

Classic

UPDATES & MONTE NEWS



WELCOME

Last month's ERDC Des Cols D'Ecosse Autodistance Trial was organised to compensate for all those who missed out on this year's Monte. This two day event had a bit of everything. Majestic snow-capped mountains like the Monte, narrow mountain roads like those on the Coupe des Alpes, and of course some challenging weather typical of a Scottish winter event. The finish was spectacular. After scaling Scotland's Turini, the Bealach na Ba, crews looked out over the turquoise water of the Kyle of Lochalsh. Not quite the sun drenched Mediterranean, but stunning nevertheless. The hospitality at the start at the Northern and Royal Yacht Club, Rhu, the overnight halt at the Craiglynne, Grantown-on-Spey and the finish at the Applecrosse Inn was first class. It was indeed an event to remember. Thanks are due to June for doing all the administration, to Oliver Tomlins who worked with me on the route and who devised the observational questions and Craig McGibbon who did the roadbook. Des Cols D'Ecosse, as well as being an adventure, raised £500 for the Disaster Emergency Committee's Ukraine Appeal. Well done.

In this edition of the newsletter you will find the next part of the Farina series, a report by Dave Lucas on Des Cols D'Ecosse and our tribute to the legendary navigator, Willy Cave, who competed in numerous International Rallyes including the Monte and who sadly passed away in March.

Douglas Anderson
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farina

Thank you for all the feedback that I have had on the Lotus Farina series. There have been some very interesting and informative comments, in particular from Trevor Parfitt who is the proud owner of the A40 Farina which was successfully raced by GP "Doc" Shepherd who went on to win the 1960 British Saloon Car Championship. Trevor has carried out a complete restoration of the A40. Below is a photograph of Trevor and his son with the restored Farina.

