

Classic

UPDATES & MONTE NEWS



WELCOME

Blue Monday is now behind us and the mornings are getting lighter. Soon the garden will come to life, the birds will sing and the new season for classic car enthusiasts will be upon us.

There is plenty to look forward. First, your pride and joy will need to be awakened from its deep sleep and prepared for what we hope will be a glorious summer of adventures. Meeting up with friends, making new friends, having good meals and enjoying life. But as Jim Pohl says in his Monte prep article 'Don't forget to prepare yourself' for the year ahead. The current wisdom from the health professionals is 10,000 steps a day, make sure you have your 5 a day and it has also been recommended that you include a bit of meditation for the soul. That should see you set up for the rest of the year.

In this edition of the Newsletter you will find the usual ADO update, a report of the first ERDC event of the year, an article from Jim Pohl on his preparation for the 2025 Rallye Monte Carlo Historique and a brand new series from one of our readers on how he has created a unique twin-cam Austin Healey Sprite.

Take care of yourself.

Wishing you a Happy and Healthy 2025.

Douglas Anderson

dglanderson1@yahoo.co.uk





It has been a good start in terms of publicity for the ADO project. We had a successful launch at the NEC with a great response to the car and to cap it all we have had our first front cover. Many thanks to the Midget and Sprite Club.

TWIN CAM AUSTIN HEALEY SPRITE MK11

Martin Hull



Martin Hull, an Austin Healey Sprite enthusiast, has kindly agreed to share the story of how he built his unique twin-cam Austin Healey Sprite Mk11. Martin says, "I started my career in mechanical engineering but was always drawn to car bodywork, specifically the techniques and aesthetic creation of vintage style bodies. After four years in a regular Bodyshop I started on my own, restoring classic cars, which after a few years led me to vintage cars, and I subsequently spent the next 30 years building bodies for Bentleys, Rileys, Alvises and the like. At last, being retired, I

have time for my 1925 Delage DI. My interest in chassis and suspension design eventually led to the Sprite project and the chance to put some of my ideas into practice. I also did an HNC in mechanical engineering to brush up on my maths and theory.”

PART ONE

I was running an Old English White Mk11 Sprite as my every day car when I read about the BMW K100 twin cam head conversion for the A series engine. The Sprite was rusting enthusiastically. I had already formulated plans for suspension modifications to be incorporated into the build, and the idea of a twin cam Sprite completed that plan.

I bought major panels from Moss during one of their 20% off sales and started by building a jig using 100mm x 100mm x 5mm tube for the two main jig rails, with adjustable feet. 75mm x 75mm angle was bolted to each end and for the risers. The feet allowed the jig to be set absolutely level.

