

Classic

UPDATES & MONTE NEWS



WELCOME

Des Cols d'Ecosse was the first in the ERDC gold cup series. This series is designed to give crews the skills to compete in our end of year road rally, The Northern Night Owls. Des Cols introduced crews to the type of navigation used in a typical Night Navigational Rally. Most of them made a good attempt at working out the co-ordinates, deciphering the tulip diagrams and plotting the route on their OS maps.

The next gold cup event is The Arrochar Alps which will build on the skills acquired on Des Cols d'Ecosse. Starting at Arrochar and finishing in Oban this one day event will introduce crews to new challenges for driver and navigator.

There are four events in all in the ERDC gold cup series. If you successfully complete three events you will be eligible for a **GOLD** Cup.

Great news from the Automobile Club de Monaco, they have granted us a Glasgow Start for next year's Rallye Monte Carlo Historique. More information to follow.

Last month we were very sad to announce the passing of one of the stalwarts of the Classic car movement in Scotland, Alan Duncan. June and I attended his funeral in Glasgow and were moved by the tribute paid to Alan by his good friend Des Canaway. Des has kindly given us permission to include his tribute in this newsletter.

Also included is an ADO update, the final instalment of Simon Ganderton's MG Midget K series 5 speed conversion, an article by Stuart Bankier on his experience of Irish Motorsport, ERDC news including a report on Des Cols d'Ecosse from Margaret Campbell and last but not least a Monte 2024 update. Don't miss the **For Sale** page at the end of this newsletter!

Please note that the ERDC AGM which was provisionally planned for 6 April has been re-scheduled until the end of April as it clashes with Easter holidays. ERDC members will be informed of the arrangements by email.

Douglas Anderson

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Alan Duncan 1959 – 2023

Memories of Alan and Classic Cars by Des Canaway

I first met Alan 10 years ago through the Kirkintilloch and District classic vehicle club. This was the club he started as he saw a need for like-minded classic vehicle owners in and around Kirkintilloch.

He was a people person. He would always introduce himself and once he had your number, he made sure you were kept informed on what was going on in the club. If he saw a classic car he would immediately speak to the owner and try and encourage them to join and take part in his club. He was the driving force behind the club. On Tuesday night club meetings he would organise local runs over the Campsie hills to various hostelrys and further afield to Inveraray, Glencoe, inviting the Capri, Stirling and Oban clubs with weekends to Arisaig including longer trips – the NC 500, and to his beloved western isles. If you showed an interest in the trips he was never off the phone, 'Have you booked yet?'

He was keen to share his love of the western isles with their beautiful beaches. On our Lewis trip his apartment was across the landing and every day he knocked on our door to tell us what was going on that day, making sure we didn't miss anything. I didn't believe I could see so many different beautiful beaches in one day. Thanks Alan it was a great week. Anywhere he went he made a point of contacting the local classic clubs so we could all meet up. The Western isles classic car club was one, I know he made a lot of friends there.



He loved his Celicas and with his co-driver Cath travelled many miles including travelling to Monaco and Reims. On the trip to Monaco every corner we turned there was the yellow Celica with Alan coming to a halt and leaping out of it with his camera to take photographs!

On that trip we went up to a restaurant, Le Trois Vallées on the Col de Turini - a mecca for car enthusiasts, promptly to be thrown out as the Renault team had booked it. It was snowing heavily and later he was pleased to find

out that the road was closed after us, and the Renault team didn't get up! He made and cemented a lot of good friends on that trip.

He also organised the club's attendance at the Kirkintilloch canal festival. This was his favourite local event drawing together his friends from various other classic clubs and he got to see his favourite dance troupe, The Cup Cake Girls and take more photographs. He was always looking at a photo opportunity whether it was classic cars, mountains or beaches. Somewhere in the world there must be a room with a large computer just storing all of his photographs. So we can all carry on enjoying them.

I imagine Alan will be looking down at us today with a great big smile and a camera in hand watching all the cars following him for the last time.



To our founder, our chairman, but above all our friend Big Al.

Thank you, you will always be in our thoughts and our hearts.”

On the day of Alan's funeral the snow started to fall just as the service started and by the time it had finished everything was covered in snow. It was great to see that so many club members brought their classics out and followed the cortege to Daldowie. It must have been a great comfort to Cath and the family.



