

Classic

UPDATES & MONTE NEWS



WELCOME

The 100th Anniversary of the first Glasgow Start of the Monte Carlo Rallye marks the end of a chapter of motorsport history because it is likely that it was the last departure from Glasgow. However we are hopeful that there will be another Scottish Start as we wish to celebrate the 100th anniversary of the first John O'Groats Start of the Monte in 1926, by starting from John O'Groats in 2026. A number of ERDC club members who participated in the Anniversary Monte 100 Touristique have come forward to support the idea, so in less than two years time there could be a John O' Groats Start for the Monte Historique and Touristique.

As many of you will know I am retiring from organising motorsport events at the AGM of the Ecosse Rallye Drivers Club, having already announced my retirement officially at the Touristique Dinner in the Automobile Club de Monaco. However I have said that I will be available to advise and support those who are taking over the organisation of Monte related events.

Apologies to those of you who were looking for a Monte News in January but a combination of finishing the work for the 2024 Glasgow Start and illness prevented this. In this issue there is an ADO update, an article by Ken Brown on his first Rallye Monte Carlo Historique and Hylton Reid's story of his Anniversary Monte 100 Touristique adventure. Thanks to Andy Thomlinson, Tim Green, Ken Brown and John Gentleman for the use of their photographs. More on the Monte next month. Finally I have included an idea for an innovative event for the new ERDC committee to consider.

Hope you enjoy this edition of the newsletter.

Douglas Anderson

dglAnderson1@yahoo.co.uk





UPDATE

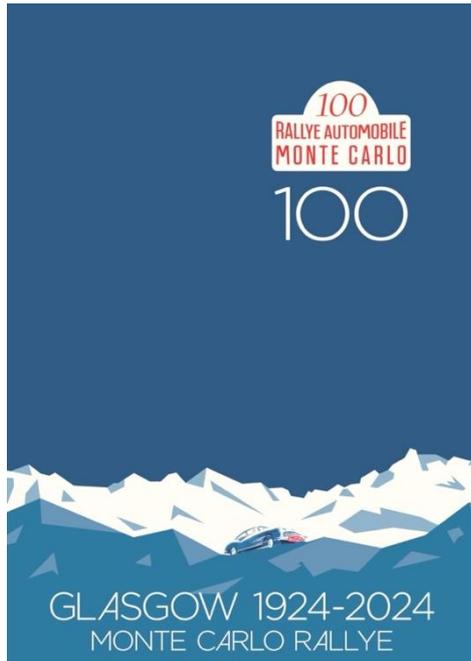


I have had to revisit the rear suspension on the ADO as the original component supplier has decided not to offer his suspension system as a kit. I have been in discussions with a new supplier, Midland Classic Restorations, with a view to adapting their 5 link rear suspension set up for road use. The attractive thing about this kit is that it is almost 'bolt on' so it is ideal for my purpose.

ANNIVERSARY MONTE 100 TOURISTIQUE



The Last of the Few



Hylton Reid and Kevin Stuart

The Rallye Monte Carlo Historique of 2024, departing from Glasgow is, almost certainly going to be the last one ever to be held.

The run this year was the 100th anniversary run, replicating that of the 1924 Monte Carlo rally, leaving from Glasgow and going all the way down to Monte Carlo. Sadly, Glasgow City no longer wants our dirty, smelly, noisy, environmentally unfriendly vehicles to depart from its town centre, so there will be no more.

Other towns and cities are now introducing Clean Air Zones which prevent such vehicles from transiting through them. This is particularly true for France, where vehicles prior to 1990 cannot obtain a Crit'Air pass. (However, this is likely to change and Historiques may be exempt)

Scrutineering took place on Tuesday 30th January at Loch Lomond Shores Centre, Balloch, in the overflow car park on the south shore of Loch Lomond.

We left Blythswood Square Gardens on Wednesday 31st January, with our first Passage Control at Dumfries.

First car left at 08.30, then at 1 minute intervals thereafter. That's me @ 08.37.

After Dumfries we headed south on the M74 down to the M6, taking the A66 over to Scotch Corner. We then followed the A1 down to our next Passage Control at the Olde Bell Inn, Barnby Moor.

