

# *Classic*

UPDATES & MONTE NEWS



# WELCOME

We have now peaked in terms of the organisation for the Anniversary Monte 100 Classique. The only major job left is the big drive – the final recce of the UK route which we have planned for the first week in November. At the end of that week my reward will be a visit to the Classic Car Show at the NEC.

Before going to the NEC I am popping in to see my good friend Jim Myers at Stourbridge to pick up a 3.9 diff for my Austin Healey Sprite, then it's over to Jim Wilson to fit it to the car. June always says it is a wasted journey if I don't fit in at least 5 different car related visits even when we are visiting family.

This issue includes photos and information about some of the entries in the Classique. This month we are looking at the oldest cars in the event, starting with the Mann family's 1934 Lagonda, Peter Baker's 1934 Sunbeam 25 and the 1940 Ford Fordor Deluxe entered by Sandy McEwen who is an old hand at the Monte having entered the Historique in a Porsche 914/6 some years ago. Plus Hark the Monte Heralds....

There is also the latest on the ADO project, a report on Ken Brown's Rallye workshop for the ERDC Monte team, a peek at ERDC's plans for next year and news of a chance meeting with a celebrity! And finally one of my Posters from the Past.



Douglas Anderson

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## UPDATE



The above photo is of the first ADO body kit fresh from the paint shop. So we should be in full swing after the Monte.

There are two new developments to report.

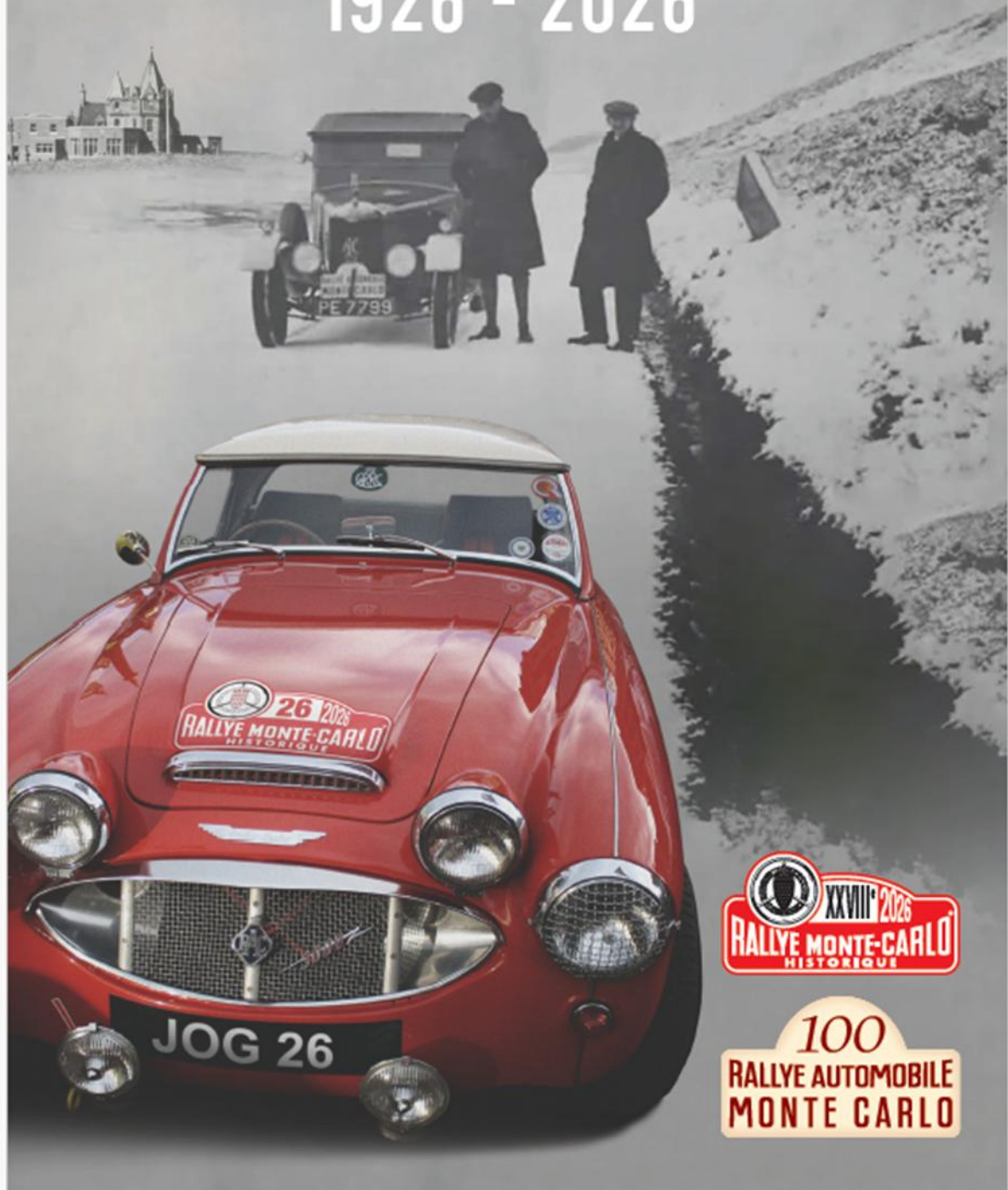
Firstly, we hope to appoint an agent south of the border to show the car and market the kits.

