

Classic

UPDATES & MONTE NEWS



WELCOME

I always look forward to putting together this Newsletter and I am very pleased and surprised that it has such a wide circulation. I think it brings people together in what can only be described as a very special car community and I am grateful to those of you who distribute it to your fellow club members and friends. As a result of this, I get emails from round the world. We had one from James Pohl who hails from California. He told us that he was entering the 2024 Rallye Monte Carlo Historique in a 1952 Sunbeam Alpine and he hoped that we could meet up in Monaco. As there was only one such Sunbeam Alpine in the Rallye it was easy to find him and his car in parc fermé. When I introduced myself it was as if we were already old friends. He has since sent me his account of his Monte adventure which will feature over a number of newsletters in instalments under the heading 'Letter from America'. What a story.

Also in this edition is a list of the prize-winners of the Touristique including the much sought after photographic competition, an update on my ADO project and an announcement for ERDC club members of the date of the AGM.

The front cover of this edition features the joint winners of the Grand Prix Touristique Cup, Patrick McGrorty and John Ross in the Singer Chamois and Jim McGurk in the Hillman Imp. The front cover photo was taken in parc fermé at Langres.

Sadly we have to announce the passing of two club members David Lucas and Andrew Green. We have included a tribute to David in this edition and will include Andrew in the next.

Finally June and I would like to wish you all a Happy and Peaceful Easter.

Douglas Anderson

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UPDATE



Creating an appropriate identity is important in all areas of design and it is particularly true in car design. Colour and graphics for example, can convey an identity. The Mini Cooper rally car was instantly identifiable as a works rally car because of its red and white colour scheme. This colour scheme was never offered as an option for the standard production Mini Cooper. In terms of graphics, in the VW range of cars a prominent VW badge is used to identify Volkswagens in order to reinforce their reputation for dependability and quality. In thinking through the identity I want to create for the ADO I have placed the ADO logo on the engine's twin cam 16 valve cam cover and painted the cam cover in Ducati red. I think this gives the ADO an identity which emphasises an image of sporting prowess. I mocked up the cam cover using a 3-D print of the ADO logo to see how it looked and I am very pleased with the result.

GALA DINNER AND PRIZE-GIVING AT THE AUTOMOBILE CLUB DE MONACO



Diner du Samedi 3 Février 2024 a l'Automobile Club de Monaco



The Finish of the Anniversary Monte 100 Touristique was celebrated with a gala dinner at the Automobile Club de Monaco with excellent food and wine and convivial company. We were joined by M. Claude Plasseraud who was representing the Automobile Club de Monaco. The menu comprised of Terrine de foie gras maison; File de boeuf en croute façon Wellington; Tarte chocolat Vietnam. The wines were a 2022 Sauvignon Blanc et 2016 Bordeaux rouge.



100 RALLYE AUTOMOBILE MONTE CARLO

ANNIVERSARY MONTE 100 TOURISTIQUE PRIZEWINNERS



Grand Prix Touristique Cup awarded jointly to

No 245 Singer Chamois Patrick McGroarty and John Ross and
No 246 Hillman Imp Jim McGurk

Concours d'Elegance

Pre 1960 No 241 1952 MG YB Marc Hanson and Per Jonsson



1961 onwards no 246 1965 Singer Chamois Patrick McGroarty and John Ross



Photo courtesy of Stewart Ramsay

Comfort Competition

No 247 1966 Volvo Amazon George and Rosalind Topp



Team Prize

ERDC Team

No 241 Marc Hanson and Per Jonsson

No 242 Guy Loveridge and Rachel Gordon

No 247 Goerge Topp and Rosalind Topp

Wiggle Waggle Test

No 242 Rachel Gordon



Photographic Competition

No 251 Tim and Mel Green





LETTER FROM AMERICA

James Pohl

The Great Race has been such a fantastic adventure that now we are branching out, expanding our rally experience—four long distance rallies in 12 months.

