

Classic

UPDATES & MONTE NEWS



WELCOME

A very Happy New Year to you all. We can only hope for the best for 2023. Thankfully there are a lot of good things happening in the Classic Car scene for the coming year.

First off is the return of the Monte Carlo Rallye to London. The Monte Start committee have been working on the arrangements for the Start for some time, so we hope you will give the London Start your full support. 2023 also brings a full calendar of events from **ERDC** and **CCHMSC**.

The ERDC theme for 2023 is Road Rallying. In this month's newsletter we start off with a piece from Ron Adam on the Golden Age of road rallying in the 1960's in Scotland. ERDC's events will focus on developing the skills that you need for road rallying. These events should be great fun and will give you the experience to enter our end of year road rally, the Northern Night Owls.

In this issue there is also the next instalment of Simon Ganderton's engine/gearbox conversion and the full calendar of events organised by members of ERDC.

The ERDC club renewals for 2023 have started to come in, so thank you to those who have already renewed their membership. If you would like to join or renew you will find the membership form on the ERDC tab of the www.monte.scot website along with details of how to pay the modest £10 membership fee.

Douglas Anderson

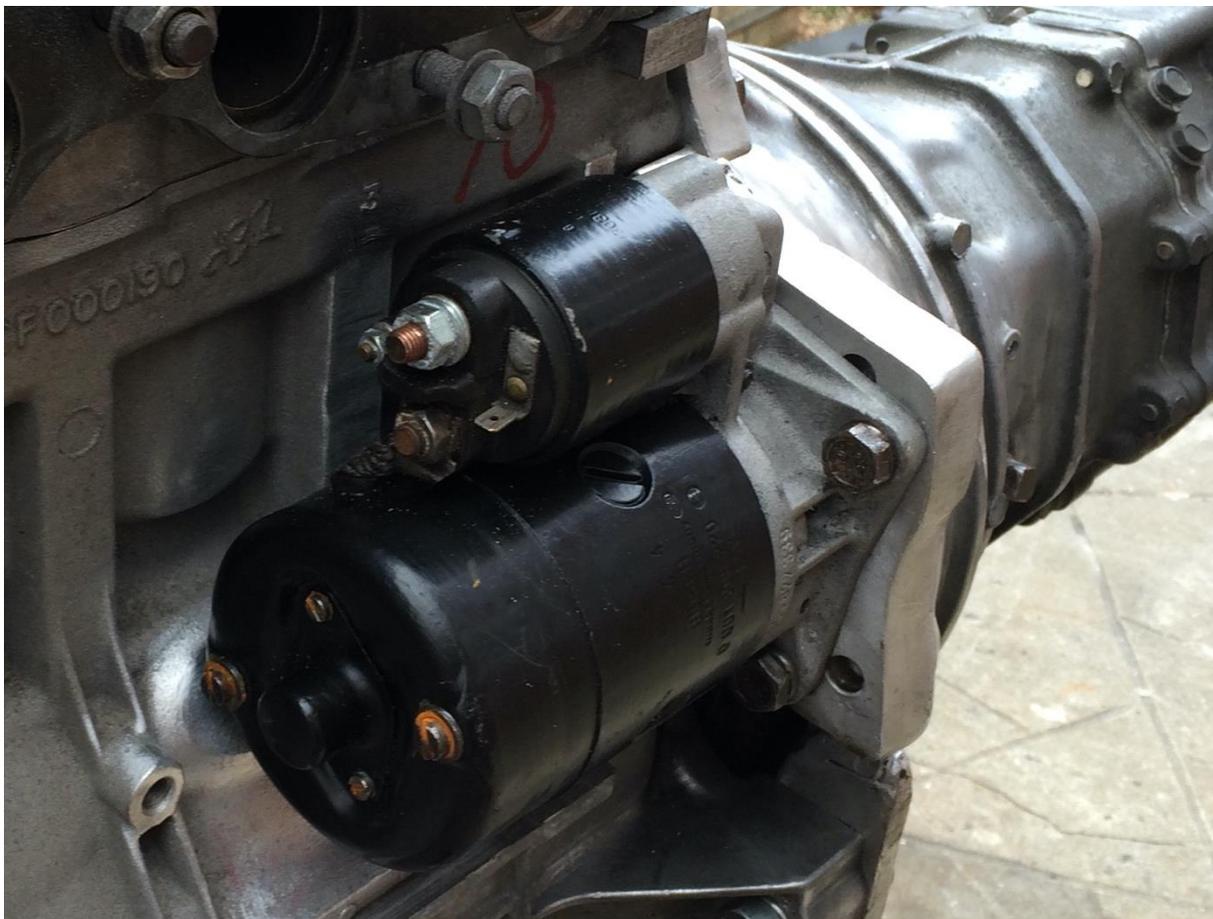
dglanderson1@yahoo.co.uk



MG Midget K Series 5 Speed Conversion Simon Ganderton Part 3

The next job I tackled was the starter motor which I had already and seemed to fit, whilst I do not actually know what it is from a search of the part number suggests it may be a Ford item. The plan here was similar to the bellhousing mountings whereby the appropriate starter motor mounting would be welded to the bellhousing. I started with an aluminium lump which was machined to fit on the starter motor and had the mounting bolt threads tapped into it.

The starter motor and its mounting were offered up to the gearbox – now attached to the engine and the rough location was cut from the bellhousing. Once enough clearance was available the position could be finalised such that the gear lined up to engage the flywheel when activated and clear it when released. With this set the mounting was tack welded to the bellhousing before being disassembled and fully welded on the bench. This was done as before with the MIG welder and a little tidying up with a flap wheel.



It should be noted that depending on which starter motor is used it may be necessary to add some clearance on the engine block to ensure that the starter motor doesn't foul it. A more modern and slightly smaller diameter starter motor may not need this to be done.

One of the features of the Mazda gearbox is the ability to move the position of the gear lever. This is achievable because the gear lever assembly is external to the gearbox and operates an actuation rod, by shortening this rod and moving the lever's pivot housing the lever can be positioned to pass through the Midget's original hole. This allows the standard carpets and gaiter to be retained as well as keeping the interior looking standard.

