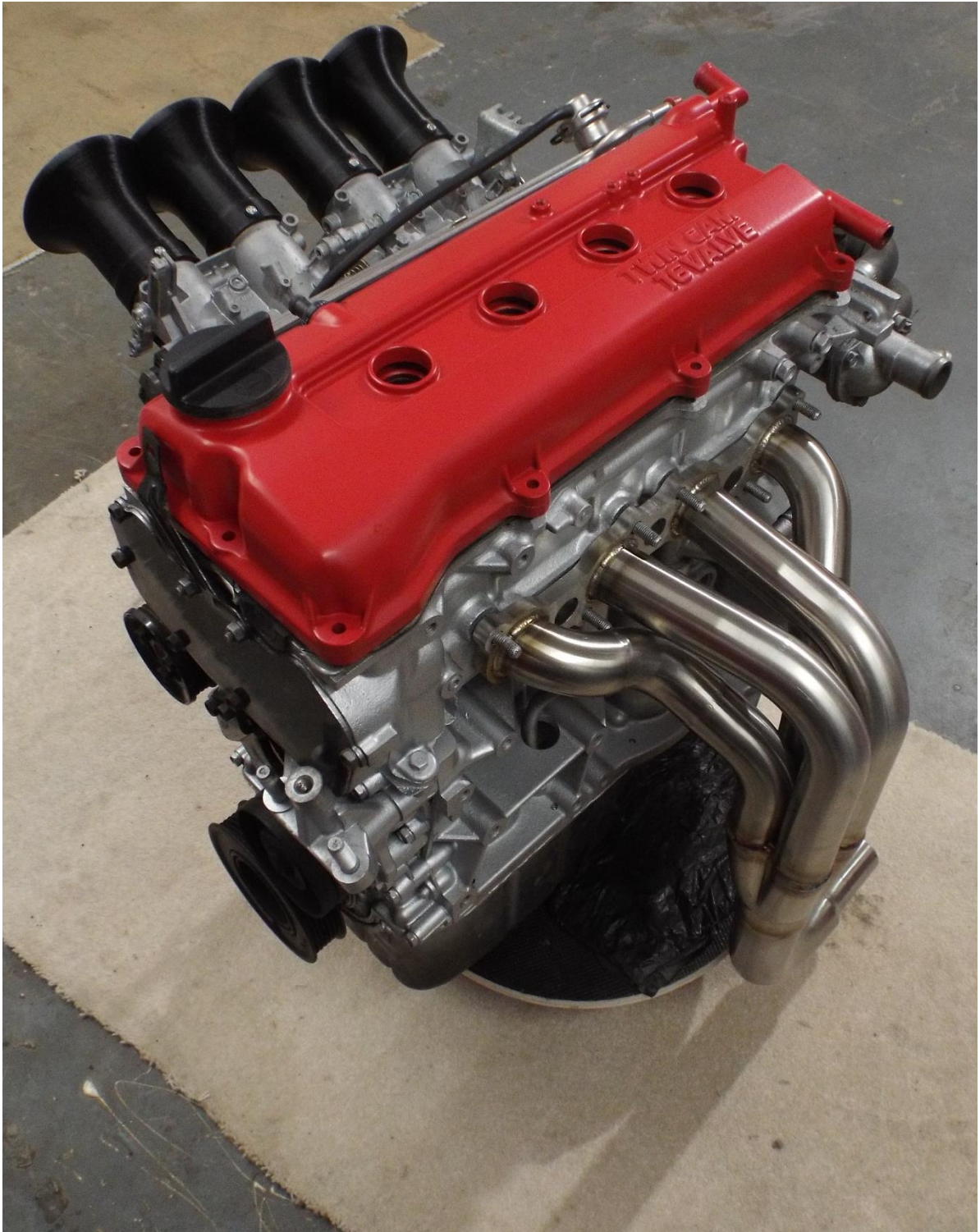


# *Classic*

UPDATES & MONTE NEWS



# WELCOME

Let's go out on a high note to celebrate 100 years since the first Monte Start from Glasgow as it is more than likely to be the last time that it will leave from this great city. It is only a matter of time before old cars will be banned from our cities and perhaps that's how it should be given that we are in a precarious situation in relation to the climate. So it would be great to see as many historic rally cars as possible leave from Glasgow. You may not be in a position to do the Historique Rallye but alongside there is the very attractive Anniversary Monte 100 Touristique Rallye. It will be a unique event, a real winter adventure with a fabulous destination – Monte Carlo. The Automobile Club de Monaco are finalising the arrangements for the finish and the Monte Start Committee are well ahead with their planning. The Regulations and Entry Form should be out at the end of this month or the beginning September. Let's make this Glasgow Start one to treasure.

In addition to our monthly update on the ADO project there is an article by Stuart Bankier on his recent trip to the Classic Le Mans, a Monte update with some advice on car preparation and a review of a very interesting book written