We are now driving the Rallye Monte-Carlo Historique in France and Monaco. After completing last night's switchbacks, my hands are so raw that I cannot hold my toothbrush. We have jumped off the diving board, and now I feel like Jethro Bodine, headed toward the bottom of the "cement pond" that Elly May has just drained (US TV show "The Beverly Hillbillies. Pause before I hit the bottom...How did we get here?

In September 2023, we enjoyed the Great American Mountain Rallye Revival (GAMRR) in the mountains of Vermont and New York. By coincidence, we found out about that rally when I was repairing the Alpine during the 2022 Great Race in Wisconsin/Minnesota. I was approached by Tim Winkler, who expressed the historic value of bringing the Alpine to the Northeast for the GAMRR while my hands were wrestling with my water pump. I have written about this very enjoyable rally in Stardust No. 289, Dec 2023

We met two famous rallyists John Buffum and Ralph Beckman on the GAMRR. They were quite enthusiastic about encouraging us to enter the Monte with our Alpine, and we dove in without true knowledge of the challenge. Even getting the car shipped and prepared was a major effort.



John Buffum has been coaching us for months - phone calls every few days. He goes over Joyce's navigation prep at the Reims start line—trimming it down to the essentials. Prep is different than the Great Race - we receive a published route a month in advance. Also, timed sections are just in challenging closed-road Regularities (SR's), typically four per day.



So here we are in France. In the century old tradition, competitors are assigned different cities around Europe, and then all drive to the start line in Monte-Carlo.

This year, the “Concentration” begins in Glasgow, Bad Homburg, Milan, and our start point Reims. We will drive for 24 hours just to get to the start line.

This stresses the drivers, navigators, and auto before official timing starts.

To get to Reims, I drove our Alpine from Barnsley (Yorkshire) England where it was prepared for the rally by Dave Bamforth, an Alpine specialist, shown here with his prototype Hartwell Coupe. He worked tirelessly every day for a month – even on Christmas, so I could have this adventure.



In the 500-mile shakedown run from Yorkshire to Reims, I burned a pair of brake shoes (my fault with new racing shoes that I sent from US) and had a flat tire— that is OK, just disaster proofing. Crossing under the water on a train from England to France was convenient, and a little magical. Sometimes it is good to be old enough to be in awe of change.

Our official departure is Thursday night, Feb 1, from Reims at 19:57 (7:57 pm) for the 23-hour drive to Monte-Carlo. We are car #178. The towns that we pass through are lined with spectators late into the night.

Checkpoint towns thrust gifts into the Alpine – bottles of champagne, chocolates, cookies, souvenirs! Now the towns are getting smaller, but still people are grilling at the side of the road and eagerly wave us on.



Les Citoyens Français à la rescousse

We are now in the open farmlands of central France and pass through Margerie-Hancourt, a town of only a couple of buildings. Headed downhill, the car dies instantly, instant darkness. A truck with young chaps stops to help, and soon locals who were cheering a few minutes earlier come to light my engine compartment with their cell phones as I work through why we suddenly stopped. Is it fuel? Electric? Dave coaches me over phone, and he focuses me on each possibility. It is helpful to have guidance, so I don't make a mistake.



At 1 am, we diagnose it is the distributor, and my spares are not working. A young local French couple hook my tow strap to their car and pull me along dirt roads

into the heart of wheat fields, waking up the farmers who gladly take us in. Before I sleep at 2 am—I send an S.O.S. email to Bill Hall at the Sunbeam Alpine Talbot Register, explaining my plight, “Are there any members with parts nearby?”

I am eager to start repairing at dawn, and the farmer is up, heating bread inside his wood burning oven, and supplying me with coffee.



I am not making headway with my spares, and a pair of French mechanics show up to help. My spare Pertronix is dead as well, and they are not able to get the points and condenser that they bring to work either.



Dave has offered to remove the working distributor from his Hartwell Coupe. Club member Mark Hope is offering to drive parts 6 hours from Normandy, but I can't be absolutely sure that his parts will work. The mechanics are great, but they cannot get me going. One of them takes me in his vintage Citroën at high-speed to the train station, 30 km North. We are going fast, so fast that we lean around the corners, like a cartoon.

