

Monte News

Special and Classic Updates December 2021



Happy Christmas and all the Best for 2022



WELCOME

Plans are progressing well with the 2022 Monte. Unfortunately for logistical reasons and time constraints we have had to shorten the route to London so Banbury will not be included in next year's Monte. However, we are delighted to announce that we will have a passage control/re-start in Doncaster which has a proud historic connection to the Monte Carlo Rallye having been a Passage Control on a number of occasions and was a pre-war Start town in 1937.

Working closely with the council and Lindholme Motorsports Club we are putting together a high profile event. I would like to thank, in particular, Richard Ward who initiated the discussions with the council and got us off to a flying start. Thanks also to Len Fowkes and Dave Pope of Lindholme MSC and Jenny Dewsnap of Events Doncaster for a very successful first meeting. Look out for the press launch in Doncaster in December.

We would like to wish you all a very Happy Christmas. Looking forward to seeing you all again in 2022.

Douglas Anderson

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Monte Entries

Triumph Spitfire 1967

Nuala Dowie and Brigitta Ebert



Nuala Dowie with her new co-driver Brigitta Ebert will be in Nuala's Triumph Spitfire which is her tribute to Jean Jacques Thuner & John Gretener. Her car is loosely based upon the car they entered the 1965 Rallye under the Leyland Triumph Swiss Racing Team ... being 1 of three Spitfires that survived the winter storms to finish in 28th that year. The top photograph is Nuala's car, the one on the left is from the 1965 Monte.

Triumph Spitfire

Thompson Nadia Ait-Hocine



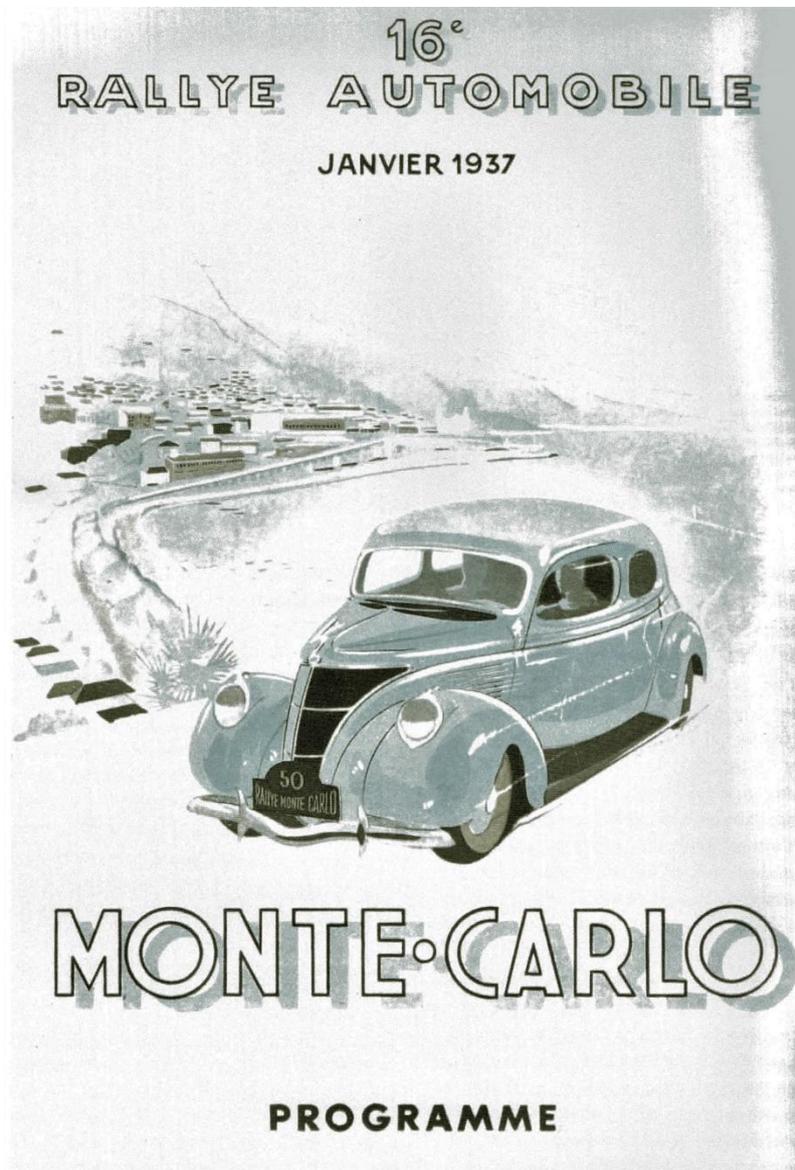
Alan Thompson has been looking around for a while for a suitable car to enter the Classique. He found this beauty just in time to get his Classique entry in. It looks fabulous and is having some work done to it to get it Monte ready.



