

WELCOME

In spite of the difficult times we have all been through, 2022 has been a good year for ERDC. The inaugural Des Cols d'Ecosse was warmly received and highly praised. So much so that we will be doing something very similar in 2023. Thanks to Oliver Tomlins and his team. Well done.

The Glasgow to Edinburgh Classic Car Run was also a first and again was much appreciated by all those who took part. Thanks to Craig McGibbon and his team for a great event.

The Col de Ruisg and the Côte de Tay, which are both now well established on the calendar, also went well. Thanks to the organising teams for both events.

In 2023 we are planning to run a couple of new events. These are still at the proposal stage, but we will be working on them over the winter. There will be a draft outline of these events later in this edition of the newsletter. I have a feeling that 2023 will be a very good year for ERDC.

Part 2 of Simon Ganderton's K Series engine and MX5 gearbox conversion is included, along with an update on the ADO project. There is also an update on the Rallye Monte Carlo Historique London Start and the very popular Monte Heritage Runs.

I would like to wish you and yours a very Happy Christmas and a healthy New Year. All the very best for 2023.

Douglas Anderson

dglanderson1@yahoo.co.uk





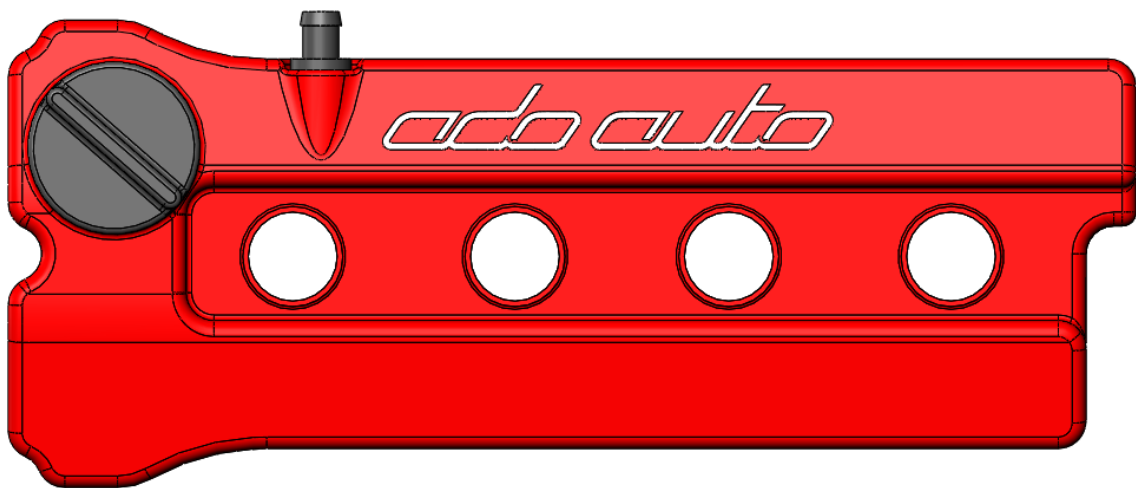
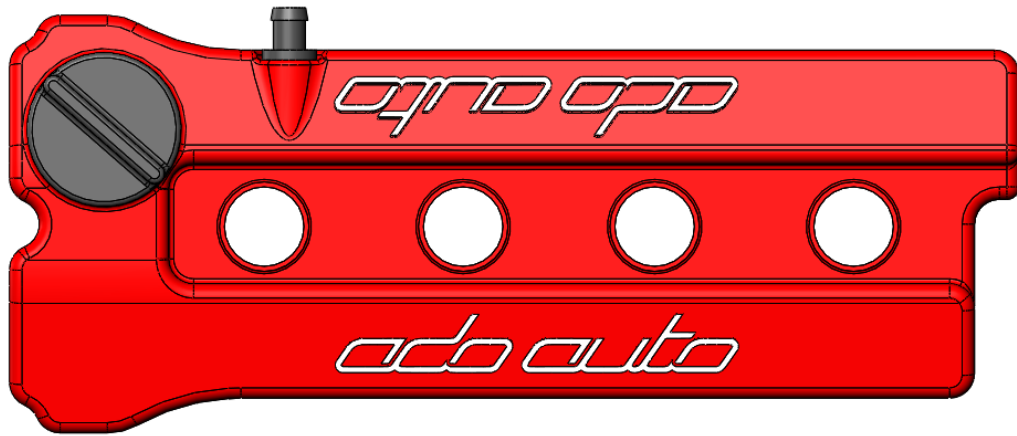
UPDATE

Now that the tooling for the bodywork has been completed and the workshop has been re-arranged to streamline the production process, I am now at the stage of thinking through ideas for the engine bay and the interior of the car.