by Maurice Millar, whom many of you will know as a previous Monte timekeeper and the person who did navigation classes for Classic events, including the Monte. In the For Sale section, you will find a Monte prepared car for sale.

We were very sorry to hear of the passing of Jonathan Lord's much loved partner Eleanor Cordiner. We would like to express our most sincere sympathy to Jonathan and all Eleanor's many friends. She was a quiet, kind lady and she will be sorely missed by all who knew her.

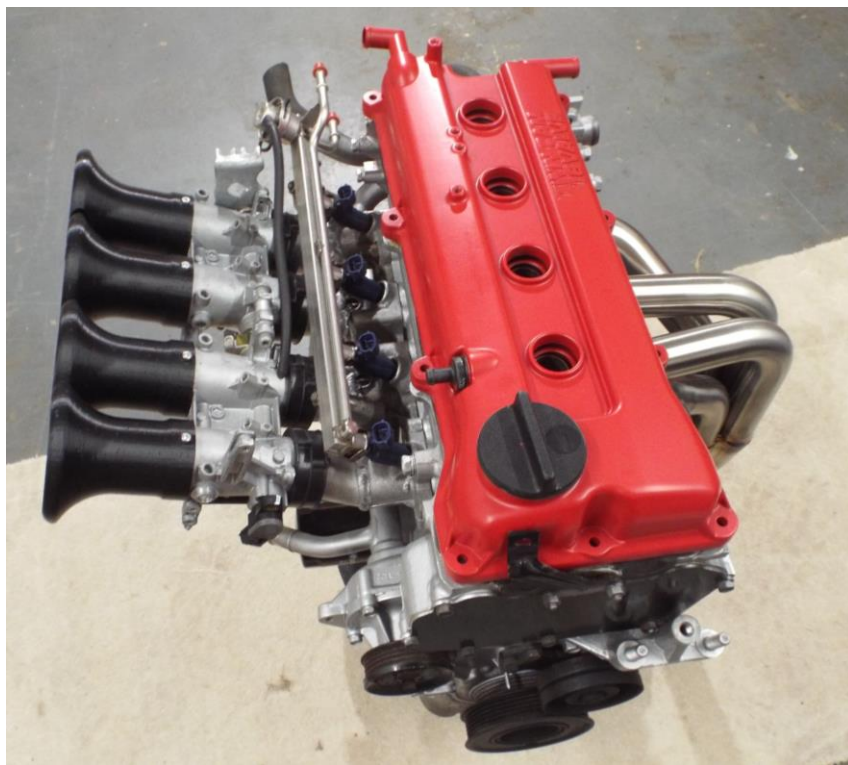
Douglas Anderson

[dglAnderson1@yahoo.co.uk](mailto:dglAnderson1@yahoo.co.uk)





## UPDATE



The front cover of this month's Newsletter and the photograph above are of the engine, a Nissan 16 valve twin cam, which is going into the first production ADO coupé. It is sure to look the business under the bonnet of an ADO. Although a standard 'A' series engine with a Weber or twin SU carbs would look just as good. James Barrett Engineering produces a conversion kit to fit the Nissan engine into an MG Midget or Austin Healey Sprite. It can be attached to either a 5 speed Jimny gearbox or the standard MG Midget or Sprite gearbox. It's a particularly well engineered conversion and I can't wait to test the car when it is up and running. Not long now.