From there it was down to the Channel and across to France.



More pictures at <https://www.flickr.com/photos/agt1953/>

Thursday morning it was up early for breakfast and on to the next halt at Langres, following the Rally Route. On the way we dropped in to the Reims exhibition centre where scrutineering for Reims starters took place.



Friday, after the overnight stop, we followed in the tracks of the Montes of old around Grenoble, then on to Gap, high in the Alps.

Here, in the car park at Langres was the gathering of Historique cars for the 11.00pm start of one of their overnight stages.

Again, cars were dispatched at 1 minute intervals onto the route through the Alpine passes, with the intention of getting to Monte Carlo by the next afternoon.

The weather was inclement, cold, rain and sleet.



Saturday was fought out over the Route Napoleon, where the famous General marched his troops in 1815 after his release from Elba, before ending up at Waterloo.

There is stunning scenery to be seen here.

Once we got to Vence the going became easier, with a lovely Mediterranean climate with warm, dry, sunny conditions.

Down we went through La Turbie and into Monaco itself.

In Monaco we passed through the Finishing Ramp to complete the course, then we entered the privilege parking area reserved for us.

This was a barriered off area and consisted of the surface used for the Pits during the Monaco Grand Prix.

Right on the roadside of the main straight, Boulevard Albert 1.



Saturday night was all dressed up for a slap-up meal at the Automobile Club de Monaco. The food was superb, the wine never stopped flowing and the company were excellent.

Sunday was a late start, out to the Col de Turini. Hairpins all the way to the top. Sadly, the rally route, above 5000 ft. was closed, barriered off because of severe ice and snow.

The hotel for the competitors was the Fairmont Hotel, situated on the famous hairpin bend on the way down to the waterfront and tunnel.

Monday morning was collecting the cars from the carpark, packing up and setting off for home.

Overall the Healey behaved beautifully. The only problem encountered was a small fuel leak from the front carburettor. Over the best part of the 3,000 mile journey it achieved 22 miles per gallon.

RALLYE MONTE CARLO HISTORIQUE 2024



Rallye Monte Carlo Historique 2024 Ken Brown



Do you have a dream of something or a bucket list, the Historique Monte Carlo Rally was mine. I retired at the age of 58, bought an MGB GT and started preparing it. Then applied on line to enter. We were accepted then the real work started, reading over 40 pages of regulations, several times and hours and hours planning routes by my co-driver Aidan Walsh.

On Tuesday 30 of January we set off from Edinburgh to the shores

of Loch Lomond with the sun shining and excitement in the air. On arrival we headed in for a cup of tea, where we were warmly welcomed then had to sign on and have all the car documents inspected and approved. We were then issued with race licences and rally plates and our number 187. Scrutineering was carried out in the adjacent closed car park, checking the car and that everything was in working order including the additional electrical connection for the Trippy monitoring device which would be fitted later in the event.

In the evening we headed back into Glasgow for a meal at the former RSAC club now the Blythswood Square Hotel. However Douglas asked if I would give a 5minute interview to Nott's TV, which I did via zoom from my phone! <https://nottstv.com/programme/notts-today-tuesday-30th-january/>.

Depart Glasgow 31 January.

It was up and out the hotel for 6.20 am as we needed to be in the Blythswood Square Gardens for 7.30am, so all the cars were in the correct order for the Start. As the cars were gathering in the gardens the crews were approached by the many journalists from BBC radio, newspapers and websites, all wanting their story. There must have been hundreds of photographs taken and videos shot. Andy Thomlinson, the official event photographer seemed to be everywhere at once. Iain MacDonald who was taking the film for the ACM video of the event, was set up to catch the cars as they left. The atmosphere was electric.

After the 8am driver's briefing by Jonathan Lord, we returned to our cars, 5 for the Rallye Monte Carlo Historique 19 for the Anniversary Monte 100 Touristique and were flagged off by Jonathan at 8.30am on an overcast Glasgow morning.





