Monte Issue

Last of the Summer Wine • Col de Ruisg

Build yourself a 1950’s Rally Car • Monte 2018 Review

Monte 2019 Preview • Monte car for sale

Classic Calendar • Classic Memories'
“Welcome to the ‘full Monte’ issue of Classic News and Monte Updates. It has been a very successful 2018 Monte season, with a record number of Historique and Classique cars for a Paisley Abbey Start. The new route, with official Passage Controls in Dumfries and Banbury, was well received. The Olde Bell Inn at Barnby Moor, the traditional night halt, was just big enough and we managed to squeeze everyone in.

New for 2018 was a Heritage Run from Aberdeen and it turned out to be a challenging event – see David Ross’s story and photographs on pages 10 and 11. The route had all the ingredients of a ‘little Monte’ with mountain roads and snow.

The Monte Start Committee have already begun the preparations for the 2019 season and the dates have been set for the events leading up to the Start on 30 January 2019. If you are planning to enter either the Historique or the Classique, now would be a good time to get into the garage and start preparing your car. See the article on page 5 which will give you some hints about choosing the right car – if you don’t already have one. Over the next two issues there will be advice on preparation of car and crew.

For 2019 a new Heritage Run will be introduced to celebrate the 80th anniversary of the last car to leave the original John O’Groats Start. It will be a two-day event. See page 14 for more information.

Finally, I would like to take this opportunity to thank all the members of the Monte Start Committee Scotland. Janet Telfer Start venue co-ordinator; Ian and Catherine Higgins Heritage Runs co-ordinators and scrutineers; Jim Meggat Start ramp co-ordinator; Jonathan Lord motorsport consultant; Brian Telfer commentator and deputy Start venue co-ordinator; Craig McGibbon webmaster; Alan Douglas PR and media consultant; Alistair Millar film maker and producer. I would also like to thank the volunteers from the motorsport and classic car clubs throughout Scotland who marshalled at the Start, Passage Controls and the Heritage venues. Without them none of this would be possible. We would like to invite you to take your place at the table next year, at the Post Monte Dinner on 23 March 2019, to celebrate your successful participation in the Rallye Monte Carlo Historique or Classique.

Douglas Anderson
Editor
Jake Whitelaw and Jock Millar are life-long friends and competed against each other on two wheels in their youth. Jock switched to four wheels and still competes in sprints in hillclimbs, while Jake continues to take part in bike trials. Jake is still actively involved in the family welding and fabricating business and Jock is never out of his own workshop rebuilding racing cars. A remarkable pair of gentlemen who are still very active at an age when most people are taking it easy.

When we were at the stage of commissioning our own Start Ramp for the Monte, we decided to draw on their combined experience and expertise as fabricators and welders, with a flair for designing trailers. Jock sketched something out literally on the back of an envelope and somehow Jake managed to turn it into a bespoke Monte ramp. The technical drawings which were needed for the ramp to get its safety certificate were produced by Peter Meggatt, the brother of Jim Meggatt one of the members of the Monte Start Committee. We are very grateful to them for giving their professional services to the project.

Following a trial run in 2017, some modifications were made to bring it to the standard that Jake and Jock demanded of themselves. The work was completed over the summer and the ramp that was used for the 2018 Start of the Rallye was the finished product. All the competitors were delighted with the ramp and it has now been seen all over the world via TV, press and social media. We are greatly indebted to Jake and Jock for their work and for the huge contribution they have made to the Scottish Start of the Monte.
Saturday 20 January was the coldest day of the year. It was also the date of the now traditional shake down event for the Monte – the Col de Ruisg. It turned out to be a real Monte experience with snow and ice-bound roads. As you would expect, the crews learned a lot that evening as no-one managed to complete the whole route, apart from Jim and Norma Watson who were able to do most of it due to the correct choice of tyres – snow and ice tyres! But everyone enjoyed it and it was a great social occasion with a light supper at Drymen and refreshments at the end at Luss. All the crews would recommend it for anyone planning to do the Monte.

Ian Higgins
Throughout the years that I have been organising the Start and UK leg of the Rallye Monte Carlo Historique and Classique I think I have had more phone calls about the eligibility of cars than anything else.

