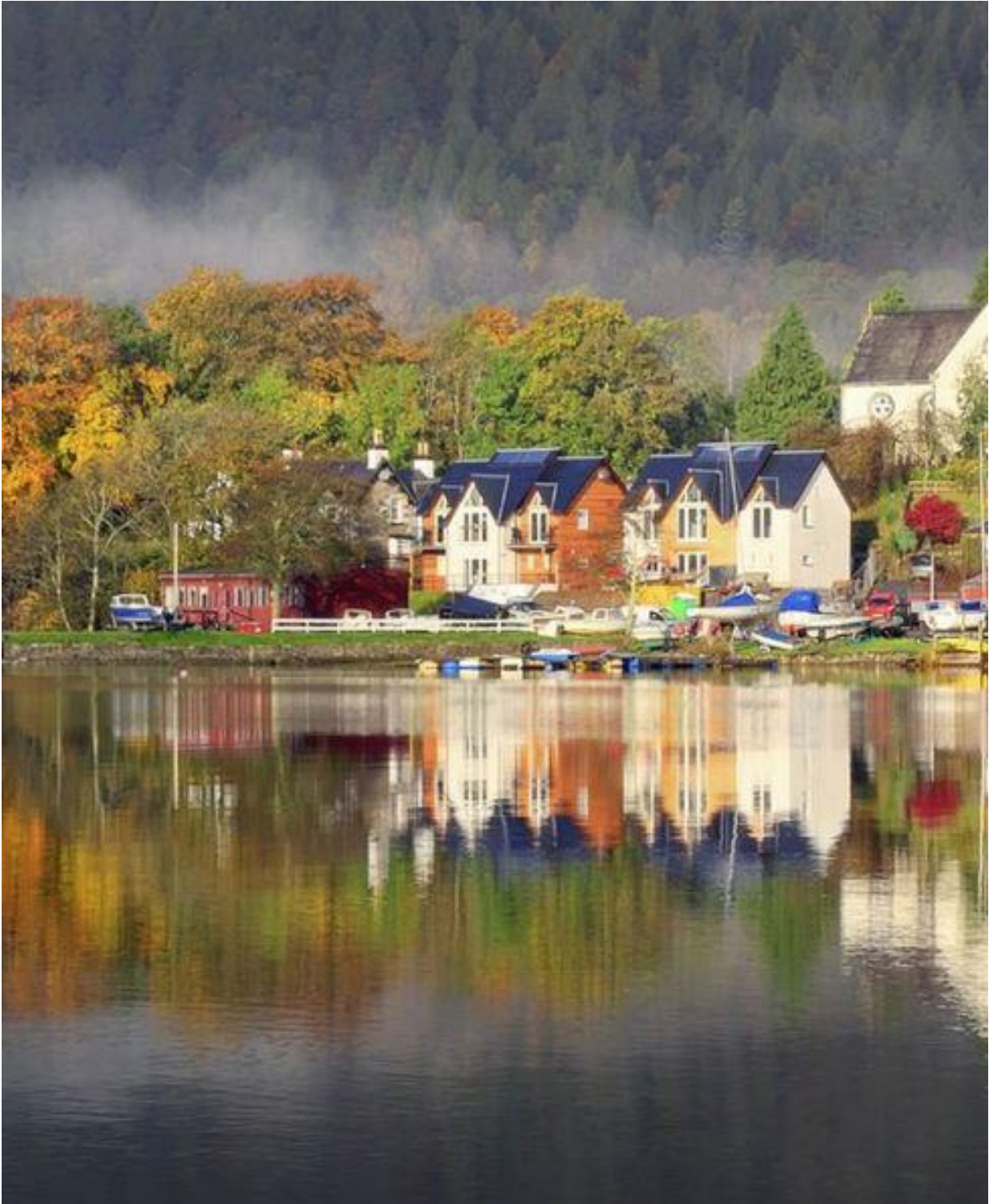


# *Classic*

UPDATES & MONTE NEWS



# WELCOME

These are difficult times and no doubt there will be a knock on effect on the world of motorsport and our leisure activities. It is likely, however, that it will have the greatest impact on the 'big events.' I heard recently that there had been withdrawals from the Scottish Malts, one of the UK's prestigious Classic motorsport events. Fortunately, there are still affordable events being organised by local clubs who have risen to the challenge of high fuel prices by running shorter, but interesting, tours and rallies. In fact, the Côte de Tay was free and is ERDC's first half day event. You can read June's report on the event in this edition of the newsletter.

