

Classic

UPDATES & MONTE NEWS



WELCOME

In the words of Robert Burns, “ The best laid schemes of mice and men gang aft agley”. In other words you can make all the plans that you want but in the end circumstances beyond your control take over. Because of the Covid situation in the run up to Christmas and the predicted high numbers of positive cases in January, all those involved in organising the UK Monte event for Classique entrants agreed that we should cancel the UK section of the Classique. Consequently there will be no Blythswood Square Start, no re-start in Doncaster, no RAC Country Club dinner and no re-start the following day.

As the festive season approached there was even more bad news, this time from France. The French government announced that UK citizens would not be allowed to enter France unless they were French residents. The only exceptions were for those who had what they called ‘compelling reasons’ to be allowed to enter France. ACM have bent over backwards for UK entrants to participate in the Rallye and are trying to arrange exemptions. However at this time, the situation is still very fluid.

I have reluctantly made the decision to withdraw from the Classique. At my age and with a few health niggles, I feel it would be unwise to travel through the UK and on into Europe because of the very high levels of positive Covid cases in this country and France. It is just too risky. I am very disappointed as I have been looking forward all year to the Classique and I have had my 1962 Austin Healey Sprite rebuilt for the event. The only positive thing is that the plans are all sitting there waiting to be put into effect for 2023 and I have a great car ready to go.

On behalf of the Monte Start Committee and ERDC I would like to wish you all a Guid New Year and hope that you enjoy good health and happiness throughout 2022. Looking forward to seeing you all again in 2022.

Douglas Anderson

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farina

We have all heard of the Lotus Cortina, but what if there had been a Lotus Farina, based on the Austin A40 Farina? In the 1960's the BMC Mini Cooper was very successful as a rally car in particular the Monte. But they were struggling to find a car which would be suitable for other types of motor sport events, for example rough, long distance events eg the Liege. BMC's competition department came up with the idea of re-engineering the Austin A40 to accommodate an MGB engine. The BMC competition committee minutes of the 16/10/63 record that there was in fact a suggestion that the A40 be fitted with an MGB engine with a power output of 140 b.h.p.

If Lotus had become involved as an outside contractor, (there was no suggestion in the Minutes that they would), what would this A40 have been like? On paper, it looks as if it could have been very successful. The A40 is lighter than the Cortina, structurally stronger, more compact and had better aerodynamics. In the next few issues of Classic Updates we will look at different aspects of this potential competition car. Starting next month we will look at the chassis and how it could have been modified to make its handling and road holding legendary, in the Lotus tradition.



Monte Prep?

Looking for the Snow June Anderson

On Christmas Eve, if we don't have anyone to stay, it has become our custom to go out for a drive to 'look for the snow'. This Christmas Eve once the house was decorated, the presents wrapped and the dinner prepared, we set off. There was no sign of snow here in sunny Broughty Ferry, but there had been snow forecast for the mountains.

Leaving Dundee we drove up to Coupar Angus, on to Blairgowrie which had the



best Xmas decorations that we had seen this year and then towards Glenshee. As we got closer we could see snow on the high mountains and a few patches at the side of the road and in the fields with the sheep. It was a cold day but bright and clear and as we approached the Spittal of Glenshee and set off up the mountain road to the ski centre, there was more and more snow. When we got to the first car park at the ski centre, there were one or two cars parked but it was more or less empty. Douglas took the

opportunity to practice his handbrake turns – he loved it, I wasn't so sure. He said that he was doing some 'Monte Prep' but it was really just an excuse to throw the car around.

We parked at the main car park and were surprised to see so many cars and even a fair number of camper vans. We didn't envy the intrepid skiers and snow boarders who were obviously planning to spend Christmas Eve in the mountains. The centre was open but the ski lifts were not operating. It looked as if preparations were in hand for the opening of the centre and the ski runs were being prepared. We had a walkabout, Douglas threw a few snowballs and we took some photographs. It was very pleasant.