<https://www.adrianflux.co.uk/forever-cars/doc-shepherds-historic-a40-restored/>

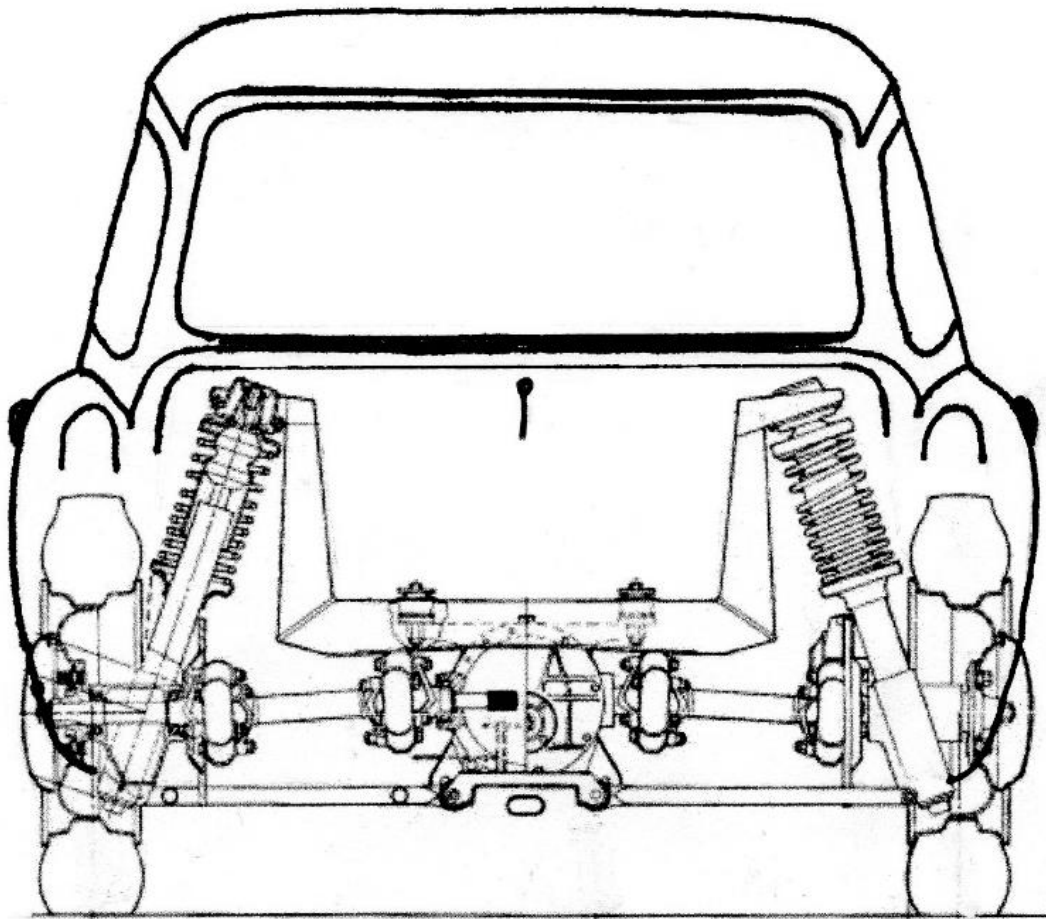


They have also carried out some very interesting development work on the front suspension. Trevor is going to send details. There will be an article on these mods in a future issue.

LOTUS FARINA REAR SUSPENSION

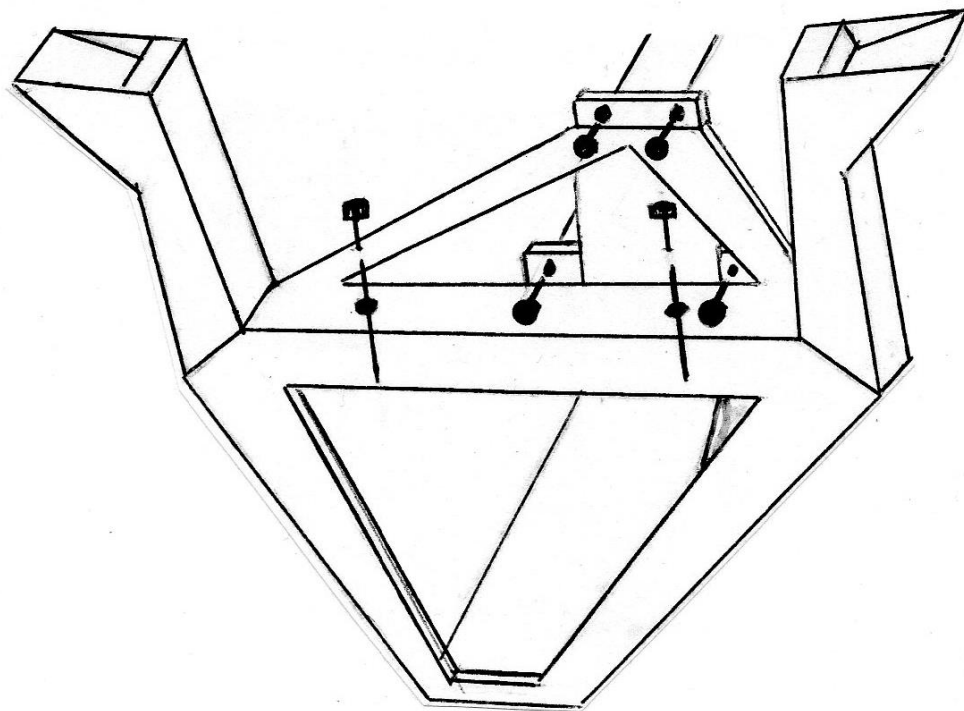
Independent rear suspension has been chosen to maximise the comfort and handling ability of the Lotus Farina. A live axle is perfectly adequate for smooth roads, but IRS is the system of choice when it comes to dealing with good as well as with adverse road surfaces and conditions, all of which would have been encountered on rallies of that period.

The rear suspension of our Farina is pure Lotus Elan. It is light and simple and features the famous Chapman Strut which has excellent suspension travel. It also has the advantage of having rear disc brakes. The Elan suspension assembly is a perfect fit under the rear end of a Farina. The rear track is almost the same as the Elan. *(The drawing below is not to scale)*



Part of the rear section of the Elan back bone chassis is utilised with the addition of strengthening to the diff area to form a subframe which houses the Elan suspension and also locates it in the rear of the Farina monocoque. It is fixed in place by 6 bolts which secures the sub frame to the car.