Also included is an update on the ADO project, which is at a very interesting stage in its life. We are in the process of changing the studio/workshop into a small factory to produce glass fibre body shells for the Midget.

Another interesting Midget project, which has been carried out by Simon Ganderton who is an accomplished engineer, is an unusual engine and gearbox conversion. He has mated a Rover K series engine to a Mazda MX5 gearbox. The first part of the story, in Simon's own words, is featured in this month's newsletter.

There is also an update on the 2023 Monte and a look forward to ERDC's plans for 2023, highlighting the 2<sup>nd</sup> Cols d'Ecosse which is likely to be in March. Only a poster so far but Oliver Tomlins is working on an interesting route, starting and finishing in Perth. Finally, there is a letter from Roger Martin which will be of interest to the owners of pre-war cars.

Hope you enjoy this very varied edition of the newsletter. Remember we are always pleased to hear about your current projects and will try to feature as many as possible in future newsletters.

Douglas Anderson  
dglanderson1@yahoo.co.uk





# ado auto



There are a number of stages in the production of a glass fibre body shell. The photograph below shows the completed main section of the shell before the various sectional mould flanges were trimmed. These moulds have now been removed from the buck. When

these moulds are bolted together they form the moulding tool to make the main section of the body. There are 10 separate moulds in all.

I am now in the process of transforming my studio/workshop into a small factory to begin producing ADO bodies. I have divided the floor space up into separate areas for each process i.e. a dedicated space for cutting the glass fibre into the various shapes, a space for applying the resin to the fibre glass and finally a large area for laying up the glass fibre in the mould. For this procedure to be carried out there has to be enough room around the moulding tool to work efficiently. The moulding tool itself has also to be mobile. To this end a steel trestle has been designed to make this possible. As you can see I have been very busy!





## Introduction

Installing a Rover K-series engine into an MG Midget is a popular modification and there are many vehicles with this conversion, most have the Ford type 9 gearbox fitted. These have become quite expensive to obtain as well as having some limitations.

I selected the Mazda MX-5 gearbox for a number of reasons:

1. The clutch size is the same as the Rover 1.4 K-series which allows the flywheel of the K-series to be used with its original pressure plate but with the driven plate from the Mazda which then fits the gearbox splines.
2. The gear lever position can be moved if desired.
3. The Mazda clutch is a standard hydraulic system allowing the original Midget master cylinder to be retained.
4. The Mazda gearbox is cheap, plentiful and very strong. It is also lighter than the type 9.
5. The fifth gear ratio of the Mazda gearbox is 0.85:1 allowing the standard midget 3.9:1 axle ratio to be used. It is also a Close Ratio box.
6. It is reputedly bomb proof.

The main limitations of the Mazda gearbox are:

1. It is bigger and heavier than the Midget gearbox.
2. The bellhousing needs to be modified to fit the K-series.
3. The speedometer drive ratio and output are different to the Midget's.
4. It doesn't sound like a Midget gearbox.