Secondly, we are looking into the eligibility to enter one of the existing Historic race series or perhaps even to develop a one make series if there was enough interest.

It would be an ideal race car as it is lightweight, lots of upgrades available and it is more aerodynamic than the standard Midget. It should fly.

# JOHN O GROATS

1926 - 2026



This month we are featuring the pre-war entries in the Anniversary Monte 100 Classique.

**Lagonda 45 'Josephine' 1934**  
**James Mann and Richard Watton**



The Mann family Lagonda, which was built in 1933 and first registered on February 7, 1934. She was ordered by my grandfather, T.C.Mann (Conrad), who already was well known in the Lagonda circles. He had entered and competed in the 1931 and 1932 Monte Carlo rally in his supercharged 2L Lagonda GK3466. Then drove APA524 in the 1933 Monte Carlo rally which was provided by the works and was a prototype for the M45. Conrad specified the T5 body to be fitted to the M45 rolling chassis that was to become AXD 56. I believe that only three cars were built with this configuration and I am interested to know how many survived to this day. AXD56 was driven by Conrad in the RAC rallies of 1934 and 1935 and then in the Monte Carlo rally of 1936 in which he was driving with his brother C.H.Mann (Cig). They had a very snowy start from John O'Groats and with Cig driving went off the road in the Highlands. Three hours later they were pulled out by a milk lorry and finished in 60th place out of 72 in spite of other problems encountered en route. This was the last of the pre-war rallies and in May of that year my father Richard Mann was born.







AXD56 was laid up on blocks during the war at Conrad's farm in Hampshire where she stayed hidden until petrol became available in 1947. With great excitement from both Conrad and Richard (now 11 years old), AXD was re-commissioned and filled with fresh oil, water and petrol. My father Richard still bubbles with excitement when recalling this first trip in AXD as he had never been 60 miles an hour before in his life and AXD was only ticking over at that pace.

Conrad worked at the Mann's Brewery in the east end of London. He drove almost every working day from Tenterden in Kent to the East End of London from 1947 to 1972, when he retired. This was driven mainly in Josephine. The Brewery had a lorry fleet based in the yard outside and one particular mechanic made sure that Josephine was always serviced and in tiptop condition. He was well known on his journey through the East End and was routinely saluted by dockworkers who knew his car well. I have met several people who knew Josephine from these years of commuting and from the Tenterden area.

Richard recalls a very exciting journey from Tenterden with Conrad to Chatham dockyard whilst doing his National service in the navy in 1955. They drove through an enormous lightning and thunderstorm at night and Father still speaks of the amazing atmosphere in the car. For Conrad this was his only car until the mid-1970s when he bought a modern car. It was about 1973 when I, as a young man of 10 years, got my first run in her. It was from Conrad's house in Tenterden to the golf club at Rye where he used to play. This was the only journey in her that I shared with both my grandfather and my father. It however started a passion for pre-war motoring and especially for our Lagonda. Funnily enough the Radiator hose had just been replaced and had been fitted poorly. The fan cut a hole in it and we had to wait for the AA before we could return to Tenterden. This was the first of many breakdowns in her. However my lifelong passion was initiated from this journey.