UPDATE

I must admit that I am attracted to Austin Healey Sprite's like a magnet, so when I saw a rust free Sprite for sale, I had to buy it and put it to good use. The first ADO will be an all singing all dancing coupé. In contrast my new acquisition will be left standard apart from an ADO body. These two cars will complement one another as I anticipate that most prospective owners will simply want a body change. Some others will want the full works i.e. twin cam engine, 5 speed box, etc, etc.

The suspension kit produced by Malcolm le Chevalier arrived the other day and it looks top notch. I intend to fit it to my current Mk2 Sprite, and I will let you know how I get on fitting it and how it affects the handling of the car.



M G Midget K Series 5 Speed Conversion Simon Ganderton Part 6

Clutch Actuation

The Mazda gearbox uses a very conventional hydraulic clutch actuation system, the output from the Midget's master cylinder being capable of operating the Mazda slave cylinder. The slave cylinder has a good length of flexible hose as standard and this was able to reach to where the Midget's fixed clutch pipe is located. I was able to replace the flare union with one to suit the Mazda's, it all connected up and just worked.

Electrical Wiring

I have had a few iterations of wiring in my Midget, as the first K-series conversion was an SPI I quite simply added the additional engine loom to the Midget's original loom. As the SPI used the little black relay box it was the simplest way to connect it. With the change to the MPI I decided to make a more integrated loom with a new fuse box and some bulkhead mounted relays. I also chose to mount the ECU to the offside inner wing, this meant that the engine wiring was all kept to that area.

The method that I used was to lay out all of the wiring roughly in place holding it together with zip ties. I then wrapped the loom with non-adhesive loom tape, making it neat as I went and pushing any slack to one end of the loom. When I arrived at the end point, being a connector or relay, etc. I terminated the wire as appropriate, this gave a very neat loom which looks like it was made to fit – as it was.

One trick that I used which was very helpful was to draw a wiring diagram with all connections and colours shown. This allowed me to check and double check the connections being planned before cutting any wire, it also allowed me to plan where connections were best placed and where the earths would be. Rather than routing a dozen little earth wires to a chassis earth point, I joined them within the loom as I went along so that only one, larger wire needed to be connected to the chassis point.

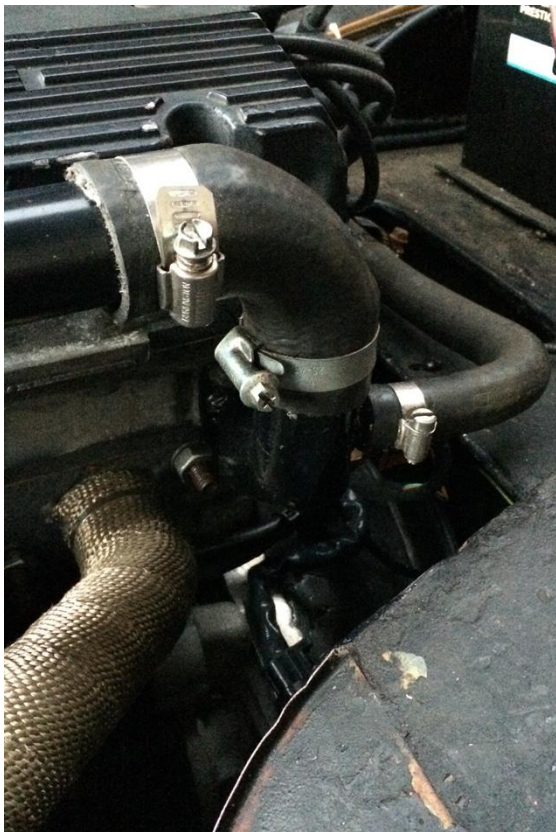
The one significant consideration for any conversion is which ECU to use, this is because later ECUs are tied to the security module and this will then need to be included into the car's wiring. I had an ECU that did not have this issue, I don't know how or why but I haven't argued about it. Having a factory immobiliser would be a good thing so the next wiring upgrade may include one.

