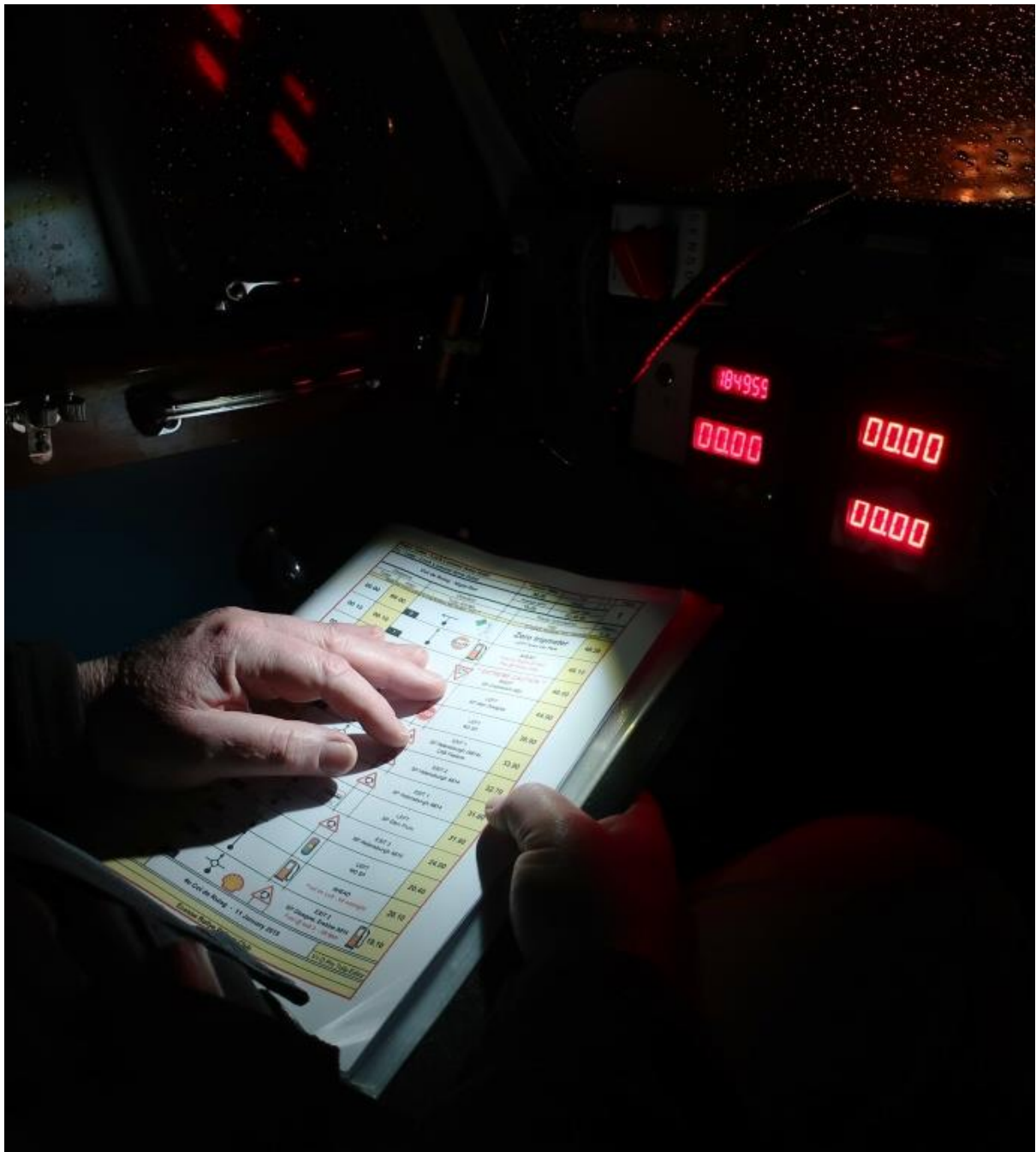


# Classic

UPDATES & MONTE NEWS



# WELCOME

Well that's the first ERDC event of 2022, the Col de Ruisg safely under our belt. Now it's on to the next one, Des Cols D'Ecosse in March. This new event will be challenging and fantastic value. It is a new way of doing what Motorsport UK call a touring assembly. It is what I am calling an Auto Distance Trial. The Des Cols D'Ecosse will run over two days, Friday 11 March and Saturday 12 with an optional competitive event on Sunday morning. We hope that this two day event will go some way to make up for the disappointment of not being able to take part in the 2022 Monte from the UK. Let's hope we don't have to run a substitute event in 2023. Being the eternal optimist, I am sure that the Monte will go ahead with a UK Start next year. In anticipation, it's time to start looking for your 2023 Monte car or prepare the one that is in the garage.