# My Le Mans Trip                      Stuart Bankier

**Le Mans Classic 2023 30<sup>th</sup> June/1<sup>st</sup> & 2<sup>nd</sup> July**

I have written before about the Le Mans Classic but this year it was the 100<sup>th</sup> Anniversary of the first race and the event promoters Peter Auto and Automobile Club de L'Ouest worked hard to make this something special with supporting races including one specifically for Bentleys. For the record the first race, in 1923, was won by a Chenard et Walcker Sport driven by Lagache and Leonard with their quickest lap of the 19km gravel circuit averaging 67 mph.



I have never seen so many classic cars parked up in the infield at this event and we have been going since 2010. They sold a staggering 235,000 tickets, over 110,000 more than in their average gate for the biannual event. However, it is a big circuit and they were well geared up for that number of people so it never felt that busy and the car park, food outlets and toilets coped easily.

Our journey started on 29<sup>th</sup> June straight after my younger daughter's very last day at school. Off with the jacket and tie and my elder daughter, Siobhan, and I headed south. The Premier Inn at Ashford is a long way from Berwick but

11.30pm saw us draw to a halt in the car park. Waiting at the ticket booths at the Channel Tunnel next morning, a Ferrari pulled up alongside us. Ferraris are not my specialist subject but I realised that this was a 250GTO and in fact it sported the registration number 250 GTO. One of 39 remaining, it belongs to Nick Mason who bought it for £ 37,000 in 1977 from the proceeds of the album The Dark Side of the Moon. He turned down an offer of \$30m for it in 2010 and more recently a similar model has sold for \$53M.

We weren't the only Berwick & DMC members heading for Le Mans and much to my shame the others were taking classic cars. My excuse was that this was just the start on my holidays and a trip to Italy was probably just one step too far for my Volvo Amazon. David, Lynda and Matt Alexander had headed off a week earlier in their recently acquired 1958 MG Magnette, a lovely car and modified with a standard MGB engine, Ford five speed gearbox and disc brakes to make it



a really comfortable tourer. Travelling just ahead of us and using the Portsmouth – Cherbourg ferry were Ken Forrest with his son Alan and brother-in-law Robert in a Triumph 2000 Mk1 automatic which came from a TV production company a couple of years ago and which had featured in 'Endeavour.' Ken is a Triumph Stag man through and through but when Alan's travelling companion dropped out mid-week they realised that three in a Stag complete with camping gear wasn't a great idea so the 2000 was dusted down and pressed into service.





We arrived in Le Mans by 4pm and after dropping our kit off at our Airbnb we headed for the circuit as all of the drivers must take part in the practice sessions and they run from Friday morning right through till the early hours of Saturday morning so that they all get acclimatised to the circuit both in the daylight and the dark. There is nothing quite like the pre-grid as dusk is falling and the Plateau 1 cars (1923-1939) are assembling.

The trip to Le Mans is interesting because of the range of cars racing, the huge variety of cars parked around the circuit, the access to the paddocks, the atmosphere off the circuit with classic cars everywhere you look for miles around and the great family atmosphere at the circuit with spectators from all over Europe and beyond. The next event is in July 2025 and if you fancy going you probably need to book your accommodation a year in advance to get a good deal. Always buy a paddock access ticket but a grandstand seat probably isn't necessary. We shared a table at the food court on the Saturday evening with a chap from Stornoway who had booked up a couple of weeks beforehand and was paying £ 250 per night bed and breakfast !



A little music?