Conrad did not compete in the car again but handed it over to Richard in 1987 with 331,000 miles on the clock. She was not in great shape at that time and Richard was still working full time. She did not get much attention until he retired in 1993 and set about getting her into shape to once more drive in a Monte Carlo rally.

Part of getting her into shape was entering the 1995 Le Jog rally (touring class). This we did together and we uncovered all sorts of issues such as sticking valves and worn out dynamos and appalling lights. This was our first big trip and not for the faint hearted. In those days the touring class was also very tough on the car and participants only got one night's sleep in the three nights required to complete

the course to John O'Groats. This was a revelation to me, fantastic fun and I was hooked on motoring with AXD in tricky circumstances.

In 1997 Richard, his friend John and I entered the Hero Monte Carlo challenge, which started from Brooklands and got ourselves to Monte Carlo. We broke the head gasket between cylinders five and six but struggled on with only four cylinders. We had to miss the final day and take the motorway, but it was an emotional moment when we finally arrived at Monte Carlo and Richard had completed his first main challenge for his stewardship. Thank goodness for external water ports. I was hooked and this was definitely my type of thing.

Over the next 10 years Josephine competed in many, rallies, trips, weddings and events. She was made more reliable and slowly our knowledge of every part of the car improved considerably. Between 1987 and Sept 2007, when she got to 400,000 miles on the clock, she had travelled 69,000 miles in the stewardship of Richard my father. He took her on some fantastic trips all around Europe and even to Jordon, sometimes with my mother Josephine Mann, sometimes with me and sometimes with John Blake who many of you may remember. Slowly we got to grips with regularity rallying and later driving tests in the vintage classes. As time went by AXD became more reliable and stronger, and our confidence in longer journeys developed.

By 2015, AXD56 had been named by me as 'Josephine', which is my mother's name. My engineer likes to give all cars that he works on a name if they do not have one and after some suggestions she became Josephine. I do agree that all fine cars deserve a name. Over the last 10 years also and especially around 2014 and 15, I developed the car using original parts or original replacement parts and she now produces 166 bhp at 3800 revs which gives 106 miles an hour top speed. She develops approximately 250 foot-pounds of torque throughout the rev range. I do not use most of this power except for moments in driving tests, but the ability to overtake in third up to 75 mph is just fantastic, and to be able to cruise at 75mph on autoroutes make the car so usable and enjoyable. All the engine parts are of the original specification and she uses the original clutch (with stronger springs). She has the standard and original T8 gearbox but with newish cogs. Josephine and I can now compete at a high-level when against other pre-war cars and most classic cars as well. Josephine completed the run from John O'Groats in 2016 with my brother Andrew, but this time to celebrate the 90th anniversary of Josephine competing in the original rally, Richard Watton will be in the navigator's seat and has lots of experience of long journeys and classic rallying. In 2018 Tracey Miklaulich navigated from the Glasgow start that year. Now reading 470000 miles on the clock.



'Josephine' awaiting scrutineering at Keiss prior to the 2016 Classique.



**Sunbeam 25 1934**  
**Peter Baker and Clive Berry**



This very experienced crew have taken part in the Rallye Monte Carlo Historique and Classique. The car is currently being prepared for its Monte adventure. It is one of the cars in the Retrospeed team. Peter is well known in motorsport circles through competing and as a motoring journalist and photographer. Updates on the car to follow.





The Ford Fordor was featured on the cover of the 1939 Monte programme

## **Ford Fordor Deluxe 1940**

### **Sandy McEwen and Alan Stark**

One of the oldest cars taking part in the Rallye Monte Carlo Classique 2026 Centenary Event is the 1940 Ford Fordor Deluxe crewed by Sandy McEwen and Alan Stark. The pair from Glasgow undertook the 2018 Rallye Monte Carlo Historique in a Porsche 914/6. The V8 Ford completed the 2019 Peking to Paris endurance rally and was then the subject of a full body-off restoration and upgrade by pre-war Ford and rally preparation specialist Belcher Engineering in Norfolk. The car was then entered by Sandy and Alan in the 2022 Sahara Challenge where they finished 8<sup>th</sup> in class and 16<sup>th</sup> overall out of 35 starters. Since then the car has appeared in shows, displays and local tour events in Scotland.



