

Classic

UPDATES & MONTE NEWS



WELCOME

Most local or regional car clubs find it difficult to recruit people to take on key roles. So you can imagine how delighted I was at the recent ERDC Annual General Meeting when a number of members with exceptional ability, stepped forward to fill the key vacancies. They are not only enthusiastic car people but have the skills and knowledge to take the club forward. My hope is that the club members will continue to support them in the way they have supported me over the years. I have agreed to remain as a committee member in the meantime to offer any help that I can.

We were very sorry to hear that Craig McGibbon, our ERDC treasurer, has been in hospital but the latest news is that he is making a good recovery and we all wish him well.

In this newsletter you can read the third section of Jim Pohl's Monte adventure. He was plagued with electrical problems throughout but battled through to the end and clearly thoroughly enjoyed himself. Next month we will print Jim's postscript to his rallye. There is usual ADO update, a draft ERDC calendar, a Monte update, a report on the successful Stirling and District Classic Car Show and a tribute to club member Andrew Green movingly written by his wife Margaret.

Douglas Anderson

dglanderson1@yahoo.co.uk





UPDATE



A few Christmas's ago, my daughter Sarah, who has a great sense of humour, gave me a very nice plaque for my workshop and a new set of overalls with an official designation embroidered onto it! I used to say, when I was going to the workshop, that I was going up to the factory. I didn't think that she had taken any notice, until Christmas morning when I unwrapped my gifts. We all had a good laugh. In reality my workshop is more like my research and development department, without the factory and the staff. It is where I have been building the ADO and it is where I put right all my mistakes. The workshop itself is a unit within a barn on a farm just outside Dundee. It could take 3 cars if they were just being stored. I have divided the workshop into three areas – a dirty area where I do all the messy jobs; a clean area where all the refurbished and new parts are until they are needed for the car; the rest of the space is my assembly area. To the uninformed eye it may look a bit chaotic, but I know where everything is and can put my hand on most things at a moment's notice. Well that's the theory!!

LETTER FROM AMERICA

Part 3

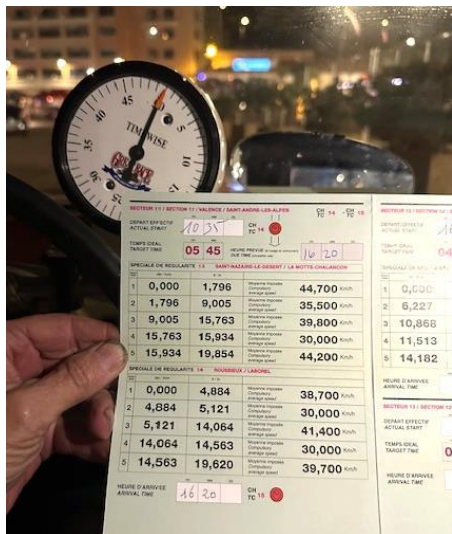
(Continued from March and April 2024)

James Pohl

The Grand Finale—Étape Finale

After the visit with Prince Albert, we were beside ourselves with happiness for making the trip to Monte-Carlo and overcoming our adversities.

We finish eating dinner and get settled into the Alpine. Our anticipation is growing for the ÉTAPE FINALE and the last two regularities in the mountains above Monaco over the famous Col de Turini. Known for its narrow road with many hairpin turns, the Col de Turini is the technical center piece of the rally (https://en.m.wikipedia.org/wiki/Col_de_Turini). I am told there will be spectators with bonfires along the route. They will send us up on this last challenge over the mountains at night to increase the chance of snow and ice and challenging conditions. Sounds like magic.



We roll up to the START line, and they give us our time card, which shows us the average speeds that we must maintain over specific sections of each regularity. We are starting at 22h 30m 00s—cars are departing in 30 second intervals. We leave a few seconds after the assigned time to avoid getting a penalty for an extra early minute (like a penalty is going to hurt us at this point), but we start correctly and head out of Monte-Carlo up to the mountains. There are many speed changes within the Regularities—this will be challenging.

