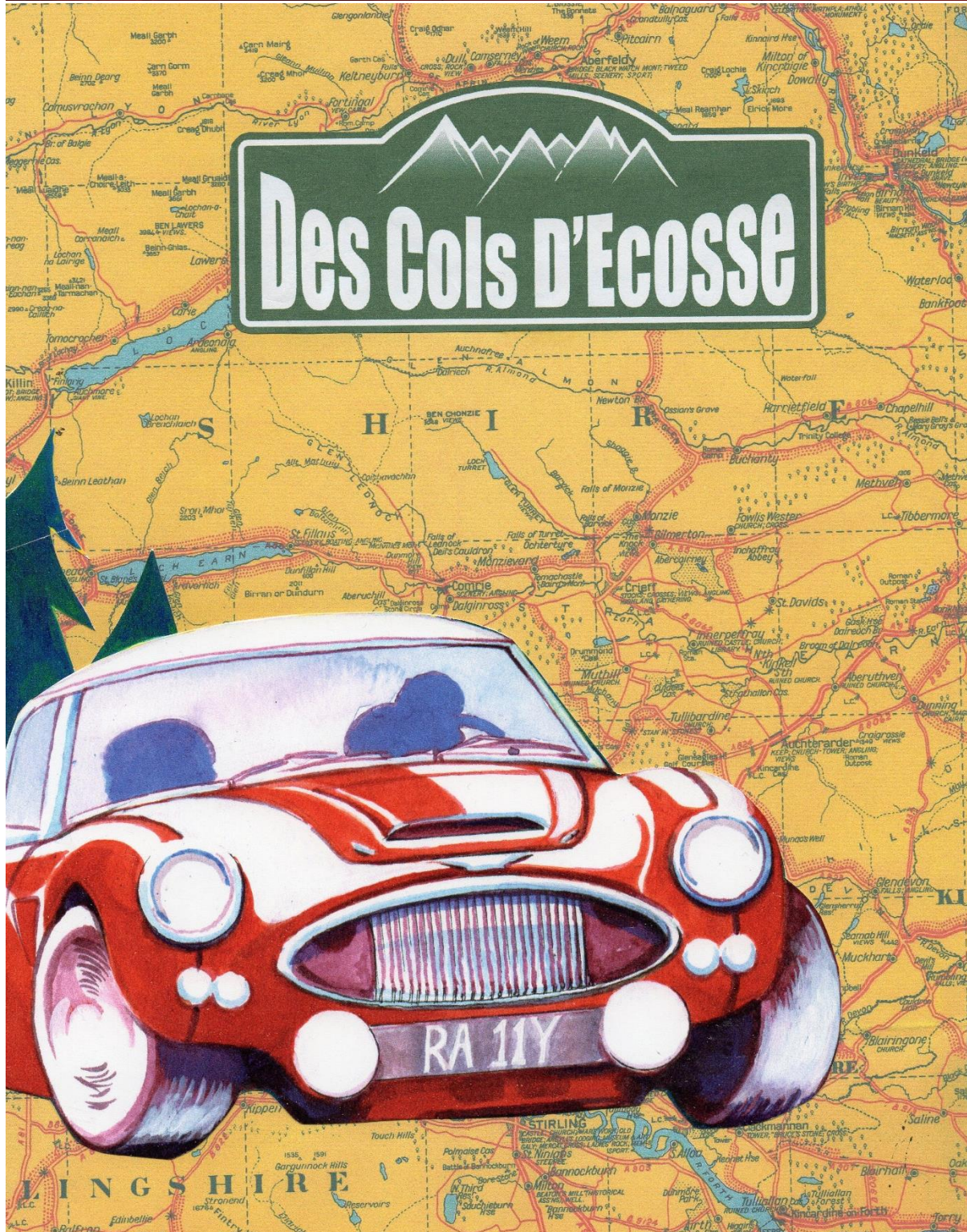


# Classic

UPDATES & MONTE NEWS





# WELCOME

The Brooklands Start of the Rallye Monte Carlo Historique on 25 January 2023 was well supported by Rally enthusiasts who brought their Classics along to mingle with the Monte Starters. To add to the continental feel of the occasion we had one crew from Italy in a Lancia Stratos and one from Turkey in a Ford Cortina GT. In the paddock there was also a very nice Renault R8 which added a French flavour to the Start. We are happy to report that all the crews who started their adventure from Brooklands made it to the finish in Monte Carlo – congratulations to all of them. March's newsletter will be a Monte special featuring reports from the Rallye as well as photographs from the Start and the Finish.

