

Classic

UPDATES & MONTE NEWS



WELCOME

You will have noticed that this issue of Monte News and Classic Updates is a bit later than usual. This is because I have had to pull out all the stops to get the ADO into production and I am glad to say that the first shell has now been produced.

The next big thing on the agenda is the Monte and we are working hard on the planning so that everything is in place for the 100th anniversary of the first Glasgow Start. We are hoping for a good entry and indications so far are very encouraging. A number of people have been in touch to say that they are already preparing their cars for 2024. You can't start your car prep too soon. For all those who will be doing the Historique for the first time, Fraser Hendrie has kindly prepared a step by step guide to the basics for the event. Fraser and Barrie, his Dad, did the 2023 Historique and he says that he would have found something like this helpful for a first timer. In the months leading up to the Monte we will elaborate on the different stages of the preparations for the event.

Also included in this edition is an ADO update and an article on classic rallying from Stuart Bankier featuring his latest classic rally car – an Austin A40. There is also an excellent Monte Rally car For Sale and the usual ERDC 2023 and CCHMSC calendar of events.

Douglas Anderson

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UPDATE

Here are a couple of images of the body moulding tool for the middle and rear of the ADO. The tool itself is made up of four separate moulds which, when bolted together, form the main section of the car. This tool allows for the layup of the bodyshell to be done as one piece. The layup itself consists of two layers of 600 chopped strand fibreglass with additional 600 weave in the parts that require extra strengthening – e.g. round the windscreen aperture. When the separate parts of the tool are unbolted, hey presto, we have a complete middle and rear section of the bodyshell which only needs the removal of the flash lines where the separate moulds were joined together.



Classic Rallying

Stuart Bankier

Classic rallying is a bit like an itch that you need to keep scratching. Having entered the 2022 Berwick Classic in my very original Volvo 122S I decided that, ideally, I needed something rather less pristine to use in future. When I saw a modified Austin A40 for sale I thought it sounded ideal, particularly at a fraction of the cost of an Anglia or Cortina. As it turned out I knew the seller, Peter Keen, having bought an Amazon from him 20 years ago, and the car had an interesting history having been prepared for the Monte Carlo Challenge in the 1990s and then stripped out for use as a track day car by Ed Glaister in the 2000s. With little use since then the 90 mile journey home from Carlisle was probably the longest single journey that it had done for years. Essentially it is a Mk1 A40 which rolled off the line in December 1959 and which has been very carefully modified: the wiring loom has been altered with the appropriate relays and fuses, the front suspension is all MG Midget, the engine is 1098 with a big valve head, rally camshaft, lightened and balanced and with a lovely exhaust manifold and side exiting exhaust "a la" Healey 3000, stiffened suspension, rear roll cage etc. It still seems to do 35 – 40 mpg running a single 1 ½ SU carb and the engine is very tractable.



On a special test at the Winfield airfield that was a race circuit until the 1950s

Once home I got it MOT'd, it's first since 2013, with only a blocked washer jet to challenge the MOT tester. However there was plenty for me to do as it seemed sensible to change all of the fuel lines so that they were E10 compatible, the water hoses were all looking well beyond their sell by date and the lovely Minilite wheels were just too wide with sticky tarmac tyres best kept for track days. I am currently restoring a Mk1 Midget so the Midget wheels, with new tyres, were pressed into service as they are identical in size and offset to A40 wheels.

That only left the interior which was a bit of a challenge as in a quest to lighten the car, Ed had removed all of the interior trim panels and replaced the rear windows with Perspex. The Perspex windows were fine but a classic rally car has to retain the trim so I set about making trim panels from the B post to the boot lid and also for the doors. In true Blue Peter fashion a combination of cardboard boxes and cornflakes packets made some reasonable templates and 3.5mm plywood covered in black vinyl and covered in foam padding (for sound proofing) on the back has done quite a nice job. Currently the door panels are black plywood but the A40 Owners Club turned up trumps with the correct colour door vinyl coverings which I have yet to fit. Trim panels are actually quite easy to make and I recently made a complete set for the Midget using the originals as patterns. I have no idea what the accepted practice is but the 3.5mm plywood worked fine with the vinyl attached with a contact adhesive spray. The only tricky bit was cutting the plywood to the attached shape but luckily, I had access to a band saw which was perfect.



The barn at Shoreswood Farm where there was lots to hit

The only thing that worried me slightly was whether the halfshafts were up to the job as I have heard tales of people snapping halfshafts on the way to the shops never mind with 70 plus bhp. I thought that I would park that issue until I knew whether I really liked the car. The final pieces of the jigsaw were a back seat courtesy of a Peugeot 107 (thank you Specs) which had to be narrowed by six inches and the digital tripmeter which is driven off the speedometer drive. A test run proved that the speedo only worked intermittently so I worked on the assumption that the nylon drive gear in the gearbox was at fault and eBay yielded one for £20. Fitting it proved impossible at home and, in the end, I had to take the car to the garage in the village (thank you Stuart and Steven at BHP) and get them to replace it as unless the car was on a ramp you couldn't get enough purchase on the fittings to get it off.

I then departed for a week in Scotland timekeeping on the Classic Malts Rally. Despite slumbering for a week in the garage the car started on the first flick of the starter motor and accompanied by my long term rallying buddie, David Alexander (with whom I have been rallying for 43 years), we headed off to the start of the Berwick Classic a two day event with elements of navigation, regularities and some fantastic long timed tests on private land. The rally turned out to be pretty challenging but we had a very enjoyable weekend and the car performed brilliantly taking us to 14th overall and third in the class for pre-68 cars, beaten only by a Rover 2000 and a Hillman Imp.

