

Classic

UPDATES & MONTE NEWS



WELCOME

The Classic Car scene is now in full swing and both CCHMSC and ERDC have a full calendar of events for you to enjoy. The forthcoming Des Cols D'Ecosse on 11/12 March will be one to remember. It is full of innovations to test your driving, navigation and observation skills and uses the best Mountain Roads in Scotland. Today (1st of March) is the final day for entries. To date we have twenty entries. Email June Anderson at june.a.anderson@outlook.com for regs and entry form.

As most of you will know, David Spence who was one of the stalwarts of Scottish Historic Motorsport, passed away earlier in the month. June and I went up to Inverness for his very well attended funeral service. It was a very sad occasion but a celebration of a life well lived. You will find a tribute to David in this newsletter.

The next instalment in the Lotus Farina series looks at the front suspension. I think it will be of interest to all those who are keen on the Retromod movement.

Finally I have been in contact with Sandy Dennison who is taking part in Des Cols D'Ecosse. He told me that his father competed in the 1954 Monte Carlo Rallye and he kindly shared some of his father's photographs with me. One of them is on the front cover of this newsletter and there are some more inside.

Douglas Anderson
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David Spence 1947 – 2022



On Thursday 10 February June and I attended David's funeral service in Inverness. We joined a large number of his many friends, former work colleagues, car club associates, neighbours and family to say our final goodbyes. Roddie Main, Dave's next door neighbour and friend of 49 years, paid a moving tribute reminding those present of some of their exploits in their rallying days. The Rev Ian Manson who conducted the service, told us about Dave's life and career. We all knew that he was a clever man, but many of us, who only knew him as a petrolhead, did not know just how well qualified and respected he was in his profession as a roads engineer and geologist.

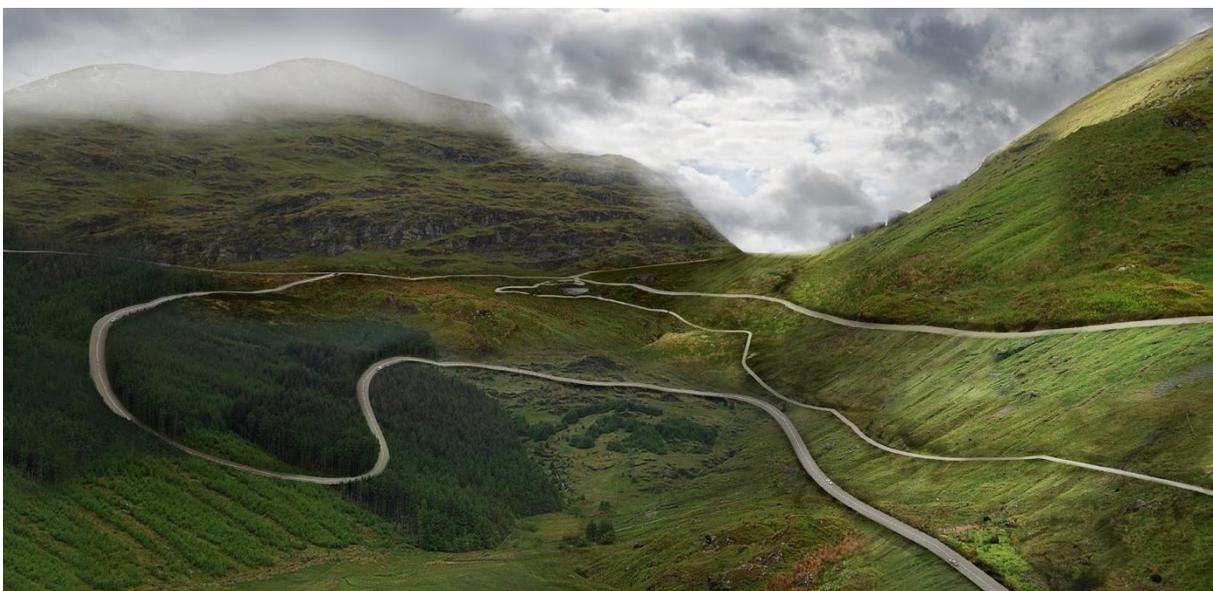
The photograph at the top of this page was taken in Blythswood Square at the Start of the Monte Carlo Rallye Historique on its return to Glasgow in 2011. Dave did the recce for the UK section of the Rallye, created the Tulip Road book and was car 00 for the UK leg. He did all this willingly and with great enthusiasm