When choosing a car, the first thing would be to check the official list of eligible cars which can be found on the Automobile Club de Monaco website. You will see that there is a very wide range of cars, although for some marques it is very specific. If you look at recent entry lists for the Historique you will see that there are a lot of the same type of cars eg Porsche 911; Golf GTi; Renault Alpine; Lancia Fulvia. If you want to be sure of an entry you should avoid one of these. What ACM are looking for are unusual cars or everyday cars from the Historique era. They have told me that they would really like a more representative entry list from the post-war Montes.

When choosing a car for the Classique, you should consider whether it is comfortable, warm and can be made to handle and stop in a variety of road conditions as you may encounter snow and ice. Remember it is a long way with many hours of driving and fatigue is a huge issue. Good seats are a must. Fortunately, there are lots of 1950’s cars which would fit this bill and are currently very reasonably priced. Morris Minor, Standard 10, MG A, A 40, Sunbeam Rapier, Ford Zephyr and the Triumph Herald etc. All of these popular 1950’s type cars would be more than capable of completing a Monte. Cars produced in the early 1960’s are still eligible if they were first introduced in the 1950’s and or course pre-war cars are gold dust.

I had a call just the other day from someone who had been at the Start at Paisley Abbey and fancied ‘doing the Monte’. I gave him the usual spiel about the rally, the regulations and application process and how challenging it was. Near the end of the call he said that he had the ideal car – a Volkswagen. I said that I thought it would be a very good car with good traction in snow conditions. I asked what kind of Volkswagen he had as only certain cars would be eligible. I got the shock of my life when he said it was a Volkswagen Camper Van! Sadly, I had to let him down gently and tell him that it would not be eligible.

Here are a couple of images of cars that have participated in the past and would make interesting entries. A Morris Oxford and a Morris Minor convertible.

Your best chance of getting an entry is to choose the Scottish Start with an unusual car, but ultimately the Automobile Club de Monaco decide who will or will not get an entry.
2018 was the 5th year Paisley hosted the start of the Monte and the organising committee were looking forward to another great event with 24 International cars. The first on site were the marshals who split into two teams and started the set up. Each car was allocated a bay with the bays marked out and numbered. Shortly after, the ramp arrived and the team got to work helping with the construction and like the well-oiled machine the marshals now are, the full set up was completed well ahead of schedule and it was time for a quick cuppa and sandwich before the job of bringing in the cars started.

It was good to see so many International entries this year which completely filled parc ferme in Cotton Street. There were a number of Heritage cars which fell victim to the weather and didn’t manage to get to Paisley but even without them we had a fantastic range of vehicles with helped to make it the best year ever.

As co-ordinator of the Start venue I would like to express my thanks to all the volunteers from car clubs throughout Scotland who willingly gave up their time to ensure a smooth Monte 2018 Start. It was a real team effort.
As part of Douglas’s ongoing plan to offer more for the competitors, to raise the profile of the Rallye and to encourage even more entries, Banbury was resurrected as a Passage Control for the 2018 Monte. Banbury was last used in 1963 and welcomed the Rallye back this year. As well as hosting the Passage Control, Banbury and Cherwell councils organised a Classic Car Show in the picturesque town centre, with 85 static exhibits including 7 ex-works rally cars. Oxford Motor Club helped with the marshalling along with council staff. The 24 intrepid crews were met by reporters from newspapers, local radio and TV crews. When the cars restarted after lunch in the Town Hall, we were joined on the start ramp by council leaders as well as the legendary Tony Mason who made the day for a lot of crews and me. Tony Mason has always been one of my heroes and to meet him made the long drive down to Banbury, after completing my stint as commentator at Paisley, all worthwhile.

Brian Telfer
Monte Carlo success crowns Banbury as key motorsport destination

Thousands of people gathered in Banbury town centre to welcome the return of the Monte Carlo Rally after an absence of more than 50 years.

On Thursday, 1 February Cherwell District Council, in partnership with Banbury Town Council and the Oxford Motor Club, ran a one-day event to host a passage control point for the famous Rallye Monte Carlo Historique and Classique.