The detail in the design process is very important if the car is to have a quality production car look and feel . The first thing I did was to re-design the logo giving it a fresh and more modern look. For all those with a keen eye you will have seen the new style of logo in the last newsletter. I intend to put this logo on the cam cover of the show car.

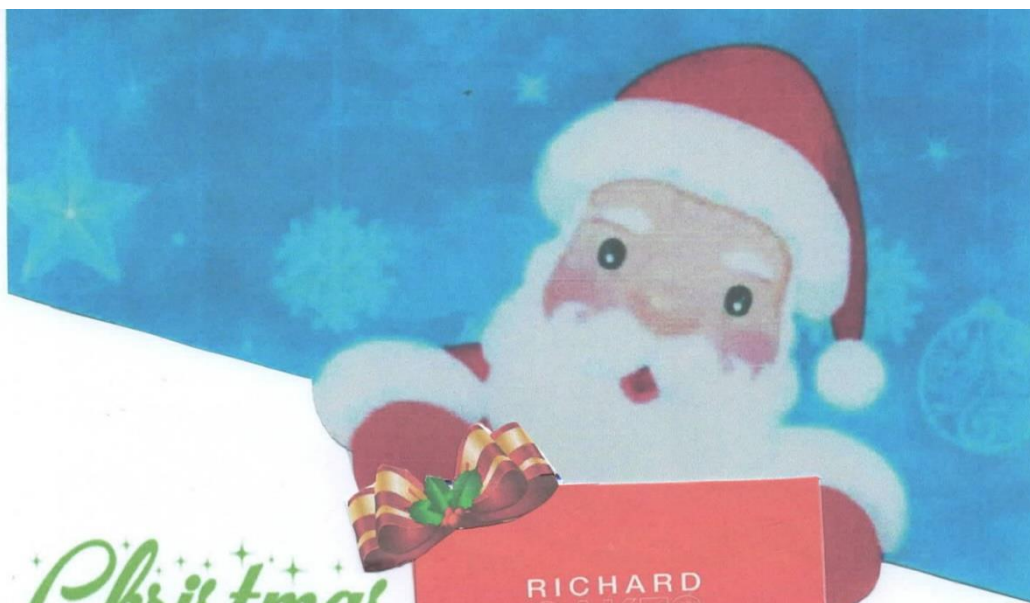
James Barratt of James Barratt Engineering, who has engineered the Engine and Gearbox conversion for the car, has undertaken to do this job. He has suggested that *'the best option would be to have the logo laser jet cut from 3mm aluminium sheet and bonded to the cam cover as raised letters. The thermal expansion between the lettering and cover will be much more uniform than plastic printed parts and much sharper corners can be achieved. The tops of the lettering can then be cut back and polished post painting.'*

He has given me a couple of options which can be seen on the next page. Either of these designs would give the engine the desired production car look.



In the next newsletter you will see that I have completely redesigned the interior following the principle that you can make one part of the interior do two jobs, thereby saving weight and space. All will be revealed.