Dave had an encyclopaedic knowledge of roads and as well as participating in motor sport he organised many stage and road rallies as well as classic car tours, always to a very high standard. The road books that he produced for classic car

tours were legendary and latterly, when he was less able to get around, he enjoyed researching and producing quality roadbooks for La Croferra Pandemonia and European Touring events, finishing this year's Croferra road book just before he died. The photograph below was of Dave and Roddie competing in a road rally in the old days.



Dave was particularly interested in the Rest and Be Thankful road and came up with an alternative route for a replacement road for the current A83 which is so often closed due to landslides. Below on the far left of the image is Dave's vision for a new road.



He thought that current A83 had been built in the wrong place. The original road, which was a General Wade road and later became the famous Rest And Be Thank speed hill climb, was in the right place geologically and any replacement road should be built on the other side of the Glen.

Dave was a long time member and committee member of Highland Car Club and a director of Caledonian Classic and Historic Motorsport Club and he will be greatly missed by these clubs, his fellow committee members and club members. Even when he was ill he made the round trip from Inverness to Perth for CCHMSC meetings. A round trip for Dave was 200 miles !

Through all of his adventures in motorsport Roddie Main was with him sharing the work and the driving. Roddie movingly told us that throughout their long friendship there was never a cross word.



On behalf of ERDC and Dave's many friends throughout the Classic Car world we would like to offer our most sincere condolences to his wife Maureen, his family and close friends. He will be remembered as a man who was generous with his time and knowledge and a champion of the classic car movement.

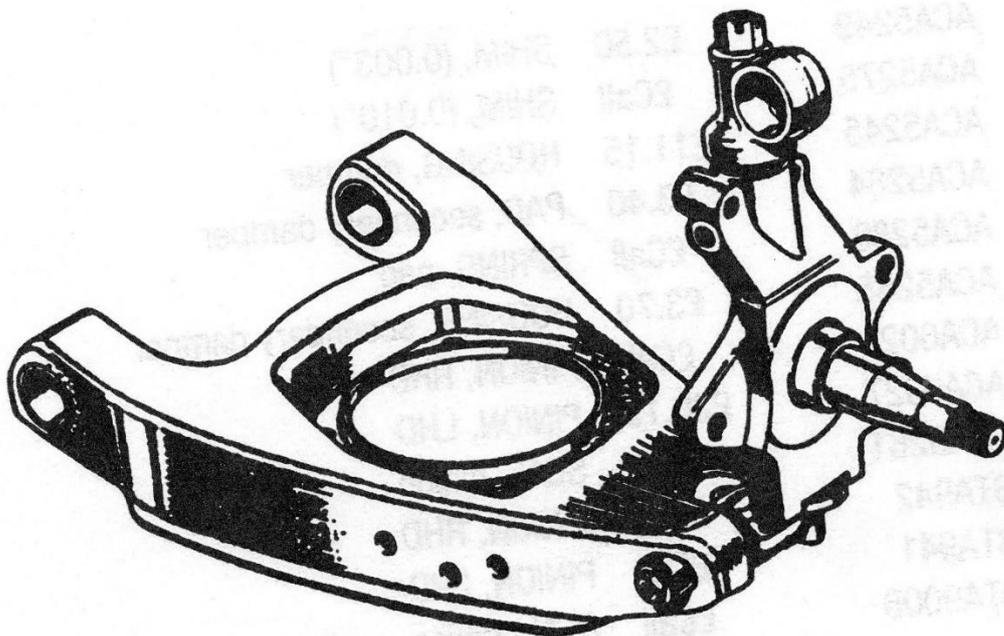


farina

In the last newsletter we looked at where the Lotus Farina could be assembled and how it could be built in the most efficient way. This month we will look at the front suspension.