In case you are wondering, the bus on the front cover was not an Monte entry, although I understand that one year a bus was entered! Richard Ward sent me the picture which used to hang in the office of the MD of Sheffield United Transport. "In the 1950's and 60's rally organisers used a coach to transport officials, press reporters and competitor's luggage from the UK to Monte Carlo. On the front of the bus you can see the 'Presse' rally plate and the IRDC logo. This particular coach was an AEC with apparently a good heater. It was a rear entry vehicle which allowed the navigator sit alongside the driver."

Monte Update

Doncaster Re-visited



Doncaster has a strong connection to the Monte Carlo Rallye. In 1937 there was a Scottish Start in John O'Groats with the English Start in Doncaster. 1937 was an important year for the Monte in its evolution to becoming a competitive car rally. In previous years the Monte was basically a touring event, with a time to Start and a time to Finish. In the 1937 event the organisers introduced a 40kph average speed from each Start Town to 1,000 kilometres before Monte Carlo where the average speed was then set at 50kph. To record the crews times, secret checks were set up, some

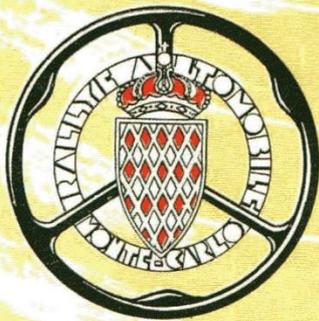
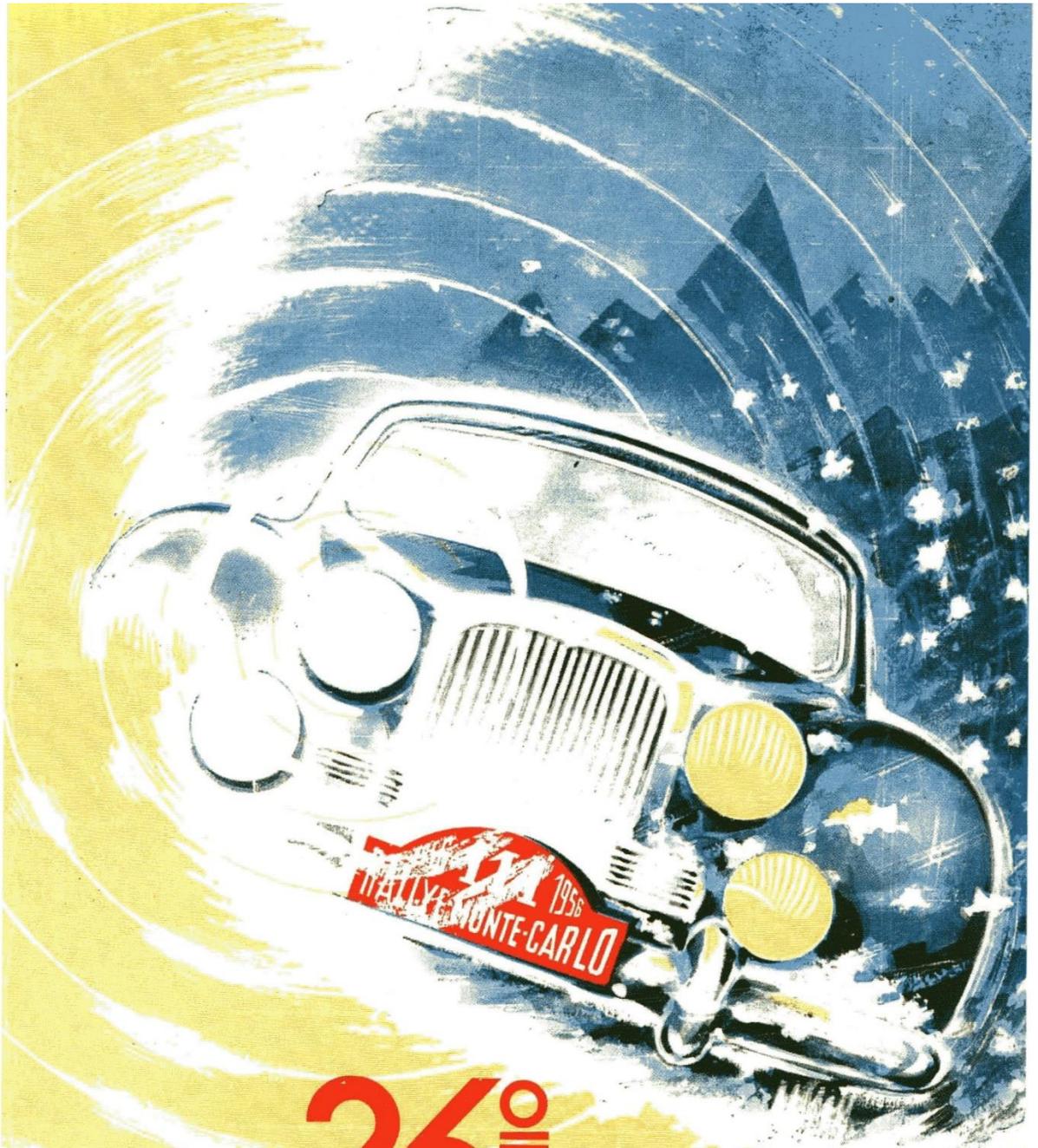
of which were well hidden from the competitors. Passage Controls were also set up to check that the crews were following the correct route. The so called 'Common Route' was also introduced. Each Starting Town, eg Doncaster, was given a prescribed route where they met up with crews from other Start Towns. They then all followed the 'Common Route' to Monte Carlo. The Common Route was a feature of all the Montes up to the modern WRC where it became a road race round the mountains behind Monte Carlo.



Here are the 1937 Finishers enjoying the Mediterranean sunshine on Casino Terrace, behind the famous Casino. You will see that the all the hoods are down.



The 1937 winning car was a Delahaye which started from Stavanger. The crew were Le Begue and Quinlin who were famous rally drivers in their day.