Cooling

As I had retained the standard radiator format and the standard Midget heater assembly it was easy to identify where the coolant pipes had to run to connect to these items. I used the standard K-series thermostat and ran a convoluted flexi-hose straight to the bottom of the radiator. I ran a standard coolant hose from the thermostat bypass up to the heater matrix outlet. The coolant outlet from the engine is now right at the back of the engine bay – convenient for the inlet to the heater matrix but this also has to be connected to the top of the radiator. It is also the location of the coolant temperature sensor. It might be possible

to find an outlet adapter from one of the K-series applications that works but as I didn't have one that worked for me, I fabricated one from steel which enable me to place the right size tubes where I needed them. In this case the small outlet for the heater went straight back, the large outlet to the radiator went straight up and the temperature sensor was fitted in the middle, using a nut with the correct thread.

With the engine coolant outlet now sited I fitted a 90 degree hose pointing forward and used an aluminium tube to carry the coolant forward to a short connecting hose into the radiator. The radiator has a small electric fan attached which is operated using a thermostatic switch mounted just after the thermostat outlet. I suspect it may be possible to get the ECU to control the fan, but I had this switch setup from the SPI and chose to stick with it. Using this setup I have not seen any issues with the cooling.



Coolant Outlet



Coolant Pipe

Oil Filter

The location of the K-series oil filter housing means that it cannot be attached to the engine because of the chassis and it is far easier to move the oil filter than to modify the chassis. The route that I chose was to machine an aluminium block to be attached to the engine in place of the oil filter housing which had a pair of outlets for the connection of flexible hoses. These hoses then run forward and connect into the back of the original oil filter housing which is mounted to the chassis at the near side just above the steering rack. This gives easy access to change the filter when needed.

The hose connections used were standard ½" BSP threaded ones, the holes in the back of the oil filter housing and the new oil filter take-off were drilled to size and tapped. The connections were then screwed in with PTFE tape to ensure a good seal.



Oil Filter Adapter



Oil Filter Housing

The housing that I used also includes a small union with a tiny copper pipe coming from it, this is attached to a small plastic tube which runs along with the wiring loom up to the oil pressure gauge.

Exhaust

The exhaust manifold used was the standard K-series 4 – 2 – 1 system with a slight modification to correct the alignment. I cut the manifold just above the 4 – 2 flange, fitted the flange to the downpipes and offered this up under the car such that the downpipes exited in the right place and the Lambda sensor aligned with a gap in the chassis for access. I then tack welded the flange back to the manifold tubes and fully welded it on the bench.

With the top section finished it was attached to the engine and the downpipes cut to length to allow the lower 2 – 1 joint to be added with the rest of the exhaust pipe pointing backwards. With everything assembled a straight through exhaust system including a Cherry Bomb was fabricated. Though Cherry Bombs can be loud I found that with the smoothness of the K-series it was fine to drive under moderate load with a sporty note but not too loud.

Motorsport In Ireland Stuart Bankier

Derek Walker Trial organised by the MG Car Club Ulster Centre

I had arranged with my friend Noel Cochrane to marshal on this year's Derek Walker Trial at the end of January but a couple of days before I left home Noel asked if I would navigate for his son David instead. In less than a nano second I said yes. I marshalled on this event last year with Siobhan and it looked like a great day out with all manner of classic and modern cars entered. This year was no different and the thirty third running of the event attracted an entry of nearly 50 cars with no fewer than nine Midgets, two Sprites and three MGB GTs. The event attracted a very varied entry which included an Austin 7, VW Beetle, Morris Oxford, several Cooper S's as well as a lot of modern cars including many MX5s. The Midgets were split into separate classes: one for those with BMC engines and a second for those with other types of engine. David's has a Toyota 1600cc engine and gearbox but others entered had Ford crossflow, Ford Duratec and K series engines.

The event started from Kilraughts 1st Presbyterian Church and only in Ireland could the Minister be asked to say a few words at the driver's briefing. He hoped that we had a good day out and reminded us that we would be welcome should we wish to return next day for the Sunday service! The format of the event was nine tests before lunch in a 30 mile route followed by a further nine tests in the afternoon all but one of which were repeats of the mornings tests. Nearly all of the tests were in farmyard complexes and it was to be a very muddy day out.



David Cochrane Stuart Bankier MG Midget

On these events when you arrive at each venue you can usually walk the tests so after a quick squint at the first test it was back in the car and time to tighten the seat belts. The first test was pretty typical with a quick blast round a cone in a farmyard before disappearing into the farm complex which included a trip into a very slippery barn and some muddy farm access roads. It was all a bit of a blur and quickest on this test was Damien Moore and Tony Anderson in a Citroen Saxo followed by Will Corry and Pete More in another Midget and Robert Dickson and Robert Robinson in a Cooper S. We were fourth fastest , 4 seconds slower than the Saxo. This was to be the pattern for the day as we swapped times all day and each of these four cars took turns at taking the fastest times on tests. We struggled on two occasions when the car wouldn't engage reverse, but I am sure that that the other crews had their issues too.

