Classic

UPDATES & MONTE NEWS



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WELCOME



Welcome to the new-look Classic Updates and Monte News. The idea behind the new format is to give our e-newsletter a magazine look with full size images and easy to read text. We also hope to broaden the content to cover all that's happening in the classic car world. In other words, good stories and good pictures. If you would like to contribute we would be happy to include your stories and images.

This issue will include an update on the ADO Project, looking at developments in the engine bay. If you are looking for something a bit different for your Midget, then this will be of interest to you. There is also more news on the Rest and be Thankful Heritage Project and the current exhibition at the Lighthouse, Glasgow. It is a 'must see' for all motorsport enthusiasts. For our first issue David Ross has kindly contributed an article, with photographs, on the recent 'August Amble'. You will also find a 'Classic Calendar' which includes all the events that we know about up to and including the 2018 Monte.

At the start of September, I went along to the Bo'ness Hillclimb and caught up with some old friends and noticed that a lot of the folk who used to do classic rallies are now doing hillclimbs. Despite the fact that we are all getting older, we still like a bit of competition. It was a good day out, great atmosphere and interesting going round the paddock and viewing the wide variety of race cars. If you would like to have a go at hillclimbing, you should check out the advert for Andrew Goodfellow's race car which he is reluctantly parting with.

Of course there is all the latest Monte News about the Rallye Monte Carlo Historique, Rallye Monte Carlo Classique and Monte Heritage Runs.

Hope you like the new look and you enjoy the content.

Douglas Anderson
Editor

Published by
RADS
MSC SCOTLAND

REST AND BE THANKFUL EXHIBITION

An exhibition of the plans and a scale model of the proposed Rest and be Thankful Heritage Centre is now open at the Lighthouse arts and architectural centre in Glasgow and will be on until October 2017.

The Project is the brainchild of Douglas Anderson. His vision is that the centre, set within the dramatic hillside, would breathe new life into the popular stopping place and bring tourism spend and jobs to local communities as well as acknowledge the Rest as one of the most important motorsport locations in Scotland.

"The location of the proposed building at Rest and Be Thankful, Argyll, has great significance in motorsport terms because of the famous hill climb races and international rallies," said Douglas.

"The building would be a multi-use facility which could be used by the local community for film, business and cultural events and there would also be retail and a restaurant area."

"There would be jobs in the construction phase and full and part-time local jobs when complete."

The glass-fronted building is designed to sit below car parking and architects Chris Twaddle and Gary Kennedy say the attraction is respectful of the natural beauty of the site.

"We wanted it to be sympathetic to its context but we also wanted to frame the view and accentuate the natural amphitheatre of the valley. It is subtly quiet but exciting, visually," said Gary Kennedy who has been working on the plans for the past five years.





'John Beattie Show' from left to right John Beattie, Douglas Anderson, Chris Twaddle, Jimmy McRae

Images and a digital fly-through of the concept are available at

http://www.thelighthouse.co.uk/visit/exhibition/rest-and-be-thankful-heritage-project

The concept has already been given the backing of F1 world champion Sir Jackie Stewart, multiple British Touring Car Champion John Cleland and veteran Scottish rally driver Jimmy McRae.

The former British Rally Champion and father of World Champion Colin and his brother Alister said it would be a fantastic attraction and tribute to Scotland's place in international motorsport.

Jimmy, who still holds the record for the fastest run down the Rest and Be Thankful Rally stage, said: "The Rest is known around the world as one of the classic rally stages and is renowned by drivers and motorsport enthusiasts alike. This project is a tremendous initiative which would acknowledge the important part Scotland has played in international motorsport over many years." You can see an interview with Jimmy at the following link. https://youtu.be/IppudBGRHFQ

Discussions with officials from Loch Lomond and the Trossachs National Park, VisitScotland, Transport Scotland, MSPs and local politicians have been positive, with tourism chiefs aware the attraction would bring something unique to the area.

Councillor Aileen Morton, Leader of Argyll and Bute Council said: "This is a really innovative idea; a visitor centre taking in the stunning scenery of the Rest and Be Thankful would surely be very popular. The council is supportive of anything which takes advantage of the area's natural beauty. If Douglas Anderson's vision can be realised we would welcome the additional tourists the attraction would bring into the area."