All went well until the very last timed test round the speedway track at Berwick. On lap 2 out of 3 you had to slow down for a chicane and as I changed down from 3rd gear into 2nd, I suddenly had no drive and had to cruise to the end of the test and get pushed out of the circuit and into the final control. Yes, I had snapped a halfshaft. There were plenty of offers to trailer the car home so thanks to David Garstang who deposited the car in my drive after the awards presentation. Once I have it stripped down to make sure that there is no damage to the differential, I will be buying a pair of two piece shafts from Peter May Engineering ready for the next adventure.

Does anyone know any more about the car's history?





The Car

- Check eligibility on the Automobile Club of Monte Carlo Website <https://acm.mc/>
- Get FIA Historic regularity rally car pass (HRCP) from British motorsport £35
- Car Insurance
- V5 Document



The Drivers

- Join local club Ecosse Rallye Drivers Club (ERDC) - <https://www.monte.scot/>
- You also need a British Motorsport Clubman RS licence - once you have membership of the ERDC- renews in January <https://www.motorsportuk.org/competitors/rs-clubman-licence/>
- UK Driving licence.

Entries

- Entry opens later in the year you will need some photos of your car.
- Electronic copies of documentation
- A credit card!

The Rallye itself - What Happens The stages

Concentration Stage Start point – Monte Carlo

This is the stage when cars drive from all of the start points and you but must make the checkpoints in the allotted time. As you make your way south through France to Monte Carlo more and more cars join the event. This is the toughest part of the event as you don't get a proper sleep for more than 24 hours, snooze when you can.

Classification Stage - Monte Carlo – Valence

There are a few special stages along the way and how well you do on this day dictates your start place for the rest of the rally. If you do well you will start early in the day so less sleep but less night driving. If you qualify almost last (ahem) you will start closer to lunch time but be driving well into the hours of darkness

Common Stages – 3 days total

- 2 days of road rallying with special stages Starting in Valence and returning there
- Day 3 start in Valence – special stages along the way and finish back in Monte Carlo
- Drivers buffet before heading back out for the

Final Stage

- The night stage over the Col de Turini with an early morning finish

- Black tie dinner that night!

Car Preparation

You don't need to be fast but you do need to be reliable. Carry as many spares for things that may break, leak or let you down as possible, spares can be found around Valence but in Monaco there are limited options.

- Snow tyres are a must and part of the scrutineering process.
- Fire extinguisher (2kg min)
- Snow chains for vehicle
- Yellow vests
- Alcohol breath meter for driving in France
- Red triangle

Studded tyres are a matter for heated debate - particularly if you have a small car and no support vehicle.

Collapsible snow shovel not a bad idea

A spare fuel can

Fluids – water, brake, antifreeze, Oil - most old cars burn it and suitable grades for older cars are not always easily available

Tyre inflater and tyre sealing gel

Navigation

The directions given take a bit of deciphering but once you crack the code, they are relatively easy to follow but you cannot let your attention wander for even a second!

Satnav – essential for getting you out of trouble and just seeing what the road ahead looks like

The official maps – truthfully of limited help

The Route and accommodation

The official route is posted on the ACM website nearer the time, but after the main route is published, they then drip feed the maps/ specific regarding check points and the like so don't worry if you can't figure out exactly where they are initially

Accommodation

Included in the entry

- overnight the day you arrive in Monaco
- Overnight the day you arrive back in Monaco from Valence
- Overnight on the night of the gala dinner

You will need to arrange

- your own accommodation for the journey to Monaco and for your time in Valence.
- Ferry or channel tunnel crossing

Pack List

Tools

- Trolley jack – small one
- Axle stand x1 / Wheel chocks x2
- Spanners af / whitworth / metric
- Socket set
- Screwdrivers all sizes star + plain blade
- Pliers needle nose and regular mole grips, adjustable spanner
- Hammer, Torches, Shovel, Tow strap

Navigation

- Head torches
- Satnav, iPad / iPhone
- Maps, A4 folder
- Charge cable and Charge banks



ERDC Events 2023



Alan Thompson's Spitfire tackling the ford at the Sma' Glen during Des Cols d'Ecosse.
Photograph courtesy of Bob Lucas.



2 September



4 November



18 November

CCHMSC 2023 EVENTS



Start of the Red Hackle 14 May 2023

JULY 23 Tour of the Ochils

SEPTEMBER 25 Rally of the Borders

DECEMBER 3 Classic High Tea

FOR SALE

Volvo Amazon 122S , 1968 , Two door , 1800cc , Twin SU's
Full years MOT

Extras include colour coded Minilites (plus two colour coded spare wheels)
wheels as new with Michelin Cross Climates fitted.

Bucket seats , wooden sports wheel , Brantz , Volvo OE Rev counter , VDO
gauges , Full sports exhaust and manifold , Cibies , spot lamps , Rear fog lamp ,
Reverse spot lamp , Heated rear screen , map light , extra interior lamps and
12V sockets etc.

Prior to the 2019 Monte , the following work was carried out ,
New clutch , new electronic distributor , shoes , drums , calipers , discs , pads ,
shockers , radiator , water pump , fuel tank , fuel pump , steering arms ,
cylinder head overhaul with hardened
seats , carb overhaul etc.

A solid reliable car , used regularly on many events , drives and handles well ,
perfect car for the upcoming Monte.

Asking price £13,900 or nearest offer.

Contact Owen on 07979 082 656.

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