Robert Dickson's Cooper S is a replica of an ex works car that he owns and that has become a bit too valuable for throwing round farmyards. The car has been deseamed and is absolutely immaculate having been lightened wherever possible. Even the door handles, and the external hinges have all been drilled to lose that extra bit of weight.

Will Corry is usually the man to beat and as we head towards lunch, he gradually pulled out a slender lead over the Cooper S of Robert Dickson but Test 16 included a very challenging manoeuvre round one cone before reversing between two more and then heading forwards round another. Robert's Cooper S just sailed through this like a ballerina and was ten seconds quicker than anyone else sealing his fourth victory in the event in thirty years by a margin of five seconds.



These events in Northern Ireland are great fun, very competitive and usually attract about 50 entries. Great value at £ 65 including breakfast and lunch. I was in Ireland for a long weekend and managed to also go to look at the SS Nomadic, the Ulster Museum and the Transport Museum – all very interesting. Luckily, I was flying Easyjet rather than Flybe as it was the weekend it went bust ! I hope I might get back for another event later in the year.

Photos courtesy of Pee Speed Photography

Results

1 st	Robert Dickson	Robert Robinson	Mini Cooper S
2 nd	Will Corry	Peter Moreland- Moore	MG Midget
3 rd	Damien Mooney	Tony Anderson	Citroen Saxo
4 th	David Cochrane	Stuart Bankier	MG Midget
5 th	Mark Francis	Aaron Annett	Toyota Yaris