Alan Douglas

Classic REPORT



Cars in the workshop of Classic Autosports

AUGUST AMBLE 2017

With overcast skies soon giving way to bright sunshine, this year's August Amble Tour started in the now traditional manner with a warm welcome comprising bacon or sausage rolls and, for those who felt they deserved it after a lengthy drive to get there, a full Scottish breakfast at the Clattering Brig restaurant at the south end of the Cairn O' Mount.

With half minute intervals between departures to cut down on 'convoying', what followed was a leisurely run over the hills and down the coast through rarely visited Lunan Bay to the BBQ laid on by David Barnet and his team at Classic Autosports with some sensational machinery on display.

Then it was west, across to Letham and the standing stones to the twisty and demanding slopes of Finavon Hill and on down onto the A90. The route then crossed over the dual carriageway and continued past the impressive memorial to Captain Scott and on to the scenic, on this occasion sun-blessed Cortachty Castle. A very sociable stop for coffee saw the crews at Drovers, just outside Memus, after which it was a run past Mountains Animal Sanctuary, the proprietor having been Alan Fraser of Fraser Imp fame, and finally, after a run through Glen Doig, one of the Panmure Arms' excellent end of run high teas in Edzell.

Despite an effort to keep the 2017 event a secret, the 37 car entry proved varied and interesting. Jaguars old and not quite so old featured strongly while Tom McWhirter's immaculate Aston Martin DB4 looked sensational, especially with a backdrop of the bright red Daimler SP250, similarly hued Swallow Dorretti and two Alfa Romeos with a red Lancia Delta HF for good measure. No less than three Toyota MR2 roadsters made the run with traditional Brits including Sunbeam Alpine, Triumphs Spitfire and Herald and assorted TRs and more than one MG.

Thanks to Peter Young and Drew Scott for the benefit of their local knowledge and all who took part. Sadly there was one casualty with Lindsay Smith's Mini suffering coil failure in Glen Prosen.

David Ross

David Ross and George Kennedy in Glen Prosen



Classic
PROJECT

ADO 34/50 UPDATE

The development of the ADO 34/50 continues and I am pleased to report that things are going well. As you can see from the front cover, we have given you a sneak peek of its final shape. As well as continuing to work on the final version of the body, we have moved on to looking at the mechanical side of the car. My MG 1500 has become the test mule and I am using it to try out some engineering alternatives to the standard car. Clark Dawson and I had been thinking for a while about a modern alternative power unit for the new car – a modern equivalent of the Coventry Climax which was light and advanced for its time. As some of you will know, the Coventry Climax engine was used in the Brabham Austin Healey Sprite and it transformed the performance of the car. 'A' series engine enthusiasts will be aware that the 'K' series BMW motorbike twin-cam 16v head has been successfully joined to the 'A' series engine block. However, the conversion is not straightforward and can be expensive and you are still left with an antiquated bottom end. So we have utilised the complete BMW 'K' series engine and it makes a fantastic conversion. An added advantage is that it can be done relatively cheaply. The engine itself is a light-weight masterpiece. It lies low and flat in the MG and this improves the car in all sorts of ways. It revs safely to 9000rpm and provides a reliable 120bhp in standard form. At present, it is mated to the MG 1500 gearbox via an adaptor plate which makes the installation easy and cost effective. We are now at the road test stage and it seems to work very well. More updates later.