The cold weather didn’t stop people from coming to see the competitors and the exhibition of more than 100 vintage cars from local exhibitors and clubs displayed in Bridge Street and Market Place. And it wasn’t just car enthusiasts who attended, with many residents answering the organisers’ call to come along to greet the rally drivers and give them a loud send off.

Paul Almond, street scene and landscape manager at Cherwell District Council, who led on the organisation of the event, said:

"The Monte Carlo Rally Passage Control has been a great success and I am really glad that residents and visitors have enjoyed it. The high attendance, even on a weekday, is an international recognition for Banbury as a key place for motorsport. Residents see this as an asset for the region and are willing to support this sector. Therefore, I hope more motor-sporting events will consider Banbury as a hosting town."

I am also amazed at the response of the exhibitors who came with their classic car, helping create the right setting and atmosphere for the Monte Carlo Rally.

The exhibition started at 10am with cars from, among others, Prodrive, Nissan, BGM, Tuthill Porsche. Cropredy Bridge, as well as a number of private owners. At 11am the Monte Carlo drivers, who left in the morning from Barnby Moor in Nottinghamshire, started to arrive in Banbury. They stopped to meet supporters and have a lunch at the town hall. Then from 1.30pm the cars left Banbury waved off by the crowd, heading to Dover and finishing in Monaco on Sunday, 4 February.

Douglas Anderson, coordinator of the UK leg of the rally, said:

"We chose Banbury because it is located in the centre of motorsport valley and, given the successful turn out for the Monte Carlo passage, I must say we made the right choice. Cherwell District Council’s team have been very enthusiastic to host our checkpoint since I approached them and have done a brilliant job pulling together this fantastic event in Banbury."
Country Lane Tours would like to thank all its clients and friends who gave such generous support to this year’s charity, Pancreatic Cancer Action, either through donations or by entering the competition to guess the mileage covered by the Flying Tortoise on yet another epic jaunt, this time the Monte Carlo Classique from Paisley to Monte Carlo. Special thanks also to the Metropole Hotel in Llandrindod Wells for generously donating the prize of a luxury break for two.

This is the 2nd occasion the little car, rescued after years abandoned in the open, has completed the Monte Carlo Classique, covering 2,887 miles on the round trip this time. The event is such great fun, we’ve already decided to enter again next year, so if you’re tempted by a bit of a challenge visit www.monte.scot for more details.

Although the competition is over, if you’re impressed by the little car’s performance then donations to the charity Pancreatic Cancer Action are most welcome. Email fordcharityrun@aol.com for more information or visit www.justgiving.com and search ‘Flying Tortoise’.
A carnival atmosphere, a hugely varied entry of 70 iconic historic cars and an enormous crowd of excited enthusiasts of all ages marked the fifth Paisley Abbey start of the Monte Carlo Historique Rally. Taking precedence on the 31st of January was the start of the British leg of the Historique Rally with the Monte Start Committee (MSC) Scotland welcoming participants from all over the UK. Leaving after the Monte cars was the Classique, a touring run from Paisley to the Principality but without the competitive element, and three Heritage runs, one from Paisley to Stirling, another to Dumfries and, for only the second time, an Aberdeen start in homage of when the cars left the Granite City in 1934.

The Aberdeen starters were led away by Alan Gibb’s 1954 Swallow Doretti followed by a Mini which had travelled from the isle of Lewis, a rally replica Hillman Imp, a well presented Morris Minor, an Austin 1800, the Pollocks in their Triumph TR2 and John Clark and his wife in an Audi quattro.
The weather could hardly have been kinder, with bright sunshine as the cars headed west along Deeside before climbing the slopes of the Cairn O’Mount, one of Scotland’s most historic roads where speed hillclimbs were run as early as the 1920s and as late as the 1950s on the Scottish Rally.

With a start point so close to home, Alan Gibb had taken no persuading to ready his rare 1954 Swallow Doretti and, at 8:30am with myself in the hot seat, we headed off on our way to Paisley, waved off by a surprisingly large crowd well-wishers.