One further modification has to be made to the shell in order to accommodate the suspension struts. Towers have to be added to the wheel wells and the associated pressing modified to house the struts and diff cross member. This pressing could be added at the body assembly stage.



The Lotus Farina with its all independent suspension and four wheel disc brakes is now ready for its new powerplant. There are a couple of options in the engine department which we will look at in detail in the next edition of the newsletter.

Monte News

Willy Cave 1927 – 2022

I was very sorry to hear that Willy Cave had passed away in March 2022 at the grand old age of 95. I first got to know Willy when we flew him up to Paisley for the Press Launch of the 2016 Rallye Monte Carlo Historique and Classique.



One of the entries in the Historique that year was a 1951 London Taxi, entered by a Belgian crew headed up by Jean-Marie Herman who also came over for the

occasion. Willy had himself been the navigator for a London Taxi in the 1961 Monte Carlo Rallye with Peter Dimmock and Tony Brooks. The entry in Willy's book 'Putting Willy Cave on the Map' states "Austin FX3 Taxi. Retired (DNF due to BBC filming)". Willy, dapper as ever, thoroughly enjoyed the day in Paisley and posed patiently for the numerous photographs and gave multiple interviews for TV, radio and the Press. While being filmed for the BBC, he held up his furled umbrella and uttered the memorable phrase, 'Taxi to Monte Carlo'.



June and I were privileged to be invited to Willy's 90th birthday lunch in Monaco as his birthday fell during the Rallye. It was an enjoyable occasion with Willy presiding over a group of his rallying friends and colleagues.

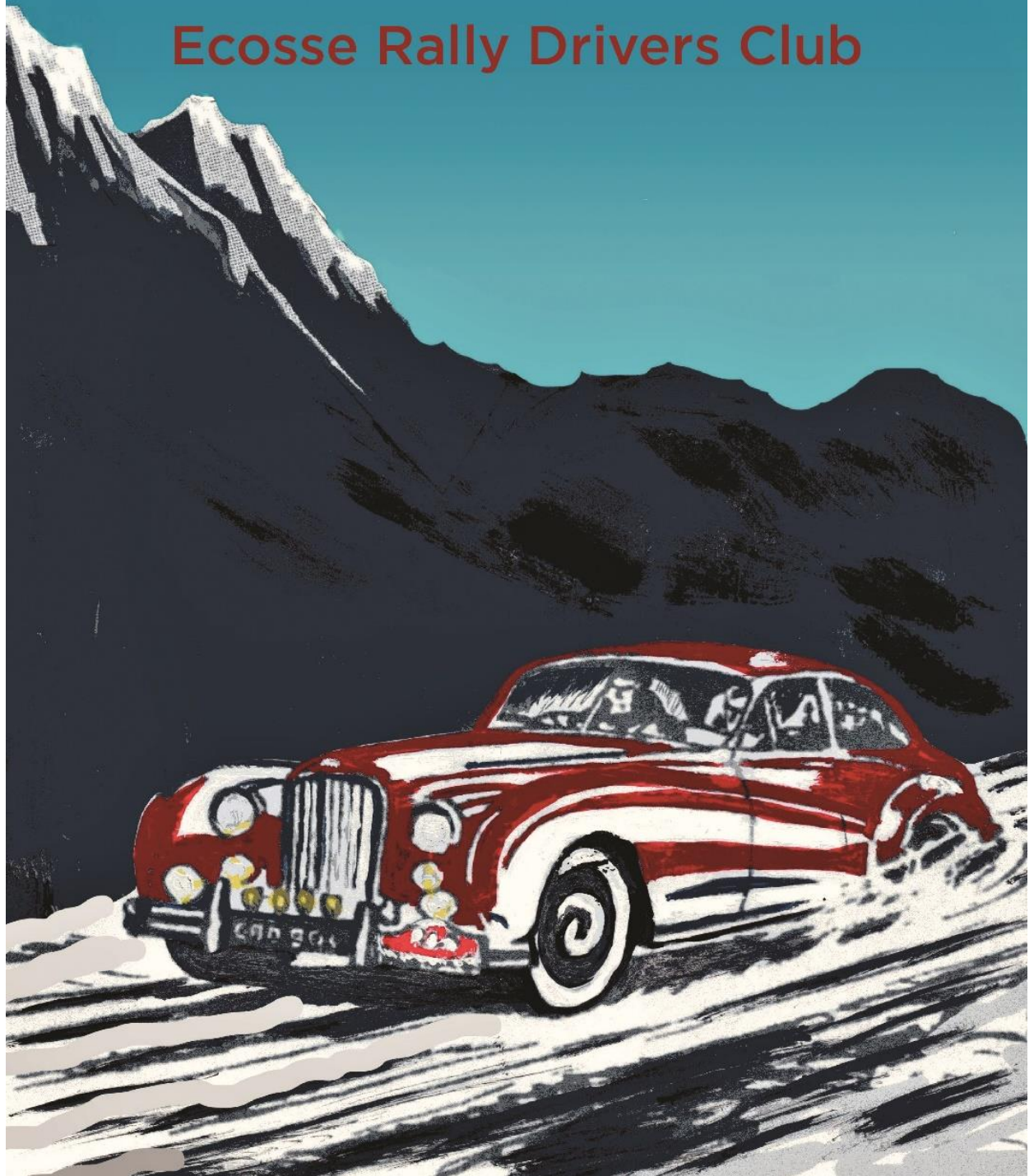
Willy's career as a navigator spanned a truly remarkable 70 successful years competing with many of the greats of the sport. He always saw himself as a navigator, never a co-driver. He completed his last rally in 2020.