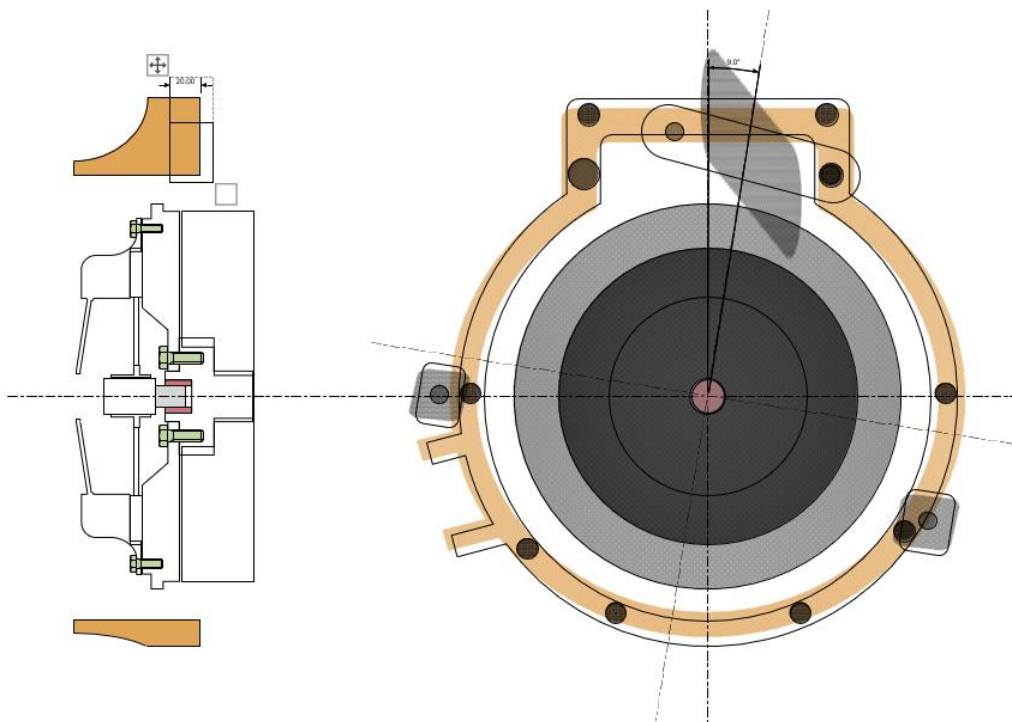


Having made my choice, I assembled the main components ready for the conversion. I purchased the Mazda gearbox, NA type, prop shaft, clutch plate and slave cylinder, I also purchased a complete K-series with wiring loom and ECU.

My plan for such a project is to assemble the engine and gearbox and then offer them up to the car to identify where modifications are needed. I then bring out the grinder and the welder to make the changes needed and then offer the engine and gearbox back up. After many trial fits and when satisfied that everything is correctly positioned, I make the engine mountings in situ and work through the rest of the attachments. When everything is finished, it all has to come back out to be tidied and painted before the final fit.

### Engine and Gearbox bell-housing Interface

The starting point for this conversion was to measure the interface dimensions of the engine and gearbox along with the clutch components. There are some key interfaces which have to be achieved, firstly the input shaft of the gearbox needs to run in a bearing in the end of the crankshaft, secondly the clutch driven plate needs to slide on the splines of the gearbox input shaft. Having measured the components, I generated a CAD drawing with the engine as one object and the gearbox as another, I lined up the objects and bought the two parts together. Once the key interfaces were achieved it was possible to see where the conflicts were and measure them.



*In the next edition of the Newsletter we will see how Simon modified the gearbox bell housing to fit the K series engine.*

# MONTE NEWS

## FERRY SPONSORSHIP



All Rallye Monte Carlo Historique competitors starting the 2023 Rallye from London are being offered a free ferry crossing from Dover to Calais. (One car and up to 4 passengers).

We are currently working on a hotel deal for the overnight halt in Calais. More information about this to follow.

Entries for the Rallye Monte Carlo Historique close on 8 November 2022. Not much time left to get your entry in. Here is the link to the online application.

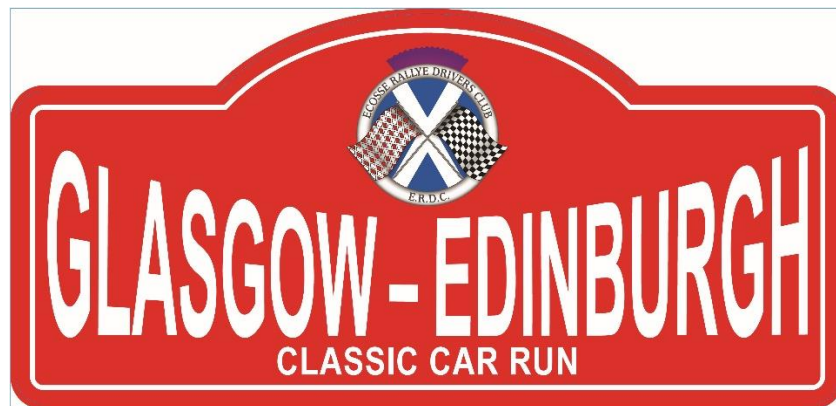
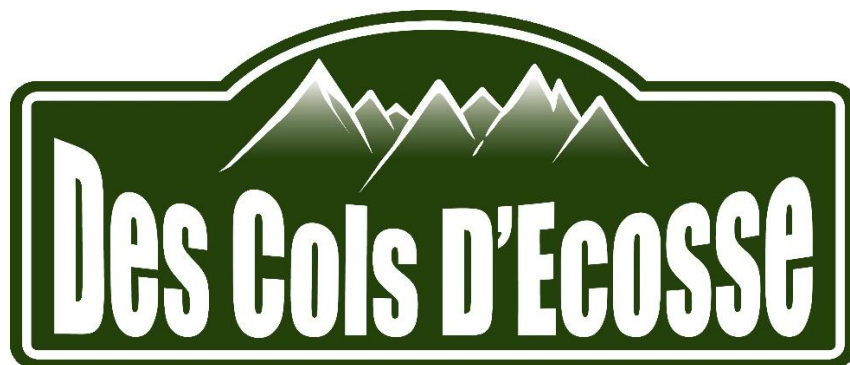
[25e Rallye Monte-Carlo Historique - Automobile Club de Monaco \(acm.mc\)](https://www.acm.mc/25e)