The gear lever mechanism is a simple ball and socket which when moved translates the lever's movement into a shaft that passes through to the gearbox. Moving across the neutral gate rotates the shaft and moving into and out of gear pushes the shaft in and out. Altering the position of the gear lever along the shaft is therefore possible without affecting the gearbox. The lever housing is bolted to four threaded holes, by shortening the guide and attaching the rear holes to the forward threads it is sufficiently secured.



I first disassembled the gear lever mechanism and guide tube to expose the shaft, this shaft has a single hole passing through it to locate a roll pin which secures the socket joint. By measuring the distance between the mounting holes the change in length can be determined. A new hole can be drilled through the shaft to give the new length. By placing the socket joint back onto the shaft it can be used as a guide to ensure the drill goes through the centre of the shaft. Once the hole is drilled the excess shaft length can be removed before reassembly of the lever mechanism. It is important to check the correct operation of the lever as accidentally shifting from fifth to reverse is very undesirable.

MONTE NEWS



The first car to leave Brooklands for Monte Carlo will be at 4pm on Wednesday 25th of January. The Start venue is in front of the clubhouse. Scrutineering for the Rallye will be from 10am to Midday. If you come along to Brooklands on the day, you will have a chance to see the cars close up and speak to the crews. We would like to see as many spectators as possible so we can give the London Starters a fantastic send off.

At 3.45pm the course car, Car 0, will leave for the first leg of the Rallye to Dover. If you are coming, bring your camera along because we will be looking for good photos of the start for the February and March newsletters. Looking forward to seeing you all. Let's keep our fingers crossed for decent weather.



THE GOLDEN AGE OF ROAD RALLIES RON ADAM

I grew up in rural Perthshire and from a young age was fascinated by cars and motor sport. I got involved in the rally scene which was very popular at that time as many members of the local farming community were keen on motor sport. The local car club, the 55 car club, was very active, particularly in road rallies. At that time, the 55 Car club had 800 members and there was even a branch of the club in Oban. Some of you may know that the name of the club came from the fact that it was started in 1955 and the Ordnance Survey map that they used for many of their rallies, was map 55.

I joined the club and got involved in marshalling, as many of the younger members who at that time didn't have cars, did. We were usually picked up and dropped off in the middle of nowhere to set up a control. It was a great learning experience on how rallies were run and what was involved.

The first car that I rallied was a Ford Zephyr which I competed in with my then girlfriend, Jan, navigating. It worked well because we later married – and are still married. I then moved onto a 1500cc engined Anglia, followed by a Mini Cooper 'S'. (I wish I had kept it.) They were great times.