Douglas Anderson



MG Mule



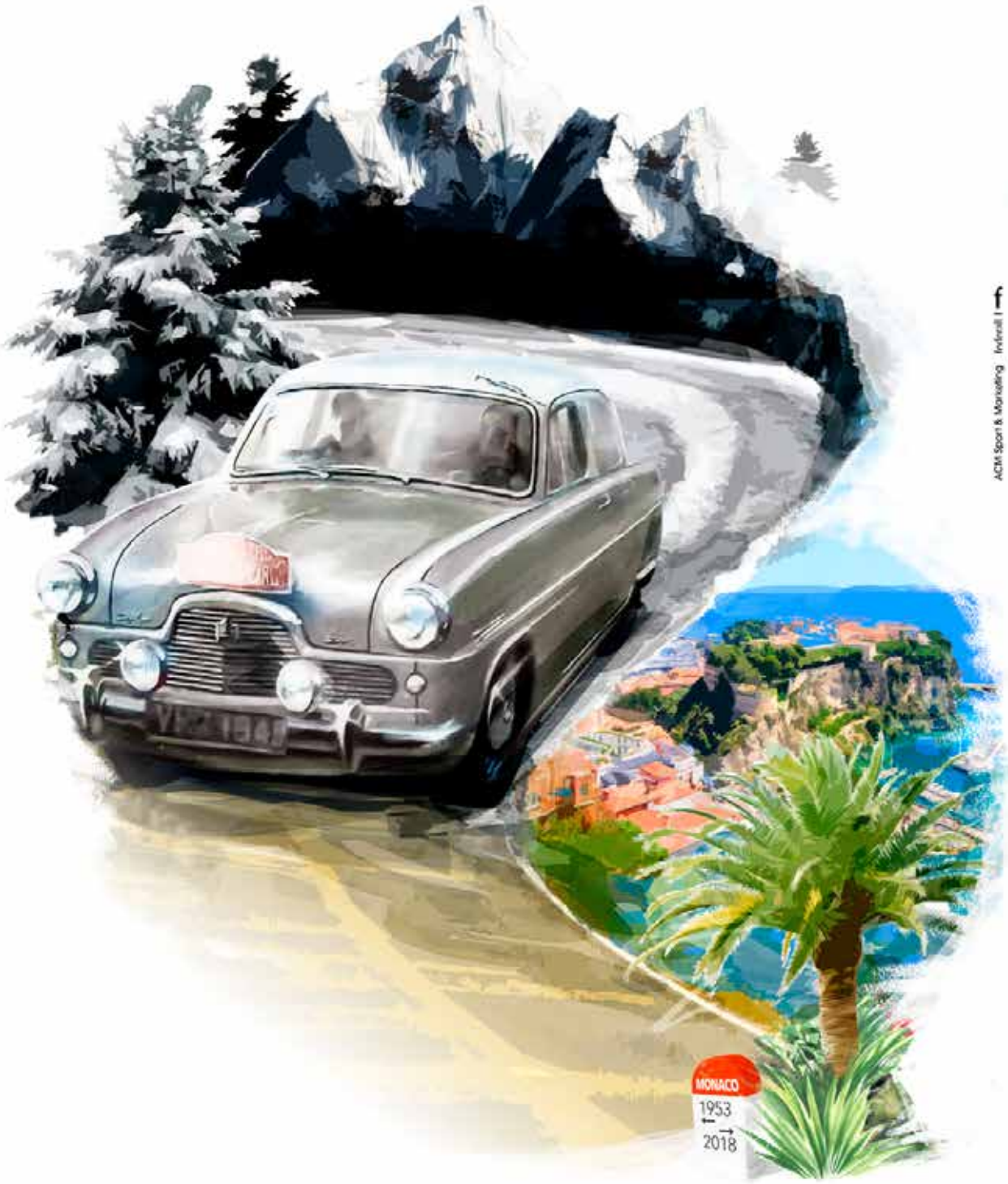
A Perfect Fit



31 JANVIER - 7 FÉVRIER 2018

21ème Rallye Monte-Carlo

HISTORIQUE



ACM Sport & Marketing Individuel

XXIe 2018 RALLYE MONTE-CARLO HISTORIQUE

65e anniversaire de la victoire de Gatsonides/Worledge sur Ford Zéphyr n°365 au Rallye Monte-Carlo 1953

