

# Classic

UPDATES & MONTE NEWS



# WELCOME

After a short summer break we are back with the latest Monte News and Classic Updates.

In this edition you will be able to read about the first two ERDC events run by the new committee. They are to be congratulated on two successful events both of which are new ventures for the club. We all look forward to what they are planning to do in the future.

Marc Hanson has also had an exciting summer having competed in the retrospective Alpine Rally in his ex-works MGA which actually competed in the original Coupe des Alpes in the 1950s. Congratulations to Marc and co-driver Brian Mackrill who won a very impressive cup for being the only ex-works car competing in the rally. He was also the only UK entrant .

To round off the coverage of the 2024 Monte we have included Sandy Dennison's account of his adventure as the closing car. His article is a fitting finish to the 2024 Rallye Monte Carlo Historique and Touristique series of articles.

Douglas Anderson

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## HELP.....TRAILER REQUIRED

The ADO has now been booked onto the Midget and Sprite Stand at the Classic Car Show at the NEC from 8 to 10 November. It will be unveiled on Friday 8<sup>th</sup>. Hope to see some of you there on that day or at the weekend.

I am looking to borrow a trailer from someone, in Scotland, to transport the car to the Show. Can anyone help? Give me a call on 01382 731755.

I have to say that I will be glad when the car is safely at the NEC after all the hard work. Time to move on to the next project!

## 2024 Coupe des Alpes

Marc Hanson and Brian Mackrill



Many of you will know Marc as a regular on the Monte Classique and Touristique. His co-driver, Brian, has been in the co-driver's seat before and came over from his home in Australia to navigate for Marc.



They were competing in Marc's ex-Works MGA. The black and white image on the previous page shows one of the Works cars, with the same distinctive hard top. This image is from the 1955 Rallye.

In true Works fashion Marc collected the car in Cannes at the Start of the Rallye. The car had been trailered to the Start by his service crew, Jim Wilson and his team.

Starting and finishing in the glamorous Riviera town of Cannes, the Competitors followed a traditional Alpine route traversing some lesser known mountain roads.



Marc said that it was a great Alpine adventure and the only section they missed was one of the highest roads in the Alps where it had rained the previous day, then turned to ice. Ice-bound roads are always a hazard in the Alps, even in early summer.



The car ran like clockwork apart from a persistent oil leak from the diff, but Jim kept it under control, as well as servicing the car throughout the event. Marc's only complaint was the car's gearing which didn't really suit the event, but the hotels were fantastic and he would recommend this event to other enthusiasts. Well worth doing.



# ECOSSE RALLYE DRIVERS CLUB



## LOMBARD RALLY FESTIVAL CRAUFURDLAND CASTLE

On Saturday the 31 August a few of the committee members set up for a static display at Craufurdland Castle near Kilmarnock where Tim Nash was holding the Lombard Rally display event.

The main event was on the Sunday where 50 rally cars ran several laps in the grounds of the castle. It attracted hundreds of spectators and many other car clubs.

The ERDC team set up was simply a gazebo with tables, chairs and some light refreshments to keep the team fuelled throughout the day. Presentation boards gave



photos and info on previous club events and Monte runs. Leaflets on the club and upcoming events were also available. Many thanks to those who supported by bringing their cars along, Barrie and Fraser's Hendrie's A40 and Alan Clark's Hillman Avenger, Alan Thompson's Spitfire Lemans Mk2, Ken Brown's MGB GT.

There was quite a bit of interest in the cars and application for a new membership

distributed, with a few people leaving contact emails to allow newsletters to be sent along with an application for Rabbie's Run on the 14<sup>th</sup> of September.

Brian Telfer was in the main area working relentlessly on Marshalling and on the microphone. He managed amongst all of this, to mention the ERDC display.

One person of interest who approached us for a chat was Swedish Rally legend Bror Danielsson. We soon discovered he had over 850 trophies from his decades of Rally motor sport. A living legend. He



was interested in the club and those who have participated in the Monte Carlo events.