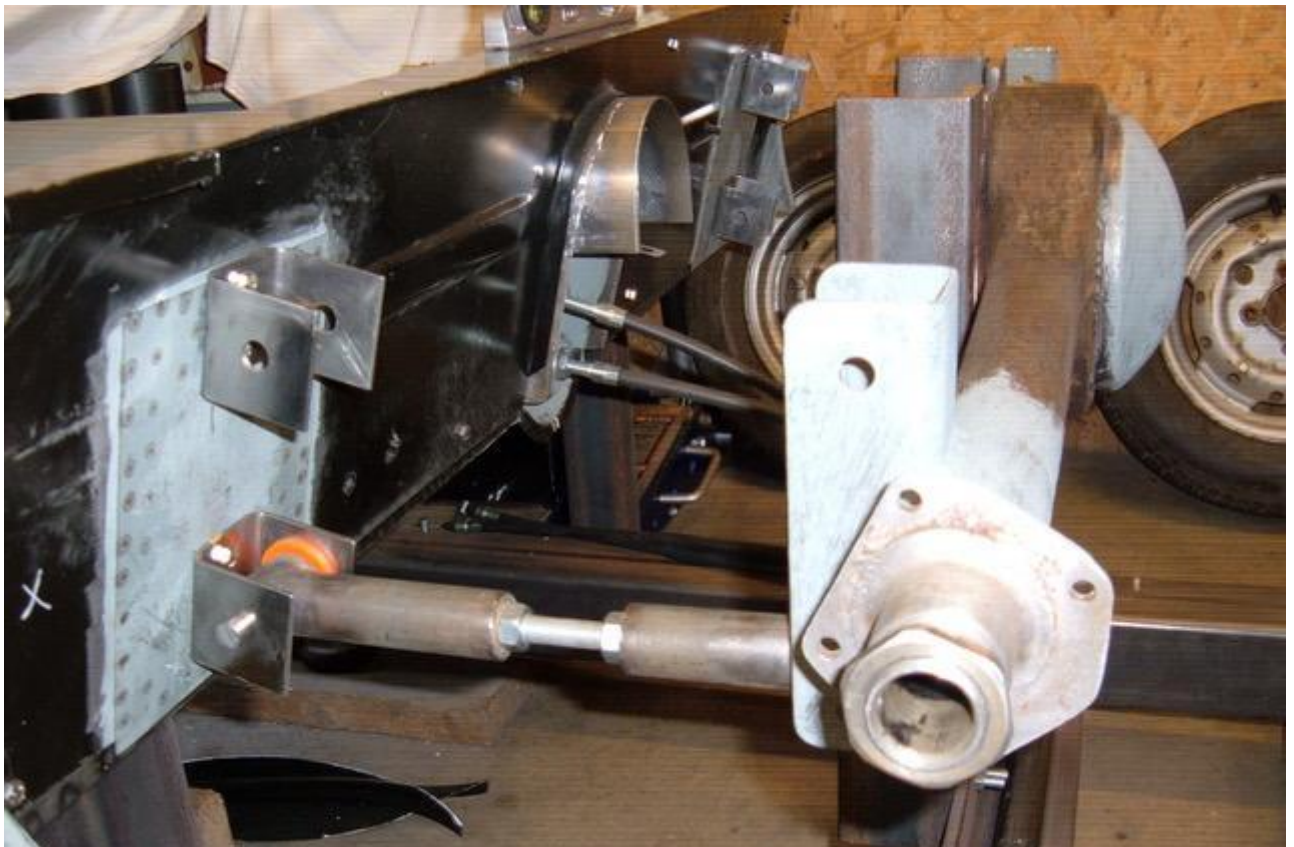


I made the seats in aluminium.



The front H section chassis legs and one piece floor pan were bolted to the risers. Gradually the shell was constructed, the horizontal jig rails giving a permanent datum to measure from, together with the vertical datum, using a spirit level. I used fibre glass front wings, bonnet and one piece tail, the shell would be as light

as possible. The suspension was to be double wishbone on the front and parallel radius arms and Panhard rod on the rear with coils all round. When it came to the rear bulkhead section I constructed a 30mm x 30mm x 1.5mm tubular frame and welded this between the two panels, after turning up threaded inserts for the radius arm mountings and welding them into the tubes, following very careful alignment on the jig.



Radius arm mountings with adjustable arm to determine final lengths, with axle tube bolted to jig,

The next two photographs show the radius arms fitted and the completed set up with Panhard rod and callipers in place. I welded tubes to reinforce the inner sills, connecting to the cross member, to take suspension loads.



Rear suspension set up.

Front suspension will be covered in Part 2 next month.



Arrochar Alps and Col de Ruisg 2025

Ken Brown



Saturday the 18th of January ERDC held the first event of the year starting at the Village Inn at Arrochar. A dozen cars with their crews arrived just after 11am and were warmly greeted by the team. The hotel had arranged

tea and coffee as everyone signed on and received their official rally plates and goodie bag. Craig had produced the Tulip maps for the day and Alan B and Alan T had checked the route out the weekend before with no issues.

Just before 12 noon Alan T held the drivers' briefing and at one minute intervals, the cars headed off, heading round the top of Loch Long before heading up the Rest and be Thankful section of road. At the top, the route then headed south through fantastic scenery, passing fresh water lochs between the mountains. Remarkably for this time of year the roads were dry and clear of obstructions with no ice or snow.