Photos A Thomlinson



The first leg was down to Dumfries on the A77. There was an accident on the route, so we dived off for 10 miles and took a scenic route, good preparation for events to come. The first issue I noticed with the car was a burning smell from inside. I traced this to a bank of additional switches for the spot lights and radiator fan over ride, the latter being red hot to the touch. The switch was broken and shorting, so I cut the cable and taped it. One of the features on a 12V multi adaptor I had purchased was the voltage display, however the voltage slowly started dropping down below 12V. As dread set in we reached the first Passage Control at Dumfries where some nice cake and tea awaited us. We called Jim Wilson, who was providing service for a number of the cars, to see if he could check the new alternator. Before Jim arrived, I found the negative battery strap loose and it came off in my

hand! This and along with Aidan twisting the 12V socket it displayed 14.2V, we were back in business and heading south.

Cutting across the A66 in gale force 8-9 winds the car was moving from side to side, but not as much as the lorry in front so we kept well back.

The next stop was Barnby Moor, for the second Passage Control, however we got stuck in almost stationary traffic in a contra flow. While we were stopped I got a call from Nott's radio station wanting to do another live radio call. Fortunately there was a petrol station 100m metres further on where we pulled in and I had a quick chat with DJ Ben. I loved the question "So you have done this before?" "Noooo" I replied, "I just have a sense of adventure and have wanted to do this for a long time". At



the Old Bell Inn lovely hog roast sandwiches were ready for us. But before heading off, I had two camera interviews to do!

Time was now well on and we headed for Calais. The engine had started misfiring and Jim was just ahead of us, so we arranged to meet in the next service station. Jim was set up with lights and in the space of 10 minutes had strapped a second coil on and changed all the spark plugs.

We headed off and 40 miles later with the car occasionally misfiring, we pressed on.

Unfortunately we missed our planned ferry, so we waited for the next one with some of the others. Keith in his Ford Cortina also had issues. The switch for the head lights had broken so the car was on their support trailer until they could fix it in the morning. We called ahead at the hotel so they knew we were going to be late, which was a good move. We reached the hotel at 1am, long day.

1 February Calais to Langres

The clocks were now on French time and an hour ahead and we were up at 8am to see Jim to check the car. He sent me for my breakfast "politely". We enjoyed the lovely continental breakfast, but lack of sleep was the reason for a head ache. We went out to see Jim as he was finishing. He had diagnosed the problem as a section of fuel pipe partially obstructed. We suspect that the last refuel had been contaminated as the garage pump was so slow to fill the car.

We had a chat back in the hotel with Neil and Alistair in the Volvo Amazon. We agreed that after the Time Control in Calais at 12.30 we would stop off at the famous old Grand Prix road circuit at Reims before going on to Langres. We headed in to Calais to the control and lined up all 5 Rally cars.

At Reims we turned west for a couple of miles to see the amazing structures of a bygone era of motor racing. The track is now the main road and to picture drivers running out, jumping in the old cars and racing at over 100mph was quite surreal.





We stopped for a bite to eat then headed south to Langres. By this time it was 10pm. I was shattered and the differential had been whining on the motorway when de-accelerating. I spoke with Jim and he jacked up the car and refilled the diff oil. I went to sleep for 4 hours, dead to the world in the Ibis hotel, which we had booked right next to the Langres Time control.

2 February Langres to Monte Carlo

The alarm went at 2am. We were up and at the car for 2.20 am. Our start time was 3am and we had to be in Monte Carlo for 8pm at the latest, or we would be out of the rally.

We went through time control and headed south on the A road with low lying mist in places. We made the passage control and then headed for Dole. We arrived too early so we incurred a few penalty points. Then south to Bourgoin- Jallieu. The next section was chaotic with an accident or protestors on the motor way, so we went through the town, going through so many back streets I lost count of the number of speed humps. The locals were also using all possible routes too. We reached the Control and we were in and out in a minute and headed for Gap which is on the other side of a mountain. We drove up very steep roads that seemed to never end. The temperature gauge continued to rise. We passed Keith and Ian with the Cortina at the side of the road. Keith indicated that they had a major issue. 2 minutes later we pulled over to let our engine cool, the correct decision.



We descended the other side. The brakes were getting hot as the road went back and forth with hair pin after hair pin and I used 3rd gear and engine braking where possible. The views were spectacular, the snow-capped mountains, not sure if it was the Eiger, but you can imagine the jagged horizon.