26^o RALLYE
AUTOMOBILE
MONTE-CARLO

J A N V I E R 1 9 5 6

The MONTE-CARLO RALLY 1956

KEY TO ROUTES

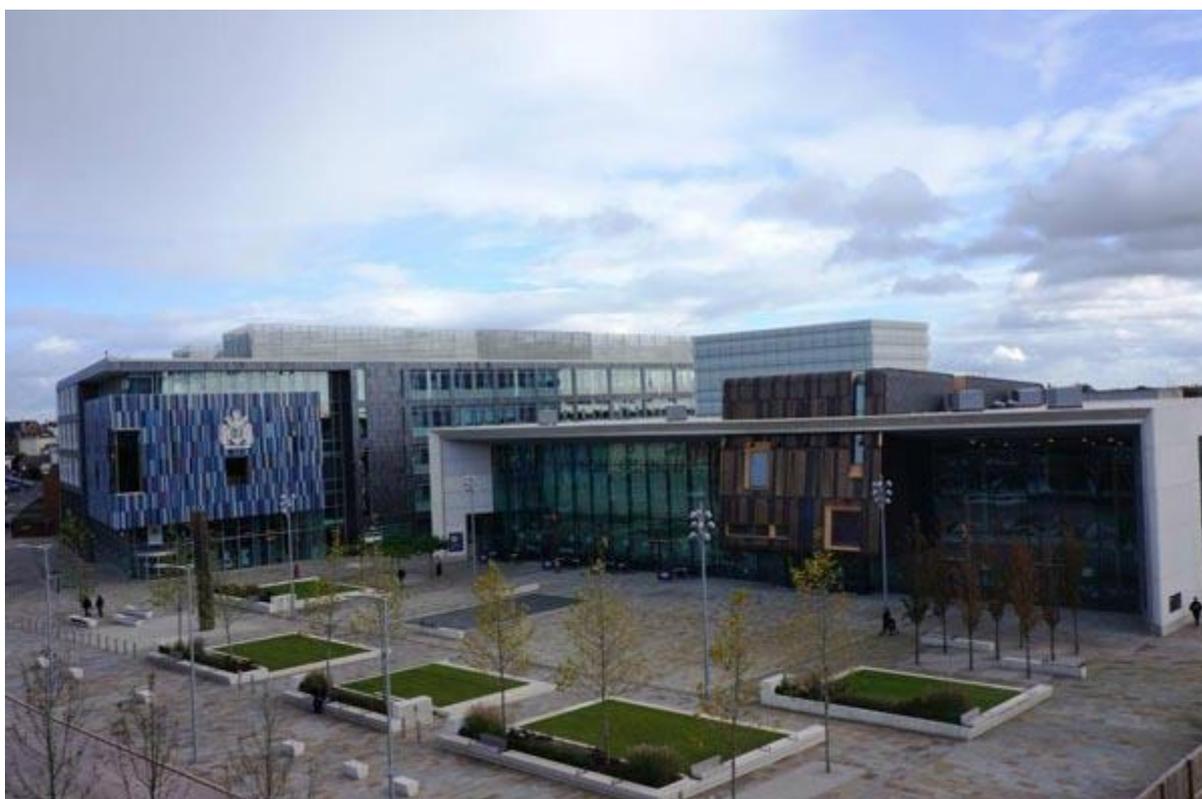
- Single itinerary
- - - - - Route common to 2 itineraries
- Route common to 3 itineraries
- ==== Route common to all itineraries
- Classification test



1949 was the first Monte after the war and Doncaster featured as a Passage Control. It was also a Passage Control in 1950 and 1955. In 1956 the people of Doncaster had the pleasure of cheering on Ronnie Adams, the famous Irish rally driver in his Jaguar Mk VII. He went on to win the 1956 event with Frank Biggar and Derek Johnson. They had started from Glasgow.



On Friday 28 January 2022 Doncaster will again become part of the Monte story. Doncaster's Monte credentials will be highlighted by their hosting of a Passage Control/Re-start for the entrants to the Automobile Club de Monaco Rallye Monte Carlo Classique along with a classic car and rally themed show in the impressive new Sir Nigel Gresley Square. The square and the surrounding area will become a hub for all things classic with stalls and entertainment. It should be a great winter tonic for Doncaster.



Over the years, the Monte has relied upon the help of local motorsport clubs, the co-operation of local councils and the people of the towns that the Rallye passes through. 2022 is no exception. We are particularly indebted to the Lindholme Motorsports Club who are giving their full support and their organisational expertise to this event. We would also like to thank Events Doncaster who are also backing this venture. We are sure that the people of Doncaster and the

surrounding areas will come out in force on the day to support their efforts.

Monte Prep

Regulations on advertising and sponsorship

I am often asked about what is allowed in terms of sponsorship and advertising on Monte cars. The regulations are very clear and the same regulations apply to the Classique cars as to the Historiques. If you arrive at scrutineering with more advertising on your car than is allowed, you will be told to remove it. Failure to do so could prevent you from starting the event. See below for an extract from the regulations and a diagram to guide you.