The next ERDC event will be the 2<sup>nd</sup> edition of Des Cols d'Ecosse. Oliver Tomlins has been working on a new route for this two day event, with some exciting challenges. A new feature will be an optional Navigational Trial which will cover two sections of the event. It will not be too difficult even for beginners and should be great fun. If you wish to do this, make sure you tick the appropriate box in the entry form as you will receive a different set of instructions. The Regulations and Entry form for Des Cols d'Ecosse are included in this newsletter and will be on the ERDC tab of the [www.monte.scot](http://www.monte.scot) website.

In this edition there is an update on the ADO project and the next section of Simon Ganderton's MG Midget K Series 5 speed conversion. There is also a couple of Monte Start photographs to whet your appetite and the usual 2023 ERDC calendar of events, as well as a list of the events planned by CCHMSC for 2023.

Douglas Anderson

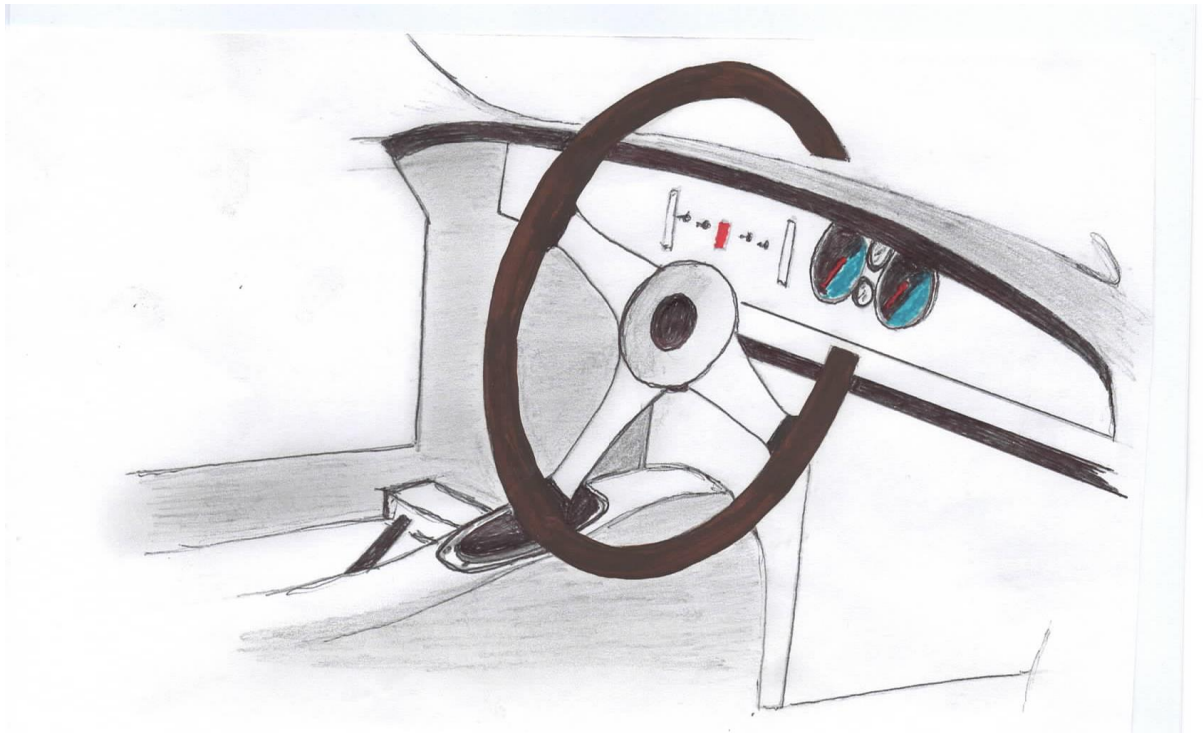
[dglanderson1@yahoo.co.uk](mailto:dglanderson1@yahoo.co.uk)





## UPDATE

As I said in a previous ADO update, I have adopted Colin Chapman's design principle 'keep it simple and add lightness' or words to that effect. In relation to the dashboard, one option could be to remove the existing dashboard and transfer all the instruments and switches to the bulkhead. This would save weight, make the cabin feel roomier and with a little modification to the top of the dashboard i.e. shave some metal off, would allow the steering wheel to be moved forward for drivers with long arms! Here is a sketch of the idea.