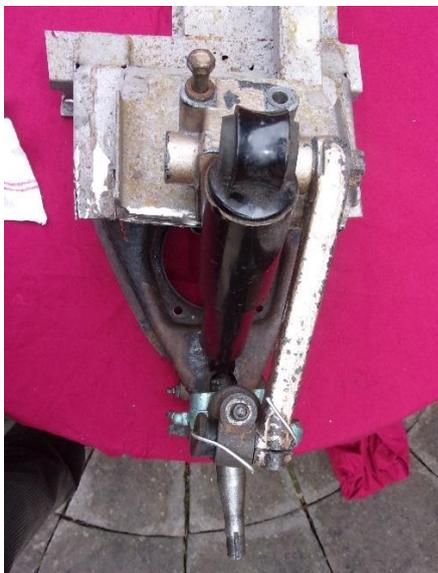
The road holding and handling of a Lotus Farina has to be of the highest standard. It must have a chassis capable of managing the power of a high performance engine as well as giving its driver confidence when driving it at high speed. This demanding brief has to be achieved in the most cost effective way, retaining as many as possible of the existing components and using the original pick up points.

To achieve these requirements I have come up with a new double wishbone set up with coilovers. This will provide a suspension system which can be fine tuned for the best handling balance. The lever arm shock absorbers and coils have been replaced but the existing upright and lower wishbone is retained.