Joyce has Chol's tulip route book on her lap and is reading it with a small flash light. It's very hard to drive in the city of Monte-Carlo because there are lots of tunnels, hills, and turns around buildings so it's complicated to get out of town. It is extremely hard for us to see road signs because our headlights are pointed low. We pause to inspect one of our tulip directions and all of a sudden, a race car that started earlier in the race passes us—I take off following it at high speed, zigzagging through the city of Monte-Carlo. I feel like we're in the Monaco Grand Prix in a Formula One race car. I'm chasing this vehicle as fast as I can. How did it get behind us? Now we start passing other teams as they have their service trucks

change tires, refill gas, getting them ready for the top of the mountain! We are chasing the little red car *fast* through town. I get stopped by a red light and lose our leader. Fortunately, another competitor who just received service, passes us to get back to his spot for the START of Regularity 16 and we race up to the Col de Turini start.



We enjoy climbing the mountain to get to the starting point. The Alpine *loves* this kind of steep. We climb the mountain in the dark, and Joyce starts feeding me directions—approaching 90-degree right curve, turn left at the next stop, join the next route number, 3 hairpins in a row L-R-L. We're racing to the top of the mountain. This takes us an hour and one half to get to the start of Regularity 16, and we join the line of waiting vehicles.

We start Regularity 16 at 23h 58m 30s. The regularity is very tightly timed. We're going to have 20 km of switchbacks, climbing the last ascent over the mountain, the last ascent of the Col de Turini. Joyce is on top of all directions. She tells me my average speed but I can't see my speedometer because it isn't illuminated and it's too dark inside the car. I'm just gonna go for it.

I hear Ralph Beckman's voice in my head, *"Just go out and have a good time. Go whatever speed you're comfortable with. Don't worry about trying to keep up with the other super vehicles. They're much newer than yours, and they're built for this rally."* – Ralph is my Yoda.



As we set off, the hairpin turns are very close together, and *very* steep. My rear end fishtails as I make the turns back and forth—hairpin right, hairpin left, hairpin right, hairpin left. Spectators have built bonfires in the middle of the switchbacks, lighting up the road for us to let us know what's ahead. The fans are cheering us along as we climb the car doesn't get away from me, especially on the downhill hairpins. I've got engine braking to keep us from going too far and spinning out of control at the far end of the hairpin.

Sometimes the hairpins are so tight that the front end of my car comes inches from the next wall as the car spins around. We press on—hairpin left, hairpin right—endless switchbacks. We come up to one hairpin and I have to take it extra tight because one of the competitors has hit the wall, and the car is disabled against the outside curve of the hairpin. They're safe, so we can continue up the mountain back-and-forth, back-and-forth. We cross the top of the Col de Turini, and there are people cheering us on. We start our descent and the second gear takes over, retarding us from over speeding and overheating our drumbrakes. Back-and-forth, left-and-right, hairpin right, hairpin left across a bridge...it repeats itself over and over. My hands are raw from the fantastically quick turns and gripping my large diameter steering wheel with a small edge all the way around, gripping it so hard that my hands are cramping and the skin is coming off as I make the turns extra hard.

We make it to the end of Regularity 16, and they check us out at the STOP line. They give us a thumbs up and send us on our way. We've now got 10 km of free time to get to Regularity 17. This Regularity, another favorite, is 14 km of rise and fall across Col de L'Orme, Col de L'Able, and Col de Braus.

Starlight

We're less than 10 km from Regularity 17, and it's just our headlights and stars, when all of a sudden, in three seconds, my headlights drop down in a fast fade to nothing and the road disappears. I hit the brakes hard as we skid across the face of the road. We are now in total darkness, no power, no lights. I can't start the car and we're blocking most of the road. Joyce jumps out with our flashlights and she's points them behind the car—so that if someone comes around the corner, they don't crash into us. She waves down a support van for another crew. He parks in front of us, puts on his emergency lights, and comes back to us. Another ACM vehicle pulls up too.