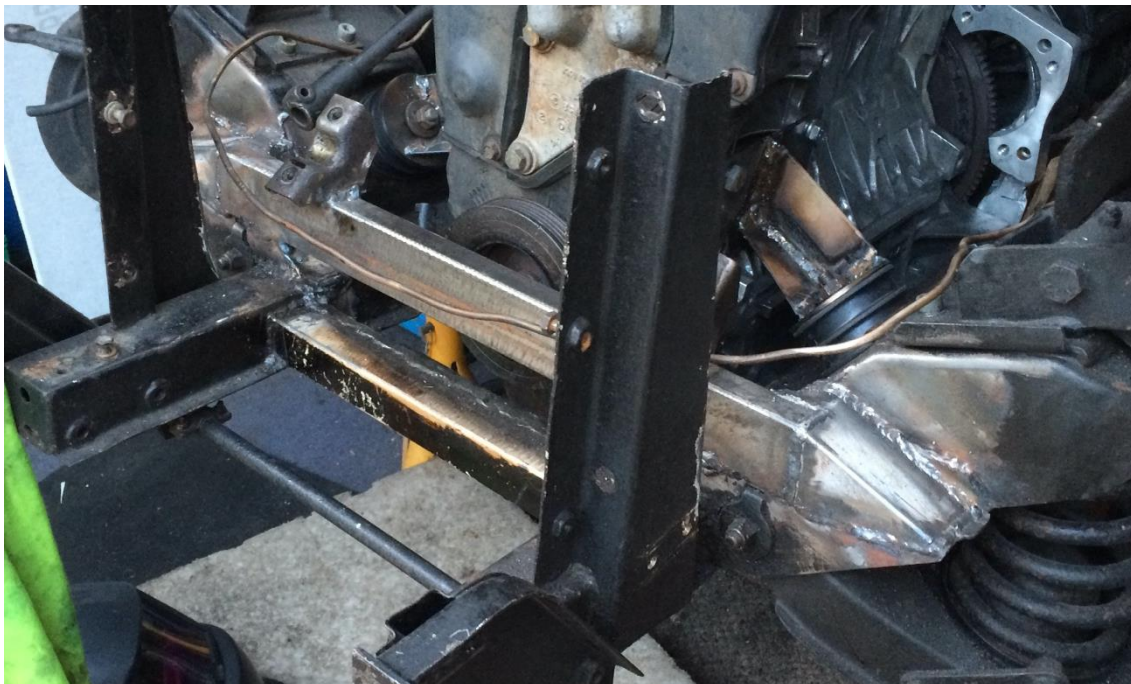
## M G Midget K Series 5 Speed Conversion Simon Ganderton Part 4

### Chassis Modifications

To determine the position of the engine and gearbox assembly within the chassis it is essential to first decide what constraints you will be working with. I wanted to use the original radiator location as well as retain the battery position and the standard Midget heater matrix and blower. With these items in mind I offered up the engine and gearbox to the car and looked for the first area to foul.

The most obvious area was the crossmember which supports the steering rack. Not wishing to change the steering set up meant retaining the location of the steering rack exactly as it should be. My solution to this was to replace the crossmember with a box section further forward and welded directly to the suspension turrets. I removed the bolt flanges from the original steering rack mountings and welded them directly to this new cross member and used the original clamp plates to hold the rack in place. I actually feel that this set up probably holds the rack more rigidly than standard.

Right below the steering rack is another chassis crossmember which also fouls the crankshaft pulley and simply needs to be moved forward. I cut the original crossmember out and replaced it with a box section further forward which was welded in place. Because the top cross member was installed first, it was possible to cut the lower one out without losing the chassis alignment. These two changes allow the engine to sit low in the chassis with a 15 mm or so gap between the pulley and the cross members.