The drive on to Braemar took us between snow covered slopes and there were a lot of deer on the hillside. I counted around 50 in one of the herds. The road was snow and ice covered in places, although we did see a snow plough going in the opposite direction.



In Braemar we took in the sites (!) and then went into the beautifully refurbished Fife Arms hotel. Those of you who used to do the Deeside Way events from a few years ago will remember having high tea there one year. Since then the hotel has been bought over and completely transformed into a 5 star establishment with a large staff all dressed in matching tweed uniforms. The young man at the door asked if he could take our temperatures – a Covid precaution – but there was no chance of us registering a fever. It was freezing. Braemar often registers the coldest temperatures in Scotland.

I think the staff were a bit bamboozled by us because we said that we just wanted to have a look around and perhaps have a cup of tea as we used to come to the hotel years ago. We settled ourselves in front of one of the log fires and when we were approached by the first of around 6 or 7 staff, asked if we could have tea and perhaps some cake or shortbread. It seemed that afternoon tea in the restaurant was just finishing and they offered us cake, scones, etc. Douglas had cake and I had a scone with our tea. They said that the cake was on them. I think it must have been what was left over.



The hotel was quite busy and I think we had inadvertently parked ourselves in the resident's lounge but all the staff were very nice and didn't try to move us on. We have never had so much attention. As we finished our tea and got our bill, Douglas noticed that there were a lot of people in the street outside, in particular a lot of families with children. As we watched, a procession with four reindeer came up the road. We took some photos through the window and quickly put on our coats to

go outside in the snow to be part of this unexpected event.



Everyone was still waiting around. We didn't know there were so many children living in Braemar and the surrounding area. Because no-one made any attempt to go home, it looked as if something else was going to happen. We hoped that Santa might make an appearance but when they came back down the village street it was only the reindeer with their handlers. They stopped in the road outside the hotel so that everyone could take photographs. As always with these events, some of the children were very keen to get close to the reindeer, while others held back, despite urging from their grannies who were determined to get a photograph. The reindeer were lovely creatures. We had never seen them close up before and they were smaller than we had imagined. It was an unexpected Christmas treat and it rounded off a very pleasant day.