Looking forward to seeing you all in London and catching up with old friends and new.

Douglas Anderson

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

ERDC EVENTS 2022





## Côte de Tay 30 October 2022 June Anderson



The third Côte de Tay chose a different route – this time along the side of Loch Tay, following a route through Aberfeldy, Kenmore, Killin and many of the well-known Perthshire villages. Everyone had been hoping for good weather. Those of you who remember the 2021 Côte de Tay will recall that it was monsoon rain, but this year the weather gods were a bit kinder. There was some light rain and drizzle, but nothing too bad. Some of the hardy souls even had their roofs down and the 1930 Aston Martin International was, of course, open most of the way.

The crews gathered in the lower car park at the Crieff Hydro Hotel. The staff had kindly reserved part of the car park for us and had made a sign. When Douglas and I arrived at around 11.30 there were already a number of crews there admiring each other's vehicles.

There was a superb variety of cars from the 1930 Aston Martin International of Roger Martin, the beautifully prepared 1959 Porsche 356A owned by Simon Whittley to the cars which used to be plentiful, but are now much rarer, such as Fraser Hendrie's immaculate A40 and the Johnstone's famous Monte Carlo Mini Cooper 'S', complete with Monte rally plate.





Following a soup and sandwich lunch in the hotel, the cars set off on the 74 mile route with the promise to be back by 4pm for the tour of Stephen Leckie's (the hotel's CEO) car collection.

The Scottish countryside is at its best in the autumn with the trees all changing colour and the reflection of the hills in the lochs. The Sma' Glen is one of the favourite roads in Perthshire with the hills reaching down to the road and the hope of seeing deer on the hillside. The towns and villages on the route are always an attraction and a number of the crews couldn't help themselves stopping off for coffee and the odd slice of cake – some even as soon as Aberfeldy and Kenmore when they were hardly into the 70 mile route.

At 15 miles long Loch Tay is the largest body of water in Perthshire and as most of the leaves were off the trees, it was possible to see across the loch and admire the views. One of the challenges of driving on rural roads in the autumn is the amount of leaves which have fallen making for very slippery conditions. Added to that was the patches of standing water due to the large amount of rain in the preceding days. All of the crews were up to the challenge and the required Damage Declarations came back, signed, with no mishaps reported.



Arriving back at the hotel, more or less on time, we walked down to Stephen Leckie's house, which is on the estate, and he proceeded to show us his fabulous collection of cars and motorbikes. There was a rare Lagonda (only 3 in the world), a number of Alvis's, Sunbeams, a Ford Mustang, a signal red E type Jaguar and many, many more. Like many enthusiasts, the various workshops and sheds were littered with motorsport memorabilia. Most of the cars were fully restored, but some were in the process of being completed. Stephen does most of the work on the cars himself, with some help from his sons.

The tools in the workshops attracted a great deal of attention from those who also work on restoring their own cars – there was a particular fascination for a lathe and a machine for bending metal.

By this time, some people had to leave as they had a distance to travel home, but others stayed to see the collection of pre-war cars which were in yet another storage area. All in all, a magnificent end to a great day.

During the day, the crews had voted on the 'cars of the event' and small prizes were awarded. First was the 1959 Porsche 356A crewed by Simon and Oliver Whittley, second was the 1930 Aston Martin International with Roger Martin and John Bolton and third the 1965 Triumph Spitfire Le Mans, owned by Alan Thompson with navigator David Summers.









Here are some of the other cars. There were 20 entries in all .