So with the success of this perhaps we should attend a few events next year and make a club day out? Perhaps even a BBQ? Any thoughts?

Ken Brown



Bror Danielsson with Ken Brown

More on Bror Danielsson at link below.

[A True Rally Legend - BAUHAUS Royal Rally \(ercroyalrally.com\)](https://ercroyalrally.com)







# ERDC Rabbie's Run

by Ken (McGongagall) Brown



When driver, co drivers, drives meet,  
The cars then headed along the street.  
Navigating the many turns on the map,  
So easy, just one mistake –o'crap!

A long the country lanes of Alan's route he proposed,

We soon end up on a road that was closed.

With all 8 cars needing a revised route,

To Tarbolton with a new Sat Nav we had to input.

At Tarbolton we found Rabbies bachelor Club,



Which meant we were back in the hub.

Rabbie had been a tax collector, so when passing Sorn,  
We laughed with free road tax, along with the blast of the horn.

We drove over the hill to Mauchline and Mossgiel,  
Passing the magnificent stone tower, O what a thrill.  
Heading through Dalrymple, full of calming measures,  
The next stop was lunch for the simple pleasures.

So at the Burns Birth Place museum,  
A time for lunch and to stop and to see him.



With 55miles in the morning it was the 85 miles to go,  
Passing the golf course at Turnberry, without Trump in tow.

We headed for the hills on an electric brae,  
Going up or going down there was no need to frae.  
As hills were circumnavigated, with no worries or woes,  
Round and round the bends, kept the navigators on their toes.  
Unlike the morning, one who was sick to the stomach?  
Was it the driving or “ lowping on a crummock “



It was almost time for a drink, but no time to stop,  
We saw Souter Johnnie's cottage while still on the hop.  
We passed the "groaning trees" at Kirkmichael railway Station,  
And found another closed road, what a frustration.  
So it was almost time for the trip to end,  
All headed for Boswells Coach house to meet a friend.  
So with a cup of tea and some banter,  
The quiz was checked quickly, without any hanker.  
A full marks to Ken and Neil, O what a thrill,  
A whisky glass each, it just need a fill.  
So to all who organised this great road trip,  
Alan & Craig, we loved every bit.



# Anniversary Monte 100 Touristique 2024

Reminiscences from the Closing Car by Sandy Dennison



Early on the morning of Wednesday 31 January, twenty-one cars and their crews assembled behind the perimeter fence of Blythswood Square Gardens, Glasgow. Five cars were entered into the Rallye Monte Carlo Historique, thirteen cars were there to participate in the celebratory run, the Anniversary Monte 100 Touristique, aka Monte 100, from Glasgow to Monte Carlo, two were course cars and the remaining car was a service vehicle. My wife Marion and I were in one of the course cars having been offered to act as Closing Car by the event co-ordinator, Douglas Anderson, following our decision not to enter our 1933 Riley Lynx 9, Flossie, not so much on account of her not having been capable of completing the run but more on account of her crew not having been up to such a task, and following our decision not to accept my friend, Duncan Whyte's very kind offer of the loan of his 1962 Riley One-Point-five on account of the responsibilities of borrowing someone else's car.

The Monte 100 itself, for the uninitiated was open to cars similar to those which took part in Monte Carlo Rallies between 1948 and 1982 and to pre-war cars from 1924 to 1939. It was a non-competitive event, the only times being the individual cars start times. The suggested route for the event was, however, to be over roads used on early Monte Carlo Rallies.

In addition to the thirteen Monte 100 cars mentioned a further five cars were to join the event in Kent and another four at Calais.

A prelude to the event had actually taken place on the preceding day when scrutineering and ancillary competitions took place at Lomond Shores, Balloch followed by a pre-event dinner in the Blythswood Hotel, adjacent to Blythswood Square. Marion and I were excused the trip to Lomond Shores as we were not strictly 'competitors' and as we had had to attend a funeral on that day. We did, however, elect to stay overnight in Glasgow thus avoiding the drive into the city the following morning and to attend the aforementioned dinner.