From competing, the next step for me was the organisational side of rallying and I found that I enjoyed this aspect of the sport. A good example of a road rally was The Hare (based on the mad March hare), starting at 10 pm at Greystane Hotel (now the Doubletree by Hilton) on the outskirts of Dundee and finishing at 7 am with breakfast at Dykehead Hotel (which sadly no longer exists), having covered 230 miles. A halfway halt for petrol and refreshments was factored in.



It had 56 controls. There seemed to be no problem with getting marshals in these days. The first section was 25 miles of farm roads. The regulations stated that "all roads had surfaces"! The average speed was set at 39mph. One year we

had 80 crews and only 1 crew cleaned it, namely Ian Milne with Alistair Black navigating in a Mk 1 Escort Mexico. My wife, Jan, who was navigating for the late Tom Coffield finished second, only six minutes behind the winner. This rally would definitely be outlawed today. Crews had to work together to find the roads – sometimes they had to find a hole in a hedge to access a dirt road. For me, it was important that everybody finished so on some of the roads that were more difficult to find, I would put an arrow out 100 yards up the road to let the crews know they were on the right road. The navigation was straightforward consisting of spot heights, grid references and direction of approach to controls, and the instructions were only handed out half an hour before the crew's individual start times. We also used code boards to check they had used the correct route. Crews working as a team and driving skill were the important features of these road rallies.

The cars in these days were relatively standard. No-one had special rally cars. They just used the cars that they drove to work, sometimes with the addition of a sump guard, extra lights and harder brake linings. Rally time was your sealed clock, although some crews had fancy instruments. The rallies were inexpensive to enter, and the local farmers were very good about allowing the Club to use their roads and tracks.

I think it should still be possible to run good road rallies today, but they would be nothing like the golden age of road rallies in the 1960's.

(The photograph of the Mini at a control in the middle of nowhere, captures the mood of an all-night rally. This photograph was not from the Hare Rally, but the Cat's Eyes which was a similar type of road rally. DA)

Getting Started

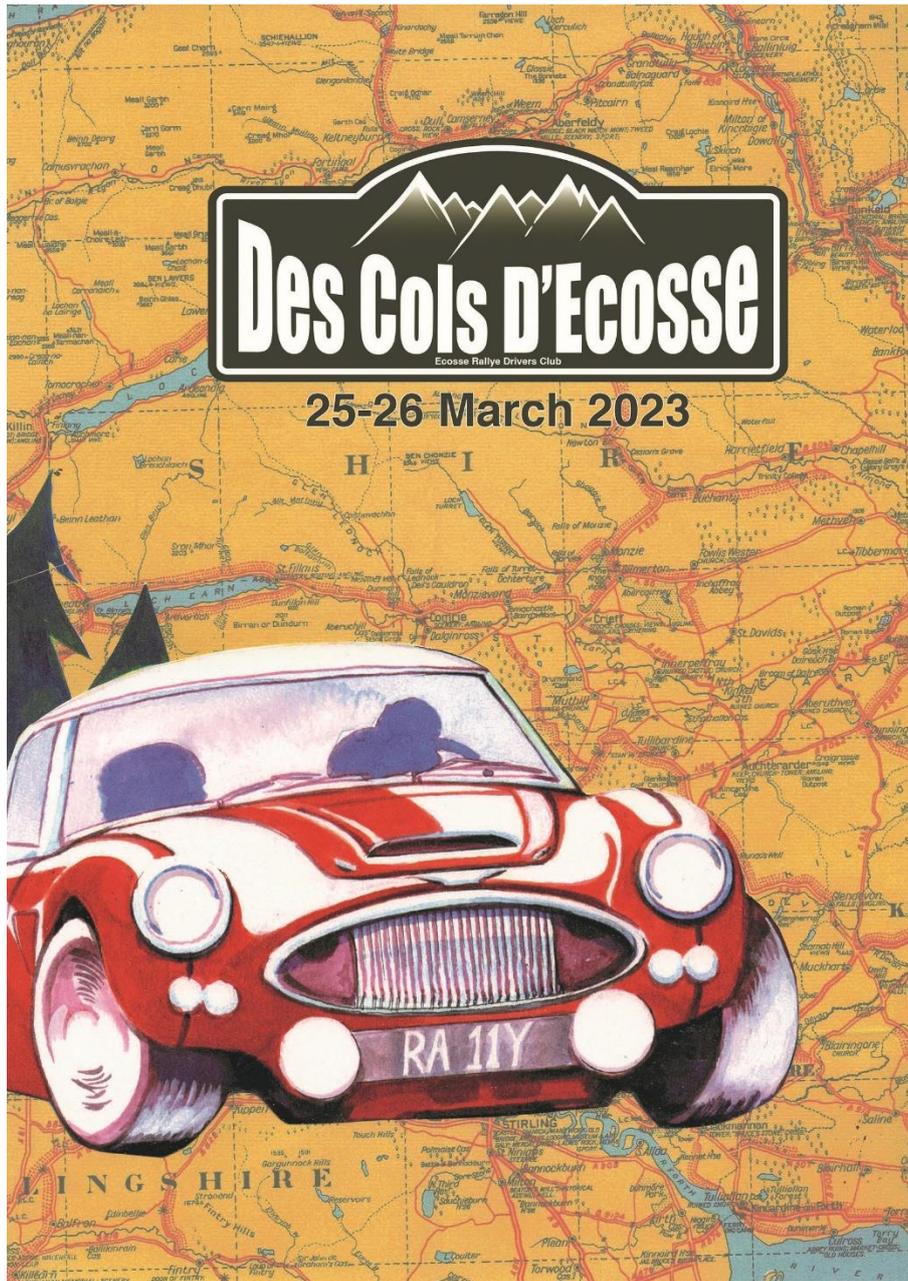
It is easy to get started in road rallying. All you need is a car, crew, the required 1:50,000 OS map, a watch/clock and a Romer such as the one below.