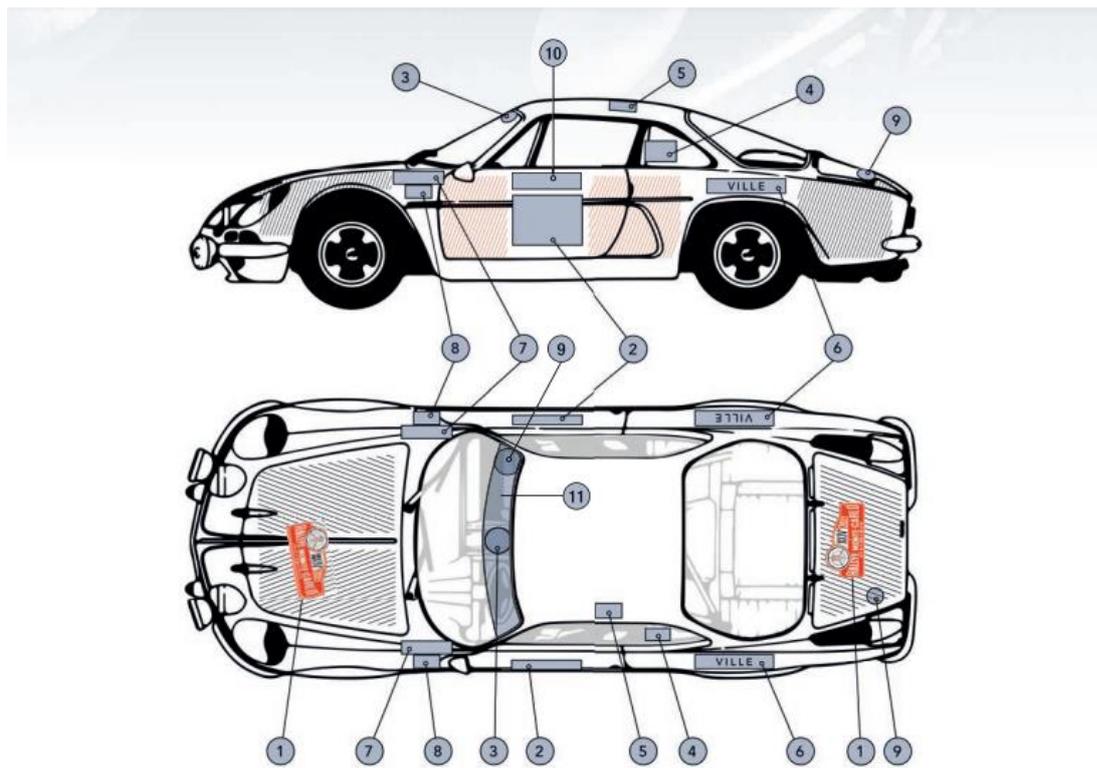
“ART. 15 - ADVERTISING The Advertising provisions specified in Article 2.1.9 of the FIA International Sporting Code’s Appendix K must be respected.

Advertising on Series Production Road Cars (referee Article 2.3) is authorised on both sides of the bodywork below the level of the windows but behind the center line of the front wheels and in front of the center line of the rear wheels.

Advertising on the front and rear and the remainder of the car sides is restricted to a total area of 1400 cm² . 1 x front and 1 x each side spaces, of not more than 700 cm² , each, adjacent to the competition numbers, may be reserved for the competition Organizer’s advertising, the use of which the competitor may not refuse. Advertising above and below the competition number other than that of the Organizer may be placed adjacent to but not touching the number background. On the Monegasque territory there is no restriction on alcohol and tobacco advertising. Advertising for alcoholic beverages and tobacco are forbidden in France. These laws apply to competing cars, service cars, team equipment and clothes. The crew name may appear only once on each side of the car, on an area not exceeding 10 x 40 cm. A club recognised insignia may be shown on each side of the car, its dimensions not exceeding 10 x 10 cm (Plan included in Appendix II). All non-current advertising, with the exception of the model’s period livery, must be removed. 1st infringement = warning 2nd infringement = 1,000 penalty points”

NB Some of these are not applicable to the Classique cars e.g. penalty points, average speed sticker etc, but the advertising regulations apply to both Classique and Historique.

