

Classic

UPDATES & MONTE NEWS



WELCOME

Earlier in the month a group of hardy ERDC committee members made the trip to Paris for the Retromobile Show. They travelled by train and it was just as well because they needed a rest on the way back after walking over 30,000 steps in one day. They are thinking about going to Essen, Germany next year which is an even bigger Show. Good luck !

June and I are off to France next week for a holiday so we can enjoy some winter sunshine and wonderful French food. We will also incorporate a meeting with the Automobile Club de Monaco to discuss next year's John O'Groats Start of the Rallye Monte Carlo Historique and Touristique. I will let you know how it goes in the next newsletter. But the signs so far are positive. They are enamoured with John O'Groats and are always interested in historical connections to the early rallies.

In this issue you will find Ken Brown's report on the Retromobile Show, an update on the ADO project and the next instalment of Martin Hull's Austin Healey Sprite project. We would like to take this opportunity to congratulate Alistair Reid on the well-deserved awards which he recently received for his contribution to Motorsport. Also included are some events for your diary for 2025 and a look forward to a possible new ERDC event in 2026.

Douglas Anderson

dglanderson1@yahoo.co.uk





UPDATE



While the ADO is under wraps until the weather improves, I have been considering various options for the rear suspension. I thought a simple bolt on conversion kit to replace the original cart spring arrangement was needed. A coilover twin radius arm set up would be ideal. I spoke to Martin Hull, who is an experienced automotive engineer, to ask his advice. He kindly sent me some interesting sketches which we may be able to develop into an affordable rear suspension kit for the ADO.

TWIN CAM AUSTIN HEALEY SPRITE Mk11

Martin Hull

The next instalment of Martin's project focuses on the front suspension. As with all innovations, a degree of experimentation is inevitable. Part 2 of Martin's article goes into how he resolved some of the issues from his initial design.

PART 2

For the front suspension I decided to keep the original lower wishbones, kingpins/uprights and stub axles, and to make new top wishbones. This necessitated reconstructing the turrets.

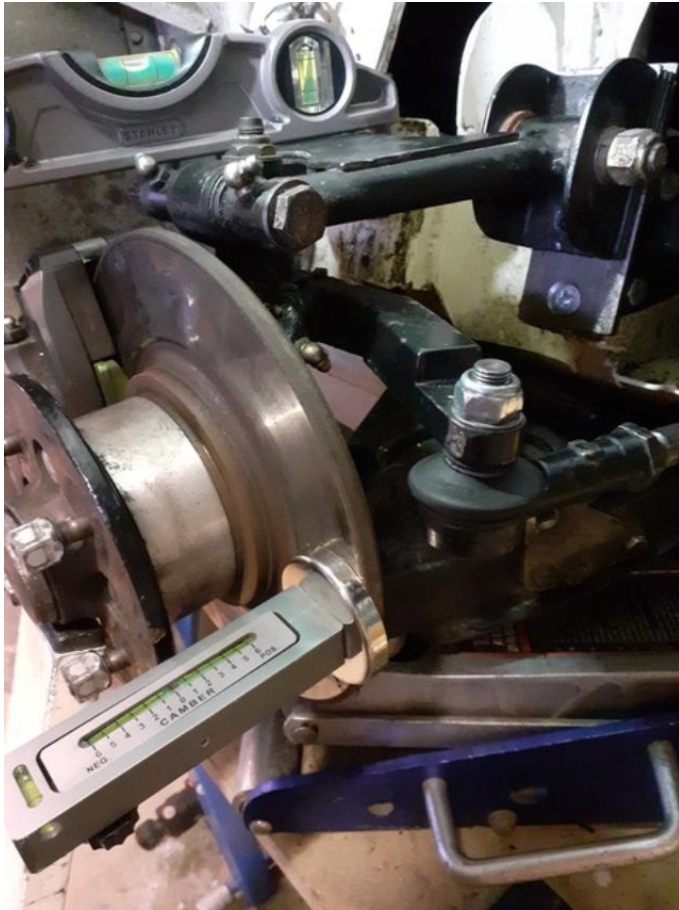


I wanted to make the top wishbone longer but space was limited. I angled the top wishbone a few degrees down towards the centre line, which proved to be a mistake. I thought that placing the coilover mount in the lower wishbone in

the centre of the spring plate, would be a good idea. Another problematic decision. Once the car was sitting on its wheels, I discovered I could not wind the springs up far enough to set the ride height. 350lb springs still didn't work, so back to the drawing board.