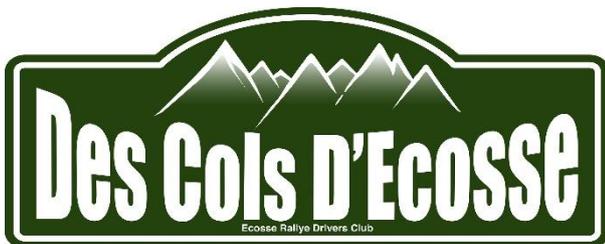
ERDC 2023 EVENTS

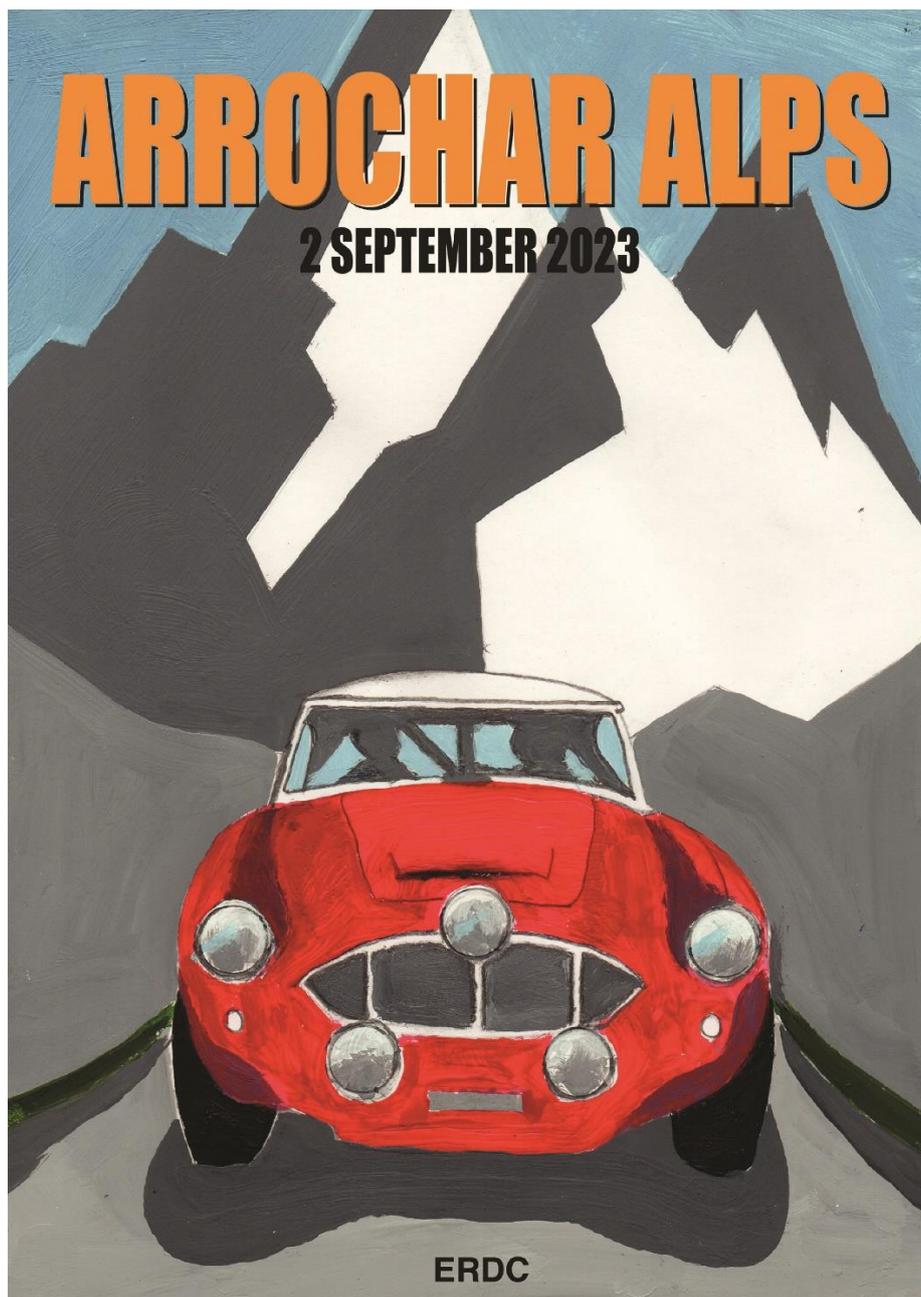


- MARCH 25/26** Des Cols D'Ecosse
Start in Perth, Grantown-on-Spey, Perth
- SEPTEMBER 2** Arrochar Alps
Start in Arrochar to Oban
- NOVEMBER 4** Col de Ruisg
Start in Dumbarton
- NOVEMBER 18** Northern Night Owls
New innovative road rally