So at 0800 on the start day, Douglas and June Anderson in the Opening Car left the square followed at 0830 by Etienne Goldet and Vincent Neymon from France in their 1977 Alpine 310 V6 then, at 0835 by the first of the Monte 100 entrants, Marc Hanson and Per Jonsson in their 1952 MG YB. The remaining twelve cars followed at minute intervals thereafter having taken delivery of the Historique entrants Passage Control check sheets for which we were responsible within the UK, by Marion and me in our VW Polo at 0848.

The suggested route took us to our first Passage Control at the Woodlands House Hotel, New Bridge near Dumfries. However, due to an articulated lorry which had overturned destroying a long section of the central Armco barrier on the A77 we arrived at the control some forty minutes later than our expected time. Following coffees and cake and ensuring that the Historique entrants check sheets had been duly completed, we left New Bridge and drove across the Pennines to the second Passage control at Ye Olde Bell Inn, Barnby Moor, Nottinghamshire where we submitted and retrieved the check sheets once again and partook of a roast lunch. Leaving Ye Olde Bell Inn, now some three and a quarter hours behind our indicated time due to traffic restrictions and road works en-route to Barnby Moor, we continued our journey south, over the Dartford Crossing Bridge and along to the Spring River Hotel, Ebbsfleet, which was an alternative start venue for Monte 100 starters, but they decided to start in Calis instead. However, being responsible for the UK section of the Rallye we felt that we should stop off there just to be on the safe side. Due to this delay we did not arrive in Dover until 2035, thus missing our intended 2030 sailing to Calais. As a consequence of this missed ferry, we had to await the next one which was scheduled to depart at 2240 but did not, in fact, do so until 2310. So after

a passage of ninety minutes, we arrived in a very wet Calais at 0045 which, when the clocks were put forward was, in fact 0145. Eventually, after some problems finding our way out of the ferry terminal due to the signposted exit having been blocked off and driving through the town in darkness in heavy rain, we finally arrived at our first overnight stop, the Sure Best Western Hotel in Coquelles, just west of Calais at 0230 in the morning. It had been a long day!

On Thursday 1 February after breakfast in the hotel and following the handing over of the Historique competitors' check sheets to June as our responsibility for them had now ended, we departed fifty minutes behind our suggested time at 0940 and drove via Autoroute 26 to the Parc Des Exposition in Reims where eighty-two other entrants in the Historique were assembled ready to commence the rally. Reims marked the first Passage Control in France which, as far as the Monte 100 participants were concerned, was merely a checkpoint (Checkpoint 4) at which, as proof of their visit, car crews just had to stop and answer a relevant question on a previously provided check sheet. We had no such requirement but had elected to visit all such check points anyway and to follow the suggested route as if we were participants rather than just a control car. Once the Historique cars had departed we, too, got on our way and drove in overcast and at times drizzly conditions to the Ibis Hotel in the spectacular, elevated fortress town of Langres in the Haute-Marne department of north-east France after calling at Checkpoint 5, the Mairie of Bar-sur-Aube and at Checkpoint 6 the Viaduc du Chaumont.



The latter checkpoint, which was underneath the viaduct, caused us a bit of a problem as I had expected our route to pass over the viaduct rather than beneath it. Given its size, a very long structure of three arched tiers of stonework over which a railway runs as I discovered later, my error became clearly apparent. Then, following our arrival at the hotel still fifty minutes behind our indicated time and settling in, Douglas, June and ourselves went out and eventually located and had dinner in a very nice Italian restaurant before returning to the hotel and turning in.

Day 3, 2 February, turned out to be a much more challenging day altogether. All started well enough when we left Langres at 0815 in fine sunny weather, just under an hour behind our indicated time and headed off south down the suggested route stopping off at Checkpoint 7 in the centre of a town by the name of Gray in eastern France midway between Dijon and Vesoul and at Check point 8 by the side of the Canal du Rhone au Rhine in Dole also in Eastern France south-east of Dijon.