The next big interference is where the engine's rear flanges are, these are right at the height of the chassis rails. For the right hand side it was simply a case of cutting a notch in the chassis rail for clearance and welding in a closure piece. Whilst here I cleaned up the area where the exhaust exits to remove the flanges and create a little more room as the manifold's



two tubes exit here. For the left hand side I had to remove a sizeable piece of the chassis rail to clear where the clutch slave cylinder now sits, this is the standard position on the Mazda gearbox and it was easier to create clearance than it would have been to move it. Where I removed material from the chassis rail I replaced it by adding a piece of box section further outboard. I do feel that when making chassis mods of this nature it is better to remove as much of the original material as is practical and replace it with thicker steel creating more clearance and in some cases a more rigid structure.



The last area to modify is the rear gearbox mounting and the transmission tunnel. As the Mazda gearbox is longer than the Midget one it was clearly going to sit further back, I therefore simply removed the whole of the original gearbox mount cross member. This gave ample room to actually lower the engine and gearbox assembly into place with the rear of the gearbox hanging down. Lifting the gearbox then showed the areas where there were conflicts, the main one being where the reverse light switch protrudes for which I drilled a hole to make it accessible from inside the car. I marked any other tight spots and used a ball-peen to persuade a little extra clearance, as the tunnel is covered by carpet inside the car it's possible to add some clearance without it being a problem elsewhere.

## Engine and Gearbox Mountings

Once the engine and gearbox were able to be put into the engine bay with sufficient clearance all around I manoeuvred it to an appropriate position where everything looked good and with the weight still supported by the engine crane, I wedged it in place with bits of wood to stop it moving. I selected some simple and cheap engine mounting rubbers which are used in Rover V8 applications, these were then bolted to the chassis in the standard location.

The engine mounting brackets were fabricated in situ and comprise a flat plate bolted to the engine block and a round plate attached to the engine mounting rubber. I then cut some thick steel plate at an appropriate angle to fit between these two fixed parts and tacked them in place. Each bracket had two plates at right angles to ensure sufficient rigidity. The assembled bracket was then removed from the car and fully welded on the bench before being refitted to the car.



With the engine's weight now supported by its mountings the rear gearbox mounting can be tackled, there are many ways it could be done but essentially it wants to be sitting on its mounting to ensure that the weight is fully supported. To achieve this I used the same Rover mounting rubber which was attached to an appropriate threaded hole under the Mazda gearbox, I attached this to a short box section with a slot for the thread to go into, this was done to allow the mounting to be slid into place over the intended support structure. With the mounting assembly in place I attached a substantial steel plate below it which I then welded to the chassis to form a shelf. This method replaces the original cross member for strength and allows the gearbox to sit on top of the mounting. When removing the gearbox it is possible to remove the slotted box section and unscrew the mounting rubber, this gives plenty of clearance for the gearbox when lifting the engine.