1949 Aero Minor Sport 750cc of Zdenek Kaspar





1965 Bizzarrini 5300GT of Andrew Jordan former British Touring Car Championship winner



1964 Sunbeam Tiger Le Mans of Chris Beighton





Renault Dauphine Tour de France support vehicle



1973 Ford Capri 2600 of Nick Matthews





The Heinkel Trojan was produced by Heinkel from 1956 to 1958 before manufacturing passing to the Dundalk Engineering Company in Ireland.







1955 Triumph TR2 of Geoff Gordon



Interesting paddock transport, can't say I have seen our postie on one of these.

100  
RALLYE AUTOMOBILE  
MONTE CARLO

100



GLASGOW 1924-2024  
MONTE CARLO RALLYE



## MONTE CAR PREPARATION

There are three areas that require careful attention when preparing your car for the Monte. The aim of preparing the car to a high standard is to ensure reliability – you want to reach Monte Carlo with as few problems as possible taking into consideration the car will be put through its paces in adverse weather conditions over high mountain passes.

These areas are – the electrics, the fuel supply and the car's cooling system. As you will be using extra electrical equipment and perhaps in sub-zero conditions the electrical system will be put under extra strain. Your battery and dynamo must be in first class condition. If possible, it would be wise to uprate to an alternator and buy a new battery. Needless to say a good starter motor is essential. You may also consider mounting the fuse box inside the car for easy access.

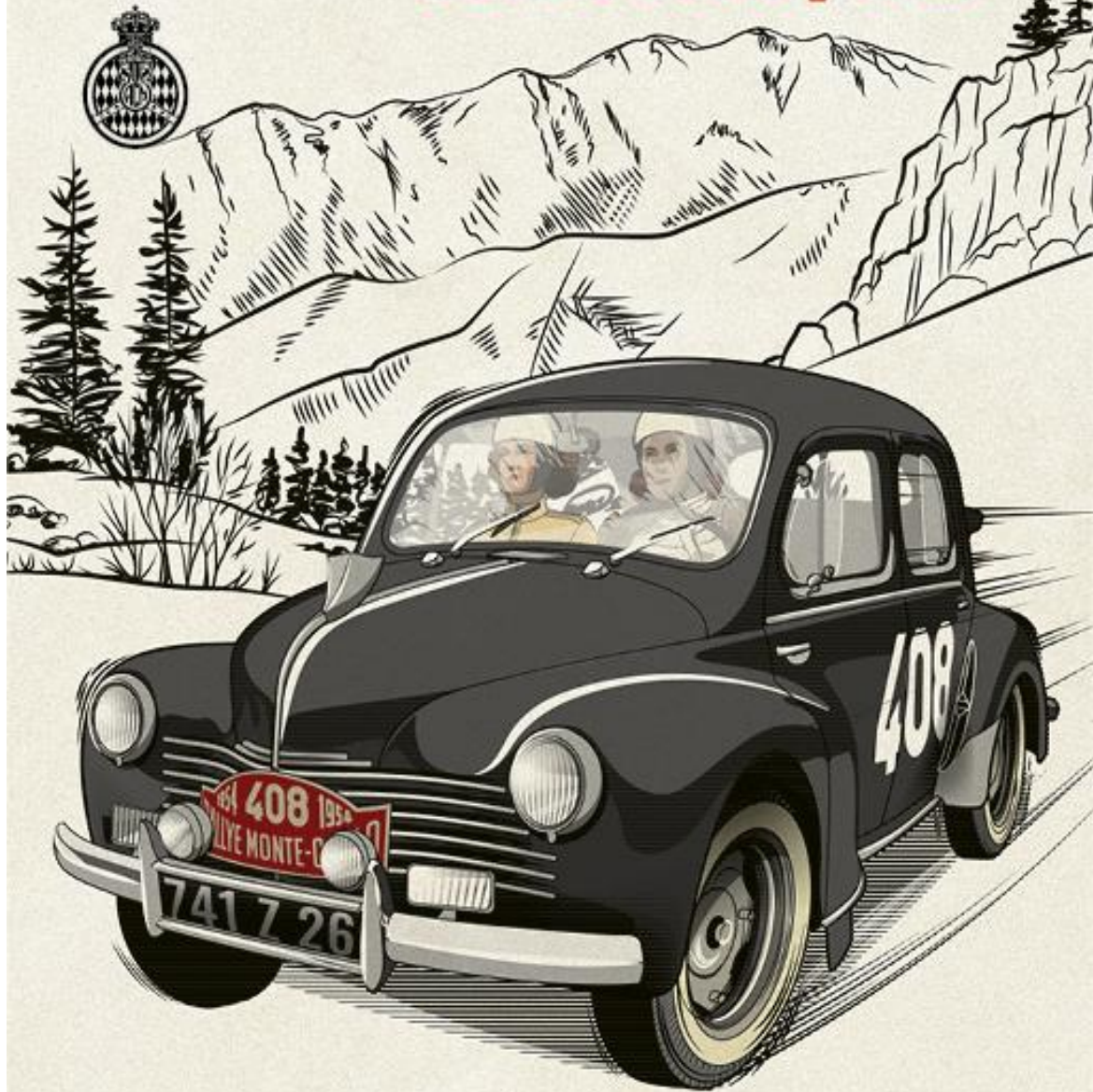
The next area is to make sure you have a stable fuel supply. Your fuel tank must be rust free and the fuel pump must be in good working order. If it is a mechanical pump, it would be an idea to replace it with an electric one coupled to a fuel filter. A can of high octane petrol for emergencies should be carried in the boot and you should avoid, if possible, topping up at small village petrol stations in rural France where the quality of the fuel is not always reliable. Supermarket fuel is usually OK.