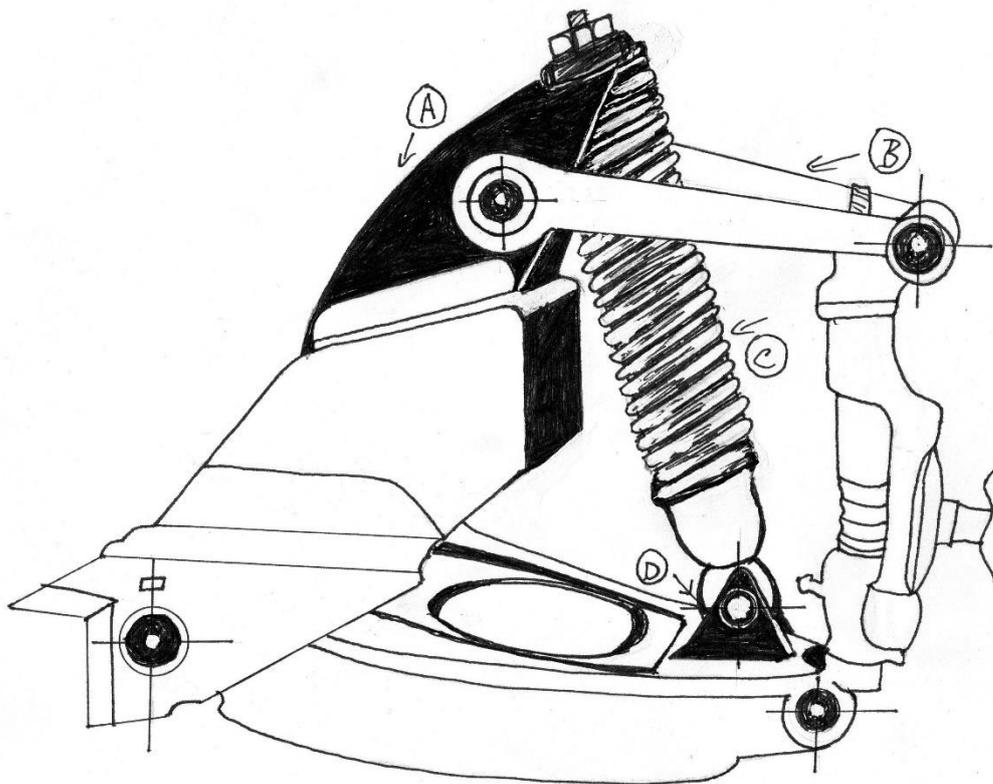


Because of the shape of the existing turret it is almost impossible to fit the new suspension arrangement due to a lack of space between the end of turret and the upright. (Jonathan Heap has designed a system with double wishbones and coilovers but they use all new components which makes it very expensive.) My solution modifies the existing turret in order to create more space.

To see if this new set up would work, I mocked up a complete front suspension system from components which I had in the garage – a lower wishbone, an upright, a trunnion, a lever arm shock absorber (modified) and a telescopic shock absorber about the same size as the proposed coilover. The idea being to fit these components onto part of the front crossmember from a Midget as the turret is the same as the one used on the Austin A40. I cut off part of the front turret and roughly assembled the components onto the cross member. I was very pleased to see that there was now plenty of room for the new system.



The part of the turret which has been cut off is replaced with a plate welded in place to create a strong box structure. The new turret (A) is designed to sit on top of the existing turret. It bolts directly to where the original lever arm was situated. It also locates the two piece wishbone (B) and supports the top of the coilover. (C) A bracket is located at the base of the upright in the existing bottom wishbone to take the end of the coilover. (D)