In this issue will be the next instalment of the Lotus Farina that might have been. We will also highlight a couple of projects – one that is completed (Oliver Tomlins Mini Cooper) and Owen Ferry's Volvo 142S which is about to be transformed into a Historic Rally Car. The Cooper looks fantastic and I am sure that Owen's car will be superb given his attention to detail. James Barratt has also updated me on the progress of the Micra engine for my ADO project. If you would like to let your fellow enthusiasts know about your project, please get in touch. These articles always go down well.

Ken Brown has written a report on the Col de Ruisg which was thoroughly enjoyed by all those who took part. Covid restrictions continue to be a challenge in organising events, but we are managing to overcome them. In the meantime, keep safe.

Douglas Anderson

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*Farina*



In the last newsletter we introduced the idea of a Lotus Farina. Over the next few issues we will look in detail at the car's mechanical layout, but before we go into detail about the modifications to turn an A40 into a Lotus Farina, we first have to decide where it should be modified and assembled. This would be fundamental to the reputation and success of the car as a halo model of the BMC range.

The BMC competition department would be the ideal place to carry out the work because of its iconic status in the world of motorsport. Importing motorsport brands into the BMC family was not unusual, for example Healey and Cooper integrated well into the range and were a great success. Lotus would have been the icing on the cake.



An assembly area would have to be created with dedicated bays and teams of mechanics responsible for each individual vehicle. It would be the same principle that would have been in place in the modification and assembly of competition cars back in the day.

The Lotus Farina teams would then each receive a partially trimmed and painted MkII body shell minus doors, bonnet and boot lid. The body shells would have been modified on the production line to accommodate the new components, for example a new rear floor pressing would have been installed. In the trimming



department a MKI dashboard would be added and the speedometer unit would be replaced with additional instruments, for example, a rev counter. (more of these modifications in future issues)

A work schedule would have to have been worked out for each team and specific jobs would be allocated to team members. This would be an efficient way to produce these cars. Most of the assembly work would be nut and bolt jobs. The unique components would simply be bolted to the cars. Essentially the Lotus Farina would be hand built. A management process similar to this would have been carried out on the Lotus Cortina. In the next newsletter we will look at the front suspension.



# Des Cols D'ECOSSE

Ecosse Rally Drivers Club





# Des Cols D'Ecosse Auto Distance Trial



Some years ago I set myself the task of making a Motorsport UK Touring Assembly a bit more challenging than a drive in the countryside with a few friends. After a look back at the early history of motorsport I came up with the idea of what I called an **Auto Distance Event**. In the infancy of our sport a popular motorsport event would be what they called a Reliability Trial it usually involved a high mileage set route for example The London-Edinburgh Trial, interspersed with difficult roads which were classed as trial sections. These were observed and points were involved if they were completed without stopping. These events tested the skill of driver and the reliability of their car. In formulating an Auto Distance Event I borrowed some of these ideas, gave them a bit of twist and checked to see if they would fit within the regulations governing a Touring Assembly. There were no problems with distance or differentiating between different types of roads, so I divided the roads into transit sections and observation sections as opposed to observed sections. Therein lies the twist. The transit sections take the crews to difficult narrow and

twisty roads. The skill of the driver is important in these sections, but the observational skills of the crew are of equal importance. Their skills are tested in the form of questions relating to the section. In addition to the skill of the driver and navigator a check that the crew had visited the section is also confirmed. Crews completing all of the transit and observational sections would be gold finishers, those who completed 75% silver finishers and those who completed 50% bronze finishers.

Des Cols D'Ecosse will be similar in format. There will be transit section between the more difficult observational sections. It will be run over two days through the best of Scotland's mountain roads. Because of the nature of the roads, which are single track and in some cases very steep, I have renamed the event an **Auto Distance Trial**, which better reflects the origins of trialling events. The difficult observational sections will be renamed trial sections. In addition points will be given if the crew get the observation correct. The categories of finishers remains the same gold, silver and bronze.

After a few phone calls and emails, Oliver Tomlins and I have come up with a challenging route and Oliver has put together an excellent guide for the event. The route and guide will be sent out to the entrant before the start date. Although the route is long and challenging in places and requires navigational and observations skills it should be good fun. The goal is to reach the finish in time for dinner on each day. But remember it is not a timed event.