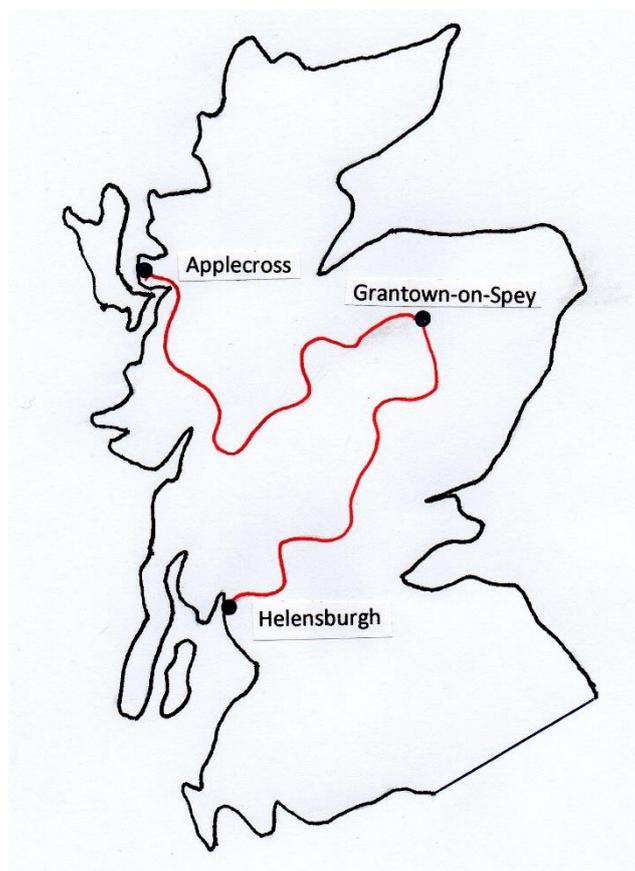


Des Cols d'Ecosse



Many of the crews who entered this year's Rallye Monte Carlo Classique have, understandably, withdrawn their entry so I thought I would put together an alternative to compensate. A CLASSIQUE ROAD TRIP. It would be a shorter event than the Monte, run over two days but would include the type of roads used in the Monte Carlo Rallye. They would be challenging but fun mountain roads, especially if there was some snow about. It would start in the Square in the centre of Helensburgh – not quite Casino Square - but it does have the sea on one side and the mountains on the other. The night halt would be in the elegant Highland town of Grantown-on-Spey, not quite Valence but with a similar climate and in the heart of the mountains. The Finish would be at the seafront at Applecross having just completed Scotland's Turini, the Bealach na Bà, otherwise known as the Pass of the Cattle.

The route is spectacular, but will keep you and your navigator on your toes. The route will be issued in Monte format two weeks before the off. It will pass through some of Scotland's most famous passes including Glen Douglas, Dukes Pass, Ben Lawers, Amulree, The Lecht and many more. And that is only the first day. Anyone up for it?



DEPART FROM HELENSBURGH



OVERNIGHT HALT GRANTOWN – ON – SPEY



DESTINATION APPLECROSS



CONGRATULATIONS

A Classique road trip to remember.

ADO Fuelling Option

Barratt Engineering Limited

James Barratt has been researching fuelling options for a budget throttle body conversion for my Micra engined ADO project. He suggest that

“ ... the Nissan manifold is modified which will mean the Micra fuel rail and injectors can be retained. The modification would be to cut away the long runners leaving the flange and injector bosses. Aluminium pipe can then be welded to this to suit a set of throttle bodies.

I think this would be preferable to a manifold fabricated from scratch as it keeps the injectors in the factory position. I am wary about using the bike injectors further from the head because I think it could lead to poor fuelling at idle.

Bogg Brothers have quoted £220+shipping to do this work. Attached are photographs of a CG13 manifold they made for a Micra rally car.”