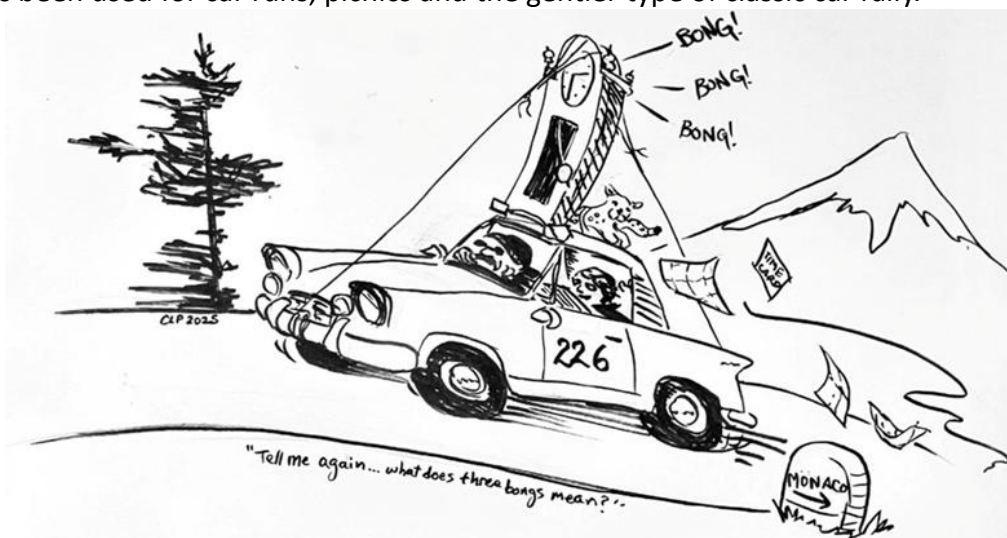
Sandy McEwen and Alan Stark at the Finish of the 2022 Sahara Challenge.



## Hark the Heralds .....



Peter Barker is, by profession, a University lecturer and writer. He has competed in 16 editions of the Rallye Monte-Carlo Historique between 2001 and 2025. Co-drivers for these events included Willy Cave, Peter Scott, Ian Wright and Christa Percival. His best result was 20<sup>th</sup> overall in 2002 driving a 985cc Mini Cooper with the late and very famous Willy Cave. His co-driver for the Classique is his partner Christa Percival. She is an artist and scenic painter. Originally from Maine, USA. Christa is new to classic rallying but enjoyed the 2025 Rallye Monte-Carlo Historique as part of Team Retro-Speed and the IRDC. They will be driving their 1960 Triumph Herald Coupé. Known as 'Lilac Lil', this 948cc engine car has had three owners during its 65 year life, all of them women. It was used as daily transport until 1980 when the first owner stopped driving. It was in storage and subject to a lengthy restoration using as many of the original fittings and features as possible. The car went back on the road in 2022 and has been used for car runs, picnics and the gentler type of classic car rally.



Peter says. 'Christa drew this cartoon last year for our entry into the Rallye Monte-Carlo Historique. As you can see our timing equipment was a little primitive .. '



Douglas was met by Gery Mestre of ACM in Monaco at the Finish of the 90<sup>th</sup> Anniversary Classique in 2016.



This drawing was by Melisa when she was very young, for her Grandad, Douglas' birthday. She was upset when he sold the car – she said, 'I thought you were going to pass it on to me.' Douglas says he will have to look for another Herald now that Melisa is 21!



