FIVE COUNT.

ROUND 2. 16th December, 1980. Duke of Wellington, East Keswick.  
Organisers Derek & Jean Lee, Map 99 required.

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### ANNUAL AWARDS

Once again it is the end of the year and I must have all the Annual trophies returned to me for engraving for the Dinner Dance. I would like them back before 31st December, if you have any problems returning them please give me a ring at the number below. The following people have awards:-

Richard Ineson  
Mick Watkins  
Nick Leuchars  
Ken Goodall  
Mike Tempest  
Dave Ashford  
Nigel Gledhill  
Derek Lee

Graeme Bradford  
Sue Broadbelt  
John Westmoreland  
Haigh Parry  
Vicky Spurdens

Ronnie Moore  
Trophy Points Secretary

Telephone Rawdon 507780

P.S. STAGE RALLY - If anyone would like a badge for this event I still have a few left.

## 1980 TROPHY POINTS

### Dickinson PCT Trophy

R. Moore	19
M. Tierney	15
N. Masterman	10
G. Cox	10
J. Renny	9
J. Westmoreland	9
G. Bradford	9

### Mr. & Mrs. C.R. Jackson SPY 44 Trophy

R. Moore	395.2
D. Lee	283.8

### Shell League Trophy

J. Renny	448.2
R. Moore	438.5
R. Mackinnon	284.5
G. Bradford	216.0
R.F. Ineson	213.7
B. Wainwright	127.0
R. Moran	118.8

### Off Road Events

R. Moore	785.7
R. Mackinnon	655.2
R.F. Ineson	510.1
J. Renny	496.9
D. Lee	100.3

### Rally & Speed Shop Autotest Trophy

R. Mackinnon	49
R. F. Ineson	49
G. Bradford	46
J. Renny	37
B. Wainwright	25
R. Stocker	22
G. Cox	21

### Service Crew Trophy

G. Kellett	70
N. Gledhill	50
P. Silberberg	15
N. Brownridge	15
4 on 5 points	

### S. & M. Lloyd Trophy

#### Special Stage Rally Driver

D. Ashford	712.6	8 events
G. Mathie	450.1	7 "
R. Moran	159.1	2 "
K. Bowen	99.5	2 "
D. Turner	85.5	2 "

### F.S.B. Rally Driver

D. Ashford	99	- 8 events
R. Sutcliffe	59	- 6 "
I. Gurnett	52	- 6 "
G. Mathie	52	- 8 "
R. Jackson	47	- 4 "
R. Moran	45	- 8 "

### F.S.B. Rally Navigator

Mrs. J. Ashford	89	- 8 events
N. Masterman	67	- 6 "
J. Coulthard	60	- 5 "
A. Sutcliffe	59	- 6 "
I. Watt	52	- 8 "
R. Close	47	- 4 "

### Arnold C Wilson

#### ANCC Rally Driver Trophy

R. Moran	260.5	- 6 events
T. Whittaker	180.4	- 3 "
R. Sutcliffe	165.4	- 2 "
G. Waters	85.0	- 1 "
J. Bean	79.5	- 1 "
R. Jackson	78.3	- 1 "

### ANCC RALLY NAVIGATOR TROPHY

R. Moore	201.3	- 3 events
D. A. Lee	177.5	- 2 "
A. Sutcliffe	165.4	- 2 "
V. Fletcher	98.0	- 2 "
J. Thirsk	78.5	- 1 "
R. Close	78.3	- 1 "

### E.J. & D.W. Taylor

#### Ladies Challenge Cup

#### Best Lady Competitor

J. Ashford	91
V. Spurdens	22
L. Mackinnon	17
S. Broadbelt	16
J. Flavell	10



DON'T MISS  
"THE  
+ RACKROD XMAS  
PARTY"

Mrs. A. Hunn	70
K. Hunn	70
Miss E. Longhorne	70
B. Dove	60
Miss J. Thompson	55
Miss V. Spurdens	55
T. Whitaker	55

COOKRIDGE VILLAGE HALL  
SATURDAY 13<sup>TH</sup> DECEMBER  
8.00 PM TILL 12.00  
DISCO - BAR - BUFFET.  
RAFFLE & SPOT PRIZES!!  
MEMBERS 60P  
NON-MEMBERS £1.00

D. A. Lee	170
V. Spurdens	150
R. Moore	150
J. Estmoreland	125
R. Mackinnon	105
B. Wainwright	105
J. Renny	105
R. Ineson	80
J. Thompson	80

V. Spurdens	150
J. Ashford	91
J. Thompson	80
A. Hunn	70
E. Longhorne	70
S. Broadbelt	55
D. Waters	45
Y. Moore	25
A. Wainwright	25

Ronnie Moore  
TROPHY POINTS SECRETARY

↑ LOOK

[illegible]

To be held on Saturday the 31st January at the Crest Motel Oulton.  
Tickets are available from Rod Parkin price £7.00.

**XX**