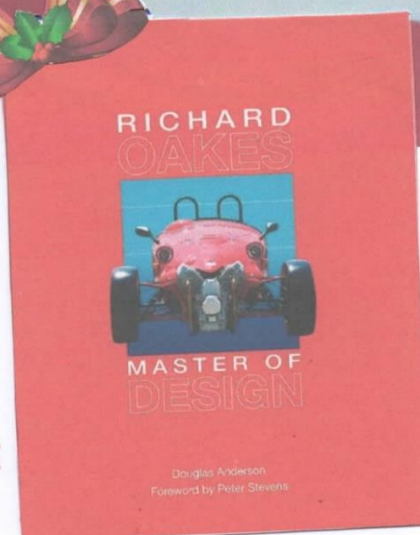




Christmas

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Richard Oakes Master of Design by Douglas Anderson

"Douglas has captured ... (Richard Oakes) ... career beautifully in Master of Design. A great story, superbly told, of a truly remarkable man." **TKC (Track, Kit, Custom)**

"With real insight into his life and methodologies, plus sketches and designs, there is much to savour." **Magneto**

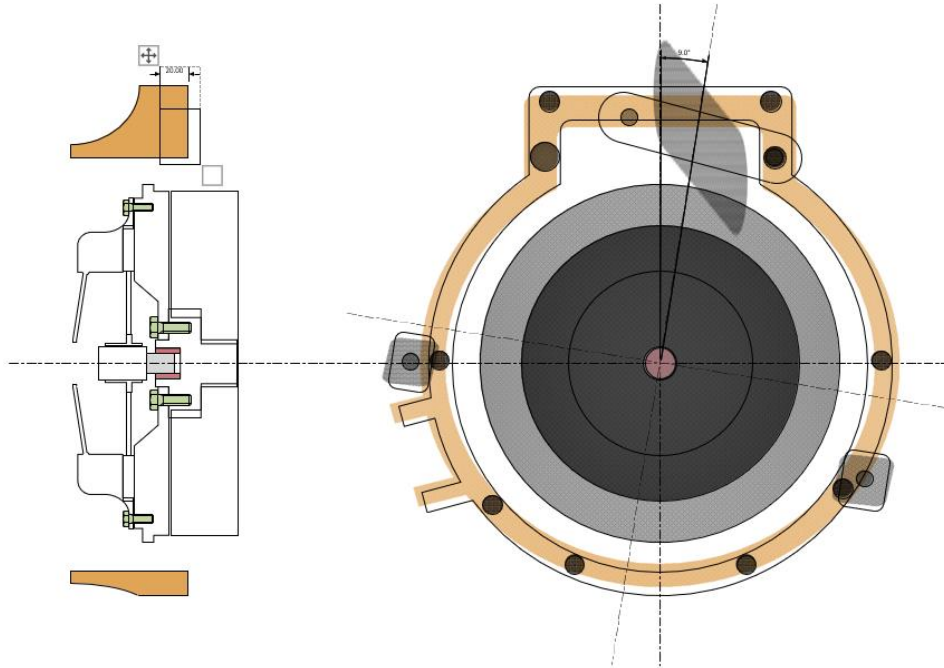
"... This hardback brings together the fascinating story of a talented specialist car designer. Worth it for the excellent photos and illustrations." **Octane**

"... the information in the book is robust and the imagery unparalleled. Thoroughly enjoyable stuff." **Mini Magazine**

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MG Midget K Series 5 Speed Conversion Simon Ganderton Part 2

From the analysis of the CAD drawings it was possible to see that the gearbox bell housing was 20 mm too long, removal of this 20 mm would position everything correctly.



As I do not have a mill large enough to hold the gearbox for machining, I improvised using a router with an endmill, through this method is removed the excess material and achieved a flat face too.



As mentioned previously, the Mazda clutch driven plate fits within the Rover clutch assembly so at this point I was able to assemble the clutch. When used in a front wheel drive layout there is no need for an idler bearing between the gearbox input shaft and the crankshaft the K series does not have one fitted. I purchased a standard bearing for the Mazda and modified it to be a press fit into the crankshaft. With this fitted I was able to line up the gearbox with the now shortened bell housing sitting square against the engine block; though able to freely rotate.

With the gearbox now in position it needed to be bolted to the engine using the standard K-series fixing locations. As luck would have it one of the top holes lines up perfectly, even placing the engine at the correct angle, this was now fitted to retain the assembly. The main K-series mountings use dowel sleeved bolts and I wanted to retain these for easy location in the future but they did not line up to any useable gearbox feature. The best way to utilise these would be to make aluminium mountings and weld them to the bell housing. I drilled holes in some thick aluminium plate to correspond with the dowels and where these needed to be located I cut a section from the bell housing. The mountings were then bolted to the engine with the dowels fitted and welded onto the bell housing.