Ken and Aidan in the MG Midget had to stop with a noisy front wheel bearing. A couple of cars stopped to see if they needed assistance which is in the Spirit of the day. Ken then changed the wheel bearing at the side of the road, with a few tools; it

was enough as a temporary repair and he decided to head back to Edinburgh.

The main group of cars at this point met at Otter ferry on Loch Fyne. A great view and a chance to take photos of the cars.



Next we headed North around Loch Fyne to the restaurant for a stop, before heading back to the Village Inn for high tea and socialisation ahead of the evening's event.



The evening's route between Loch Long and Loch Lomond, involved crisscrossing the mountain roads in the Arrochar Alps. The challenges in the darkness, testing driver and co-driver, with no white lines on these roads, so differentiating the tarmac from the soft verges and side ditches kept them alert. The drivers discovered how good their head lights were, and you can never have too many spot lights, and navigators using head torches to follow the tulip book. Now there were a couple of mileage typos which tested the teams, and the discipline of checking with a road map proved vital.

The crews arrived at the final destination at MacDonald's, with a couple of crews having had small issues, a deer jumping out and damaging a head light and another with electrical issues.

Overall, a super success, with many thanks to Alan Thompson, Craig McGibbon and Alan Brisbane, along with the staff at the Village Inn.

Look out for the next ERDC Events

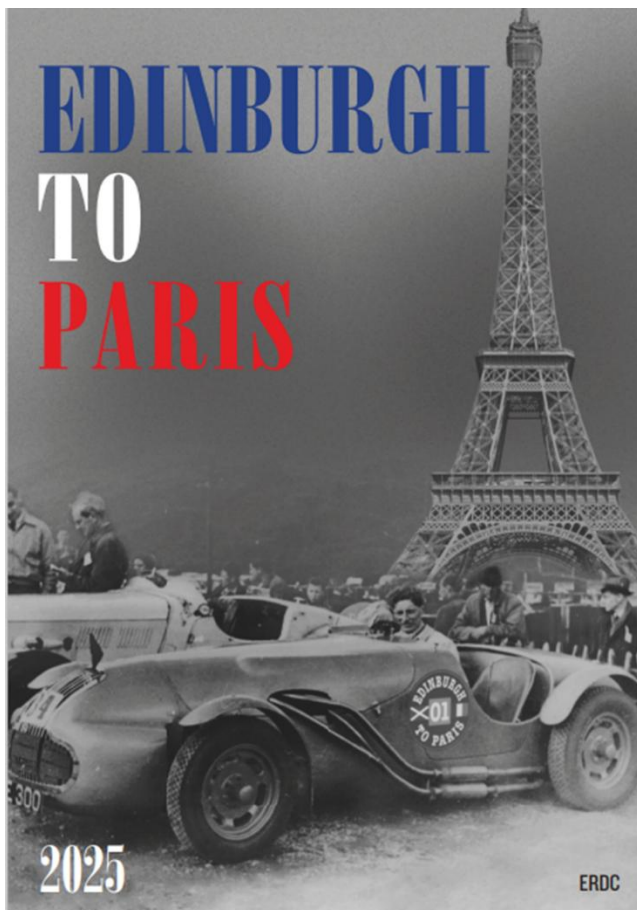
- Paris Retro 5 – 9 February 2025
- Borders two day touring event 26/27 April 2025
- Craufurdland Castle Touring Run and Static Display 23/24 August 2025

Keep an eye on the ERDC tab of the www.monte.scot website

ECOSSE RALLYE DRIVERS CLUB



RENDEZVOUS IN PARIS



The ERDC committee are inviting readers to join them in Paris for the Paris Retromobile Show which runs from 5 to 9 February 2025. They are planning to let the train take the strain, but how you choose to get there is up to you – it could be a challenging winter drive, a coach trip or you could even fly. The Show itself is outstanding and it needs at least a couple of days to do it justice. If you are interested in going get in touch with

Alan Brisbane (alan.brisbane1@hotmail.com)

or Ken Brown (ken.brown7661@gmail.com)

who have details of trains and prices.