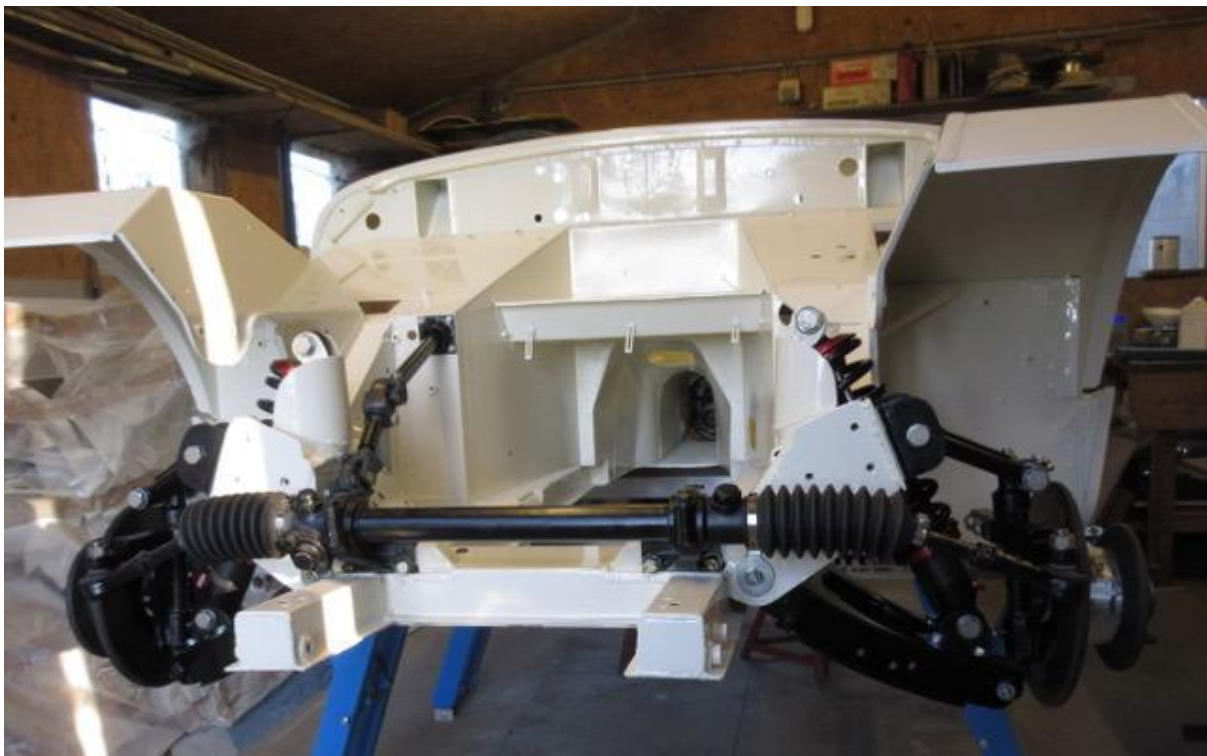
The lower mounting needs to be as far out as possible so there is less weight hanging out beyond the mounting. The shortcomings of the front suspension set up showed up once the car was on the road.

It was rectified by altering the geometry, which I will explain in part five.



The next issue was to re-mount the steering rack to remove the severe bump steer. The rack had to be lowered and mounted onto the top of the chassis legs, which necessitated new steering arms to be made, from EN16 steel, and about 3/8" sawn off the ends of the track rod ends and the threads extended. As you can see, I had to install two universal joints in the column. I made up a brace bar to bolt on either side of the turrets – the

three holes over the rack as shown in the photograph below.



Next instalment will be looking at the tub and the bodywork.

THE TRIP TO PARIS

Ken Brown



A group of ERDC committee members decided to take a trip to Paris, by Eurostar, to visit Retromobile 2025. Leaving on the 9am train from Edinburgh Waverley on Tuesday the 4th of February, down to London Kings Cross, (tickets purchased 6 weeks in advance were £42 to London and £54 on the Eurostar) then a short walk to St Pancras for the Eurostar direct to Paris. On arrival at the Station, Paris Gare du Nord, 2 hours later and at a speed of 293km/hr, we purchased a €30 weekly unlimited pass for trams and tube lines, then with the tube taking us across the city to Port d'Orleans it was a 5 minute walk to the Ibis hotel. That evening we visited a local bar/restaurant to sample the food, including the snails in garlic butter.

On Wednesday, following an early continental breakfast, it was either back to the tram/underground stop or, as it was a lovely but cold

morning, we decided to walk through several parks to Port De Versailles for the Retro car show.



