

Classic

UPDATES & MONTE NEWS



WELCOME

In this edition of Monte News and Classic Updates we will have the usual ADO Update, the next instalment of Jim Pohl's Monte adventure, a reminder of the date, time and place of the ERDC AGM and notification of some forthcoming events organised by our colleagues in other clubs. Plus an MSC Scotland Update.

As you all know, I am standing down as Chairperson of ERDC at the AGM, but I will be happy to support the new committee in any way that I can. I have an idea for a new one day event which they may wish to consider. I would call it an **ERDC Sports Day** and it would only require two Motorsport UK permits, a suitable venue and a few marshals. It would consist of a number of different elements, all taking place on the same day, using the same Start and Finish venue. The day would start with a Production Car Autotest (PCA), followed by lunch, then a Touring Assembly taking in a scenic route with the option of then going on to undertake a PTA – Plot and Touring Activity. After a meal break, the day would round off with part 2 of the PCA.

Following the success of Loch Lomond Shores as the venue for the pre-rallye day in January, I think that it would be the ideal venue for an **ERDC Sports Day**. A full day's sport combining a Tour with a navigational challenge and a competitive element for those who wish to test their driving skills against the clock. Its over to the new committee. Good luck!

Douglas Anderson

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UPDATE



The ADO project goes back almost 10 years and in that time, despite COVID, three versions of the car have been built. The first one, **ADO 1** which is pictured above was the first attempt. It was an aluminium bodied MG Midget, with a 5 link rear suspension set up. In today's jargon it would be called 'proof of concept'. To make this car production ready would have been very difficult. As it was a handmade aluminium bodied car it was not symmetrical. Making moulds to production standard from this body would have been out of the question. I sold the car to a club racer in Denmark. He has since raced it very successfully. The sale of this car helped to finance the second version.

ADO 2 was heavily revised in terms of the styling and made production ready.



The central section was made up of four separate moulds and it had a one piece bonnet. It was what designers term a 'rolling push car'. It consisted of a shell and interior, sitting on four wheels. The concept car was launched in Dundee and we were all set for production, then COVID struck.

I am currently working on **ADO 3**. It will have a twin cam engine, 5 speed gear box and a more modern suspension set up with coils all round. It will be unveiled when it is showroom ready.



LETTER FROM AMERICA

Part 2

(Continued from March 2024)

James Pohl

Alpine Roads for the Alpine!

“ Will 1300-mile roundtrip for parts be rewarded?”

It roars to life! We are on route in just a few minutes and heading to Valence in the French Alps to rejoin the Rallye in progress. We are driving so fast to Valence that the numbers are peeling off the car.

SEBASTIEN CHOL		Kilométrage (Km)	TEMPS	FREE ZONE
SR N° 9: Valdrôme - La Pierre				
Km Total	Km Partiel	DIRECTION	INFORMATIONS	Km Dégressif Stage (ZR)
5,60	0,113		90° LEFT TURN	8,21
5,78	0,185		HAIRPIN LEFT WHITE PLAQUE in Front of Tree	8,03
6,14	0,357		End Wood Barrier on Left	7,67
6,68	0,540		Blue Green White MARKER	7,13
6,78	0,099		Long HAIRPIN RIGHT	7,03 FREE ZONE
6,91	0,129		HAIRPIN LEFT Yellow Km Marker on Right N° 25	6,90
7,16	0,252		White SIGN in Front of TREE	6,65
7,77	0,607		HAIRPIN RIGHT Tree inside Hairpin	6,04

Eight hours later, we arrive in Valence and speak to Race officials. We have missed the Concentration and eight regularities. “We just want to keep on participating— to keep driving.” The Rally officials give us permission to run the Regularities but will not post scores. In addition, they assess us an appropriate boatload of points for the regularities and check points that we missed. This event is like the Great Race—lowest score wins. They cover our number 178 with big X’s to indicate that we are

disqualified; however, they are going to install a Tripy (GPS monitor) in the morning, so that we can see our timings for the remaining nine regularities.

We are now the LANTERN ROUGE—tail end of surviving cars.

We walk to the finish line for today in Valence waiting for our friend John Buffum to come through. We have glasses of wine and slices of local salami, nice while we wait. Dinner reunited with our friends feels really good.