Thirdly, make sure the car's cooling system is up to the job. If in doubt re-core the radiator or alternatively fit an uprated aluminium one. An electric fan is also a good idea.

Your car has to be as good as it can be in relation to brakes, engine, suspension etc. This will give you peace of mind on the event. The whole idea behind preparation is to pre-empt possible problems on the Rallye. Don't leave it too late – get started now.



# 26<sup>e</sup> RALLYE Monte-Carlo HISTORIQUE



31 JANVIER  
07 FÉVRIER **2024**

Rallye Monte-Carlo 1954 | Coupe des Dames - Victoire de Madeleine Pochon et Lise Renaud sur Renault 4CV





### **Our First Overseas Entry**



Paul O’Kane, who is based in California, should make a big splash on the Monte. He and co-driver Iain Tullie were first overall in Hero’s Summer Trial in the Porsche Carrera which he has entered in the 2024 Historique.

### **First Scottish Entry**



Ken Brown who is well known in MG and ERDC circles and has done numerous Classiques, is also taking the plunge and entering his newly acquired MGB GT in the Historique. Preparing the car is his retirement project!

# Celebrate *with us* Glasgow 100 Anniversary *of the first Glasgow start*



Good Ferry and Hotel deals  
Contact: [dglanderson1@yahoo.co.uk](mailto:dglanderson1@yahoo.co.uk)





# 100 RALLYE AUTOMOBILE MONTE CARLO



The early Monte competitors believed in thorough preparation which was understandable given the rudimentary nature of the cars and the condition of the roads. The first car to leave Glasgow in 1924 was a Bignan driven by Mr Ledure. He won the rally that year with a well-equipped Bignan. The Autocar of 7 March 1924 records that Mr Ledure's car was "... heavily equipped to stand the rigours of the journey, being fitted with a complete duplicate set of electrical equipment, two dynamos, two batteries and even two switchboards. It boasted four headlamps and three windscreen wipers and carried a crew of two gentlemen and two ladies, all of whom with the exception of Mr Ledure, remained anonymous."

## MONTE 100 TOURISTIQUE RALLYE

There is a lot of interest in this unique Monte event. The Regulations and Entry Form will be available to download once everything is in place. There are some minor changes and additions to the original plans after consultation with the relevant authorities. However, the format remains the same. We will leave from Blythswood Square Gardens on 31 January, take a traditional Monte route through the UK and across France, over the Alps and into Monaco, finishing the Rallye at the Automobile Club de Monaco with a Gala Dinner.