Angus Johnson Patrick Johnson Austin 7 Ulster



Mervyn Williamson Marcus Morrow VW Beetle



Bryan Mutch Ken Mcentee Morris Oxford with a touch of opposite lock

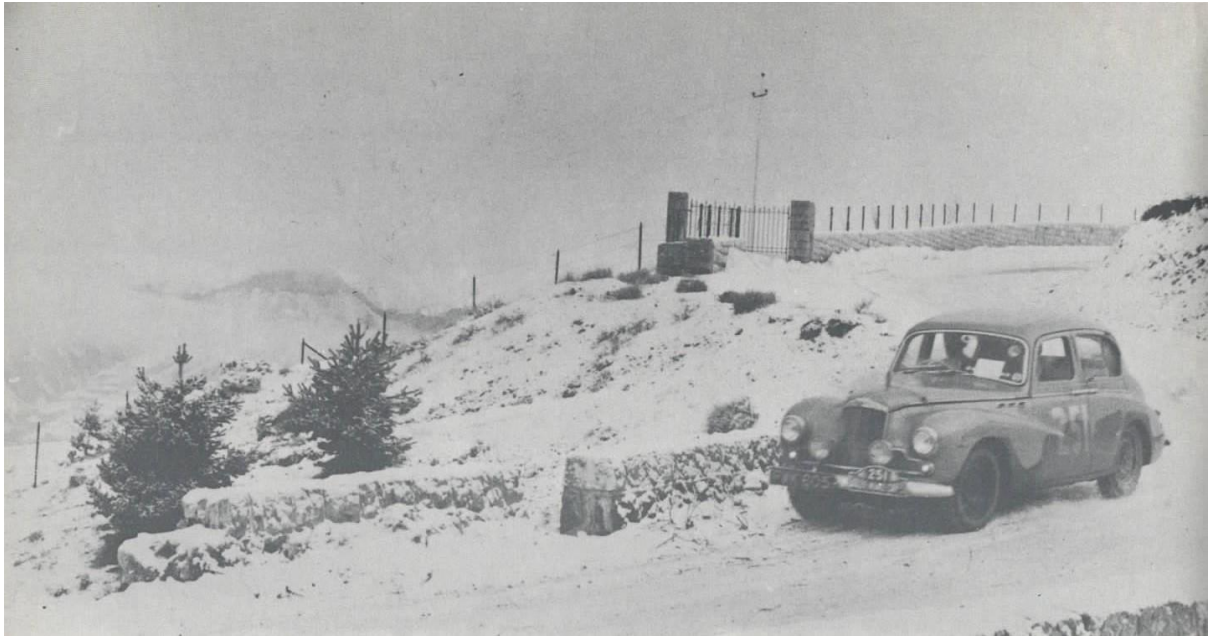


100 th Anniversary of the Glasgow Start



Plans are taking shape for the Glasgow Start of the 2024 Rallye Monte Carlo Historique. This Start marks a very significant date in the history of the Monte. It is exactly 100 years since the inaugural Glasgow Start in 1924. We want to make this anniversary very special, so we need as many entries as possible. We are looking for both seasoned competitors as well as first timers. If you have always wanted to take part in an International Event, this is the

one to enter. Nothing comes close to this world famous Rallye. It is unique. We shall do everything we can to support your entry from advising you on the right car, how to prepare the car and suggest possible sources of sponsorship. We want to make it possible for anyone to enter. We need your entry to make this special anniversary one to remember.



There are also plans for a 100th anniversary event for pre-war and post-war cars. This event will follow after the Historiques. It will be a Glasgow only Start and will have its own itinerary through France. There will be no overnight driving. This event will reflect the early history of the Monte with an optional wiggle-waggle test, a mountain circuit and concours and safety competitions.

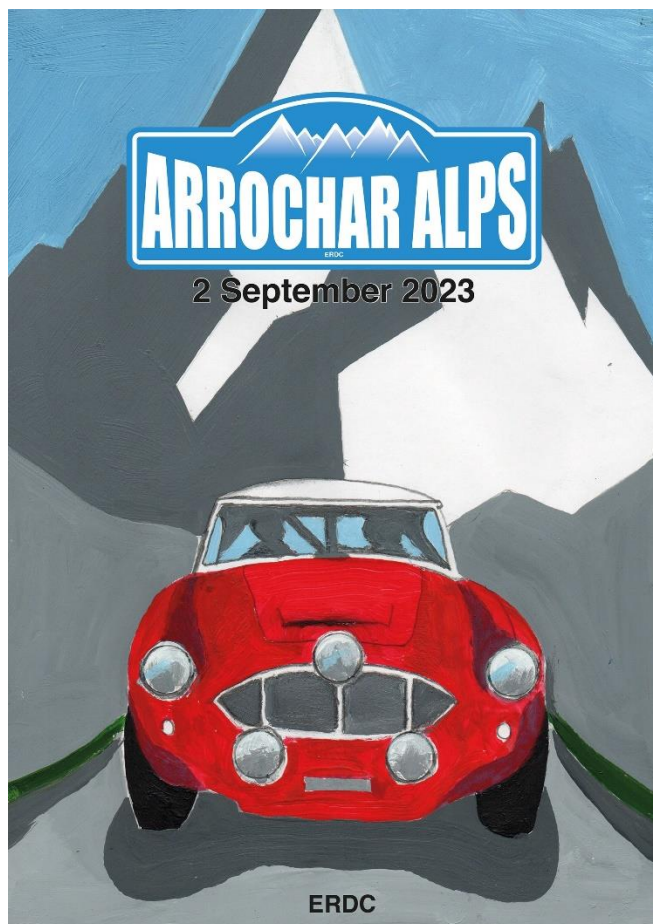


Although we are at the early stage of planning this event, we can say that it will start with a pre-rallye dinner at the Blythswood Square Hotel and finish with a black tie dinner at the Automobile Club de Monaco. It will be a unique and challenging run through the UK across France over the Alps then down to the Principality of Monaco, with the prospect of blue skies and sunshine.



If you are interested in either of these events, please get in touch with Douglas Anderson by email dglanderson1@yahoo.co.uk