Our Tripy is installed, and the official gives me the thumbs up, "OK, You are Ready to Race!" It is Monday, and we complete two amazing regularities through the mountains. Some of them were one skinny lane wide, zigzagging at the top of cliffs and scores of switchbacks...Col de Carabes...Col de Perty. Once we came around a switchback and I stopped the car...wheels on the edge...because I didn't make the turn tight enough. I think that I scared Joyce a little bit, however, a few minutes later when we were down below on the mountain and running behind time, she said, "If you had just gone over that cliff, we'd be on time right now!" We stop for about 30 minutes at a small town plaza, waiting for our afternoon restart. No lunch provided on the Monte—you take care of yourself. A Monte official approaches us and removes the 'X' from our doors. He is reapplying our 178 using tape from my trunk!

We send a message to Friends and Family

FEB 5 2:45pm – LATE BREAKING NEWS

WE ARE OFFICIALLY READMITTED TO THE RALLYE

Two more unbelievable regularities. Two more mountain passes – Col de Soubeyran and Col de Pennes. I am overwhelmed, pressing tears from my eyes to see the road. It feels like we are on the Tour de France!

As darkness falls, we pull into the last time Checkpoint where we have to wait for about 40 minutes.

When we exit the Checkpoint, we can barely start the car. The battery is failing. By the time we get to the finish line, my headlights are barely visible. It is 9 pm, my battery is dead. Another team spends the evening trying to find a battery replacement for me, but my poles are reversed and (from Great Race experience) putting in a battery with reversed poles will arc to my hood.



Monte Update! Valence to Monte-Carlo

In the middle of the night, I wake up, replaying Bamforth's words, "the new dynator arrived without a spline slot." That's it! My battery is discharging

because when I turn on the extra driving lights, the load increases, the torque increases, and the pulley is sliding. Battery gets drawn down, heading for dead. I crawl out of bed, walk two miles to car. I change the dynator back to my original, which fortunately I am carrying behind two snow tires. With Pete Woodall on the phone, it takes me an hour and a quarter, fastest I have ever done it, the dynator is very hard to access. My bloody hands are worth it.

A British team arrives with a cappuccino and hears my plight. Charging system repaired, but battery discharged. They push me to the Pilote's (driver's) tent and convince officials that I must be plugged into a charger. I am emotionally renewed!

With Tuesday's start time approaching, I will only have one chance to start it. I am informed by the racer researching battery availability, that there are no batteries with my reversed poles for hundreds of miles. I hope my assessment that charging is my problem, not the battery, is correct. If I'm wrong, we will not be leaving at our start time and officially dropped again.

Race officials approach me this morning. They are reassigning our start position. We will be the very last car to leave the Valence, re-configuring our speed and regularities to the low speed. That's about 5 km an hour slower than yesterday. It will make it easier to get through the regularities. Many past winners of the Monte have been in the low-speed classification because it allows more preciseness and control of the vehicle. Now we will get into Monaco late at night, but we also get a few more minutes charge!

They are waving me into the start line. Another team has been pulling the Japanese team's car around the parking lot. They cannot start it. They unhook, push it across the start line, and back into the Parc Fermé for repairs.

The four cars in front of us are oddly inspiring. Black car, Red car, Blue car, Green car—I am now driving in one of my favorite kid's books – Go, Dog. Go! Monte Carlo is a few hundred miles away, with three regularities on route. Because we are on backroads, we will arrive hours after dark. I have no time to read the flow of encouraging messages being sent.

Weeks after the Monte, I will be touched by:

["The person who goes farthest is generally the one who is willing to do and dare. The "sure-thing" boat never gets far from shore." Dale Carnegie](#)



Missive from Monaco



Arrival in Monaco is glorious—Rally cars are on display at the Parc Fermé on the waterfront. We arrive in Monte-Carlo at 8:30 pm. A giant tent has been set up at the end of the displayed cars, so we can have dinner before the night drive.