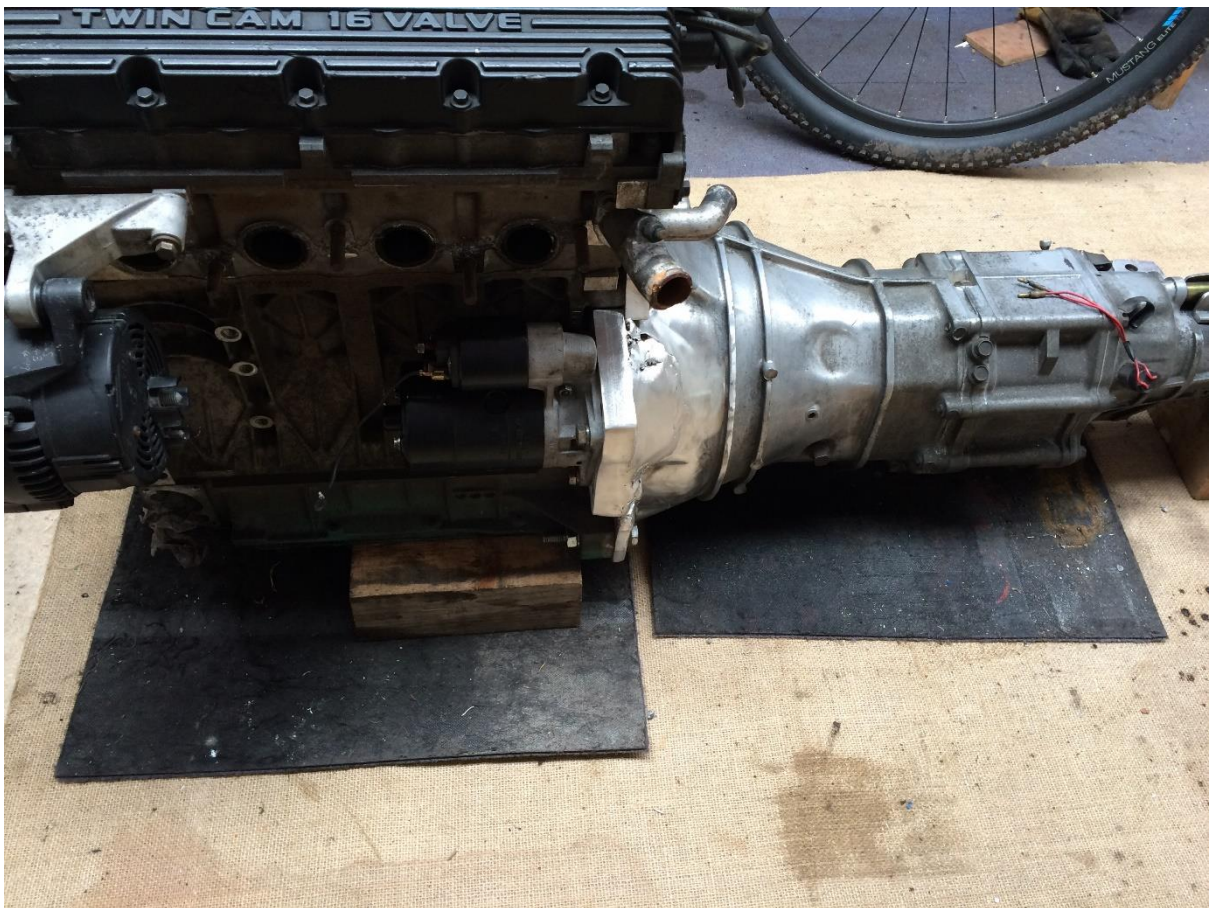