ERDC EVENTS 2023



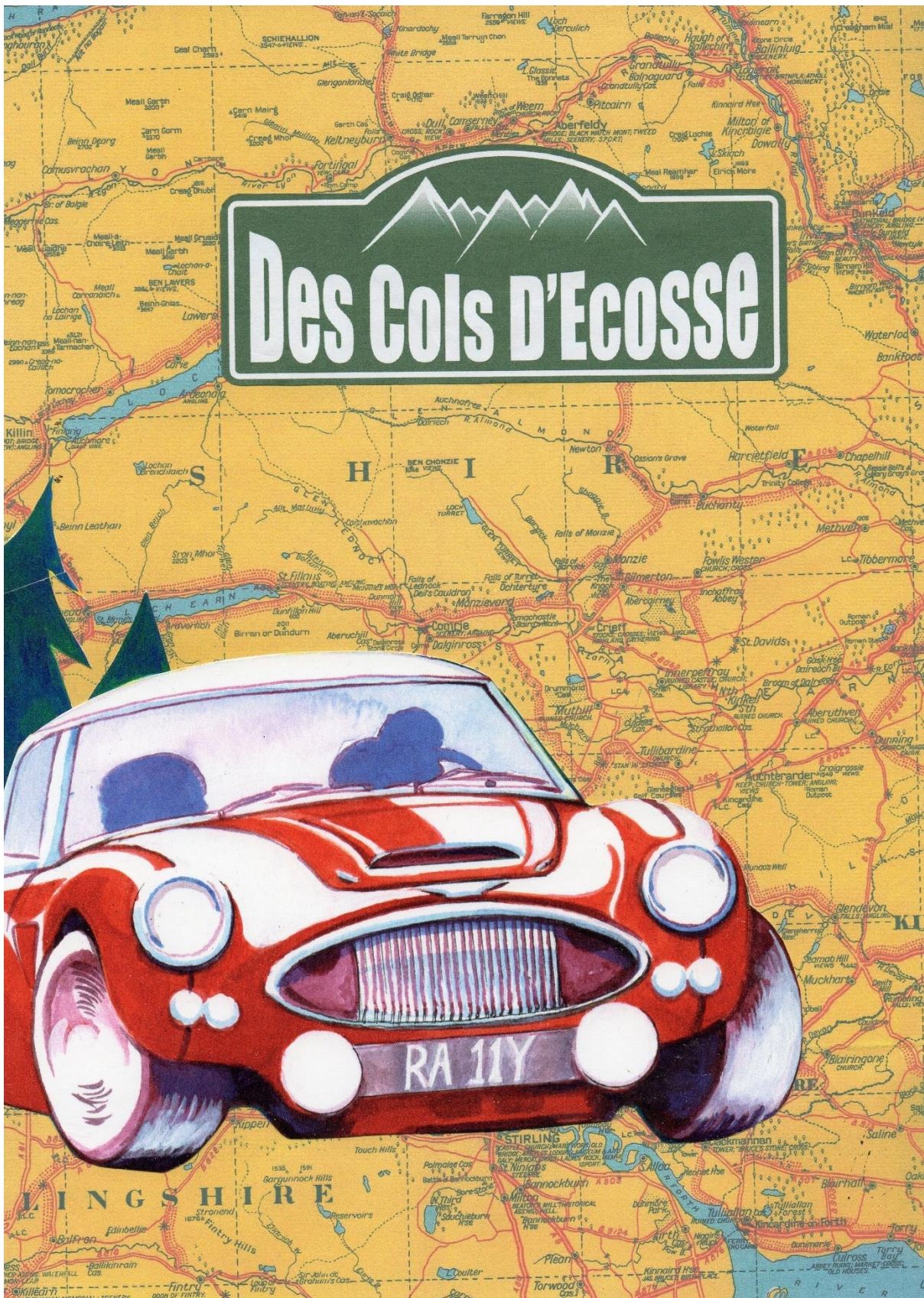
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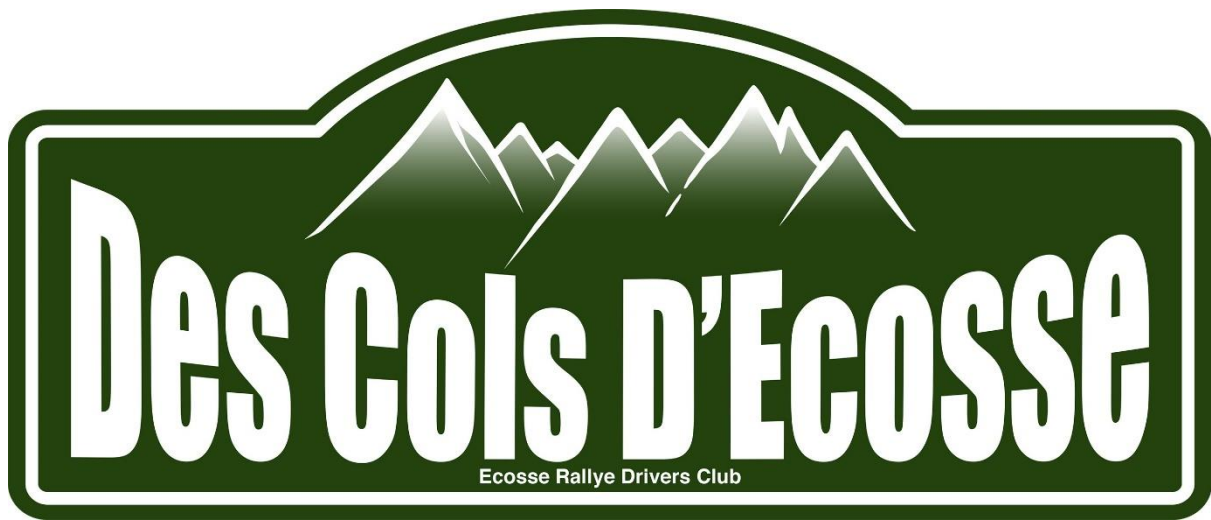