ANNEXE II / APPENDIX II (Art. 14.1 c) MARQUAGES - DESCRIPTION CARS



1 - Plaque Rallye - Rally plate

2 - N° de compétition 50 x 35 cm - Competition number

3 - N° de départ - Start number

4 - Fiche d'identité équipage avec 2 photos Identity card sheet

5 - Vérifications techniques et administratives OK Scrutineering OK

6 - Ville de départ 50 x 14 cm / Starting town

7 - Nom et prénom du pilote et du copilote (facultatif) mais max. 10 x 40 cm Crew name

8 - Club ou Ecurie (facultatif) mais max. 10 x 10 cm Team

9 - Vitesse moyenne - Average speed 9 - Autocollant "Pneus cloutés" si utilisés Sticker "studded tyres" if used

10 - Pub organisation Organisation advertising

11- Bandeau publicitaire libre de 10 cm Publicité / Advertising Surface totale maxi 1400 cm² ou max. 2 adhésifs 50 x 14 cm) Total area max. 1400 cm² or max. 2 stickers 50 x 14 cm Publicité libre / free advertising

Classic Updates

James Barratt Engineering

<https://barrattingeering.co.uk/>



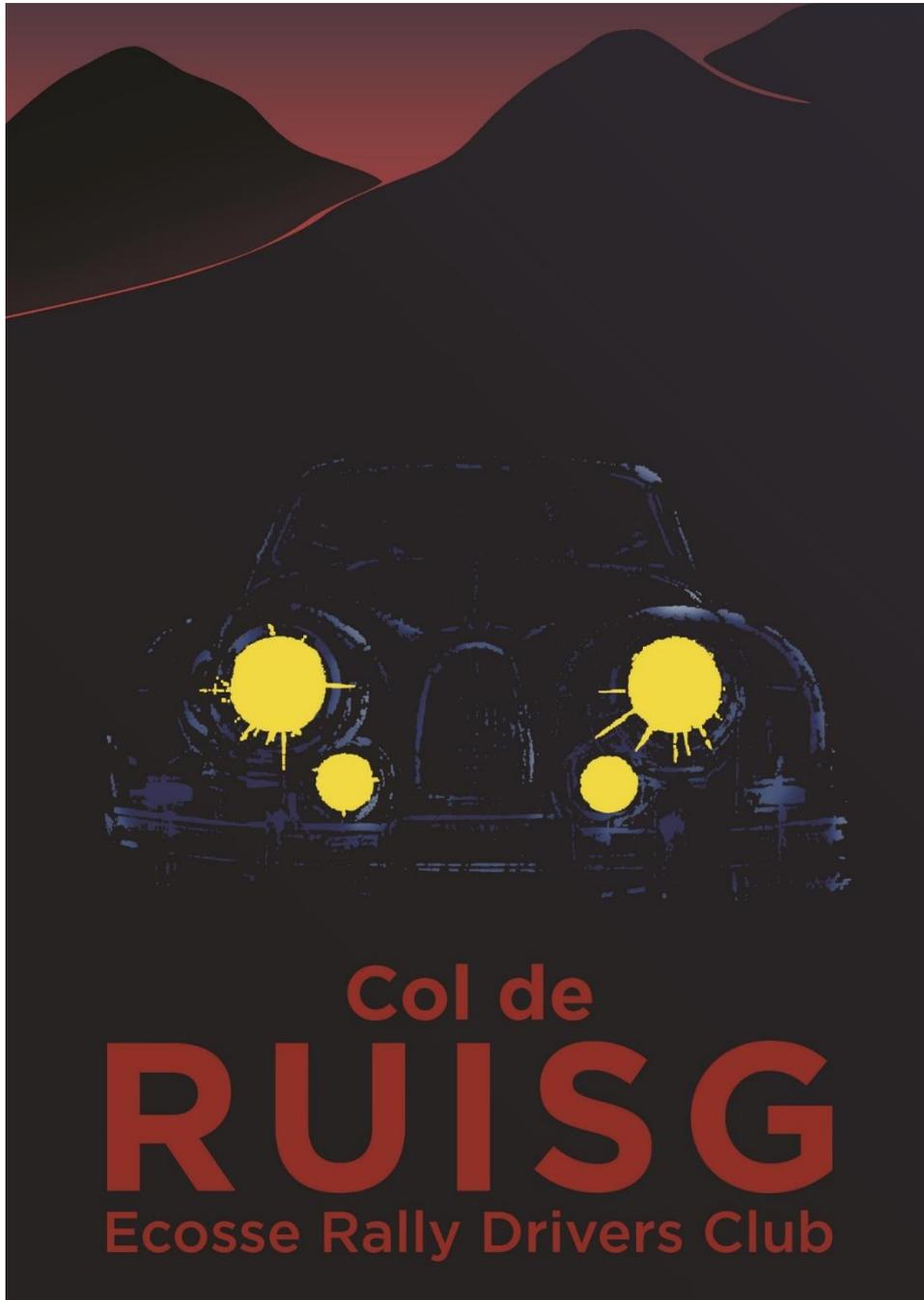
In the middle of November we took the sleigh south to deliver Christmas presents to our sons in Dorset and London. I like to fit in a few extra visits on the way and one of the people I visited on this trip was James Barratt who has been featured in previous newsletters. As you know James is a talented engineer and he offered me a test drive in his latest Midget project which mates a 5 speed Jimny gearbox to a Micra engined MG. James always tests his engineering innovations