Our initial run was uneventful but, at Kippen we were warned that the weather ahead was likely to cause problems as we crossed over the Campsie hills so we headed down through Bearsden on the outskirts of Glasgow to a reception with soup, coffee and cakes kindly laid on by the local Council. After a brief photo session, it was over the Erskine Bridge but we never imagined the warmth of the welcome we were to experience at Paisley Abbey.

It appeared the world was there with dozens of enthusiastic and helpful marshals guiding us through the throng and into our designated parking spot.

Music, food stalls and generously provided refreshments for all participants showed what can be achieved by rally organisers who have the strength of the local council behind them backed up by literally hundreds of marshals from local motor clubs.

At six o’clock, Douglas Anderson, who had worked tirelessly to bring the Monte Carlo start back to the UK initially in 2011, was waved off in his red and white Triumph Herald Coupe by 10-year old Emilia Kozlowska who had won a Renfrewshire-wide competition to design the starting flag. Each car’s leaving was accompanied by plumes of steam and a colourful firework display. They were followed by the Historique entrants and then those in the Classique section, itself restricted to cars built from 1911 to 1969.

Then it was the entrants in the Paisley to Dumfries and ourselves in the Paisley to Stirling Heritage runs, our own run cut short when the Doretti’s exhaust struck the start ramp. So we made our way direct to Stirling where, once again, we were met by a horde of hugely enthusiastic marshals from the local motor club who ensured we enjoyed bespoke parking and, to warm our inner selves and celebrate the recent Burns night, soup and a plate of haggis, neeps and tatties.

After lots of interesting chat, we headed north but, with 50 miles to run, our calm was rudely interrupted by a sudden front tyre blowout. We pulled off into a side road only to discover we could not get the jack under the car. Then, just as we were beginning to despair in the freezing cold, it was after 11pm, round the corner came John Clark’s rally replica Audi quattro. “We live just one mile away and I’ll be back with a suitable jack,” said John. And, true to his word, he was back in a jiffy with his jack that had the Doretti lifted so the spare wheel could be fitted. Definitely our knight in shining armour.

So it was home by 1am after a day of wonderful scenery, a great social scene and a bout of drama. I do hope Douglas and his team organise the Aberdeen to Paisley Heritage Run again next year. Otherwise it will be an even duller, more drawn out and uneventful winter.
There was an excellent turn out for the Post Monte Dinner and Presentation of Awards at Glasgow Art Club on 14 April 2018. Fifty six people attended and enjoyed an excellent meal, followed by the presentation of awards by Jonathan Lord. We welcomed people from all over Scotland, England, Ireland and even from France. Here are some photographs taken at the dinner and a list of those who received awards. Thanks to Jonathan Lord for arranging the use of the Art Club and to Janet Telfer for arranging the dinner.
AWARDS 2018

**Rallye Monte Carlo Classique**

**Linwood Heritage Award – Scottish car with a Scottish crew**
1967 Hillman Imp
Scott Fanning and Hugh Liddle

**Silver Medals – completed the route to Monaco**
Ian Thompson and Ben Thompson
Scott Fanning and Hugh Liddle
John Lomas and Dan Hunter

**Gold Medals – completed the route visiting all the Controls**
Jim and Norma Watson
Gordon and Duncan Best
David Tindal, Alan Falconer and Steven Woods
Andrze and Mateo Szmidt
Ian Glass and Ray Jones
Andrew Smith and David Cook
James Mann and Tracey Miklaucich

**Concours d’Elegance**
1935 Aston Martin Sports Tourer
Ian Thompson and Ben Thompson

**Hon Victor Bruce Cup – oldest car to complete the route**
1934 Lagonda
James Mann and Tracey Miklaucich

**Rallye Monte Carlo Historique**

**Service Crew - Joint winners are**
Service crew for car 203 – Mini
Chris Bailey and Bob Coombes

**Servicing for 3 cars**
Michael Hyrons, Graeme Wright and Tam Haley

**Alba Award – Major contribution to the event.**
1972 Fiat 124 Coupe
John Roberts and Oliver Tomlins

**Saltire Cup - highest placed, smallest engine car starting from Scotland**
1971 Mini Cooper ‘S’
Chris Mockridge and John Varney

**Thistle Cup – highest placed, oldest car starting from Scotland**
1955 Mercedes Benz 220a
Stephen Latta and Gary Greenberg

**Ecosse Trophy – highest placed car starting from Scotland**
1971 SAAB 96 V4
Gérard Thill and Colette Roubaud
The dates for the 2019 Rallye Monte Carlo Historique have been confirmed as 30 January to 6 February. The Classique dates are 30 January to 3 February.