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RICHARD MILLE

MOTUL

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2024 Show Winner - David Millar's Volvo P1800S

All forms of classic vehicles and auto jumble welcome

Tel: 01786 565046

Email: show@sdccc.co.uk

www.sdccc.co.uk



CCHMSC

Red Hackle 7 May



Organisers Ron and Jan Adam have been busy designing and checking our route for the Red Hackle in May. Now that the snow has departed and before storm Éowyn hits us, the pair did a run round the route and checked out the Points of Interest we shall be visiting.

For more information email caledonianmsc@gmail.com

Show Dates for the diary

- Stirling and District Classic Car Show 11 May 2025
- Moffat Classic Car Rally 28/29 June 2025
- Glamis Castle Transport Extravaganza 12/13 July 2025



Letter from America

Rallye Monte Carlo Historique – The Return

James Pohl



Jim and Joyce Pohl with His Serene Highness Prince Albert 11 in parc fermé February 2024

Joyce and I have been looking forward to repeating the Rallye Monte-Carlo again this winter and it is fast approaching. This time completing every mile and regularity — and having no significant breakdowns.

The mechanic, Dave Bamforth, has been working months to increase the horsepower, matching the specs to the 1950's "Works" Alpines. There were eight Works Alpines supported by a factory team that brought them to many European road rallies for famous race drivers to compete. In addition, Dave has rebuilt the steering box, front end, overdrive, rear end ratio, electrics and more.

Dave's father, Tony has jumped in to help with his decades of expertise. Dave will come along as mechanic. Ralph Beckman, with decades of rally navigating came from Rhode Island. Gareth has joined us to drive support. Many people devoted to our success.



I arrived in England on Tuesday, allowing time to test drive, tune up, and head south in time to recce with the car in the Alps. America's greatest road racer of all time, John Buffum, gave us frequent invaluable advice in prepping for the Monte last year (and this). One of the last pieces was..."guard your health in the time before a rally." This is super important. I know people who spend years prepping their vehicle, only to have their participation cut short by illness.

Sometimes, things don't go as planned.



Unfortunately, I developed cellulitis upon arrival on Tuesday. The good doctors and nurses of Barnsley, England have taken care of me. It has been interesting to be in wards of ailing men and realize how lucky I am.



I met Jackie Taylor, Tommy Taylor's cousin, in the Hospital. Tommy was one of the most famous British soccer players ever, a centre forward and amazing striker. He played for Manchester United and was killed in the Munich air disaster in 1958 when most of the Manchester United team were killed. Jackie still carries this soccer card in his wallet. Several days of IV antibiotics had me on the mend and I was released yesterday. Just passed under the English Channel and am heading south in France. Joyce will beat me to Monaco by a day. Looking forward to the adventure.



By the time you read this the 2025 Rallye Monte Carlo Historique will have started.

Wishing Jim and Joyce a successful and safe Rallye.

Catherine Higgins

We were all very sorry to hear of the passing of Catherine Higgins earlier in the month. Catherine and Ian are very well known in motoring circles and have given many hours volunteering in motorsport, including at the Monte Starts. We would like to offer our condolences to Ian and the rest of the family.



The Board of RSAC Motorsport are sad to announce the passing of a dear friend and colleague, Catherine Higgins, on Monday 13 January after a short illness.