# MONTE NEWS







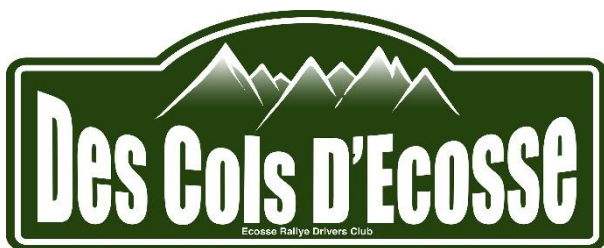
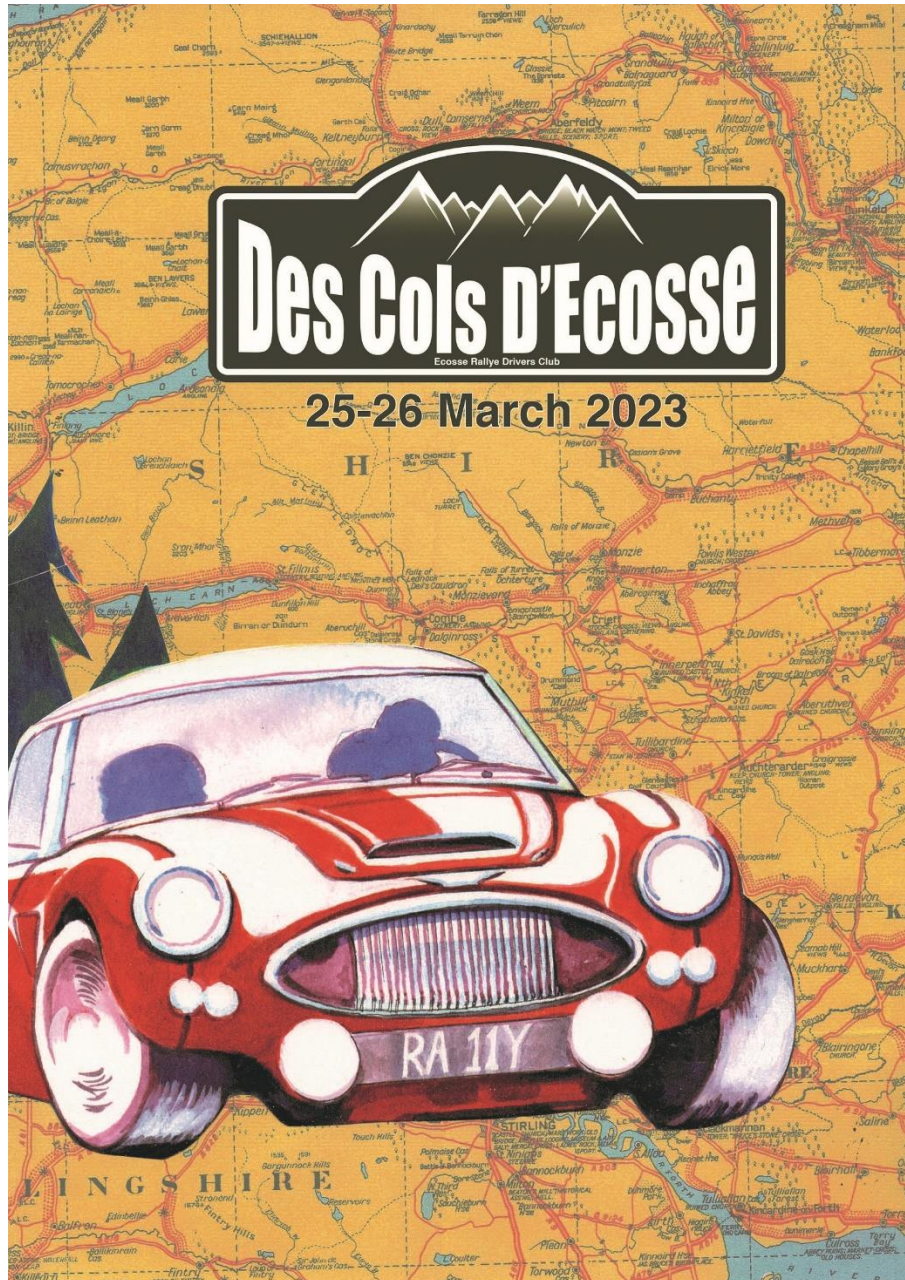
More next month.



# 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.





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UK

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Club



## **Des Cols D'Ecosse 25/26 March 2023**

**An Auto Distance Trial with Optional Navigational Trial**

### **SUPPLEMENTARY REGULATIONS**

#### **Introduction**

The format of this event goes back to the early days of Motorsport with the emphasis on endurance and reliability. There is no timing. Des Cols D'Ecosse will involve participants following a challenging route which will be sent out by email, prior to the Start in the form of a Tulip Road Book. Those who drive all of the roads identified will be Auto Distance Gold finishers, those who drive three quarters of the roads will be Auto Distance Silver finishers and those who complete half of the roads will be Auto Distance Bronze finishers. Special prizes will be given to the oldest car and the car with the smallest engine capacity to complete all of the suggested roads. In addition this year there will be an optional Navigational Trial. In order to undertake this part of the event you will need Ordnance Survey 1/50,000 maps 44 and 27, latest editions. Full details of the navigation involved will be explained in the March newsletter.