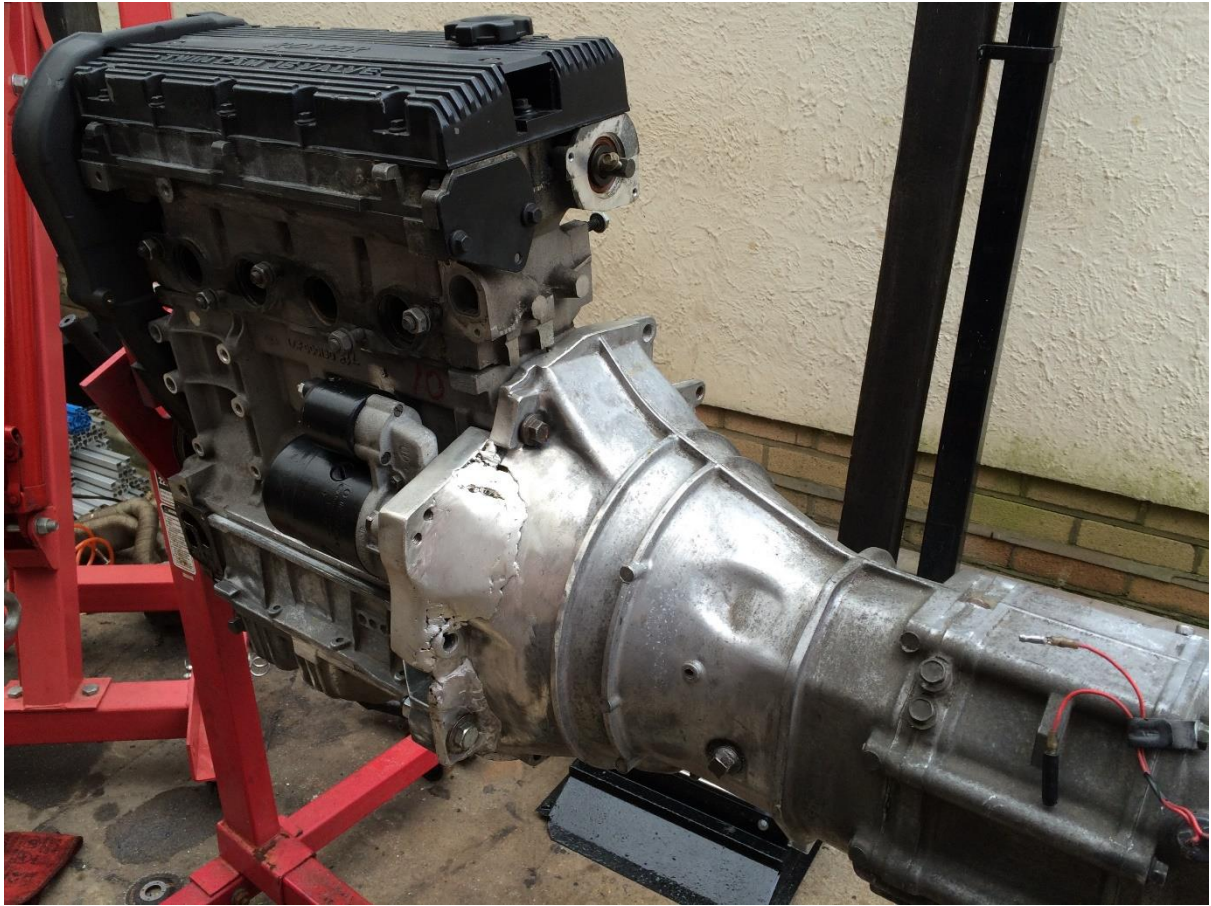
Figure 2. Prepared Mounting