The Historique will follow the same format as 2018, with Passage Controls at Dumfries and Banbury and the first Time Control at Calais. The Concentration Run will finish at Valence, with the traditional buffet in the evening. The Rallye will finish on 6 February with the dinner at the Sporting Club de Monaco that evening.

The Classique will follow the Concentration Run with the option to check in at the controls and entrants will join the Historique crews at the buffet at Valence. There will then be a suggested route through the Alps to Monaco, taking in many of the famous Monte Carlo Rallye cols. There will then be a black-tie dinner at the Automobile Club de Monaco on 3 February.

The 2019 Heritage Runs will include the now traditional runs to Stirling and Dumfries. There will also be a Heritage run from Aberdeen starting on the morning of 30th and finishing at the Start venue. To celebrate the 80th anniversary of the last car to leave John O’Groats on the Monte Carlo Rallye we are holding a two-day event, starting at John O’Groats on the morning of 29 January, following an authentic route via Aberdeen for an overnight halt and dinner, before joining the Aberdeen Heritage starters on the morning of 30th. As far as possible this will take the roads that would have been used in the 1920’s and 30’s before many of the modern roads were constructed. It promises to be a great event. Ian Higgins is currently working on the details.
FOR SALE

1961 Triumph Herald Coupé

Well known Monte car.
Ideal for entry into Rallye Monte Carlo Historique or Classique.
Handles well, comfortable and lively.
This car is to be auctioned at Morris Leslie, Errol in their summer auction.

For more information contact
Douglas Anderson dglanderson1@yahoo.co.uk
# Monte Season Events

## 2018

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<td><a href="http://www.monte.scot">www.monte.scot</a></td>
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<td>16 November</td>
<td>Rallye School/ Prep Class I</td>
<td><a href="http://www.monte.scot">www.monte.scot</a></td>
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<td>7 December</td>
<td>Rallye School/ Prep Class II</td>
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## 2019

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<td>Monte Heritage Run from John O’Groats</td>
<td><a href="http://www.monte.scot">www.monte.scot</a></td>
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<td>29 January</td>
<td>Pre-Rallye Dinner</td>
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<td>30 January</td>
<td>Monte Heritage Run to Dumfries</td>
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<tr>
<td>23 March</td>
<td>Post Monte Dinner and Prize-giving</td>
<td><a href="http://www.monte.scot">www.monte.scot</a></td>
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MEMORIES

To be an authentic competitor in the 1950's and 1960's you had to have the correct attire. Here are some adverts from my collection of 1960's car magazines. Have a look in your wardrobe - or even in the mirror - to see if you still own any of these.

**The Well Dressed Competitor**

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**Invertere**

**Elegant and practical motoring wear**

**Buffercoat 310** (illustrated)


9 gns.

**Squire 500**

Elegant country coat in suiting creped wool with wide tails, five large-capacity pockets. Pure wool lining.

15 gns.

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**PETER HARPER**

**Introduces**

**Rapier Driving Gloves**

by **Pullman of YEVIL**

**Prices**

37/6d. Men's

35/9d. Women's

Guaranteed washable

Available from Rootes Dealers and leading Departmental Stores throughout the Country

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**Insist on the ORIGINAL Corsair Fleece Lined Pull-On Boot**

"They stay every time" says RAYMOND DEAN (Montgomery).

Nothing to keep these tough, Four mil POLYACRYLATE boots from taking the weight of your wide feet. Always kept by Trade. Guaranteed for complete satisfaction. Slight front rise above bottow. Sold by good shoe dealers.

From £44.5s. 6d.

White now for name of your nearest retailer

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**1961 ALPINE hats**

In a great variety of gay mixture colours, materials and effects are obtainable from retail hatmakers and men's outfitters from £5.