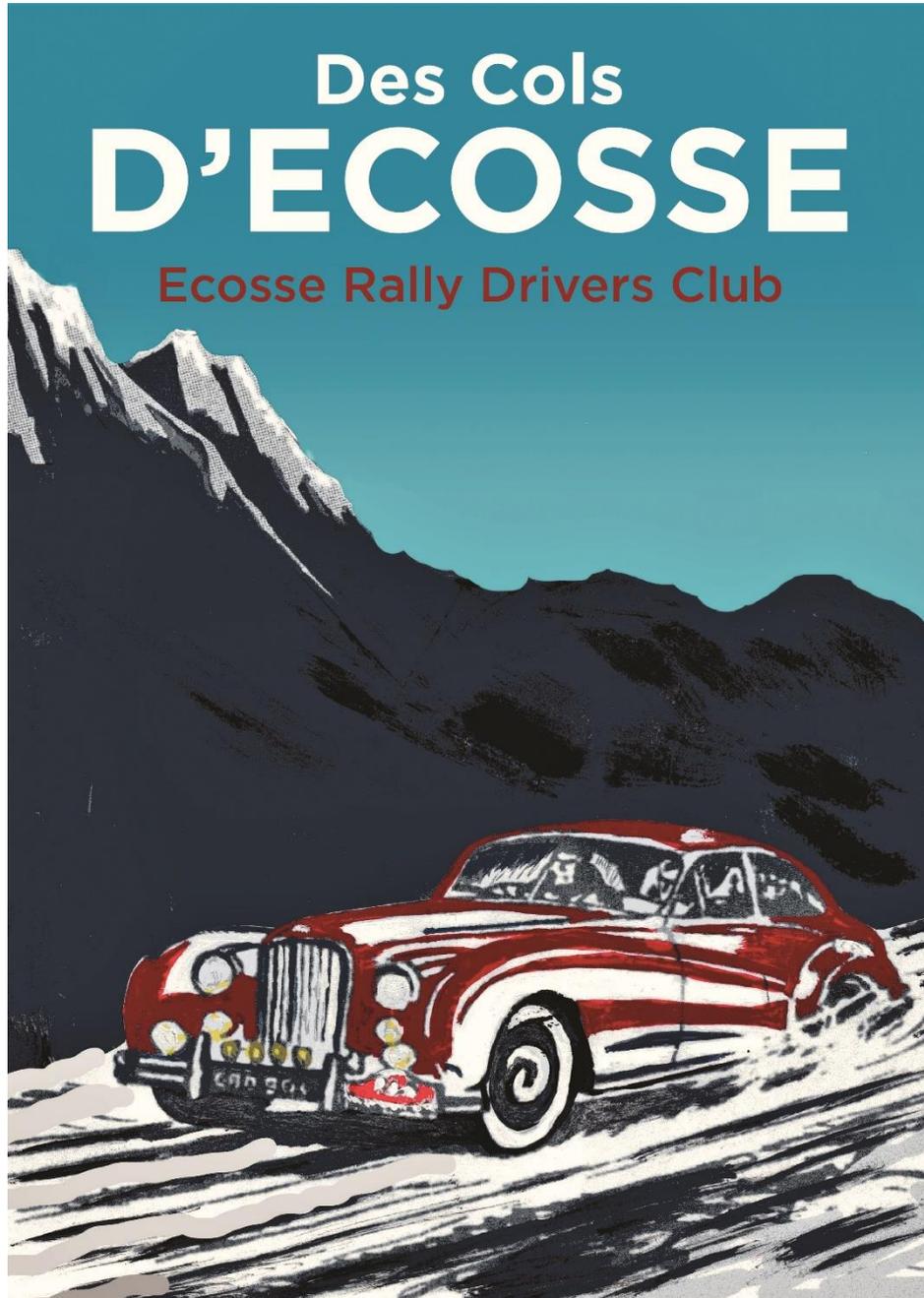


This set up improves the location of the suspension components which will produce a much better handling car. This system also has the potential to adjust the geometry of the suspension for the best handling compromise, be it a rally car or a circuit racer. Next month we will look at the rear suspension.

I would be interested to hear your comments. dglanerson1@yahoo.co.uk

DES COLS D'ECOSSE

11/12 MARCH 2022



The closing date for Des Cols D'Ecosse is extended to 1 March 2022. There are still some places left, but to secure your entry please contact June Anderson, Secretary of the event, on june.a.anderson@outlook.com for regs and entry form. You will find more information about this event in the last Newsletter.

Monte News

The 1954 Monte Carlo Rallye

The 1954 Monte Carlo Rallye had a very complicated set of Regulations. Varying regularity speeds had been introduced that year and the navigator had to be very good at mental arithmetic in order to ensure they would reach the controls at the correct time. There were no electronic instruments in these days. It was all done on the stopwatch and the maps.