# FOR SALE

Paul O’Kane has been in touch. He is selling a MK1 Golf. It was prepared for last year’s Historique but unfortunately Paul had to withdraw.



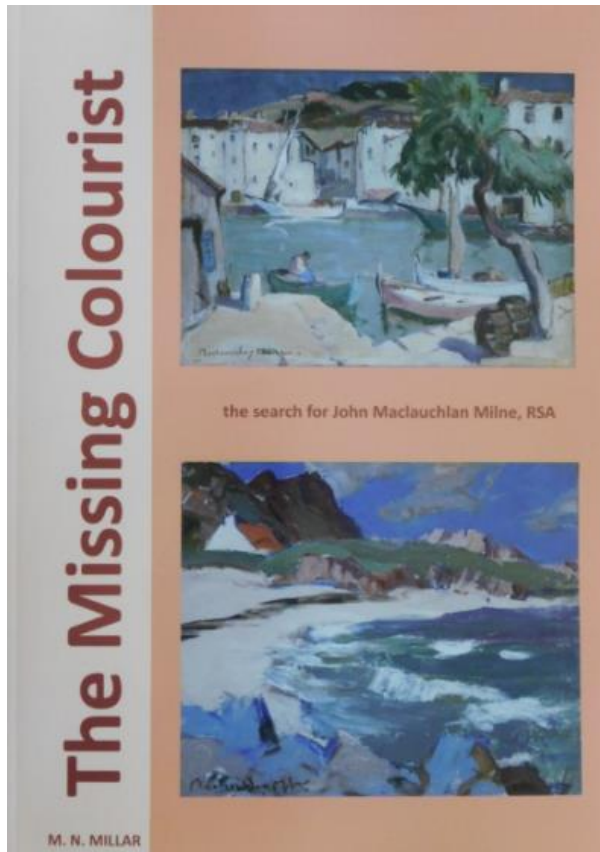
Multi spares including  
Extra engine & trans; Wired for 4 double filament fog/spots; Heated  
windshield; 16 wheels & tire choices; New Starter; Water pump; alternator;  
New GAZ Coilovers; Smartshift system.

Was multiple HSCR winner before I got it. Car is in storage Skipton. £15,000

Paul O’Kane  
93 Dipsea Rd  
Stinson Beach  
California  
94970  
+14152696825  
[Viragearnage@yahoo.com](mailto:Viragearnage@yahoo.com)



## BOOK REVIEW



Maurice Millar inherited an interesting painting from his father, who had in turn inherited it from his great aunt. The name of the artist was not widely known yet from its composition and style Maurice thought it might be one of the school of painters who were known as the Scottish Colourists. He was painting at the same time and in the same locations as the other Colourists, yet he is absent from the pages of their history. Maurice's motivation in researching and writing the book was to find the Missing Colourist. The artist was John Maclauchlan Milne. In spite of leaving a sizeable body of work of quality Maurice states '... he has left a very light footprint on history.'

The book has turned out to be a first class detective story in which Maurice painstakingly traced Milne's life and work through numerous primary sources including old newspaper adverts, official statutory documents and many more. It catalogues Milne's known works from the early 20<sup>th</sup> Century through to the 1950's. There is little doubt that Maurice has contributed something of great value to the story of the Scottish Colourist movement. His illustrated biography of Maclauchlan is scholarly in style, yet very readable.

As a side issue what I found of particular interest was that Milne painted scenes from the Côte d'Azur, as did the other Scottish Colourists, and the early Monte Carlo Rallye competitors would have recognised these locations. Milne's paintings give us a glimpse into the character and landscape of the south of France in the early days of the Monte Carlo Rallye. I would highly recommend Maurice Millar's book for any art lover, those who enjoy a good detective story or indeed Monte Carlo Rallye enthusiast.

To purchase a copy of the book see the dedicated website for details.

[www.themissingcolourist.co.uk](http://www.themissingcolourist.co.uk)