extensively before he puts them into production so he has been running around in the Midget for a few months. Paste this link into your browser to see a video clip of one of his test drives. <https://www.youtube.com/watch?v=hufXlcQFohw>

It was a crisp but sunny morning so the car had its hood down! James drove round his usual test route and allowed me to drive the car back to his workshop. I was very impressed with the performance of the car and his gearbox conversion. The gear change in particular was excellent. It was even better than and MX 5 change which is reckoned to be one of the best. It was quick, short and precise. The delivery of the performance was linear, having a very flat torque curve. It revved beautifully up to 6500 rpm plus, pulling all the way. Because the gearbox and engine are light, [better weight distribution] it handled well and felt very safe. Before I knew it I was up to the legal limit and had to hold back. It was great fun. The conversion itself, unlike other 5 speed conversions, does not require any cutting of the chassis, therefore it would be possible to reverse the conversion and reinstate the original gearbox. Overall I was extremely impressed and once James is completely happy with the conversion and his testing is complete, I would love to order one to put into my Austin Healey Sprite. James also plans to offer a close ratio gear set for the Jimny gearbox and a conversion to fit a Jimny gearbox onto an A series engine.

COL de RUISG

Monte shakedown event



Saturday 15 January 2022

Regs and entry form available from June
Anderson june.a.anderson@outlook.com

For Sale

John Roberts has some snow tyres for sale. If you are interested in purchasing any of them email John lynemotorsport@outlook.com for more information and prices.

Second-hand Snow/Studded Tyres

175/70 x 14 Malatesta Polaris	Snow	4 off very good
175/70 x 13 Nordman 4 average	Snow/Studded	2 off good /2
175/70 x 13 Gislaved Nordfrost	Snow/Studded	4 off good
175/70 x 13 Sailun Ice Blazer	Snow/Studded	2 average
175/70 x 13 Vredestein Ice track	Snow	2 average
175/70 x 13 Continental Ice Contact	Snow	2 Good
175/70 x 13 Gislaved Nord Frost	Snow/studded	2 average
175/70 x 13 Nexen Winguard	Snow/studded	2 average
175/70 x 13 Gislaved Euro Frost 5	Snow	2 fair
175/70 x 13 Gislaved Euro Frost 3	Snow	2 fair