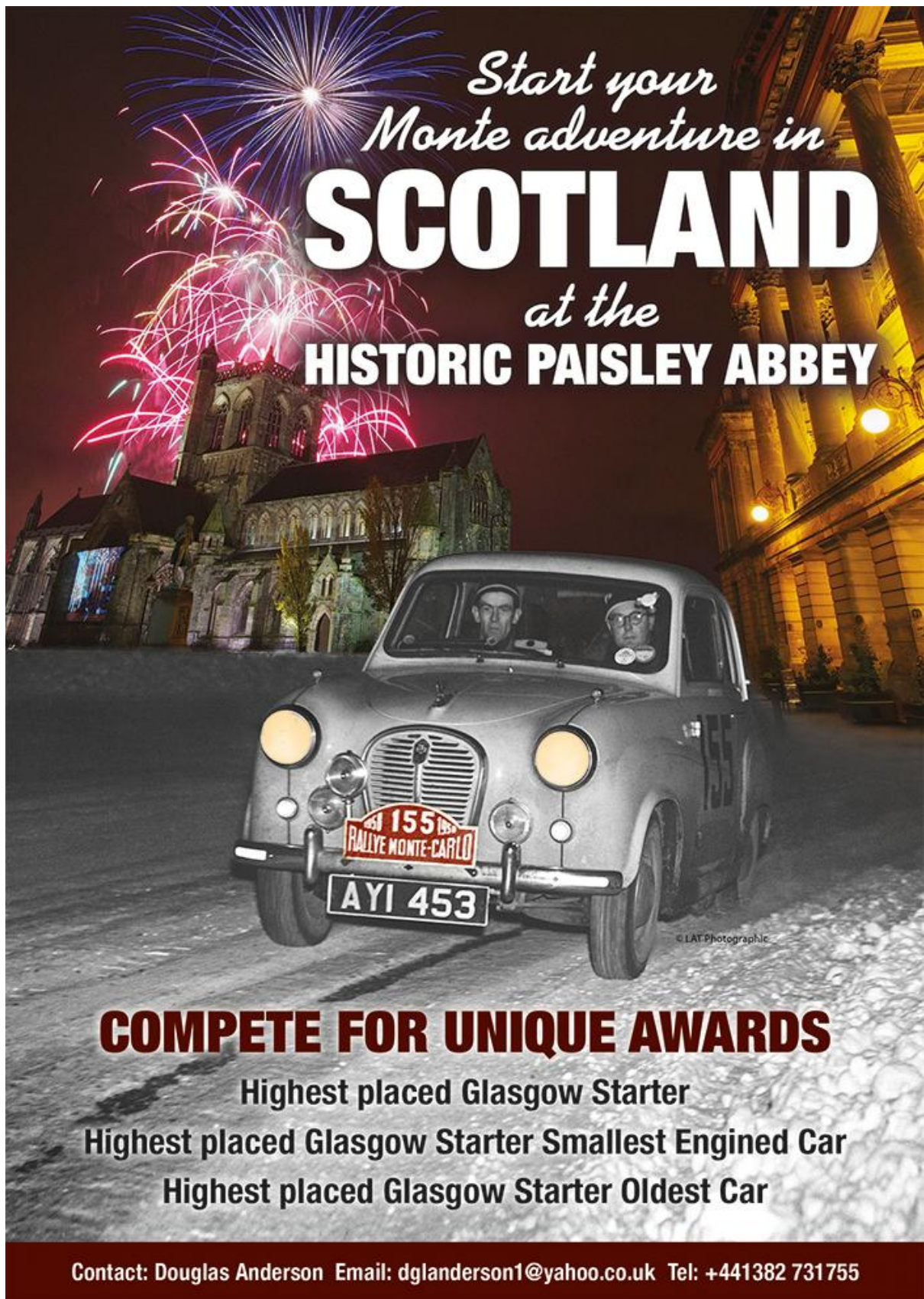
Catherine was well known to Competitors and Officials alike having been the Secretary of the Meeting for the Scottish Rally, the Three Lochs Classic, the Spring Run and several other events over many years, greeting generations of competitors at signing on with a friendly face.

Our thoughts and condolences are with her husband, Ian, and the rest of the family.

Catherine's funeral will be held at [Woodside Crematorium](#), Paisley on Thursday, 30 January at 3 p.m. Flowers welcome or donations to Cancer Research or to [St Vincent's Hospice, Johnstone](#).

Thereafter, friends are invited to join Ian and the family at [Elderslie Golf Club](#) for refreshments.

POSTER FROM THE PAST



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Contact: Douglas Anderson Email: dglanderson1@yahoo.co.uk Tel: +441382 731755