# Anniversary Monte 100 Classique entry list

	Douglas Anderson	June Anderson	Car 0 tbc
1934	James Mann	Richard Watton	Lagonda
1934	Peter Baker	Clive Berry	Sunbeam 25
1940	Sandy McEwan	Alan Stark	Ford Fordor deluxe
1956	Guy Markham	Tim Hutton	Studebaker Hawk
1958	Guy Loveridge	Dan Salter	Jaguar Mk1 3.4
1959	Mike Helm	Andrew Flexney	TR3
1960	Peter Barker	Christa Percival	Herald Coupe
1962	Tim Fenna	Sally Fenna	MGB Roadster
1969	Stuart Sargeant	Sian Slater	MG B
1969	James Simpson	H Simpson	Mini Cooper S
1964	Ranald White	Marjory White	Rover P6
1964	Mark Hartland	Tracey Miklaucich	Sunbeam Alpine
1964	Patrick McGrorty	Jim McGurk	Imp Mk1
1965	John Ross	Paul Conroy	Chamois Mk1
1965	Nigel Griffiths	Elannah Griffiths	Alfa Romeo Giulia
1967	Mike Authers	Max Authers	MG Midget
1968	Owen Ferry	C McGibbon	Volvo 142S
1969	Sandy Dennison	Marion Dennison	Riley 1300 MKII
1972	John Beattie	John Baird	Ford Escort MK1
1972	Bill Jiggins	Stephanie Jiggins	MGB Roadster
1973	Mike Kent	Shelagh Kent	MGB GT
1975	Tim Green	Mel Green	Lancia Fulvia
1975	Rudy Micallef	Susan Hayes	Alfa Romeo 1600
1976	John Clayton	Jackie Clayton	Ford Escort RS2000
1976	Karsten Brown	Carol Brown	Dolomite Sprint
1977	Keith Mainland	Angie Fuentes	Dolomite 1850
1977	Gordon Horn	Tom Horn	Porsche 911
1980	Nigel Sayles	Richard Butler	Ferrari 308
1980	Duncan Massie	Ron Adam	MGB GT
1983	Gordon Tulley	Ko Kaming	VW Golf GTi
1983	David Almond	Helen Almond	Austin Mini
1993	Tony Smith	Richard Jenner	MGRV8 closing/car



## **Rallye Monte Carlo Historique Workshop 20 September 2025**

The ERDC Rallye Monte Carlo Historique team met on Saturday the 20<sup>th</sup> of September. The purpose of the day was to hold a workshop for those who had participated in the Historique in previous years and for those who were new to Historic Rallying. Fortunately, the latest regulations for 2026 were published by the Automobile Club de Monaco the day before.

Eleven people attended and the workshop was led by Ken Brown. Ken did an around the table introduction and found out how many times each person had entered the Rallye so that he could find out the range of experience in the room.

Ken's slide presentation covered : Car Documents; Application on Line; Car Preparation; Spares; Accommodation; Ferries; Routes; Maps; Concentration leg; SRs; Documents handed to you /Emails; Check points; Break downs; Return leg.

The 2 hour session flew by as each topic raised questions. Those with previous experience were able to guide and advise those who were first timers. What came out was the need to prepare well in advance.

The change in the Regulations were discussed, copies of the Regs were photocopied and handed out. So what is new? The requirement for crash helmets and how this could affect communication between driver and navigator; choice of average speeds; changes in scrutineering requirements.

We hope to have an ERDC team in the Historique and need at least 5 crews to form a team.

Entries close in November and this should be quickly followed by confirmation for those whose entry has been successful. Details of Start and Scrutineering times and venue will be sent out by Douglas Anderson, Co-ordinator of the Start and UK section of the Rallye.

There will be a winter event to allow the crews to practice Rally Skills. More information on this to follow. Ken Brown.



# VISIT TO MOULSDALE FOUNDATION



Last week Alan Brisbane and Ken Brown went along to visit the stunning Classic Car collection at the Mouldsdale Foundation at Bishopbriggs. By chance they spotted the man himself – David Mouldsdale. Not to miss an opportunity, the intrepid pair approached him for a photo opportunity. They introduced themselves as representing ERDC. This led to an offer from David to have the use of the Museum as a starting point for a future club event. To cap

it all, they were invited to do a piece to camera for the Foundation's Facebook. They never miss an opportunity.



# **FUTURE ERDC CLUB EVENTS**

- |                  |   |
|------------------|---|
| 6 December 2025  | Arrochar Alps/Col de Ruisg.<br>Afternoon event with optional evening run.   |
| March/April 2026 | Forth Road Bridge Event<br>Tour through Fife to include a trip to the top of the Forth Road Bridge.   |
| June 2026        | 2 day Touring Event starting from Moulsdale Foundation and finishing in Perth, taking in some of the best roads in Perthshire and the Highlands and including a Ferry trip to Skye. |
| June 2026        | Moffat Rally and Show   |
| 23/24 August     | Craufurdland Castle Touring Run and Static Display.   |

# **CALEDONIAN AND HISTORIC MSC**

- |                 |   |
|-----------------|---|
| 7 December 2025 | Classic High Tea<br>The traditional end of year get together for High Tea at the Royal George Hotel, Perth. |
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POSTER FROM THE PAST

# TWO HILLS AND THE REST

7 SEPTEMBER 2019