4 November 2023



18 November 2023





Des Cois d'Ecosse

25/26 March 2023

Margaret Campbell



Day 1



Saturday morning and 17 cars and crews met at the Harvester restaurant, Broxden, Perth. Some had stayed the night before, and some rolled up for the 8am signing on. After a hearty breakfast included in the entry fee we had a briefing by June and Oliver and the first car was away at 9am. Heading towards Moneydie we encountered our first

piece of unplanned navigation just north of Pitcairngreen where we had to make a small detour due to a closed road with men working – double time on a Saturday – so no nipping through. The detour took us over the A9 to Luncarty and Stanley, back over the A9 and back en route to Little Glenshee over very minor roads with sharp bends, tiny bridges and lovely views.



We then joined the A822 and headed up the Sma' Glen till we turned left along Glen Quaich and up over the hill to drop back down into Kenmore where we had our first stop at Mains of Taymouth. There was a distinct smell of hot brakes when we stopped as a result of the steep hill and hairpin bends coming down into Kenmore.

After coffee and a blether, we headed out of Kenmore on the A827 for a short while before turning towards Fortingall and north towards Kinloch Rannoch, Glen Ertochty and onto the A9 at Dalnacardoch. Leaving the A9 at Dalwhinnie we followed the road past the distillery and on towards Laggan then turned right towards Glentriem and after passing the centre of Scotland Stone we turned onto the A9 for a short while before we headed in towards Newtonmore for the lunch halt.



After lunch, we headed on through Newtonmore, Kingussie and onto the B970 where we passed by the impressive ruins of Ruthven Barracks and on through Feshiebridge to Coylumbridge, Boat of Garten (where the steam train runs to from Aviemore) and Carrbridge where once again we joined the A9 north. Upon reaching Slochd summit we turned off the A9 and followed a smaller road twisting round under the A9 and railway viaduct and over the river Findhorn on a very narrow bridge with a sign stating “only one vehicle on bridge” then back under viaduct and A9, through Tomatin and back to the A9 where we headed north to Dalmagarry to take the B9154.



Shortly after turning off the A9 the first navigational test began. Having been given OS map references and direction of entry and exit of route checks, we had to plot our way along a series of unclassified roads. There were no code boards, but we did have questions to answer along the route as proof of travel and



direction of travel. The navigation test was approximately 20 miles and finished just before Cawdor Castle. We then headed over Dava Moor on the A939 to Grantown on Spey and our overnight halt. Before dinner raffle tickets were sold with

proceeds going to the Disasters Emergency Committee for the Earthquake in Turkey and Syria. The raffle was drawn after dinner - Douglas had kindly donated some Monte memorabilia as prizes and there was also a prize for the furthest travelled crew which went to Michael and Gillian Helm who had travelled from Essex especially for the event. Our Bristol 412 won the “voted for” car although I believe it was a closely run vote. After all the prize giving we retired to bed although I believe some stayed up for the entertainment in the form of a singer who I must say sounded ok. Over the day the weather was kind to us after a night of heavy rain it was mostly dry and dull without bright sunshine but clear enough to enjoy the wonderful views we experienced.