On reaching the Control in Gap, Keith had messaged to say they had a prop shaft issue so they were going to try and trailer the Cortina on to Monaco. A mile down the road we spotted Neil and Alistair and had a burger and chips. It was a good call to eat, but maybe not when we were against the clock. We pressed on now heading for the Control at Selonnet, a tiny village up in the mountains. The next control was Saint-Andre-Les Alps, a lovely Alpine village, again we were in and out. We spoke with Neil and realised that time was short if we were to make Monaco, they followed and we set the pace.

As darkness fell, the roads started to hug the rock face, the other side either barriered or walled with no margin for error. One of the tunnels had been closed due a rock fall, so the traffic was 2 way and head lights were blinding when driving a low MGB. We reached the A8 and headed for Monaco, trying to obey the varying speed limits with subtle 10Km/hr changes.

On reaching Monaco Aidan did a first class job navigating and we went straight to the Trippy check in, only to be told we had missed a check point 3km back at the beach. Fortunately I knew where this was and in less than 6 minutes we were there, card stamped, were told no penalty, and then returned, but via the city streets as the previous route was not possible. Knowing we were about to be time barred, we pressed on and just made it. However we incurred a time penalty for not sticking to the 15 minute fixed duration.

The ACM officials then fixed the Trippy, a permanently wired GPS tracking device, into the car. This also warns you of 30Km/hr sections. Speeding in these locations results in penalty points, being marked up in the bad boys book of speeding and you then start at the end of all the cars. We drove up into parc fermé with all the other cars. This is a spectacle that has to be seen with crowds of spectators waiting to welcome the cars in.