As we were now an hour and a quarter behind our suggested time, we elected to follow the suggested route as far as a town just north of a bend in the River Rhone called Lagnieu then, after crossing the river, to fork left and head for the Autoroute 43 (A43) which would take us east and south, past Grenoble to Checkpoint 9 at la Gare de Clelles.

However, we wrong slotted somewhere and joined the autoroute further east than anticipated necessitating us heading west along it towards the required junction with Autoroute 48 (A48) to Grenoble where we would turn left and head south-east. However, the actions of local farmers scuppered that plan and after some fifteen kilometres along the A43, we found it blocked off prior to the junction with the A48 requiring us to resume travelling on single carriageway roads into Grenoble itself. This was carried out in extremely heavy traffic due to the closed autoroutes and in darkness and consequently caused us considerable delay. We, therefore, elected to give the checkpoint at la Gare de Clelles a miss and to head straight to the keen speckled Monte town of Gap in the Alps over which mist had descended and to our billet, the Logis Havvah Hotel.

By now, we were four hours behind schedule and, after finding that nearly all eating facilities were closed, had to make do with burgers in the local MacDonalds. At least their coffee was fairly palatable. Bed time arrived at 2330.





Our final day, Saturday 3<sup>rd</sup> February, saw us depart from our Gap hotel after breakfast at 0920, bang on schedule for once, and drive in glorious sunshine along many Alpine roads including over the Col des Leques on the Route Napoleon which my father had traversed in an Austin A30 whilst competing in the 1954 Rallye Monte Carlo, and down to our final checkpoint, Number 10 at la Turbie west of Monte-Carlo.



Descending to sea level and proceeding through a maze of roads and streets, we finally arrived at the finish on Quai Albert 1er at 1515 a mere ten minutes behind schedule. After parking up on the parc fermé and mingling with the other Monte 100 participants, we were informed that car parking charges at our Monte Carlo hotel, the Fairmont, the entrance of which is located on the crown of the hairpin bend of the Grand Prix circuit, were very expensive but that we could drive along to the hotel, drop off our luggage, return the car to parc fermé and leave it there, free of charge, for the duration of our visit.



This we did before walking back to the hotel. We then changed into our evening wear and were transported in navettes to the Automobile Club de Monaco where we enjoyed a sumptuous reception and dinner prior to the presentation of finishers medals and other awards by June and Douglas. The evening ended with a couple of drams of malt whisky back at our hotel in the company of the Austin Healy 3000 crew of Hylton Reid and Kevin Stuart before turning in at midnight.

Sunday 4<sup>th</sup> February was a free day but with the option of driving over the famous Col de Turini and having lunch in the Hotel les Trois Vallées. However, being rather tired by our previous days' efforts and having been over the pass and eaten at the hotel in the past, we decided to give both a miss and just to have a quiet day exploring our hotel and its environs, strolling through the Place de Casino and wandering about Monte Carlo and around the grand prix circuit.

Departure day was Monday, 5 February and, after breakfast in our hotel in the company of June and Douglas we left at 1030, transported the luggage manually back to parc fermé, loaded the car and left Monte Carlo driving back to Glasgow via overnight stops in Claix, south of Grenoble and Chaource, south of Troyes before crossing the channel from Calais to Dover. We then proceeded northwards via the Dartford Crossing Tunnel, had another overnight stop in Rugby before arriving home at 1500 just in time for me to attend my rugby club's monthly whisky tasting evening. Our total milage for the event and the return trip home calculated at just over 2,600 miles.

So, given the several days transcribing the suggested route into a much easier format prior to departure, given the eight days intensive driving solely by myself, given the various delays, occasional heavy traffic and other disruptions requiring route adjustments, given the very heavy rain in northern France and in the south of England on our return trip and given us having spent nine nights in eight different hotels, did we think that the Anniversary monte 100 Touristique 2024 was enjoyable and worthwhile? We most certainly did especially as it was a delight to drive on roads free of potholes, in France anyway, to participate with and get to know many of the other participants in the event and to have started the event in Glasgow given that it is very unlikely that the Monte Carlo Rallye, in whatever guise, will ever again start from the city, but one never knows!



# POSTER FROM THE PAST