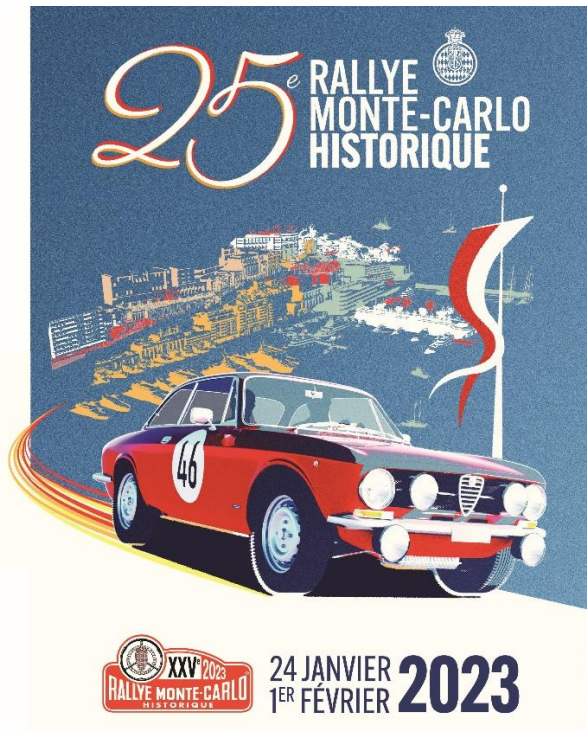
Figure 3. Welded Mounting

It may sound simple to just say I welded the mountings onto the bell housing but it was far from so. I only had access to my trusty MIG welder for which I purchased aluminium wire and argon gas. I did some test pieces and when I'd plucked up the courage I pre-heated the bell housing with a blow torch and then pulled the trigger on the MIG. There was a lot of heat and smoke but it seemed to work and though not pretty it seemed to be a solid weld. Though MIG welding aluminium may not be ideal it can be done and as it would not have been practical to cart the whole assembly off to a commercial welder to have it done the MIG was the best solution.

I now had attachments which enabled the gearbox to be fitted to the engine in a robust and repeatable way with the clutch and idler bearing all present and correct. In reality we now had a custom bellhousing to attach the MX5 gearbox to the K series engine.

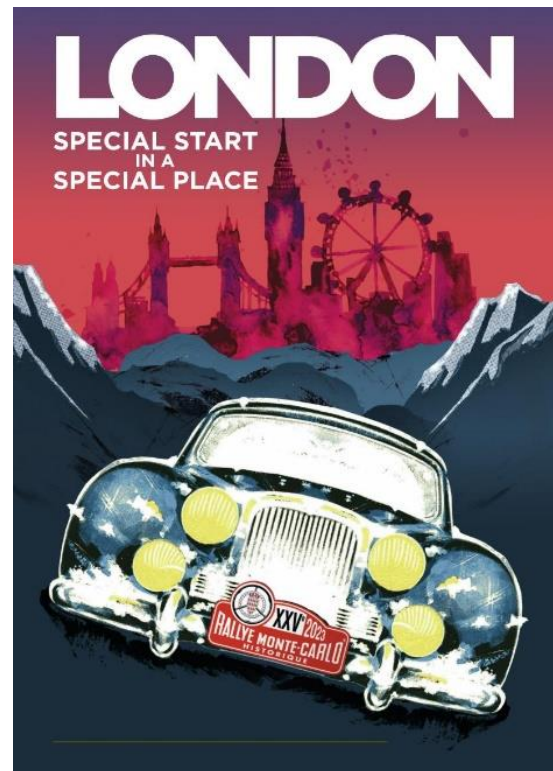


MONTE NEWS



How things have changed. I was looking through the official programme for the 2011 Monte. (the year the Monte came back to Scotland.) There were in total 328 competitors and 58 UK crews. Recent history has definitely taken its toll. In contrast for 2023 Monte there are 264 competitors and 9 from the UK. It is not surprising then that there are so few leaving from the new London Start. Despite the small numbers we will make every effort to make our Start something very special for all the crews, two of

whom are from overseas, one from Italy and one from Turkey. In addition, we hope to have a good turnout of Heritage cars and of course Ken Brown's intrepid group of adventurers who are going all the way to Monte Carlo. You can be sure we will give them a great send-off. We are very grateful to all those who have chosen London as a Start and to all the Heritage cars who between them keep the connection between the UK and the Monte. Regulations and Entry form for the Monte Heritage Runs will be on the www.monte.scot website by 6 December. This year there will be Starts from Glasgow, Doncaster, Barnby Moor and London. Full details will be in the Regulations. Looking forward to seeing you all.