One of his great friends, Peter Baker, says of him in an obituary which you can read on the Retro-speed website, "Willy Cave was a first-class sportsman, a gentleman of the very old school and a true friend. I will miss him enormously."

I am sure that these sentiments will be shared by all those who had the privilege of knowing him.

Des Cols D'ECOSSE

Ecosse Rally Drivers Club



Des Cols D'Ecosse or A Fine Time in the Hills

Dave Lucas

Day 1

As the entrants for the first Des Cols D'Ecosse made their way north already the event was taking its toll. Unfortunately, the A30 of Hylton Reid /Kevin Stuart suffered a mechanical breakdown on the M74. (see following story)

The 21 entrants gathered at the impressive, if slightly faded, headquarters of the Royal Northern and Clyde Yacht club where the ladies provided very welcome early morning bacon rolls together with tea and coffee to fortify the crews before they started the first day.



After a driver's briefing by Oliver Tomlins on the roads and the expected weather we began with a short road section that followed the banks of the Clyde before beginning to climb into the hills above the impressive Clyde Faslane submarine base to Glen Fruin and the start of the first Trial section. This narrow, short mountain road gave an insight into the nature of this type of Trial event. Although

the recent snow had disappeared from the road, the surrounding mountains had white caps in lots of places and as we climbed there was a noticeable lowering of the temperature hinting at the possibility of ice on the wet road surfaces.

On this section we had our first taste of the observation questions which certainly added interest to the route and although this event had no timing it certainly added a competitive edge. The route continued towards Aberfoyle. Here the route led on to the next Trial section - the famous Duke's Pass with its many viewing points. The weather cleared here for us and we had stunning views over the mountains as we traversed this famous road. We moved on to a new piece of road to me, the road over Ben Lawers towards the Bridge of Balgie and the Glen Lyon Road.



On this section we had the first retirement when the pretty little Riley Elf of Norma and Jim Watson had the dynamo fail. (see following story) We journeyed on to a welcome lunch halt taken at Kenmore with half an hour to chat with other crews. They were all enjoying the event and were impressed with the mountain roads, the excellent road book and the lack of other traffic, making the mountain road sections a joy to drive and to experience these sections which have been used on many famous rallies over the years. Many of these roads are used at night and therefore it was great to have the opportunity to drive these roads in the day and see all the fabulous views. Unfortunately, the next section, Glen Quaich, was cancelled due to the road surface conditions after the recent snows but we did pass by the interesting Edradour Distillery. We then climbed into some serious mountain scenery as we climbed the Spittal of Glenshee, famous on lots of traffic reports as being closed by the snow gates, but on this occasion all was well as the roads were open with very little snow although as we passed through the GlenShee Mountain ski area there were a few brave souls still enjoying skiing and snow-boarding on what was left of the snow.