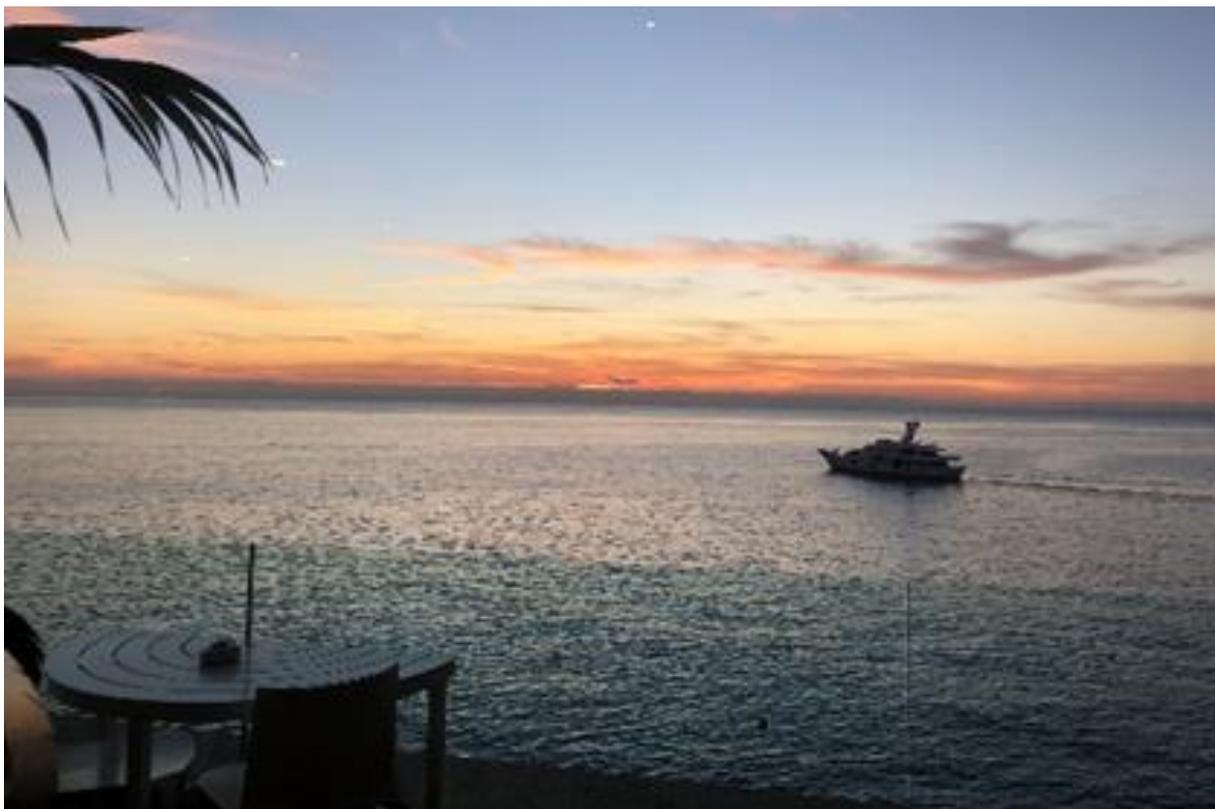


We were taxied up to the Fairmont hotel, and following a quick freshen up we join the masses for the buffet. What a great feed. Then off to bed for at least 6-7 hours' sleep. Bliss.





A selfie at the buffet.



Saturday morning sea view.

3 March Monte Carlo to Valence

Following an excellent breakfast buffet we were taxied back to Parc fermé. After some minor checks of the car, we joined the queue for the re-start between two Italian Alfa Romeos and at 10.55am we were over the ramp, with our new time card. It was so hot we had the wabsto sunroof open.

The route on this day would determine where you would be starting on the next section of the Rallye. We were 187 today but that could change, so with over 280 Km and 4 stages to go we headed out of Monte Carlo, through the tunnels and into the mountains.

Some of the stages are over 4000ft. As they climb very steeply with endless hairpins it was a real test of the cars HP, the driver and navigator's skill as he called out the set average speed, e.g. 45.3Km/hr. Unfortunately we did not have enough power and were using the speedo, so we did not stand a chance of getting the average right, but we were here to enjoy it. What we were soon to realise was that it wasn't just the average speed over the 17Km, It was the average speed recorded at 10 secret locations along each test (SR). However by the end of the day we did not come last. These roads are open to the public and there is the risk, as we found out, of meeting cars coming towards you. Some people spectate with deck chairs and BBQs, shouting at the cars to go faster. When you have the opportunity to take in the scenery, the views were amazing. Due to the warm weather, the SR's were clear of snow, but the tops of the mountains were covered. The last SR was in the dark, the additional spot lights making a huge difference to see the edge of the road and the rocks!

By the end of the day we were pretty shattered, my hands ached as if I had been go-karting, and the surface of the steering wheel was starting to peel. We entered Valence and the crowds were out in force to see the cars. We queued in the right order and checked in at the correct time.



Once we parked up we had a couple of small beers, some bites of pizza and headed for the hotel. The next part of the evening wasn't planned, into the local pub for a pint at 10pm, we left at 2am.

4 February Valence to Valence

With the alarm ringing we were up, grabbed breakfast and headed for the car. We got prepared and with our new starting position of 180 headed for the re-start.

Another day of 300Km and 4 test sections on some very twisty roads. A few miles on the car engine stopped, everything was dead. I suspected a loose wire on the starter solenoid so we jacked the car up and fitted a new connector and the car started. We got going only for the car to die again, but this time it would turn over. The fault was a broken wire at the coil. All the bouncing around was testing the electrics and other parts of the car. We started the car and were off, but against the clock to the next control and we were late. So instead of getting food and drink, we were in, given a new time and were on our way. This was to be the key, just keep going, do not stop, unless it was for fuel. The stages were testing - steep uphill as well as steep downhill sections. The last SR, SR 8 was in the dark. At one point it was so steep I was down into first gear, then as it levelled out in the woods, the roads were covered in snow. I loved it.

5 February Valence to Valence

Up for breakfast and down to the car after an early night. We met Jim and checked the wiring for the Brantz. The fault was the positive feed cable near the clutch pedal. Although the joint was taped, the wire had partially pulled out! So we now had the ability to accurately measure our speed. We set off for SR 9. All we needed to do was complete half of the 17 SRs and make all the time controls.