The tickets were €20/head for the day. The scale of this motor show is almost mind blowing. The halls were massive. We decided to leave hall 1 to the end and visit the car clubs and auctions. One of the first was the French MG car club and then the Midget and Sprite club who were delighted when I showed them my Scottish membership card. Alan Thompson spoke with the Triumph Car Club situated alongside.



There were Citroens, Minis, MGs, Jaguar, Porsche, BMW etc. One that stood out was a Porsche 550 Spyder from 1956. There were D types, C types and dozens of motor bikes. There were also some fabulous cars for sale and not all for fabulous prices. There was a MGB GT 1970 for £25,000!



Hall 1 was awesome. There were auto jumbles selling everything - carburettors, head lamps from the 1920s, bonnets, wheels, hard tops, steering wheels etc. Also refurbished juke boxes, some playing vinyl, some with CD'S. Concept cars and motor bikes, Formula 1 cars, race cars from Le Mans 24hr. There were some privately owned high end

cars on display in roped off areas with controlled entry. The value of cars in this hall alone must have been well over a billion.



Even although the show was open to 10pm that day, we left to go across the street for a beer. There we met two gentleman from London, one who owned a dozen cars. Both had visited the Show and loved it.

With the legs needing a rest it was onto the tram back along to the hotel. That night it was a Thai meal, meeting some others there, a glass of local wine and reciting Scottish poetry, as one does. The walk back to the hotel was achieved and after a night cap it was bed for 3am.

The next morning, surprisingly, not everyone made breakfast. We took the tram back to the show to visit areas we had yet to see. The focal point of the hall was the Citron DS, from the 1960s to the new all electric DS. The centre piece was a DS car body on 4 orange balls instead of wheels, suggesting it rides on air. A car design many say was ahead of its time.



The range of motor bikes and cars was amazing. 4x4's from Land Rover, Mitsubishi etc but the row of half-track cars from the 1920s certainly stood out. These were used in desert warfare and agriculture.



Over lunch we decided we should visit a show for some entertainment while in Paris, but first, we headed off in the afternoon for a very French meal. The food in this small restaurant by the river was fantastic, a beef bourguignon in a reduced red wine sauce melted in the mouth. Later that evening we made our way to the show. It was spectacular, lasting two and a half hours of music, singing, dance and comedy, and the half bottle each of Champagne went down nicely.

Friday we had agreed would be a sightseeing day, so we visited the Eiffel Tower and walked and walked to the Arc de Triomphe, then down the Champs Elysees, seeing the large and small palaces, the Concorde needle monument, the Louvre pyramid museum, the parks and Notre- Dame Cathedral. By this time a beer was required so we headed along to a Scottish pub, The Auld Alliance, that Alan Brisbane

had visited 27 years earlier during the 1998 World Cup. On that occasion Ally McCoist, Ewan McGregor and Ulrika Jonsson were there serving the pints. It was so wild it can be found on line! Fortunately it was considerably quieter than when he last visited.



Then we took the Metro back to the Eiffel tower as access to the top was reopened that evening after several months of renovation. So after 2 security checks and 2 lifts, we walked out at over 330m above the ground to see the city at night with street lights that seemed to go on to the horizon. We were now higher than the Queensferry crossing (207m). Not for the faint hearted. Although spectacular, it was extremely windy with light rain and freezing conditions. But what an experience.

We headed back to the hotel and grabbed a Subway sandwich. With a step count for the day at 30,400 it was time for bed as we had an early start. The return leg was much busier. The Euro star was packed with a lot going to London for the rugby and the trains to Scotland full most of the way. We were all home by 8pm. A great trip to a fabulous Show.



ECOSSE RALLYE DRIVERS CLUB

CALENDAR OF EVENTS 2025

BORDERS TOUR 26/27 APRIL 2025

REGULATIONS



The Borders Tour

26-27 April 2025



FOREWORD

This event is open to all motorsport and car enthusiasts, and is designed to allow crews to practice navigational skills and to provide an opportunity for the driver and navigator to work together as a team. The event will take the form of two day tour in The Borders and will include optional stops at Duns Motor Museum, Kelso Abbey and an overnight stay in Peebles, we look forward to meeting old friends and newcomers alike.