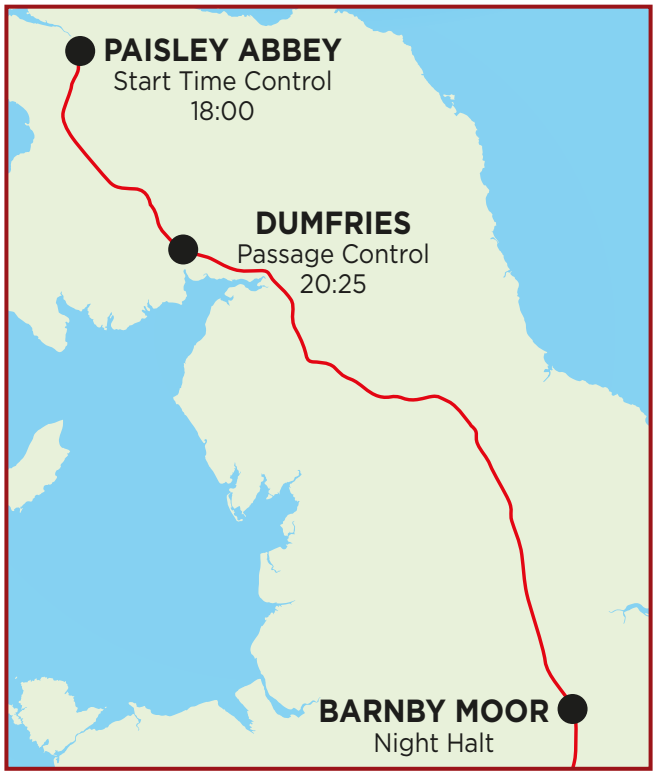
www.acm.mc

Rallye Monte Carlo Historique 2018

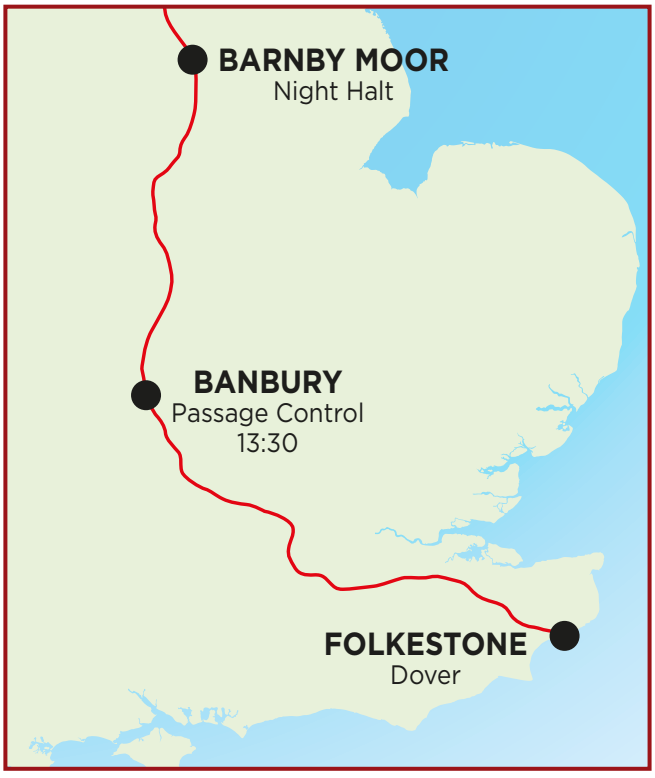


Interest in next year's Rallye Monte Carlo Historique has been exceptional. We are hoping that these potential competitors will make 2018 a bumper year for the Scottish Start. There has also been a lot of interest in the new route through the UK from both competitors and rally enthusiasts. No doubt because of the two new Passage Controls in Dumfries and Banbury. Basically the route follows that of the 1963 Monte Carlo Rally from Scotch Corner southwards. Full details of the route will be published by the Automobile Club de Monaco in due course and a link will be posted on the www.monte.scot website. See below for a diagram of the route on 31 January and 1 February with the time of the Passage Controls.

31 JANUARY : DAY 1



1 FEBRUARY : DAY 2





31 JANVIER - 3 FÉVRIER 2018

2e Rallye Monte-Carlo

CLASSIQUE

2018 RALLYE MONTE-CARLO CLASSIQUE

65e anniversaire de la victoire de Gatsonides/Worledge sur Ford Zéphyr n°365 au Rallye Monte-Carlo 1953

www.acm.mc

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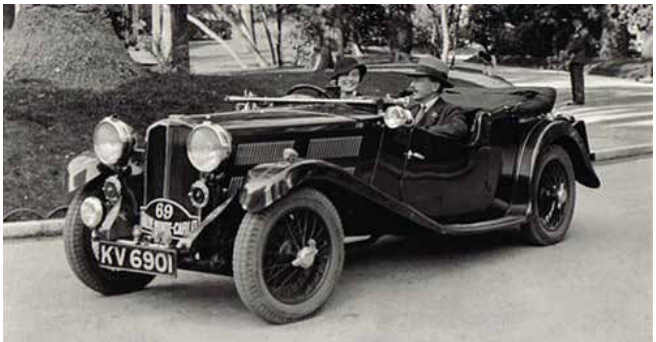


Mateo Szmidt's Triumph Herald saloon

RALLYE MONTE CARLO CLASSIQUE 2018

As you will know from the previous Monte News Flashes, there are some big changes to the Classique for 2018. It now has all the major features of the Historique but without all the stress of the competitive element. As well as being the adventure of a lifetime, it is an amazing value for money event. There is still time for you to source a suitable car and prepare it for the end of January. The car must be of a type which competed in the Monte Carlo Rally and the cut-off date is 1969. The more unusual the better. Here are some of the cars which have already entered the 2018 Classique.