More drama was to follow. We were coming up to a roundabout and as I put the clutch in there was a grinding noise. We carried on for 300m and pulled in and switched off. When I restarted the noise was still there, but then it went away. We called Jim who was 20 minutes away. At this point the reality of being over 1000 miles from home with a potential major break down hit home. It was time to decide whether to push on or retire and nurse the car home. Jim confirmed there was a slight noise from the end crank, possible thrust washers, as well as the electric fan bearings being shot. We soaked the fan spindle in WD40 and returned to Valence. We notified race control, handed back the Trippy, grabbed our bags, said our goodbyes and headed North, Jim following in the transit van at 55mph. Our Rallye was over.



The return leg saw a few issues. The fan belt snapped as we entered a toll booth on the motorway. A spare was quickly installed. We heard a bang under the car, stopped to check but could not see anything, but the car felt different. At the next service station I looked underneath to discover the off side shock absorber disconnected from the top mount and was now horizontal so we took it off completely before it caused any damage. That night we reached Reims, had a bite to eat, and planned to start for 7am on the road. The oil was checked as well as the points and plugs as there had been a bit of a misfire.

6/7 February – heading home

We headed to Amsterdam for the ferry to Newcastle and after a bite to eat we got on board. We had a couple of pints then had our evening meal. Despite the boat ploughing through the huge waves in the storm, I headed for the bunk at 8pm and slept for 11 hours.

From Newcastle we only had 120 miles to go but on the way the temperature gauge rocketed into the red so we pulled over. The fan had not come on, so Jim bypassed the sensor and directly wired the cooling fan, so we drove with the fan permanently on.

We reached Edinburgh. 2810 miles covered and we had competed in the Rallye Monte Carlo Historique.

Lessons learned.

Keep driving, don't stop for too long, have food and water in the car.

Navigation - preparation is the key.

Pay attention to the check in times even when heading south.

Car preparation. Test the car hard and recheck. If you don't know how old the part is consider changing it or have a spare if possible.

A back up crew can take so much pressure off.

On the SRs, it's the target speed for the full length, but remember it will be recorded at 10 hidden locations, if you catch up with another car during it, just pass it.

Get sleep when you can, and wear gloves.

Continue to live your dreams.

PCA Production Car Autotest

PCT Production Car Trial

PTA ???

Over the years I have tried to work in something a bit novel to make the Touring Assembly more interesting for the navigator. In the past we have had Observational Sections and the Introduction of an Autodistance element. To keep within the Regulations for a Touring Assembly there must be no competitive element i.e. no timing.

I have come up with the idea of a PTA which is short for a Plot and Touring Activity. This would involve map reading, route plotting and measuring distance. Using OS maps the navigator would plot a route between PC's – these are not Passage Controls, but Post-Card points. Crews would have to pick up a Post-Card from a point at various places on the route. Each Post-Card would give you the route to the next Post-Card point in the form of a map reference a clue or a landmark.

The task of the navigator would be to plot the next Post-Card point using the shortest route and recording the mileage between the points.



I would be interested to hear what you think about this. It would certainly add a bit of spice to a Touring Assembly. Something for the next ERDC committee to consider.

ERDC MEMBERSHIP RENEWAL



A big thank you to those who have renewed their ERDC membership. In ERDC tradition we have kept the membership fee to £10 which allows us to pay our dues to Motorsport UK and the local association. It also covers additional administrative costs.

We are currently arranging the club AGM for April. If you are a paid up member you will be invited to attend. If you wish to attend but have not yet renewed your membership, there is still time.

If your contact details (address, email address and phone number) have not changed there is no need to complete a new form but if anything has changed, can you complete the membership application form and email it to june.a.anderson@outlook.com

Anyone who is not yet a member but would like to join to support the club will be warmly welcomed. New members should complete the application form which can be found on the ERDC tab of the www.monte.scot website along with the club rules or from June Anderson june.a.anderson@outlook.com

You can pay the fee by transferring £10 to the club account or by sending a cheque made out to Ecosse Rallye Drivers Club to

June Anderson,
2 Castleroy Road,
Broughty Ferry,
Dundee DD5 2LQ.

The bank account details are as follows

Ecosse Rallye Drivers Club

Santander

Sort Code 09 01 29

Account number 38813548

If transferring funds, please use **your name** as the reference.

And Finally

Our back up vehicle crewed by John Gentleman and Robin Mitchell went all the way to Monte Carlo, fuelled by Irn Bru.