The Organising Team

REGULATIONS

- 1 Ecosse Rallye Drivers Club will promote a touring assembly on Saturday/Sunday 26-27 April 2025 under a Certificate of Exemption issued by Motorsport UK. Certificate of Exemption number will be confirmed to entrants with final instructions.
- 2 The event is open to all motoring enthusiasts.
- 3 The event will start at Tesco Hermiston Gate, Edinburgh, with the first car leaving at 10am on Saturday 26 April 2025. The event will finish at the same location on Sunday afternoon.

- 4 Signing On will take place from 9:00am, individual start times will be issued with the Final Instructions. Cars will start at one minute intervals.
 - i. Entrants will be required to have the following where required by law.
 - ii. A valid MOT Certificate
 - iii. Vehicle Excise Duty paid where applicable.
 - iv. A minimum of Third Party Insurance for all persons who will drive the participating vehicles must be applicable for the duration of the event.
- 5 The event will be staged over 2 days and consist of around 140 miles on the Saturday and 130 miles on Sunday. Optional stops to both the Duns Motor Museum and Kelso Abbey are planned on the route which will be on public A and B Class and unclassified roads which will all have sealed surfaces. Details of the route will be issued by email in the form of a Tulip Roadbook with final instructions prior to the event.
- 6 The overnight halt on Saturday 26 April will be in Peebles where the club have negotiated preferential rates for a dinner bed and breakfast package, at £164 per double occupancy and £144 single occupancy at the Cardrona Hotel, Golf and Spa Peebles – EH45 8NE. Tel-0344 879 9192.
[Macdonald Cardrona Hotel, Golf & Spa, Peebles, United Kingdom - Lowest Rate Guaranteed!](#)
The hotel has agreed to hold a limited number of rooms for the club at this rate until 1 March 2025, and thereafter will release these rooms to the public on a first come first served basis, so I would ask if you are interested in entering the event you make an early booking with the hotel quoting booking reference **ERDC260425**. Contact number for hotel bookings is **0344 879 9000**, payment to be made at time of booking and is non-refundable.
- 7 The entry list opens on publication of these regulations and entry closing date is Sunday 20 April 2025. Refunds for withdrawn entries will be at the discretion of the organisers.
- 8 The entry fee for the event is £20 for club members or £25 for non-members, which will include a rally plate, numbers and tulip roadbook. All entries must be made on the entry form which should be emailed to the Secretary of the Event, Alan Brisbane
Submit Entries to: Alan Brisbane
Alan.brisbane1@hotmail.com
Entry fees should be transferred to the ERDC bank account details of which are on the Entry form.
Officials of the Event
Secretary of the Meeting Alan Brisbane
Mobile no: 07811 373635
e-mail: alan.brisbane1@hotmail.com
- 9 The Organisers will not be responsible for damage to, or loss of, any car, its parts or accessories, or for any damage caused by any entrant or car, and any entrant by entering and driving, and a passenger by taking part, shall thereby waive any right of action at law against the organisers for any damage sustained by him (her or them) in consequence of any act or omission on any part of the organisers, or of the officials, representatives or agents with respect to these regulations or to the run or to any matter arising therefrom.

The club has negotiated preferential rates for a dinner bed & breakfast package with the Cardrona hotel and they have agreed to hold a limited number of rooms for the club at this rate until 1 March 2025, thereafter they will release the rooms to the public on a first come first served basis, so I would ask if you are interested in entering the event you make an early booking with the hotel, booking details are within the attached regulations.

Entries are now open for the event and I look forward to return of your completed forms. Final instructions will be issued with tulip roadmaps in the week preceding the event and we look forward to seeing you on the 26 April.

THE BORDERS TOUR 26-27 April 2025



ENTRY FORM

Driver		Navigator	
Name		Name	
Address		Address	
Postcode		Postcode	
Telephone		Telephone	
Mobile		Mobile	
E-mail		E-mail	
Age if under 18		Age if under18	
Driver's next of kin		Navigator's next of kin	
Name		Name	
Address		Address	
Telephone/Mobile		Telephone/Mobile	
Vehicle details			
Make/model		Year	Reg No

Entry Fee

The entry fee for the event is **£20** for club members or **£25** for non-members.