At 11 am Friday, I have started the journey back to Yorkshire, while Joyce stays behind at the farm. I am disappointed that the next train to Paris is a three hour wait. A local explains that I can jump on the next train north to Reims, which is

arriving shortly, and then get a train to Paris. In Reims, I avoid a three-hour wait by hiring a cab for the two-hour ride to Paris, where I can catch the Eurostar to London. While I arrive 20 minutes too late for the next train, I still save time and am whizzing north in an hour. Change train stations in London, and I arrive in Barnsley about 11 pm.

Dave Bamforth meets me with the replacement distributor and some extra parts. Last train south has already departed, so I must wait for the early morning train back to London, and then to France.

The first train to London is 5:07 am but it is from a station an hour south by taxi. The 3:30 am taxi ride to that station is entertaining, as the driver loves rallying, and we have a lot to talk about. Five trains later, I am back with Joyce about 3 pm, now Saturday.

It is raining and winter sunset is near. I install the distributor, but one spark plug wire is too short, and my wires are incompatible. Fortunately, the farmer's son-in-law is an electrician for the railroad, and his friend, an electric locomotive engineer, has shown up too. They take spare wire and make up a new spark plug wire. It doesn't have thick insulation, so I have visions of thunderbolts under my hood. It Starts! Running roughly, discharged battery, rain and darkness, we decide to stay another night rather than breakdown in the dark again.

The farmers feed us homemade pate, wine, local cheeses, and a hearty stew! How well we are fêted. Then drive us to Dede's house for the night. Dede lives alone in a giant farmhouse—and she collects all-things squirrel—linens, ceramics, décor—they are everywhere—even a taxidermy squirrel, holding an acorn. I fall asleep, protected by the squirrel washcloth beside my bed. Great Racer David Wells can explain the importance of squirrels in preventing race disasters. We are in the care of the Squirrel lady, and her fresh croissants and coffee in the morning are a must before returning to our car.

Before starting the car this morning (Sunday), I adjust the position of the distributor to *exactly match* the position of the old one, sighting across it to the far fender where I made a mark. Will 1300-mile roundtrip for parts be rewarded?

NEXT INSTALMENT IN THE APRIL NEWSLETTER

DAVID MARTIN LUCAS

1952 – 2024



Dave Lucas was a member of ERDC and over the years became a friend of many club members. He took part with his good friend Bill Pardoe in a number of club events, but there was so much more to the man and we learned about some of it at his very well attended funeral on 13 March 2024.

Dave was a real motorsport enthusiast having been involved in many different disciplines for over 50 years – club rallies, RAC Rally (15 times as driver and co-driver), speedway, motorbike racing and even downhill soapbox cart racing. But this was just a small part of his involvement. As well as being a club official of a number of different motorsport clubs we was a National and International Steward; Scrutineer; Clerk of the Course and invented the role of Route Liaison Officer for the MSA after he offered to liaise with the local Police following a night rally when no PR was done and the Chief Constable was woken up during the night by residents' complaints.

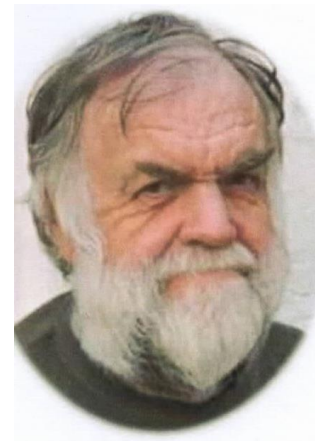
In 1985 while working for Birmingham Council he was asked to organise a race round the streets. This became the Birmingham Superprix and it ran successfully, thanks to Dave, for 5 years. Dave had hoped that this could be turned into a book. There are plans afoot to bring this about.

At Dave's funeral service we heard about his involvement, with local friends, in mercy missions to Eastern Europe following the nuclear disaster at Chernobyl when he drove an articulated lorry full of emergency supplies.

He was a life-long fan of the BBC Radio 4 serial, The Archers, and was proud to have been a cast member in a number of episodes as 'Snatch Foster' a friend of the notorious Eddie Grundy.