Then on down the Cairnwell pass onto the old road, past the highest golf course in Britain and our next break Braemar, the famous Highland Games capital. We stopped off at the Fife Arms Hotel which has been recently extensively refurbished, very much in the Highland tourist style. We had a welcome cup of tea and the chance for a quick trip to view the Highland Games stadium that I had never seen before.



We again climbed into the mountains to pass the Lecht Ski resort over the infamous Cockbridge to Tomintoul road and finally after a long day and some 200 miles, to our overnight hotel in Grantown-on-Spey.

The crews had many tales to tell over a very welcome dinner and drinks where the ever busy organisers, Douglas and June Anderson, organised a draw for Douglas's original painting for the event poster to raise £500 for the Ukraine Disaster Emergency Fund. A fairly early night was required for an early breakfast and another full day mountain motoring.



Des Cols D'Ecosse or Go West Young Man Dave Lucas

Day 2

Early breakfast at the Craiglynne Hotel in Grantown for the 8.30 start. The weather had turned grey and cloudy but most crews were looking forward to a challenging route over many of the famous sections used on Le Jog and other events, finishing on the infamous Applecross peninsula. 200 more miles to go.



After another full briefing from Oliver Tomlins on what we could expect in terms of road and weather conditions, competitors left for the Loch Garten road, famous for many years as the home of the only Osprey nesting site in Britain at that time. Perhaps March was a little early for the ospreys still sunning themselves in Africa before their long trip back to Scotland.

The first Trial section, the forest trial, was a gentle introduction through 6 miles of mature woodland with great views over the

lochs but this was soon to change as we travelled via the Boat of Garten, used many times as a service halt on many Scottish international rallies, and then on to the A95, to the Farr Hill Trial road. This was a great moorland road over the mountains with many cattle grids which had ways round, but were quite rough and needed care to make sure low exhausts did not suffer. Tony Smith and Richard Jenner had been suffering with exhaust problems on yesterday's latter sections and had made temporary repairs overnight but had to be wary over this early section. Unfortunately early in the Farr forest section bad luck struck

Norma and Jim Watson in their replacement MGB when again electrical gremlins struck with the alternator charge light showing again, but thankfully Jim made temporary repairs.



This section on Farr was one of the best so far! Single track road over open moorland mountain roads, clear weather and no other traffic. A real driver's tonic as we headed out towards Findhorn Bridge and on to the B852 towards Inverness. Luckily, I think most crews had taken notice of the earlier warning by Oliver Tomlins that the slot off the B852 to the infamous Corkscrew Road hairpins was difficult to find and indeed it was, but once you got into the road it was great. Tight hairpin after hairpin as you climbed up over views of Inverness and Loch Ness far below. This is a famous and always difficult final night test on Le Jog rallies over a long, and in places, loose and quite rough farm track. Very difficult for those with low exhausts but a great challenge and lovely to experience in the daylight, so the views to Loch Ness could be seen.

Then on down to the easier Inverness by-pass which was surprisingly busy at this early part of the year. Our first petrol halt. A little funny story to lighten the mood on this section. We found Tesco (not difficult as they tend to have large signs) and after filling up with petrol, we looked forward to a coffee having walked to the store. I am still not sure who was more confused by the conversation between an old West Midland rally crew and a young Scottish Tesco worker.

Rally Crew: *"excuse me mate where do we get the coffee?"*

Scottish Tesco Worker: *"Er I think its aisle 4."*

Rally Crew find aisle 4 and many packets of coffee and tea.

"Mate where's the café? We want a cup of coffee."