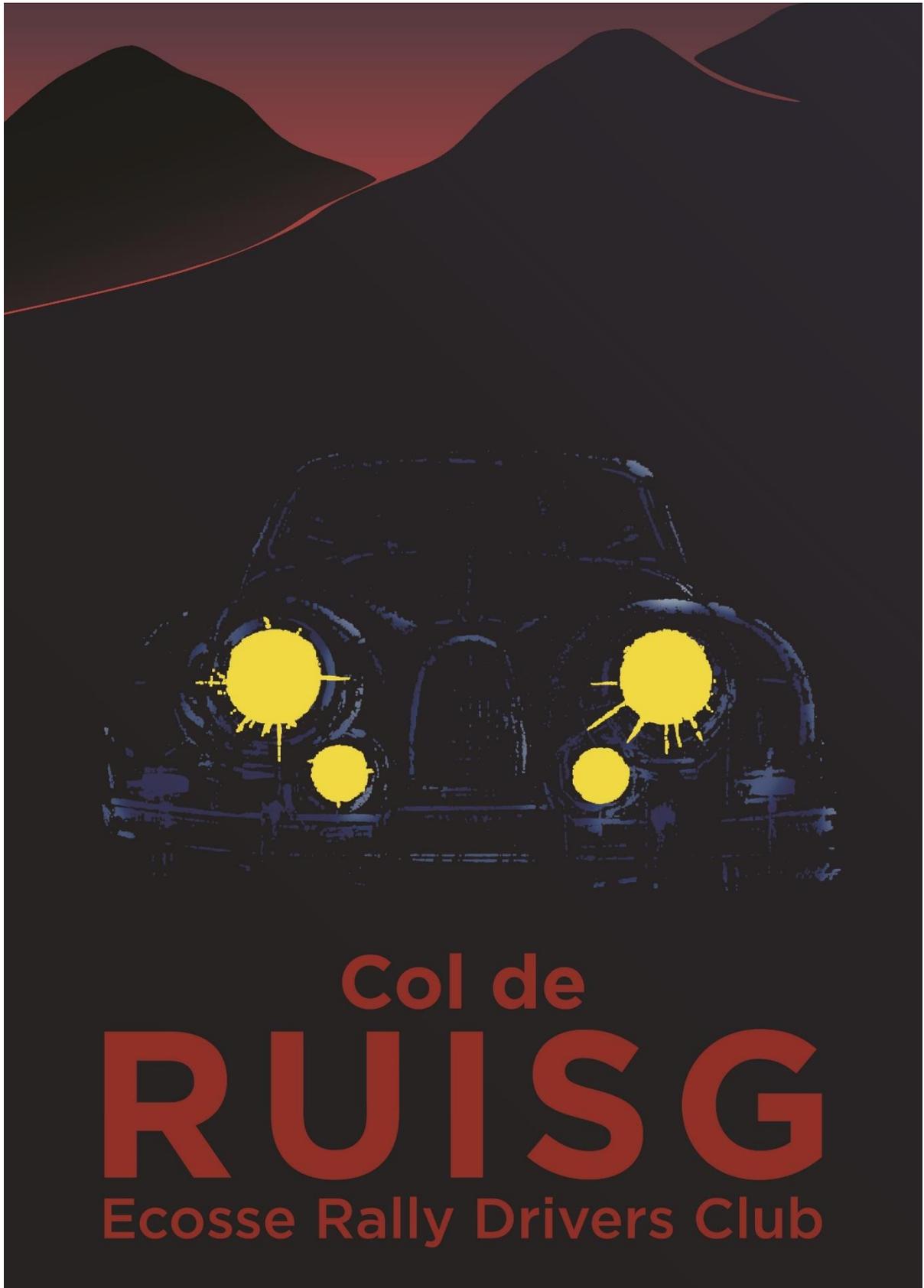


“From looking online Suzuki GSXR600 throttle bodies seem to be the go-to for these engines and seem to go for £70 - £100 on eBay.”

“This would just leave suitable silicone hose and some decent hose clamps to complete the conversion.”

“Below is a set of GSXR throttle bodies fitted to an MX5 engine to give an idea of what the setup will look like, again using the original fuel rail.”





Col de
RUISG
Ecosse Rally Drivers Club

ENTRIES STILL OPEN UNTIL MONDAY 10 JANUARY.

REGS AND ENTRY FORM FROM JUNE ANDERSON june.a.anderson@outlook.com

ERDC MEMBERSHIP RENEWAL



In 2021 we automatically renewed memberships for all 2020 members because we had been unable to run any events due to the Covid pandemic. In October 2021 we did manage to run the very wet Côte de Tay and you will be pleased to know that we have a number of events 'ready to go' in 2022.

In order to pay our dues to Motorsport UK and SACC we have to ask you to renew your membership and pay the £10 fee for 2022. 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 form on the next page.

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.



ECOSSE RALLYE DRIVERS CLUB

Membership Application

Fill in your details and post or email this form to the address below.

Name:

Address:

Email address:

Telephone number:

I hereby apply for Membership of the above Club, and agree to be bound by its Rules, a copy of which I know I may obtain from the Club Secretary, or on the ERDC tab of the www.monte.scot website. Membership is for the calendar year and due for renewal by 30 January each year.

Signature:

Date:

Annual Membership Subscription: £10.00

Please make cheques payable to 'Ecosse Rallye Drivers Club'
or by bank transfer to

Ecosse Rallye Drivers Club

Santander

Sort Code 09 01 29

Account number 38813548

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

Your details will be held on a data base but will not be passed on to a third party.

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