Completed and signed Entry Forms to be emailed to Alan Brisbane
alan.brisbane1@hotmail.com

The entry fee should be transferred to the ERDC bank account

Account name: Ecosse Rallye Drivers Club

Santander Bank; Sort Code 09 01 29

Account number 38813548

Declaration

I declare that: 1) I have been given the opportunity to read the National Competition Rules (NCR) and all Official Documentation and will abide by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of competition and the potential risk inherent with motor sport and agree to accept that risk. I understand that motor sport can be dangerous and accidents causing death, injury, disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I

acknowledge and accept these risks. 2) To the best of my belief the driver(s) possess(es) the standard of competence necessary for the Event to which this entry relates and that the vehicle entered conforms to the Regulations of the Event. Where applicable the use of the vehicle hereby entered will be covered by insurance as required by law. 3) I agree that should I at the time of this Event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to Motorsport UK which has, following such declaration, issued a licence which permits me to do so. I undertake that at the time of the Event to which this entry relates I shall have passed or am exempt from an ASN specified medical examination within the specified period. (Ch 6 App 2 Art 6.5) 4) If I am the Parent/Guardian/Guarantor of the driver I have countersigned the competitor licence application and understand that I shall have the right to be present during any procedure being carried out under the Event Supplementary Regulations and the NCR and that I have acquainted myself and the minor with them, agree to pay any appropriate charges and fees pursuant to those Regulations and agree to be bound by and submit myself without reserve to the consequences resulting from them (and any alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Ch 2 App 2. Note: Where the Parent/Guardian/Guarantor will not be present the Parent/Guardian/Guarantor must advise the organisers in advance, in writing, authorising their appointed representative to so act. 5) I hereby agree to abide by all applicable Motorsport UK Policies and Guidelines including but not exclusively Safeguarding and Anti Alcohol and Drugs policies and the ASN Code of Conduct. 6) I have read and shall respect the regulations for Control of Drugs and Alcohol as contained in the NCR (Ch 2 App 1 Art 1.6, Ch 2 App 2, Ch 3 App 1 Art 1.7, Ch 5 App 11 Art 1.6) and have also fully familiarised myself with the information on the web sites referred to (www.motorsportuk.org, www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti-Doping Rules which have been adopted by Motorsport UK. Further, if I am counter-signing as the parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UK Anti-Doping Rule 5.7.2) I hereby confirm that I give such consent for the minor concerned to be so tested. 7) I understand and agree that my personal data, and that of the persons connected to my entry are being processed solely for the purposes of running this and will be handled by the organisers in accordance with Motorsport UK data protection policy: www.motorsportuk.org/data-protection. Indemnity: In consideration of the acceptance of this entry I agree that neither any one of or any combination of Motorsport UK and its associated clubs, the organisers, the track owners or other occupiers, the promoters and their respective officers, servants, representatives and agents (the "Parties") shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the event including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this event. Car # Driver Passenger 1 (If Applicable) Passenger 2 (If Applicable) Passenger 3 (If Applicable) Parent

I confirm that I have read and agree to the terms of the Declaration					
Signature of Driver		Age if under 18		Date	
Signature of Navigator		Age if under 18		Date	
Consent of Parent or Guardian if Driver and/or Navigator is under 18 years of age.					
Parent/Guardian of Driver			Parent/Guardian of Navigator		
Name		Name			
Address		Address			
Relationship		Relationship			
Contact No.		Contact No.			
Signature		Signature			

Data Protection Act: Prospective entrants and competitors are advised that information supplied on the entry form will be held on a computer and used for the administration of the event but will not be passed on to a third party.

OTHER EVENTS TO LOOK FORWARD TO IN 2025

Look out for the ERDC Stand at the following Shows.

Stirling Classic Car Show - 11 May 2025 [SHOW – Stirling and District Classic Car Club](#)

Moffat Rally and Show 28 & 29 June 2025 [Moffat Car Rally - Classic Car Shows UK](#)

Craufurdland Castle Show 23-24 August and **ERDC Touring event**
Details to follow. [Buy tickets – Lombard Rally Festival Craufurdland Castle 2025 - Static Display entry for Invited Clubs for a minimum of twenty cars. – Craufurdland Castle, Kilmarnock](#)

AUTOSOLOS

“Scottish Sporting Car Club would like to invite Ecosse Rally Drivers Club members to our AutoSolos. (The first one is next Saturday 22 February). All a bit close but we do have more to come. We run most of our events at Ardeer, near Stevenston but two are run at the Forrestburn Speed Hill Climb track. The dates are on our website under Events. You will find the current Regulations there as well. Sample route diagrams can also be found under the Events tab. [Scottish Sporting Car Club – Motorsport for Everyone](#) If any of your members would like to enter next Saturday's event, we would be pleased to accept their entry. All entries are done via the RallyScore website. [RallyScore](#)”