Tesco Worker: *"We don't have a café."*

Rally Crew: *"Our mistake. We assumed a coffee break would have coffee!"*



Back to the Inverness by-pass and on towards the A9. The next section, the Dams Trial road was a very scenic run up a river valley past many small scale power stations and dams. A much more scenic run than the previous 2 high moorland roads and led us to the Shildaig road. This single track road ran for several miles down by the loch and again was refreshingly empty of other traffic. But here there were a few interesting deviations on the clue front as we tried and failed sometimes to find the clues. It made for interesting discussions with Oliver (in the right spirit of course) at the finish about where the clues were. By this time crews were interested in gaining their gold award.



And finally on to Beallach na Bah Trial on the famous Applecross peninsula. This road, always busy with motoring enthusiasts, was luckily not too busy although by the time we got there the weather had closed in and we had heavy rain and mist over the tops but still an interesting run.



It made photography difficult. Fortunately, the weather cleared on the way down the other side of the mountain and we had fantastic views over the sea to Skye. A welcome finish at the Applecross Inn where most of us enjoyed our first drinks and food break of the day. Everywhere else we tried was closed. It was very early season, I suppose.



To sum up: a great route, great roads and a fantastic road book, as far as I could find without a mistake. Excellent halts and a warm welcome in Grantown at the evening halt. Good food and great company.

A massive thank you to Douglas and June Anderson for what must have been an epic amount of work and mileage for the crews' benefit. If you are an organiser you can imagine the amount of time and effort to arrange and make sure such an event takes place over 400 miles, a long way from home. An outstanding achievement, let alone all the paperwork and fantastic artwork to accompany the event.

A HEART FELT THANKS I AM SURE FROM ALL THE CREWS. WHAT AN EFFORT.

With great support from Oliver Tomlins and John Roberts in the course car. We told you that mileage post wasn't there!



To the next time. Bill Pardoe and Dave Lucas number 17 black Merc interlopers from the west Midlands.

A Tale of Two Cars Jim and Norma Watson



Jim and Norma Watson had a very eventful Des Cols D'Ecosse. They originally entered their 1977 MGB but, on reflection decided to use Norma's super little Riley Elf. However, the electrical gremlins set in on the run through Glen Lyon and rather than struggle on, they decided to gently take the Elf home to Fife and join us in Grantown-on-Spey with the MGB. We were all delighted to see them appear at the Craiglynne Hotel in good time for dinner.



Jim takes up the tale on Day 2 in the MGB.

"Early this morning we hit a big pothole. The generator light came on but in time went out. Later, after a series of very tight hairpins and 3 miles of rough track, we stopped and the radiator boiled, electric fan not coming on. We were next to an old farm cottage so we let it cool. We got water from the burn, then the old guy in the cottage came down with his pet sheep to see if he could help, we got 5lt of water from him - so no further cooling problems. In the afternoon on the way from Kinlochewe to Torridon

we hit another big water filled pothole. The generator light came on and then the engine just stopped and refused to start. With help from one of the MG Midget crews and folk in a camper van we managed to push the car up to a passing place.

After much scratching of heads etc, we think that there may be damage to a wire somewhere, but in the end we tried a push start which worked, so we abandoned the rest of route and headed to our hotel at Strathpeffer. The car went fine on the way there but would not start on the starter, but it did on a bump start. So we parked on a hill and are hoping to get home ok tomorrow. Still smiling, but been a tad eventful."



Another Tale of Two More Cars Hylton Reid and Kevin Stuart

We were delighted to see a 1954 Austin A30 from Newcastle entered in the event. Proud owner, Hylton Reid, had entered the A30 in 2022 Rallye Monte Carlo Classique and had completed a ground up restoration, with period mods for the Rallye, but like the other UK Classique entries, withdrew due to the difficulties of the ongoing Covid situation. Hylton and co-driver Kevin Stuart set off on the drive to Helensburgh but unfortunately the car broke down with engine problems on the M74. They decided that the issue was not fixable so had the car recovered. Undaunted, they returned to Newcastle and after just four hours sleep set off again in Hylton's Healey 3000, arriving in time for the Start at the yacht club. Lucky man to have a Healey as a substitute for your A30! Not only were Hylton and Kevin Gold Finishers, having completed all the Trial sections, but they were in the oldest car to complete the entire route. They were presented with polo shirts with the ERDC logo which were kindly donated by Owen Ferry.