# DES COLS D'ECOSSE EXCEPTIONAL VALUE

The organisation of the event is almost complete. The Regulations and Entry Form are available from June Anderson [june.a.anderson@outlook.com](mailto:june.a.anderson@outlook.com) The cost for the event will be £25 per crew member.

The date of the event is Friday 11, Saturday 12 and Sunday 13 March 2022. The first two days consist of a route from Helensburgh to Applecross with an overnight halt in Grantown-on-Spey. The Sunday morning event is optional. It will be a series of timed tests round the cones as it would have been in the old Monte Carlo Rallies.

I have negotiated a good price for the accommodation in Grantown-on-Spey, depending on the numbers entered. It could be as low as £45 per person for dinner, bed and breakfast on Friday night, £60 for single room occupancy. The hotel was refurbished during lockdown and is re-opening in February. We used this hotel during an event a number of years ago and it was excellent. Details of the hotel will be sent out once your entry has been received.

After the finish in Applecross on Saturday night we are planning to stay for one night at a hotel on the Skye side of the bridge. The hotel there is slightly more expensive – in the region of £50 per person for bed and breakfast. Again details of how to book the hotel will be sent out to you. As you can see this will be very good value. Including the cost of the event, accommodation for two nights with dinner on one night, it will be in the region of £120 per crew member. Each crew will receive a rally plate, stickers, a navigator's bag, roadbook, a gift and a 'goodie bag' of drinks and snacks.







Col de  
**RUISG**  
Ecosse Rally Drivers Club

# Col De Ruisg 2022    Report by Ken Brown



Referred to as the prep for the Monte and a shake down of car and crews, a few diehards were keen to meet up and enter the event even though due to COVID restrictions many have pulled out of the Monte.



The cars arrived in the car park at Helensburgh Swimming pool at the sea front, on a very mild damp January evening. Some of us treated ourselves to fish and chips in the café across the road.

Owen Ferry was already changing spark plugs to resolve a misfire, as his trusty co-pilot Craig McGibbon held the umbrella. As usual it was the last plug that was the issue, but once all were changed, they were firing on all cylinders, so was the car.

Douglas and June were on hand to distribute goodie bags to sustain the crews through the evening and to the final destination at Callander. Douglas warned us about a pothole on the back road at Drymen. He had been out earlier to mark the spot with a cone.



The cars set out at one minute intervals. The Lotus Elan was first off, with Alan Brisbane and me in the MG Midget next. Douglas and June brought up the rear in the yellow VW UP. Alan Thompson had brought along his son Ben to navigate. This was Ben's first event and his plan was to use his phone to measure the distance and check it against the directions at the turn points. So, one by one we turned out of the car park to the left to head along the sea front for a few miles before taking the old Glen Fruin

road, a road of tight hairpins, countless cattle grids that could almost rip your sump off, and the edge of the road that blended into the soft verges, just waiting for the unexpectant car wheel to sink into. If there was ever a time for extra spotlights now was the time. The Lotus ahead was lighting up the hillside with the LEDs.

Very soon we were heading back into Helensburgh to the next back road of surprises. The left turn into Carman Road was tricky and almost caught a few people out. It would have been easy to wrong slot, but we got it right. Heading up this road we were met by a broken down truck flashing his lights, so we slowed down unaware of the potential issues ahead, only to be asked where all the cars were going, was it an event! Nice to generate some interest.

These roads at night are a challenge not just for the navigator to work out where you are, but for the driver to read the road conditions, the cow pats on the road making conditions slippery, never mind the wet leaves, but the prize of the night was for The Dukes boys in the General Lee, or should I say Owen and Craig as



they flew over the humpback bridge, all that was missing was the sound of a few air horns. There were a few spectators, a flock sheep on the road and a group of young lads standing round a small fire in the middle of nowhere.

Before the event I had replaced both track rod ends to remove a bit of play in the steering and vibration at about 70mph, however with not having the wheel alignment checked, I was soon discovering the inside edge of the tyres were becoming slicks and the stress and pressure was on when we came to some of the tight bends on the later section of the road. How can I describe this, even with the windows down and feeling the heat, even Prince Andrew would be showing signs of sweating! The final section round the loch before Callander was tight and twisty, hard enough during the day, never mind at night. What a great section to drive on.