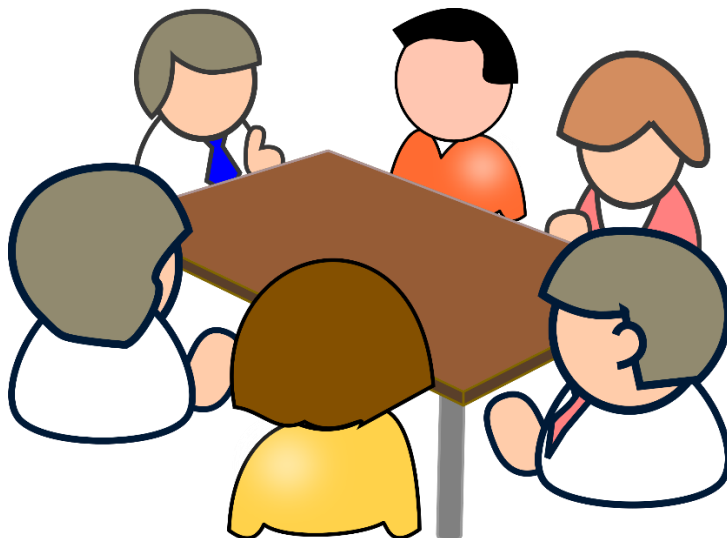




Ecosse Rally Drivers Club AGM

All ERDC members are invited to attend the AGM on Saturday 22 March 2025, at 11am in Falkirk. Agenda and details of exact location from the Club Secretary Alan Brisbane alan.brisbane1@hotmail.com

Please come along and support your committee. If you have not yet renewed your membership you can do so by emailing the membership secretary Craig McGibbon cnh.mcgibbon@gmail.com



NEW FOR 2026

Ayrshire Alps – Classic Road Trial



This is a new type of event for the Club which will include a competitive element. It will allow you to show off your driving skills. The competitive sections will be within a scenic route through little used roads.

Classic Trials have a long and distinguished history in motorsport and were amongst the very first type of motorsport competitions. The club would like to bring back road trials to Scotland.

MONTE START CHIEF MARSHAL - RECOGNISED FOR HIS CONTRIBUTION TO MOTORSPORT

Alistair Reid recognised for his “unstinting leadership” in motorsport

Pentti Airikkala Trophy



The Pentti Airikkala Trophy is presented annually by the Board of RSAC Motorsport to a person or group working beyond the call of duty behind the scenes of the Scottish Rally. Named after and gifted to the club by the Finnish rally star in 1990, it has since been won by representatives of virtually every part of the organising team, as well as representatives of the Forestry Commission, the Barony College, Dumfries, and in 2018, the members of Moffat and District

Community Council. This year it has been awarded to Alistair Reid for his unstinting leadership and organisation of the rally’s Service Park in recent years at Heathhall, Lockerbie and now Dalbeattie. Fittingly, Jonathan Lord and Ron Cowan, both directors of RSAC Motorsport, were delighted to present Alistair with the trophy at the Scottish Borders Hill Rally at Forrest Estate where he was the Service Area Commander. Alistair is a longstanding member of Scottish Sporting Car Club, currently acting as their Treasurer and Championship Co-ordinator and is Chief Marshal for the UK Monte Start.

Scottish Sprint & Hillclimb Championship – Bob Hamilton Memorial Trophy

The Bob Hamilton Memorial Trophy is presented by the Scottish Sprint & Hillclimb Championship Committee to a person who has contributed to Scottish Hillclimbing and Sprints. Alistair Reid was presented with this award in 2024 for his contribution to marshalling at Kames, Doune, Boyndie and Forrestburn. At Forrestburn he not only marshalled at both events, he also was roped into acting as their Chief Marshal which involved recruiting enough marshals to cover the 9 marshalling posts as well as briefing the marshals and allocating them to



their posts. Not only did he marshal at all these events he also organised Scottish Sporting Car Clubs Iain Pinkerton Memorial Sprint which takes place in May each year. Alistair was presented with the trophy at Forrestburn by their Chairman, David Reid. He was delighted and surprised to be honoured with these two awards. In 2025, Alistair is hoping we can attract more people into marshalling not only in speed events but at all the many different types of motorsport.

Scottish Sporting Awards Highly Commended

At the Scottish Motorsports Awards ceremony Alistair and his colleagues were presented with awards. Alistair received a Highly Commended award under the Volunteer of the Year Award.



ERDC members would like to congratulate Alistair on receiving three of these prestigious awards in one year. We would like to thank him for his huge contribution to the Scottish Starts of the Rallye Monte Carlo Historique and Classique. Motorsport could not run without people like Alistair.

POSTER FROM THE PAST