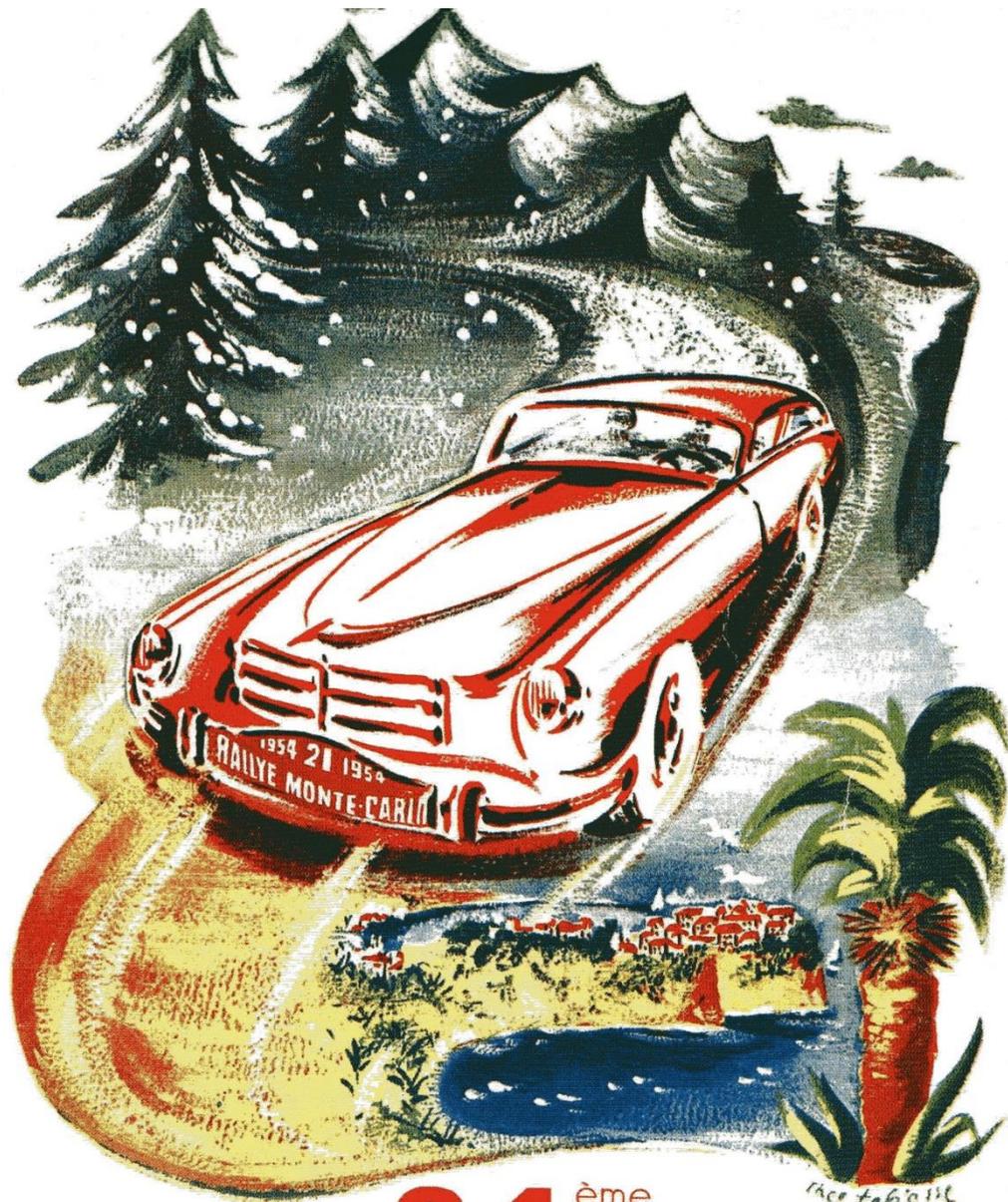
Sandy Dennison, who has entered Des Cols D'Ecosse, told me that his father Bill Dennison was the navigator of an A30 which competed in the 1954 Rallye with driver Jim Broadbent. They were one of the 98 cars which left Blythswood Square that year and Sandy was given permission to take the morning off school to go to the Start.

Hylton Reid, who has also entered Des Cols D'Ecosse in his A30, is planning to enter the A30 in the Rallye Monte Carlo Classique in 2023. Let's hope it goes ahead from Scotland next year.



Car 193 all set to leave Blythswood Square. Note all the extra lights. It was a real adventure in these days but Bill and Jim made it to the Finish.

This is the poster for the 1954 Monte Carlo Rallye.



24 ème

Rallye Automobile
MONTE-CARLO

FORTHCOMING EVENTS

Caledonian Classic and Historic Motorsport Club

The Red Hackle Tour - 8 May 2022

Our tribute tour to the Black Watch. Start and finish to be once again at the Black Watch Museum Perth. The date has been secured in the museum diary. This venue has very successfully been used as the start finish venue in several past years.

Organisers Ron Adam and George Shand have been working on a new route with a lunch at a castle on route. Where could this be? <http://www.caledonianmsc.freeuk.com/events.htm>



Ecosse Rallye Drivers Club



June 2022 Date to be confirmed



October 2022 Date to be confirmed