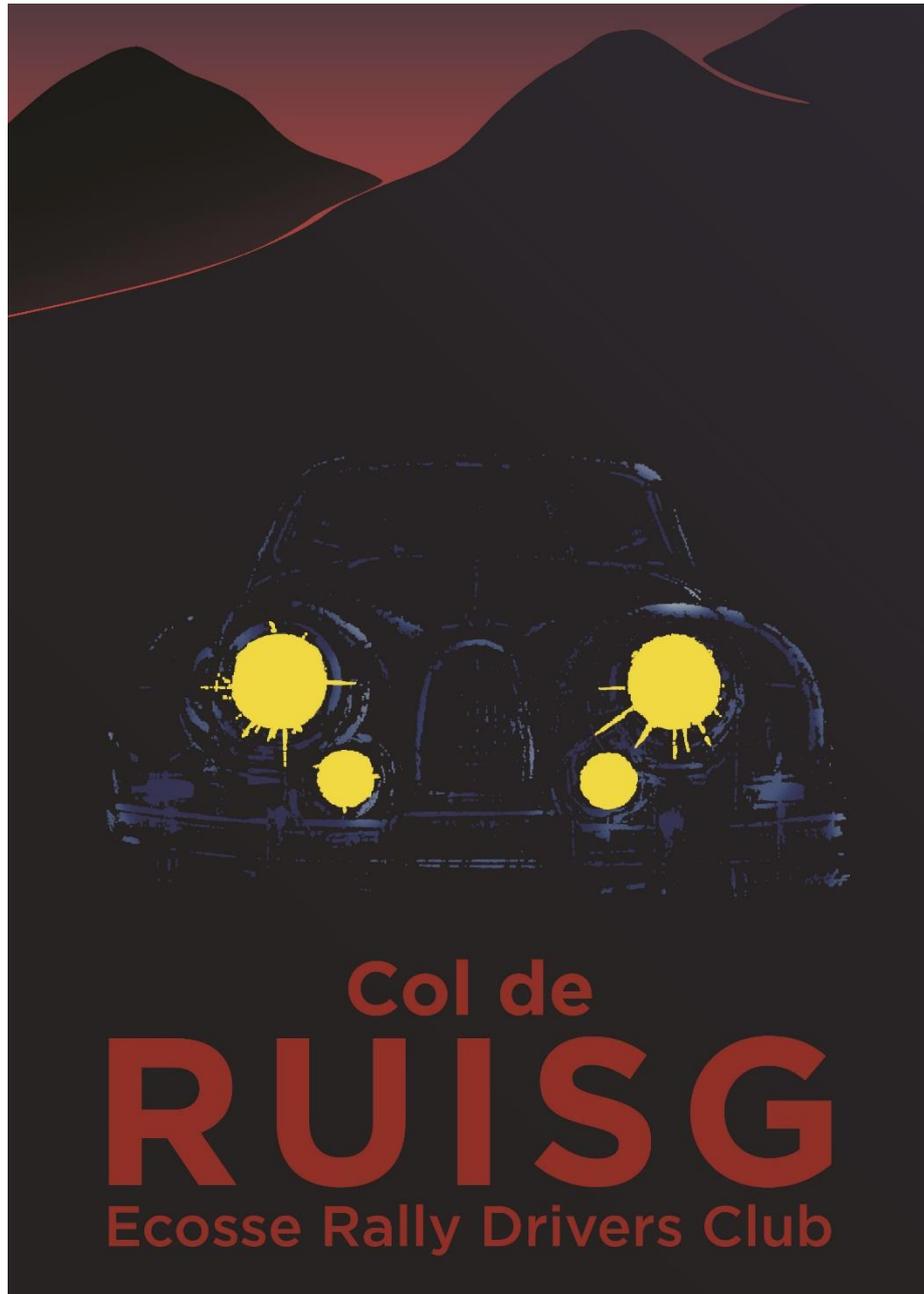
Two day, long distance event on some of the best roads in Scotland. It is an auto distance trial in the tradition of the original Trials. Navigation will be by Tulip Road book with sections on OS maps, giving a variety of navigational tasks. Organised by Oliver Tomlins.