Day 2

We woke on Sunday morning to a heavy snow shower and on looking out of the windows most of the cars had a covering of the white stuff on them. It was reassuring to see a couple of snow ploughs on the road while we were having breakfast as we were going to be driving over the Lecht (2113ft) later in the morning. Driver’s briefing was at 8.45am and an alternate route had quickly been drawn up should the snow gates be closed at Tomintoul. After the briefing, levels were checked, windows cleared, engines started and we headed off.





Leaving Grantown we headed along the north side of the river Spey and crossed the river at Carron. We then crossed the A95 Grantown to Aberlour road and headed round the back of Ben Rinnes where the snow was lying making our driving a bit more challenging, especially the steep hill leading down to the right turn onto the B9009. Following the B9009 we arrived in Tomintoul where there was no sign of closed snowgates or any signage to indicate closure so we headed on to the Lecht. The ski centre at the summit was deserted as there was not enough snow to cover the slopes so we continued down the other and stopped for a coffee and blether at the Goodbrand and Ross Cafe at Corgarff. Once refreshed we continued through snow showers on the A944 then turning south on the A97 towards Ballater where we crossed the river Dee and headed east on south Deeside to Potarch where we had our lunch break. The cafe was extremely busy and as there were only outside tables available most crews opted for a very quick cuppa and bite then back on the road to get warm.

Leaving Potarch we followed an unclassified road heading south east crossing the B976 and joining the B974 to take us to Fettercairn across Cairn o'Mount. By now the sun had appeared and the views across the Angus countryside were

stunning. On the descent we passed the lovely restaurant at Clatterin' Brig but it was all closed up - hopefully it will reopen when the tourist season begins.

From Fettercairn we headed to Edzell where we took a right at the first roundabout and there began the second section of the navigational test. This time we were given a series of tulip signs with direction but no mileage or instructions which proved a little trickier than the first test but with a bit of thought, an OS map and a lot of luck we managed to navigate our way on the tiny roads that took us up hill, down dale, through farmyards and over miniature bridges. There was a lot of mud on the road making it quite slippery in places and avoiding potholes made for an interesting slalom course but all in all good fun roads. Again, landmarks were used for proof of passage. Once the navigation section was finished, we joined the Glen Clova road heading south towards Kirriemuir where once again we joined unclassified roads almost to Blairgowrie, the Coupar Angus and back to Perth on the A94.

It was great to see all cars safely return to Broxden albeit a tad on the muddy side and after a good chat most of the crews headed home, one or two choosing to stay and rest before heading off next morning. This was the first ERDC event that Don and I had entered and we thoroughly enjoyed the driving, navigation and the friendly people we met over the weekend. Unfortunately, the next event is the same day as a Highland Car Club tour but we will definitely be back. Thank you to all the organisers for making the weekend so enjoyable.



Thanks to Alan Thompson, Ken Brown and Tracey Johnstone for allowing us to use their photographs.

CCHMSC 2023 EVENTS



MAY 14 Red Hackle Tour

JULY 23 Tour of the Ochils

SEPTEMBER 25 Rally of the Borders

DECEMBER 3 Classic High Tea

The Red Hackle Tour - 14 May

Our tribute tour to the Black Watch. Start and finish to be once again at the Black Watch Museum Perth. This venue has very successfully been used as the start finish venue in several past years. Organisers Ron Adam & George Shand have been working on yet another new route.



FOR SALE

1970 Austin 1300 Road Rally Prepared







BODY

Solid shell, bodywork in good condition. Subframe areas good and solid.

ENGINE

Fitted with a 1300 GT 11stud head. Same as Mk3 Cooper S head. Hardened valve seats and valves. Some port work done and head skimmed. Twin one and a quarter inch SU carbs have been rebuilt. Fitted with 1.5 lift rockers and competition stud kit. LBC exhaust manifold and straight through exhaust system.

RUNNING GEAR

Adjustable shock absorbers all round. Fitted with new discs, pads and rear brake cylinders. Braided hoses all round, fly off handbrake, new servo. All brakes and fluid lines are run inside the car. New needle roller Hardy Spicer Maltese Cross joints and driveshafts. Reconditioned steering rack. Poly bushed front end.

MISCELLANEOUS

New radiator, new halogen headlamps, spotlights, air horn. Subaru front seats. Brantz, seat harnesses, ice and snow tyres.

The car comes with some spares.

£5,900

Further details from Douglas on

01382 731755 or

email dglanderson1@yahoo.co.uk

View any time.