They push us off the road for safety and ask if this ever happened before. I said *"Yes, the dynator went bad but I replaced it this morning. Perhaps the battery got taxed too much by the previous events and it is gone now too."* They offer us a battery,

and I open the hood to point out that our car is different from most cars, and it's unlikely their battery will be compatible. My car has an ancient technology, called positive ground—the terminals on the battery are reversed, and my battery cables won't reach the terminals on modern batteries. I point at my battery, and I turn back to them *"There's a comedian in America who likes to say you'll always see men looking under the hood of a car that won't start—like there's this giant on/off switch and all you need to do to fix the problem is **flip the switch**. There is our on/off switch!"* When I replaced the dynator this morning, I forgot to tighten the battery cable. Apparently, it bounced up and down until it finally popped off. I slide the terminal back on and BOOM the lights are back on and BOOM we're ready to race again. The ACM official tightens the lug nut, so I didn't have to find my tools. In the moment, we are joyous—overjoyed. We're not going to be stuck overnight on the mountain. We're back to *Racing!*

As we arrive at Regularity 17, the fog is now thick. We can barely see the warning lights on the race steward's vehicle, blocking the road and pointing us down the hill. We turn into Regularity 17, but there's no one there to start us? We don't know what's going on—maybe we're so far behind that the officials have departed. Undeterred, we travel onward...back-and-forth, left-and-right, hairpin right, hairpin left. Later we learn that ACM cancelled Regularity 17 because of the heavy fog, and competitors were waved across the start line without stopping.

Now, as you all know, we exceeded our electrical capacity the other night, so I am scared to use additional lights on the car to penetrate the fog. From time to time, we used the fog lights as sometimes we could see only a few feet, but they didn't help much in this thick vapor. Because we are the last vehicle heading down and to help us avoid tragedy, an official car for ACM follows us down the mountain, and sometimes their modern lights penetrate deeper, giving us an idea of what's ahead. We zigzag up to the top of the next Col, and there are FANS cheering us on loudly. We continue down as the fog breaks before it lays in hard again. I have to slow down at times, very very slow, to make sure that I don't go over the edge or hit a stonewall or spin out. We're fighting the weather and the fog and the edge of the road as we press on to finish.

We're doing our switchbacks back-and-forth across the shorter and less precarious second mountain but still in and out of the shroud of fog. Sometimes we can only see three feet. We can just hope that I can guide the vehicle to safety because my night vision is better than Joyce's since I don't wear glasses. We rock back-and-forth and back-and-forth as we descend. Second gear is helping me tremendously with controlling the vehicle. I can worry less, because of the superiority of this deep torque gear that allows full control of the vehicle. I can see why the Alpine won so many events in the days of the Coupes des Alpes in the 1950s—they won because

they could climb well and they could descend well. I am driving in the wheel tracks of champions. And I am fortunate to re-create my own history. Of course, I'm never going to be a driver of the calibre of Sheila van Damm and Sterling Moss, both record holders in an Alpine, and I'm not going to be able to compete in the front of the Monte with the top drivers, but that's not why I'm here. I'm here to have an adventure. I'm here to succeed. I'm here to *cross the finish line*.

Once we get out of the regularity, I waive the ACM official by me, but he continues to make sure that we safely return through the fog to the finish line in the Parc Fermé. He's cutting a path down the remainder of the mountain in the untimed portion to guide us back into Monte-Carlo, and if I fall behind, he slows down and waits for me to catch up. We are so taken care of by everybody—by other competitors, by strangers, by farmers, by B&B hosts, by French auto mechanics, by STAR members, by railroad mechanics and electricians, by members of the Automobile Club de Monaco. We don't deserve all of this wonderful help, yet it helps us to persevere. People are so generous and kind with keeping us on the road and helping us to have the victory of crossing the finish line. We sweep into Monte-Carlo and pull into the finish. They check us in—we've made it!

We completed the required number of regularities to be ranked in the event. I can't believe that we were re-admitted to this event after we had been classified as abandoned just a few days earlier. I can't believe that we overcame the issues along the way with this 70-year-old vehicle and then they re-entered us in the race. I can't believe that we've made it to the finish line and we are overjoyed and crying at 3 o'clock in the morning.



Two hundred thirty-three cars started on Thursday, February 1 (including Glasgow start Wednesday, January 31), and 207 cars finished in the early morning hours of Wednesday, February 7. We finish in position #207 with 553,490 total points, we are ecstatic to be the Lanterne Rouge, the caboose, our position of honor.