We all made it safe and well to the car park behind the pub, lined up the cars, took a few photos, and chatted over our experiences, including the left turn, which was actually a right turn on the instructions, but a good test for the navigator and for the driver to listen. Spirits were high and the banter was good, even asking if the MG Midget was going to be renamed a Mini, well in my eyes it will always be a Gem!



So as prep for the Monte what were the lessons.

Make sure the wind screen is clear with no grease or smearing, as it makes that divers job even more difficult.

Make sure spotlights are not only working, but pointing to the area that best suits the type of roads, far ahead or a couple to highlight the verge.

Don't go changing track rod ends without getting the alignment checked.

Many thanks to Douglas, June and Craig for all their hard work arranging the course, instructions, car stickers, and the goodie bags.

# Project Updates



You may remember from last year an article about Oliver Tomlins project to rebuild a Mini Cooper. At that point it was almost complete. It is now finished and has an MOT certificate. What a fantastic job Oliver has done. It is like a new car – or should I say, better than new. Congratulations Oliver.









## New Project

## Volvo Historic Rally Car

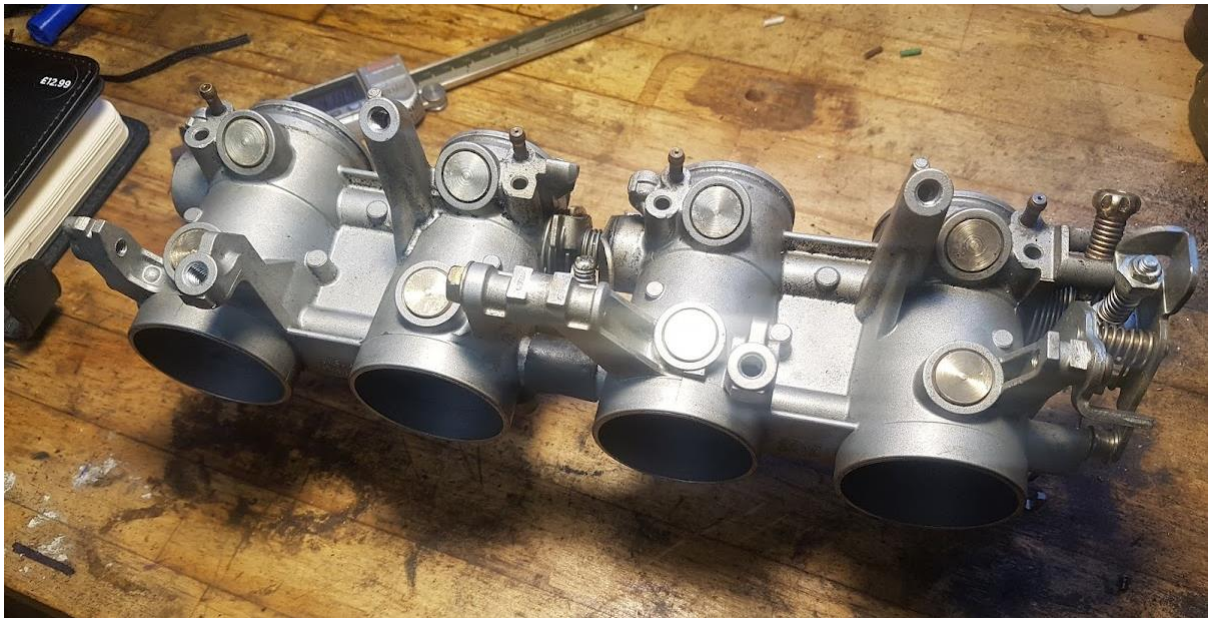
Owen Ferry is about to start to restore his Volvo 142S and turn it into a Historic Rally Car. His car is a very rare 2 door version of this model. Here are some photographs. We look forward to following the progress of the project.





## ADO Engine Update      James Barratt

A small update on the injection system; the GSXR throttle bodies have been stripped down and checked. I have turned some brass plugs which are press fitted in the blank injector bores. I have also removed the carbs and manifold from my car so I can carry out a full test fit before the manifold is welded. I will send some photographs when this is complete.



# FORTHCOMING EVENT



## Caledonian Classic and Historic Motorsport Club

### The Red Hackle Tour - 8 May 2022

Our tribute tour to the Black Watch. Start and finish to be once again at the Black Watch Museum Perth. The date has been secured in the museum diary. This venue has very successfully been used as the start finish venue in several past years. Organisers Ron Adam and George Shand have been working on a new route with a lunch at a castle on route. Where could this be?



See the club website for more information.

<http://www.caledonianmsc.freeuk.com/events.htm>