And Yet Another

Newcomers to ERDC club events, Sandy and Marion Dennison are the 'guardians' of a 1933 Riley Lynx. Sandy heard about the event through the Riley Owners Club who receive the newsletter thanks to Gordon McAllan. Sandy got in touch and asked if we thought that the Riley could enter. Of course we said that we would be very pleased to accept an entry for the Riley. However the car developed some problems with the exhaust which could not be fixed in time for the event. We suggested coming along in his everyday driver, which was a 2014 VW Polo. Sandy and Marion entered into the spirit of the event despite not

having competed for a number of years and they made many friends in the other teams. They were Gold Finishers, having completed all of the Trial sections and were the smallest engine car to complete the event. In honour of this achievement they too were presented with polo shirts.



Ukraine Fund-raiser

During the event we held a raffle to raise funds for the DEC Ukraine Appeal. Like everyone else we feel helpless in the light of what is happening to ordinary people, like us, in Ukraine. One small way of helping is to send money to support refugees fleeing the war. The prizes were

- Douglas's original painting which was used in the Des Cols D'Ecosse poster.
- A copy of the new book, 'Richard Oakes Master of Design'.
- Original Rallye Monte Carlo Historique posters.

The first prize was won by Dr Neil Oliver and it is now hanging in his consulting room alongside Neil's other artworks.



We were overwhelmed by the generosity of all the crews. £500 was raised and it has now been sent to the appeal. Thanks to everyone.

If you wish to make a donation you can do so at your bank or through this link <https://www.dec.org.uk/appeal/ukraine-humanitarian-appeal>

GOLD FINISHERS

	driver	co-driver	car	date
2	Hylton Reid	Kevin Stuart	Healey 3000	1962
4	Ian Close	Andrew Douglas	MG BGT	1967
5	Neil Oliver	Paul Bekier	Volvo 123 GT	1968
7	Craig McGibbon	Helen McGibbon	Volvo 122a	1969
9	Nuala Dowie	Chris Noble	Triumph GT6	1969
10	Tony Smith	Richard Jenner	MG Midget 1275	1973
12	Dave Tennant	Dawn Tennant	MGB GT	1974
14	Ken Brown	Alan Brisbane	MG Midget	1979
15	Alan Pettit	Kay Pickering	MG ZR	2005
17	Bill Pardoe	David Lucas	Mercedes 180 CLC	2006
18	Sandy Dennison	Marion Dennison	VW Polo	2014

GOLD FINISHERS AWARD

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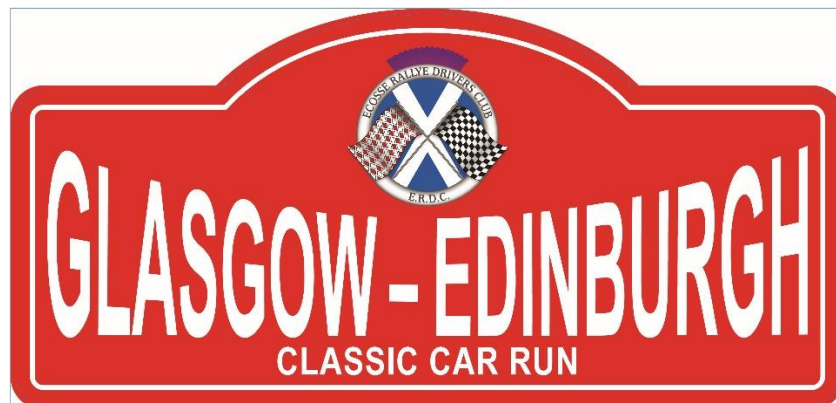
Program/Project Name

Des Cols D'Ecosse

11/12 March 2022

Ecosse Rallye Drivers Club

ERDC EVENTS 2022



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



Ecosse Rallye Drivers Club



June 2022 Date to be confirmed



October 2022 Date to be confirmed