26^e Rallye Monte-Carlo Historique
31 janvier au 7 février 2024



CLASSEMENT GENERAL FINAL FINAL CLASSIFICATION

Date: 07/02/2024
Heure: 12:30:00
Page: 6 / 6

Pos	N°	Equipe	Grp	Cls	Voiture	Points	Pénas	Total	Ecart
206	80	BUTZARD, J. / ALBERT, M. / GURRET, S. / Mphale	IV	78	Fiat X1/9 (1979)	190360	31620	221980	+221020
207	178	JOYE, J. / MORDENTI, J. / Joyce	I	21	Sunbeam Alpine (1953)	313490	230000	543490	+542530

Haute = Haute Basse = Basse Equipe Féminin = Equipe Mixte ACM = Membre de l'ACM Nat. Montégasque

A Monaco, le 7 février 2024 à 12h30

Mr. ORSINI

Mrs. Maria Guevara

Sophie BENSE

MICHAEL Didiu

[Signature]

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Rallye Monte-Carlo Historique in our vintage cars, celebrating what is often described as the hardest rally in Europe. Many vehicles have died and rebuilt themselves along the way. We pack up the things that we need from the car to get ready for the Gala dinner celebration just a few hours away.

THE GALA...The End or a New Beginning



We enjoy the Gala with our mentors and the other US team car 58.

Clockwise
Grace Hackmeier
Jim Blakemore –
pilote,
Jim Pohl – pilote,
Gareth Williams –
mechanic,
Ralph Beckman – support,
John Buffum – co-pilote,
Joyce Mordenti –
navigator.

The Rallye Monte-Carlo Historique has been wonderful. We are the oldest car to cross the finish line. Many competitors encourage us to come back next year. Most of them tell us to get a vehicle that's newer and more competitive for rallying, but I don't know that I can ever do that—because we are HAPPY, and I don't know if I can be unfaithful to this little Alpine that's brought us on so many adventures. *And there are at least two people in Monaco who believe in the Alpine too—Tiffany Perlino & Prince Albert.* So, I'll stick with the Alpine for now—and we will continue to rally...**The Great Race philosophy...To Finish is To Win!**



Harald Fadum, son of legendary Gunnar Fadum, the 1955 Monte-Carlo Rallye overall winner, came to Monte-Carlo and waited beside our Alpine to meet us in the Parc Fêrme. Gunnar won in a Sunbeam MkIII, which Harald and grandson Gunnar still own! They are both very proud of his achievement and came all the way from Oslo to this year's Monte.

Last thing on our to-do list today...visit the **Cars Collection of H.S.H. the Prince of Monaco** to see his father's 1953 Sunbeam Alpine. The museum is located under the Parc Fermé. Prince Albert II has a gorgeous collection of Monaco Grand Prix F1 race cars and historically significant cars. Nothing catches our eye like his beautiful, blue Alpine with fawn upholstery. Valérie Closier, Director of the Museum, remembers us from last night and gives us a personal tour. We tell her that we enjoyed the Rallye and the Col de Turini but, alas, our Alpine finished last overall, 207th place. She was marvellous.

"That's wonderful. You finished first from the bottom up!"



Postscript coming next month

ECOSSE RALLYE DRIVERS CLUB



The new ERDC committee held its first meeting since the AGM and are already planning a calendar of events for the rest of 2024 and into 2025.

The club officials are

Chairperson Alan Thompson

Vice-Chairperson Ken Brown

Secretary Alan Brisbane

Treasurer Craig McGibbon

Committee members Owen Ferry, Sandy Dennison, Brian Telfer and Douglas Anderson.

They are keen that former members of the club, who have not renewed their membership, consider supporting them and the club by rejoining. The updated membership form with the new contact details is on the next page.

New members will also be welcomed, especially those with ideas for new events that the club could put on. All ideas will be seriously considered by the committee.

Contact club secretary, Alan Brisbane. alanbrisbane1@hotmail.com

Draft ERDC Calendar

1 September Craufurdland Castle Club Static Display at the Lombard Rallye Festival. More information from Brian Telfer email briandtelfer@hotmail.co.uk



14 September Rabbie's Run One Day Touring Event in Burns Country



Late January Arrochar Alps Half Day/Evening Tour with option Production Car Autotest before the Start



5 February 2025 Club trip to Retro Mobile Possible travel by train with two night stay in Paris



March 2025 Two Day Touring Event to be arrange



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.