We will have little time to eat and rest, and then start the last two mountain passes about 10:30 pm. I'm sure that we will be exhausted by dawn tomorrow (Thursday). Then we will get to sleep during the day, and go to the black-tie gala on Thursday night, the same day, at 7 PM. We sit down at the Pilote's dinner of soup, charcuterie, bread, wine and dessert. Before we can take a bite, we hear an announcement over the loudspeaker; "Would the owners of Car 178 report to the doors...Car 178!" We jump up and head to the exit—did I forget to set the brake? ...did we roll into another car? Gentlemen fold in on either side of us... "The Prince would like to meet you."



Prince Albert II was excited that we brought the Alpine to the Rally Monte-Carlo Historique. We talked about our journey, his father driving his Alpine through Monaco, his auto museum, his mother in To Catch a Thief, and the beauty of the Alpine's design. He encourages us in our upcoming participation in the last two night stages, which start in an hour.

FINAL INSTALMENT NEXT MONTH

ECOSSE RALLYE DRIVERS CLUB AGM 2024

SUNDAY 28 APRIL 2024 AT 2PM



The AGM of Ecosse Rallye Drivers Club will be held at **2pm on Sunday 28 April 2024** in the hall of St John and St Paul the Evangelist Church, Springwells Avenue, Airdrie, ML6 6EA.

All current paid up members of ERDC are invited to attend. If you have not yet renewed your membership or would like to join before the meeting, please complete the membership form and transfer the fee to the club bank account.

Election of Chairperson, Secretary and Committee will take place at that meeting. If you wish to nominate a member for any of the posts, please ask them if they are willing to serve. Volunteers are always welcome so you are free to nominate yourself.

Please note that Chairperson, Douglas Anderson and Secretary, June Anderson have stated that they intend to step down from these positions and are not available for re-election.

If you are unable to attend but would like your apologies recorded in the Minutes of the AGM, please let June know.



ECOSSE RALLYE

DRIVERS CLUB

Membership Application

Fill in your details and post or email this form to the address below.

Name:

Address:

Email address:

Telephone number:

I hereby apply for Membership of the above Club, and agree to be bound by its Rules, a copy of which I know I may obtain from the Club Secretary, or on the ERDC tab of the www.monte.scot website. Membership is for the calendar year and due for renewal by 30 January each year.

Signature:

Date:

Annual Membership Subscription: £10.00

Please make cheques payable to 'Ecosse Rallye Drivers Club'
or by bank transfer to

Ecosse Rallye Drivers Club

Santander

Sort Code 09 01 29

Account number 38813548

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

Your details will be held on a data base but will not be passed on to a third party.

June Anderson
2 Castleroy Road
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LOOKING FORWARD TO 2026



Preliminary planning has started for the 100th Anniversary of the first John O'Groats Start of the Monte Carlo Rallye. The itinerary will include 2 Passage Controls at iconic Scottish Castles, Inverness and Stirling. This event will use the best roads in the Highlands and the Borders of Scotland with an overnight halt in Central Scotland and the overnight ferry from Newcastle. There will be no motorway driving in the UK.

It is never too early to find and prepare your eligible Monte car. This promises to be a fantastic event.

FORTHCOMING EVENTS



Red Hackle Tour 5 May 2024

The tribute tour to the Black Watch. Start and finish to be once again at the Black Watch Museum Perth. This venue has very successfully been used as the start/ finish venue in several past years.

Organisers Ron & Jan

Adam with George Shand have yet again discovered another new route. **Regs out Now** on the CCHMSC website [Caledonian Classic and Historic Motorsport Club \(freeuk.com\)](http://www.caledonianmssc.com)

Classic Car Show, Sunday 12th May 2024, Bridge of Allan

After the great success of the 2023 Annual Show, the Stirling and District Classic Car Club is delighted to announce that the 2024 Show, in aid of charities, will take place on Sunday 12th May 2024.



If you have a classic car you'd like to display or are a classic car club which wants to get back on the road, get your entry in today!

Eligible entries are vehicles that their owners consider to a classic (so 'classic moderns' are very welcome). As well as cars there will be a mixture of

commercial vehicles and motorcycles, and the usual autojumble stalls.

For more information head to the Stirling and District Classic Car Club website.

[Stirling and District Classic Car Club - SHOW \(sdccc.co.uk\)](http://sdccc.co.uk)

ERDC CALENDAR OF EVENTS TO FOLLOW AFTER THE CLUB AGM