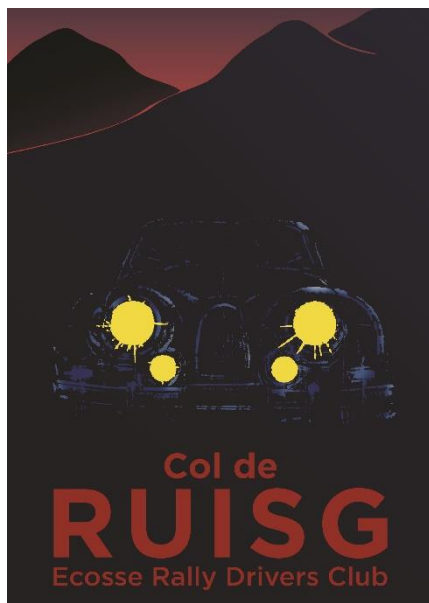




2023 ERDC GAME PLAN

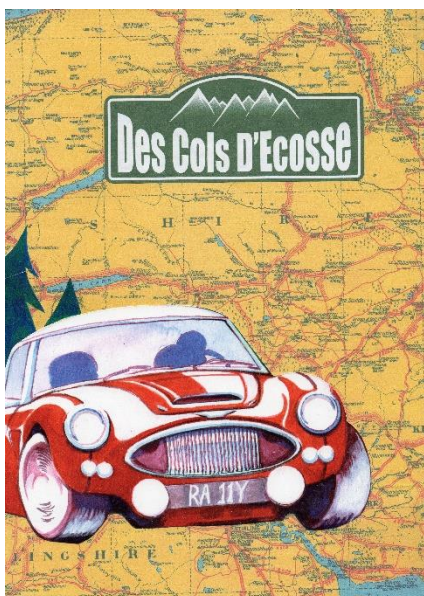
Draft proposals for the 2023 Calendar of Events. **Gold Cup Series**

Recently I have been thinking of how we could create a more integrated and interesting Club Calendar for 2023 as a rally driver's club. The idea is that each Touring event would highlight a different skill in rally craft, working towards the goal of an end of season competitive event. Many of you will have rallied in the past and are maybe a bit rusty or you have always wanted to try your hand at rallying but have not had the opportunity or time. This is how it could work. There would be four events in all, two from the 2022 calendar and two new events. Each one will feature one or more skills which the driver and navigator can practice in order to become competent. The first three events would be non-competitive. The final event would be competitive. Those who complete all four events would be eligible for a 'gold' cup.



Col de Ruisg 14 January 2023

As usual this will be a night event. You can expect tricky winter road conditions, with the chance of snow on the higher ground. Navigation will be by Tulip Road book. This event gives the feel of a night road rally and will sharpen the navigator's skills and the driver's assessment of road conditions in the dark. The Col de Ruisg will return to Luss for the Start. In 2023 this event will be organised by Craig McGibbon and his team.



Des Cols d'Ecosse 25/26 March

This two day, long distance event will take in some of the best roads in Scotland. This year was its first outing, and it was very well received. It is what we have termed an auto distance trial which is 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. It will start and finish in Perth with an overnight halt in Grantown-on-Spey. This will be organised by Oliver Tomlins and his team.



Arrochar Alps 2 September

The Arrochar Alps is an observational event with an Alpine Rally type route. It will test the crew's observational skills. You will be asked to look out for landmarks, signs etc. To do this you will have to accurately measure distances and answer observational questions. It should keep the navigator very busy and will develop teamwork between navigator and driver. Should be great fun. Starting in Arrochar and finishing in Oban, this event will be organised by Douglas and June.



Night Owls 18 November

The Northern Night Owls Rally will be a competitive event using the skills which have been developed on the three previous events. This Road Rally will be simple in format and manageable for beginners. Start and Finish venues and organising team to be announced.

Each month in the newsletter there will be information about the events. In the tradition of ERDC, the entry fees will be kept to a minimum.

ERDC MEMBERSHIP RENEWAL



It is time for members to renew their club membership. 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. 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 on the next page. The form can also be found on the ERDC tab of the 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.**



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.

June Anderson
2 Castleroy Road
Broughty Ferry
Dundee DD5 2LQ

june.a.anderson@outlook.com



*Wishing you and yours a very Happy
Christmas and a Healthy 2023 from
all at E.R.D.C.*