A Triumph Monte Carlo from the 1930's





1930's Aston Martin

Stirling Moss drove this car in an early Classic Marathon



2018
Monte Heritage Runs



Aberdeen
to Paisley Abbey

Paisley Abbey
to Dumfries

Paisley Abbey
to Stirling

MONTE HERITAGE RUNS 2018

The Aberdeen to Paisley Abbey Run

The new Monte Heritage Run from Aberdeen is shaping up to be a 'mini Monte'. The route from the Granite City to Paisley Abbey will incorporate many famous rally roads through the mountains, hills and glens of Scotland. It will also pass through many picturesque towns and villages which were visited as Time Controls and Passage Controls in the Scottish International Rallies of the 1950's and 1960's. Should you decide to stay over in Aberdeen on the night before the Heritage Run, you could stay in the same hotel that was used in the Monte Carlo Rally in the pre-war era. If there is sufficient interest we could also arrange a pre-event dinner.

In addition to the Aberdeen to Paisley Abbey Run there will also be the traditional Paisley Abbey to Dumfries Heritage Run and for the second year, Paisley Abbey to Stirling. If you are feeling energetic you could do the Aberdeen Run, starting in the morning of the 31 January, then go on to do one of the other runs, starting from Paisley Abbey after the Monte cars have set off.

The Regulations and Entry form are now on the www.monte.scot website. Get your entry in early as there will be limited spaces on some of the Runs.

Marischal College, Aberdeen



Classic CALENDAR

2017

DATE	EVENT	CONTACT/INFORMATION
23 September	Tour of Speyside	www.63carclub.com
7 October	Loch Ness Tour	www.lochnessclassiccartour.weebly.com
7 October	Oktoberfest Rally	www.saltirerallyclub.co.uk
8 October	VMSA Autumn Run	email: charleyyoung2009@sky.com
22 October	Clyde Valley Rally	www.caledonianmsc.com
27 October	Monte get together	www.monte.scot
17 November	Monte Rally School I	www.monte.scot
25 November	Red Leaf Rally	www.saltirerallyclub.co.uk
8 December	Monte Rally School II	www.monte.scot

2018

DATE	EVENT	CONTACT/INFORMATION
20 January	Col de Ruisg	www.monte.scot
30 January	Pre-Monte Dinner	www.monte.scot
31 January	Rallye Monte Carlo Historique	www.acm.mc
31 January	Rallye Monte Carlo Classique	www.acm.mc
31 January	Monte Heritage Run Aberdeen to Paisley Abbey	www.monte.scot
31 January	Monte Heritage Run Paisley Abbey to Dumfries	www.monte.scot
31 January	Monte Heritage Run Paisley Abbey to Stirling	www.monte.scot

FOR SALE

Austin 750 Special



Here is a superb built Austin 750cc Special. This example was built to my knowledge in the late 1970's and was latterly used and competed successfully by Roger Windley in the 750 Trophy series with The Seven Fifty Motor Club.

Currently the car is still in its full race trim. I believe it was last used in Brands Hatch some years ago. The braking system is full hydraulics with rack and pinion steering, Rear axle is a Austin of 1930's along with stub axles and 15" off set wheels etc. It currently has a tuned Reliant OHV engine and gearbox, with a single SU and a 4 branch manifold. All this sits nicely on the Boxed in chassis built for the car. It comes with a spare Reliant OHV engine and gearbox which was running last year. Although running it will need recommissioning.

The car was purchased some years ago with the thought of setting it up for
The Scottish Sprint and Hillclimb Championship
(Bo'ness Revival, Ingliston Revival, Doune Hillclimb and Forrestburn Hillclimb to name a few)

The car is on offer for sale at £4500.00

Viewing is welcomed and encouraged - please call me to arrange mutually convenient meeting.

Call: Andrew Goodfellow 07764169002

Classic MEMORIES of 1962/63

















Lochside Photography