Alan Brisbane
21 Bartie Gardens
Ashgill
South Lanarkshire
ML9 3FB

Alan.brisbane1@hotmail.com

STIRLING AND DISTRICT CLASSIC CAR CLUB

THE SHOW 12 MAY 2024



David Millar and his Volvo 1800S Best in Show

Best ever Classic Car Show on Sunday 12th May 2024 Martin Fairbairn

The Stirling and District Classic Car Club was formed in 2000 and its first show for charity took place in 2005. There has been a show in May each year until 2020 and 2021, these being cancelled due to COVID. All the Club's shows have been staged at the Strathallan Games Park, Bridge of Allan and have been an ever-growing event since inception.

Although we've not finalised all the figures from the 2024 show yet we do know that entries and attendance were up on 2023, and therefore we're confident that we'll significantly exceed the £13,100 that we donated to good causes in 2023.

To date the Club has donated show proceeds totalling over £110,000 to 53 local charities.

The Club would like to thank everyone who made the 2024 show the best ever event, with a record number of exhibitors and public spectators. The attendance of vehicle exhibitors, traders, autojumbler and, of course, the general public, coupled with support from a range of organisations, including Stirling Council, means that the Club

will again be able to provide valuable support to local charities. There were over 850 cars on display, including from 49 different car clubs. Brilliant musical entertainment was provided by Callander Brass and the Moodiesburn & District Pipe Band.

The Club was delighted that it was able to highlight the valuable work of Strathcarron Hospice, The Dunblane Centre, My Name's Doddie, Home-Start Clackmannanshire and Larbert Churches' Youth Trust, five of the charities supported by the Club from the proceeds of the 2023 Show. The Club was also pleased to welcome Stirling Council Provost Elaine Watterson, who acted as judge for one of the prizes.











Thanks to Jamie Fitzpatrick for the use of his photographs.



MONTE JOHN O'GROATS START JANUARY 2026



We announced in last month's newsletter that we were planning a John O'Groats Monte Start to celebrate 100 years since the first John O'Groats Start in 1926. Then out of the blue I received an email from Andrew Mowatt, our John O'Groats contact, asking if there were any plans for a 100th anniversary Monte Start. So later in the summer we will take a trip to John O'Groats to meet Andrew to discuss preliminary arrangements for a 2026 Monte Start. On the way back home we will work out a route, using the best roads, from John O'Groats to Inverness where there will be a Passage Control, then on to Stirling where there will be a second Passage Control. Looking forward to it.

ANDREW GREEN

1944 - 2023

Andrew loved life and lived every minute of it with his passion for cars, boats and trains, gained from his mother and father.



Andrew a Chartered Accountant and Insolvency Practitioner started his adventures at 9 years of age with his trusted Bradshaw's Railway Guides eventually visiting every station working or lost throughout the UK and Ireland and supporting many heritage lines.

Andrew's car collection included a 1988 Bentley Turbo "R", representing the model in the

Queen's Golden Jubilee celebrations at Windsor Castle in April 2002. A 1967 NG TC Kit which he built. A Smart Roadster, 2 MG 'F's, a Jaguar XK8, and Andrew's pride and joy a Volvo V70 SE Bi-Fuel estate the last of factory fitted Bi-Fuel and proud to be in the Volvo High Mileage Club with 222,222 miles on the clock and 2222 on the trip.

RAC rallies and marshalling came first with a 1959 Austin Healey Sprite with his close friend Geoff Allgood. Trialling and the MCC came next with a custom built 1962 Cannon HSU106 competing in the 24 hour Edinburgh, Exeter and Lands' End trials. Andrew believed in driving all the cars, the Bentley being no different, used for Weddings, Rallies, hill climbs, touring and on one occasion the "boys" day out at Sparkford. A new set of tyres were fitted before leaving home. However, the speed Andrew drove around the circuit, sometimes on two wheels, a new set of tyres were required to get home!

Andrew touched so many lives, helped so many people, annoyed a number of others and has written numerous amazing articles. His cheeky ways, the devilment and getting all the facts right no matter what the consequences, made him the person we all loved and admired.

Margaret Green