#### **1. Announcement:**

Des Cols D'Ecosse will be held on Saturday 25 March and Sunday 26 March 2023 and is organised by Ecosse Rallye Drivers Club. The event will start and finish in Perth with an overnight halt in Grantown-on-Spey. The Start and Finish will be at Broxden, Perth. Full details of the 'signing on' venue will be given in the Final Instructions. Those who need overnight accommodation on Friday 24 March can book into the Travelodge at Broxden. The night halt will once more be at the Craiglynn, Grantown on Spey. There is a special dinner, bed and breakfast deal for the event. (£48 per person, £20 single supplement) Details of

how to book this special deal will be sent out once an entry has been received. **Please do not book the Craiglynne yet as you will not get the rally deal.**

**2. Jurisdiction:**

The event will be held under the general rules of Motorsport UK as a Touring Assembly and these Supplementary Regulations and any written instructions that the organising club may issue for the event.

A Motorsport UK Touring Assembly Permit has been applied for and the route will be submitted to the RSAC Route Liaison Officer and relevant Authorities.

**3. Eligibility:**

The event is open to all members and non-members of the Ecosse Rallye Drivers Club.

**4. Vehicles:**

The event is open to the following:

- a) Cars manufactured before 1981.
- b) Sporting cars of any age.
- d) Other cars permitted at the discretion of the organisers.

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**5. Entry List:**

The entry list opens on publication of these regulations and entry form.

The entry list closes on Friday 17 March 2023.

Refunds for withdrawn entries will be at the discretion of the organisers.

**6. Documentation:**

Pre event and signing on will take place at Broxden, Perth. Full details in the Final Instructions.

**7. Scrutineering**

Entrants will be required to have the following

- A valid MOT certificate, if required.
- A valid Road Fund Licence.
- A minimum of Third Party Insurance for all persons who will drive the participating vehicles must be applicable for the duration of the event.
- Cars must comply with Motorsport UK Regulations for the event.

**8. Route, Navigation and Driving Behaviour:**

The route will be on public A and B class and unclassified roads and will all be on sealed surfaces. The route will be sent out by email, prior to the start. It will be in the style of a Tulip Roadbook which you can transfer to a road atlas if you wish. Ordnance Survey maps will only be required by those undertaking the Navigational Trial.

**Participants must at all times comply with the requirements of the Road Traffic Acts and drive in a responsible and considerate manner. Please remember other road users, cyclists, walkers and livestock.**



## **9. Entries:**

The entry fee is £60 per crew. This includes a rally plate, rally stickers, a gift and a goodie bag. All entries must be made on the entry form and emailed to the Secretary of the event, June Anderson [june.a.anderson@outlook.com](mailto:june.a.anderson@outlook.com) The entry fee should be transferred to the ERDC bank account.

ERDC bank details are as follows:

Account Name: Ecosse Rallye Drivers Club

Bank: Santander

Sort Code: 09 01 29

Account number: 38813548

The maximum number of entries is 30, the minimum is 15. Entries will be accepted in order of receipt.

### **Submit entries to:**

June Anderson

[june.a.anderson@outlook.com](mailto:june.a.anderson@outlook.com)

☎ 07484 241 695

## **10. Officials**

Clerks of the Course:

Oliver Tomlins

Secretary of the Event

June Anderson

## **11. Special Prizes:**

- Oldest car to complete all Trial Sections
- Smallest engine car to complete all Trial Sections
- Special Certificate for those who complete the Navigational Trial.

## **12. Insurance:**

Participants are responsible for ensuring that all drivers of vehicles entered in the event are fully covered by insurance during the event as required by the Road Traffic Acts. All crew members will also be required to sign a declaration at the start on the signing on sheet indemnifying the organisers and the Motor Sports Association from liability.

## **13. Data Protection Act:**

Prospective entrants are advised that information supplied on the entry form will be held on a computer and used for the administration of the event. It will not be passed to third parties.