This observational event will follow an Alpine Rally type route. You will be asked to look out for landmarks, signs etc. You will have to accurately measure distances and answer observational questions. It

will develop teamwork between navigator and driver. Organised by Douglas.



driver's assessment of road conditions. Organised by Craig McGibbon.

This will be a night event. Expect tricky winter road conditions. Navigation will be by Tulip Road book. This event gives the feel of a night road rally and will sharpen the navigator's skills and the



Northern Night
OWLS
Ecosse Rally Drivers Club



manageable for beginners. More details in future newsletters.

The Northern Night Owls Rally will be an innovative competitive event using the skills which have been developed on the three previous events. This Road Rally will be simple in format and

ERDC MEMBERSHIP RENEWAL



It is time for members to renew their club membership. Thank you to those members who have already transferred their membership renewal and to the new members who have decided to join the club. In ERDC tradition we have kept the membership fee to £10 which allows us to pay our dues to Motorsport UK and the local association. It also covers additional administrative costs.

If your contact details (address, email address and phone number) have not changed there is no need to complete a new form but if anything has changed, can you complete the membership application form and email it to june.a.anderson@outlook.com. Anyone who is not yet a member but would like to join to support the club will be warmly welcomed. New members should complete the form which is on the ERDC tab of the www.monte.scot website along with the club rules.

You can pay the fee by transferring £10 to the club account or by sending a cheque made out to Ecosse Rallye Drivers Club to

June Anderson,
2 Castleroy Road,
Broughty Ferry,
Dundee DD5 2LQ.

The bank account details are as follows

Ecosse Rallye Drivers Club

Santander

Sort Code 09 01 29

Account number 38813548

If transferring funds, please use **your name** as the reference.

**Provisional date for the club AGM Thursday 6
April 2023. Venue to be confirmed.**

For Sale



Immaculate VW 2007 1.9 T5 LWB campervan (red/white two tone colours and white alloys) with pop top roof.

Manual transmission.

152k miles.

MOT passed in October 2022 and advisories addressed

Large service April 2022

New Bridgestone all weather front tyres in October 2022.

New Bridgestone all weather rear tyres in June 202

New Lion 096 battery February 2022

New turbo charger June 2021

140bhp remapped in June 2021

New Autoterm Planar diesel heater and PU27 controller January 2021.

New Cambelt in Feb 2020 at 129k miles.

Awning rail fitted to van

Vango Kela drive away airbeam awning

Rock n roll bed with two seatbelts

Units and ample storage.

110ah deep cycle leisure battery

Split charging system (voltage sensing relay) allows leisure battery to be charged from vehicle battery, only when engine is running

12v fuse board, with lights, USB outlets

240v hook up & cable

240v battery charger fitted which charges leisure battery when connected to hook up

12v fridge

Dual gas hob including 7kg Calor gas bottle (full)

Sink including electric pump and 10L water bowser

Trolley jack

Porta potti

Window insulated screens

Contact Doug Ashworth drashworth@aol.com