Most of all he will be remembered as a husband, father, grandfather and friend who lived life to the full and packed in more than most people can manage.

Our sincere sympathies go to Vi, the rest of the family and Dave's many friends.



FORTHCOMING EVENTS



Red Hackle Tour 5 May 2024

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

Organisers Ron & Jan

Adam with George Shand have yet again discovered another new route. **Regs out Now** on the CCHMSC website [Caledonian Classic and Historic Motorsport Club \(freeuk.com\)](http://www.caledonianmssc.com)

Classic Car Show, Sunday 12th May 2024, Bridge of Allan

After the great success of the 2023 Annual Show, the Stirling and District Classic Car Club is delighted to announce that the 2024 Show, in aid of charities, will take place on Sunday 12th May 2024.



If you have a classic car you'd like to display or are a classic car club which wants to get back on the road, get your entry in today!

Eligible entries are vehicles that their owners consider to a classic (so 'classic moderns' are very welcome). As well as cars there will be a mixture of

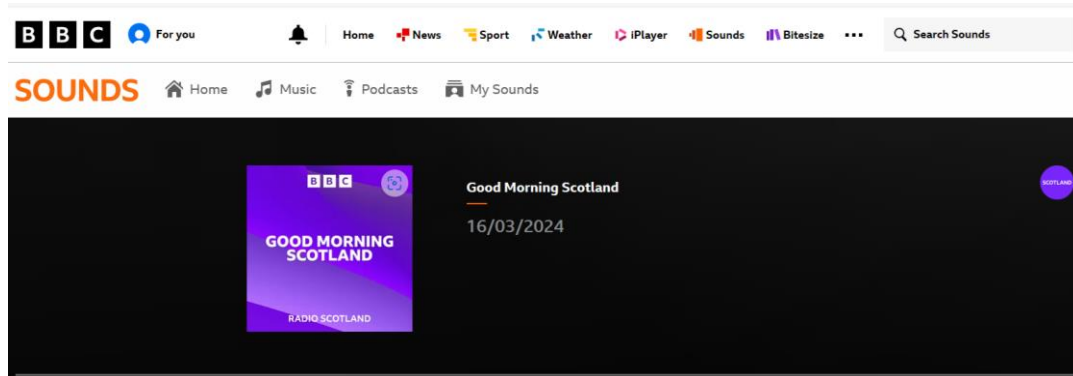
commercial vehicles and motorcycles, and the usual autojumble stalls.

For more information head to the Stirling and District Classic Car Club website.

[Stirling and District Classic Car Club - SHOW \(sdccc.co.uk\)](http://www.sdccc.co.uk)

ERDC CALENDAR OF EVENTS TO FOLLOW AFTER THE CLUB AGM

BBC RADIO SCOTLAND COVERAGE OF RALLYE START AND ULEZ CONTROVERSY



Alan Douglas has done a series of four programmes on Glasgow and ULEZ. The first of these was broadcast on 16 March during the Good Morning Scotland programme, and includes coverage of the Rallye Start from Blythswood Square Gardens with interviews with some of the crews. I think the programme presented the arguments very well. Here is a link to the first programme but it is only available for a few more days.

[Good Morning Scotland - 16/03/2024 - BBC Sounds](#)

The item starts at 1'35'42"



ECOSSE RALLYE DRIVERS CLUB AGM 2024

SUNDAY 28 APRIL 2024 AT 2PM



The AGM of Ecosse Rallye Drivers Club will be held at **2pm on Sunday 28 April 2024** in the hall of St John and St Paul the Evangelist Church, Springwells Avenue, Airdrie, ML6 6EA.

All current paid up members of ERDC are invited to attend. If you have not yet renewed your membership or would like to join before the meeting, please complete the membership form and transfer the fee to the club bank account.

Election of Chairperson, Secretary and Committee will take place at that meeting. If you wish to nominate a member for any of the posts, please ask them if they are willing to serve. Volunteers are always welcome so you are free to nominate yourself.

Please note that Chairperson, Douglas Anderson and Secretary, June Anderson have stated that they intend to step down from these positions and are not available for re-election.



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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