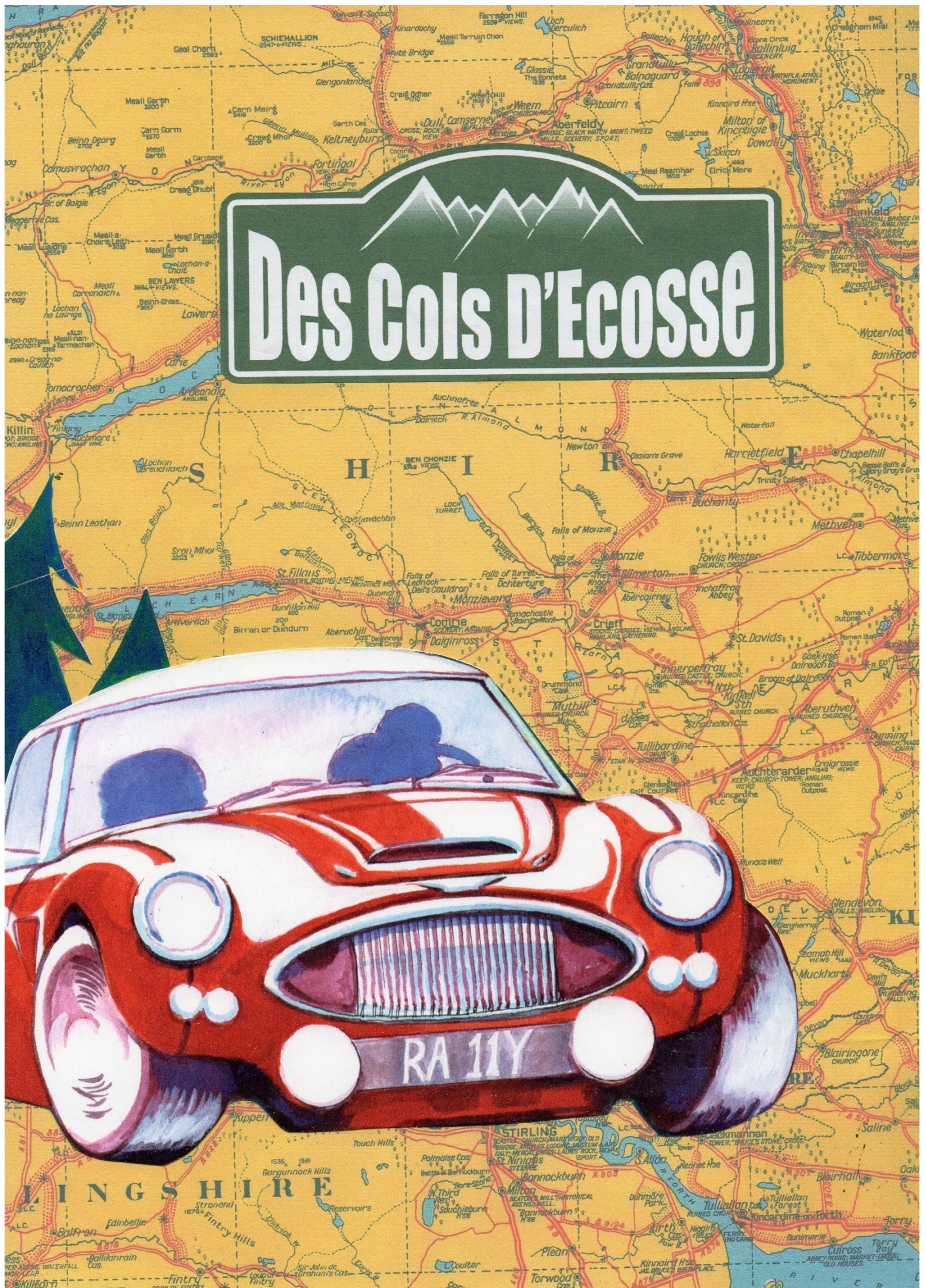




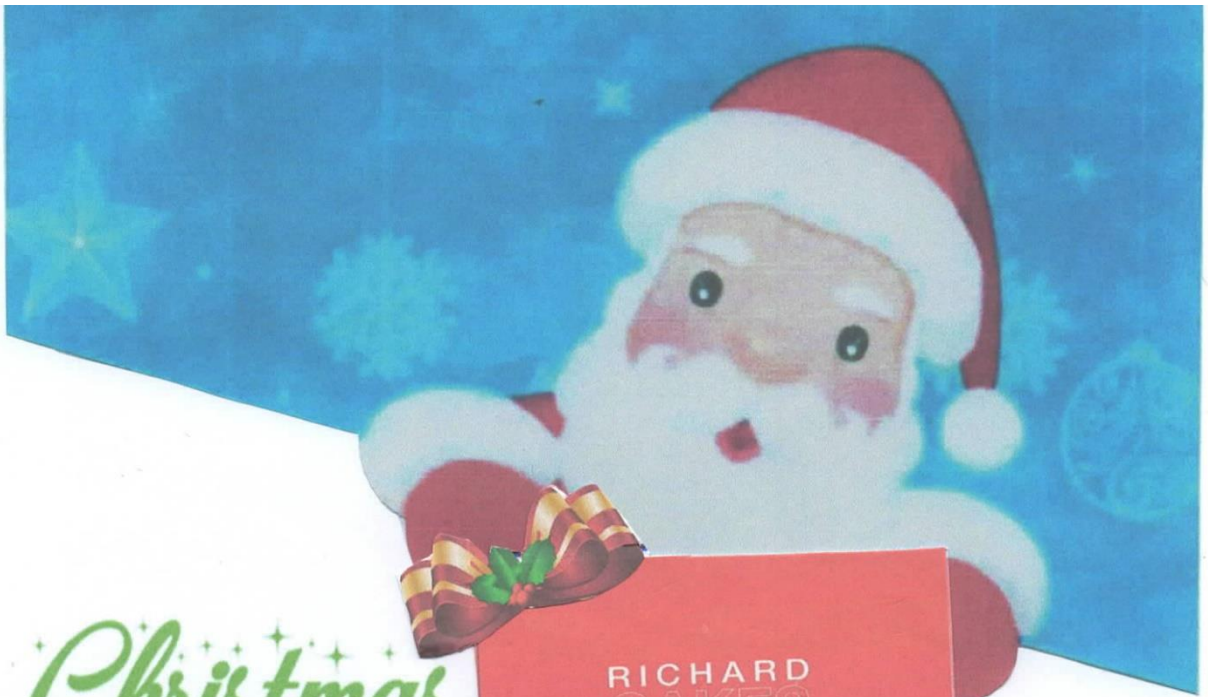
Douglas is driving this one home!



Date of the 2023 Des Cols D'Ecosse to be announced in the New Year.



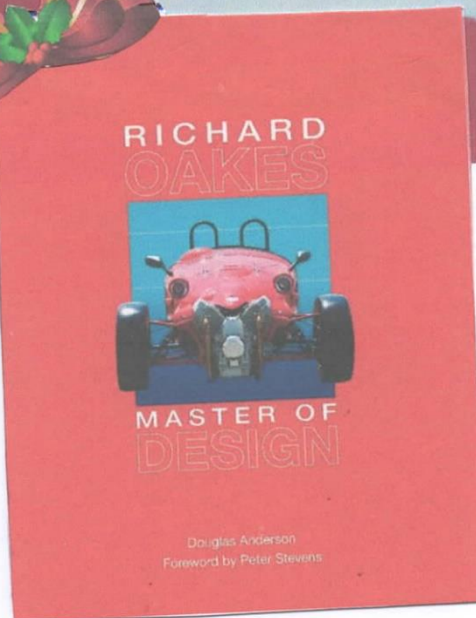




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# Calling all pre-war car owners.

I am contacting owners of pre-war cars, with a view to putting together a driving event in the central belt of Scotland, perhaps around Kinross, Dunblane or some other central location, especially designed to attract owners of our age of cars.

At a recent gathering of 'old' cars (which seem to get younger every day !) I was in a group of pre-war cars owners, sat over lunch, discussing the fact that fewer and fewer pre-war cars are ever seen on the roads and at events these days.

Over the 60 years that I have been involved in what started as pre-war car events, I have seen them 'diluted' by the acceptance of younger and younger cars. To me this makes the events and looking at the cars attending, less interesting.

I also no longer attend events which involve 'sitting in fields' all day, where you now have to arrive an hour before the public and cannot leave till 4 or 5 in the afternoon due to 'health & safety'. To me, cars (of all ages) are for driving, so I prefer tours, runs or rallies.

If you feel the same and would like to join a driving event designed for your age of car, (something like an observation run, a simple scatter or regularity rally or just a tour) then please do get in touch with me at [roger@martin04.plus.com](mailto:roger@martin04.plus.com) with details of the pre-war car/s that you have and what sort of event would attract you.

Maybe we can come up with something to persuade you to have a day out in your car.

I look forward to hearing from you,



Roger M Martin  
4 Beech Road, Lenzie, Glasgow G66 4HN

PS. Please pass this on to anyone else you know with a pre-war car – thanks.