**Des Cols D'Ecosse 25/26 March 2023**

## **ENTRY FORM**

<b>Driver</b>		<b>Navigator</b>	
Name		Name	
Address		Address	
Postcode		Postcode	
Telephone		Telephone	
Mobile		Mobile	
E-mail		E-mail	
Age if under 18		Age if under18	
<b>Driver's next of kin</b>		<b>Navigator's next of kin</b>	
Name		Name	
Address		Address	
Telephone/Mobile		Telephone/Mobile	
<b>Vehicle details</b>			
Make and model		Date	
		Registration	
Optional Navigational Trial (please tick the box if you wish to undertake this.)			

### **Entry Fee**

The entry fee for the run is **£60 per crew**. Completed and signed Entry Forms, should be emailed to the Secretary of the event: June Anderson, [june.a.anderson@outlook.com](mailto:june.a.anderson@outlook.com)

The entry fee should be made by bank transfer to the club bank account.

Account name: Ecosse Rallye Drivers Club;

Santander Bank; Sort Code 09 01 29; Account number 38813548

If you are unable to make payment by bank transfer please contact June to make alternative arrangements. 07484 241 695 or 01382 731755

**All correspondence will be by email so please ensure that your email address is legible.**



## Declaration

I declare that: 1) I have been given the opportunity to read the General Regulations of Motorsport UK ('General Regulations') and, if any, the Supplementary Regulations for this Event as well as Motorsport UK COVID-19 Guidance for Events and agree to be bound by them. I declare that I am physically and mentally fit to take part in the Event and I am competent to do so. I acknowledge the potential risks inherent with motor sport and accept that these risks may give rise to my suffering personal injury or other loss. 1(a)) I am not, neither is any person connected with my entry nominated to attend the event currently experiencing any symptoms of COVID-19 and have not done so for 10 days. I have not knowingly been in contact with anyone showing symptoms within the last 10 days, except as a healthcare professional. If after submitting this form I, or any person connected with my entry knowingly come into contact (except as a healthcare professional) with someone with COVID-19 or if I, or any person connected with my entry start to exhibit any of the signs indicating that they may be infected I will immediately withdraw from the Event together with all persons connected with my entry, notify Motorsport UK and ensure that my close contacts also do not attend. Should I, or any person connected with my entry become ill at or start to exhibit COVID-19 symptoms at the Event I shall withdraw safely and notify the Secretary of the Meeting by telephone / SMS accordingly including identification of those others who I have come into contact with at the Event. In addition, I confirm that the symptomatic person will as soon as practicable contact the NHS for the purposes of test and trace. If I have knowingly contracted COVID-19 I declare that I have been symptom free for at least 10 days and am physically fit to compete with no new medical problems that may affect my ability to safely operate a motor vehicle in competition. 1(b)) I agree to abide by all Government and Motorsport UK requirements imposed in respect of COVID-19. I understand that Motorsport UK Guidance on COVID-19 in relation to Events has Regulatory status and to the extent applicable shall supersede the General Regulations by virtue of GR A.2.4. Breach of this obligation may lead to being disqualified from the Event (C.2.5). 2) To the best of my belief the driver(s) possess(es) the standard of competence necessary for the Event to which this entry relates and that the vehicle entered conforms to the Regulations of the Event. Where applicable the use of the vehicle hereby entered will be covered by insurance as required by law. 3) I agree that should I at the time of this Event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to Motorsport UK which has, following such declaration, issued a licence which permits me to do so. I undertake that at the time of the Event to which this entry relates I shall have passed or am exempt from an ASN specified medical examination within the specified period. (H10.1.6) 4) If I am the Parent/Guardian/Guarantor of the driver I have countersigned the competitor licence application and understand that I shall have the right to be present during any procedure being carried out under the Event Supplementary Regulations and the General Regulations and that I have acquainted myself and the minor with them, agree to pay any appropriate charges and fees pursuant to those Regulations and agree to be bound by and submit myself without reserve to the consequences resulting from them (and any alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 1. Note: Where the Parent/Guardian/Guarantor will not be present the Parent/Guardian/Guarantor must advise the organisers in advance, in writing, authorising their appointed representative to so act. Page 2 of 3 5) I hereby agree to abide by all applicable Motorsport UK Policies and Guidelines including but not exclusively Safeguarding and Anti Alcohol and Drugs policies and the National Sporting Code of Conduct. 6) I have read and shall respect the regulations for Control of Drugs and Alcohol as contained in the General Regulations C1.1.7, D35.1, G15.1.4, H38 and have also fully familiarised myself with the information on the web sites referred to ([www.motorsportuk.org](http://www.motorsportuk.org), [www.ukad.org.uk](http://www.ukad.org.uk) and [www.wada-ama.org](http://www.wada-ama.org)) in particular the UK AntiDoping Rules which have been adopted by Motorsport UK. Further, if I am counter-signing as the parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UK Anti-Doping Rule 5.7.2) I hereby confirm that I give such consent for the minor concerned to be so tested. 7) I understand and agree that my personal data, and that of the persons connected to my entry are being processed solely for the purposes of running this Event and may be used for the purposes of COVID-19 infection tracing, and will be handled by the organisers in accordance with Motorsport UK data protection policy: [www.motorsportuk.org/data-protection](http://www.motorsportuk.org/data-protection). 8) I confirm I will bring all required documentation, licences etc., to the Event as usual and I understand that spot checks will be made with regard to documentation and technical checks. Indemnity: In consideration of the acceptance of this entry I agree that neither any one of or any combination of Motorsport UK and its associated clubs, the organisers, the track owners or other occupiers, the promoters and their respective officers, servants, representatives and agents (the "Parties") shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Event including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever

caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this Event. Pre-Event Scrutineering declaration: By submitting this Declaration and in consideration of being permitted to take part in the above Event I undertake and confirm with the Organisers and Motorsport UK that: General 1) I have read and understand the requirements of General Regulations (H)31.1.5 – 31.1.8. As Entrant I shall comply with all Regulations that apply to my Entry including General, Supplementary and Championship Regulations as well as any other Final Instructions. General Technical 2) The vehicle complies with all relevant General Vehicle Technical Regulations [(J)5] and relevant Supplementary and/or Championship Regulations 3) The vehicle complies with the relevant Maximum Noise Limit [(J) Appendix 1: Chart 5.18] Discipline specific Technical 4) The Vehicle complies with the specific Technical Regulations for the discipline [Autotests – (M), Autocross and Rallycross – (N), Cross-Country – (P), Circuit Racing – (Q), Rallying – (R), Sprints, Hill Climbs and Drag Racing – (S), Trials – (T), Karting – (U)]. Safety 5) The vehicle complies with the relevant General Vehicle Safety Regulations [Section (K)]. And in particular: 6) Where a Roll Over Protection System is required, it complies with the relevant parts of (K)1 7) Where FIA homologated harnesses are required, it has/they have not passed the expiration date on the label, or any extension afforded by Motorsport UK Regulations [J2.1.7] 8) Where FIA homologated seats are required, it has/they have not passed the expiration date on the label, or any extension afforded by Motorsport UK Regulations [R48.10.6]. 9) Driver/Co-Driver Personal Protective Equipment (PPE) complies with the General Regulations where applicable. Note: Helmets and FHR devices which do not bear a Motorsport UK (or MSA) Approval sticker must be presented to the Scrutineers who will visually inspect the equipment and issue a sticker in accordance with the Motorsport UK COVID-19 helmet sticking procedure.

<b>I confirm that I have read and agree to the terms of the Declaration</b>					
Signature of Driver		Age if under 18		Date	
Signature of Navigator		Age if under 18		Date	
<b>Consent of Parent or Guardian if Driver and/or Navigator is under 18 years of age.</b>					
Parent/Guardian of Driver			Parent/Guardian of Navigator		
Name		Name			
Address		Address			
Relationship		Relationship			
Contact No.		Contact No.			
Signature		Signature			

**Data Protection Act:** Prospective entrants and competitors are advised that information supplied on the entry form will be held on a computer and used for the administration of the event. It will not be passed to third parties.

## 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](mailto: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](http://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.**



# CCHMSC 2023 EVENTS



**MAY 14** Red Hackle Tour

**JULY 23** Tour of the Ochils

**SEPTEMBER 25** Rally of the Borders

**DECEMBER 3** Classic High Tea

## **The Red Hackle Tour - 14 May**

Our 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 Adam & George Shand have been working on yet another new route.

