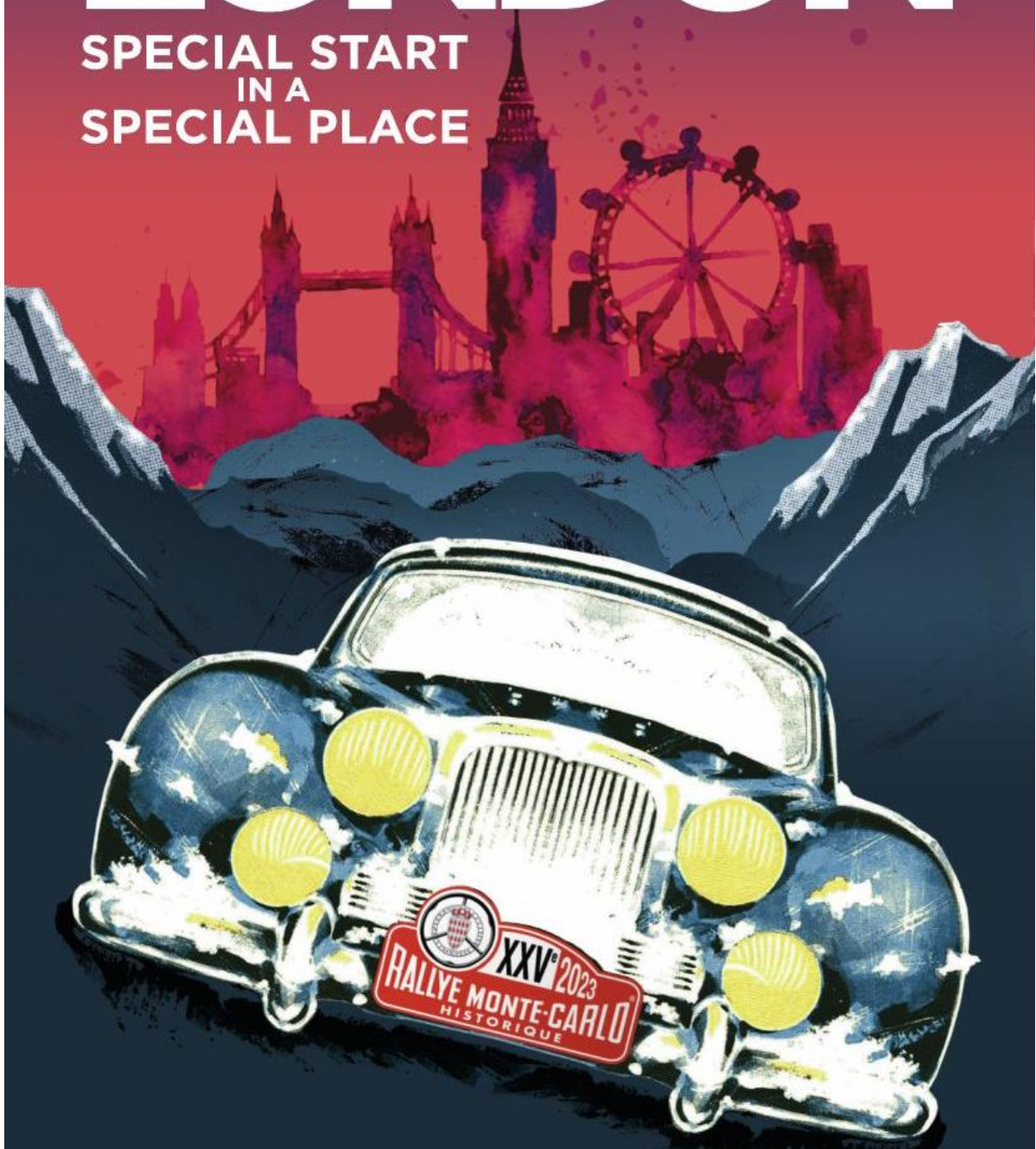


Classic

UPDATES & MONTE NEWS

LONDON

SPECIAL START
IN A
SPECIAL PLACE



WELCOME

There is already a buzz going round about the 2023 Monte. It promises to be something extra special. Starting at Brooklands, the home of British motorsport, it is a return of the Monte to the London area for the first time since 1969 when it started at Heathrow Airport. I will keep you up to date with all the plans in future editions of Classic Updates and Monte News, but if anything crops up unexpectedly I will send out a Monte News Flash. Much more to follow.

In this issue we will catch up with the Lotus Farina project. There is also an article by Richard Ward, which is a reminder to all of us that we should make sure that our Classic is properly covered by insurance, even if it is off the road or in for rebuild/repair.

The next **ERDC** club event will be the Glasgow to Edinburgh Run on 21 August 2022. Craig McGibbon is organising it with the assistance of Owen Ferry, so make sure you get your entry in. It is a novel idea with the opportunity to do the whole run or join in at Stirling or Perth. **CCHMSC** are running a tour from Dundee Museum of Transport to Grampian Museum of Transport in Alford on 24 July. More information on CCHMSC website caledonianmsc.freeuk.com

You will see in the For Sale section that I am selling my Frogeye project. At my age and with far too many commitments it is unlikely that I will ever have the time or energy to finish it. I hope someone will be able to take it on.

Hope to see you all in August. I am starting to save up for the petrol!

Douglas Anderson
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Farina

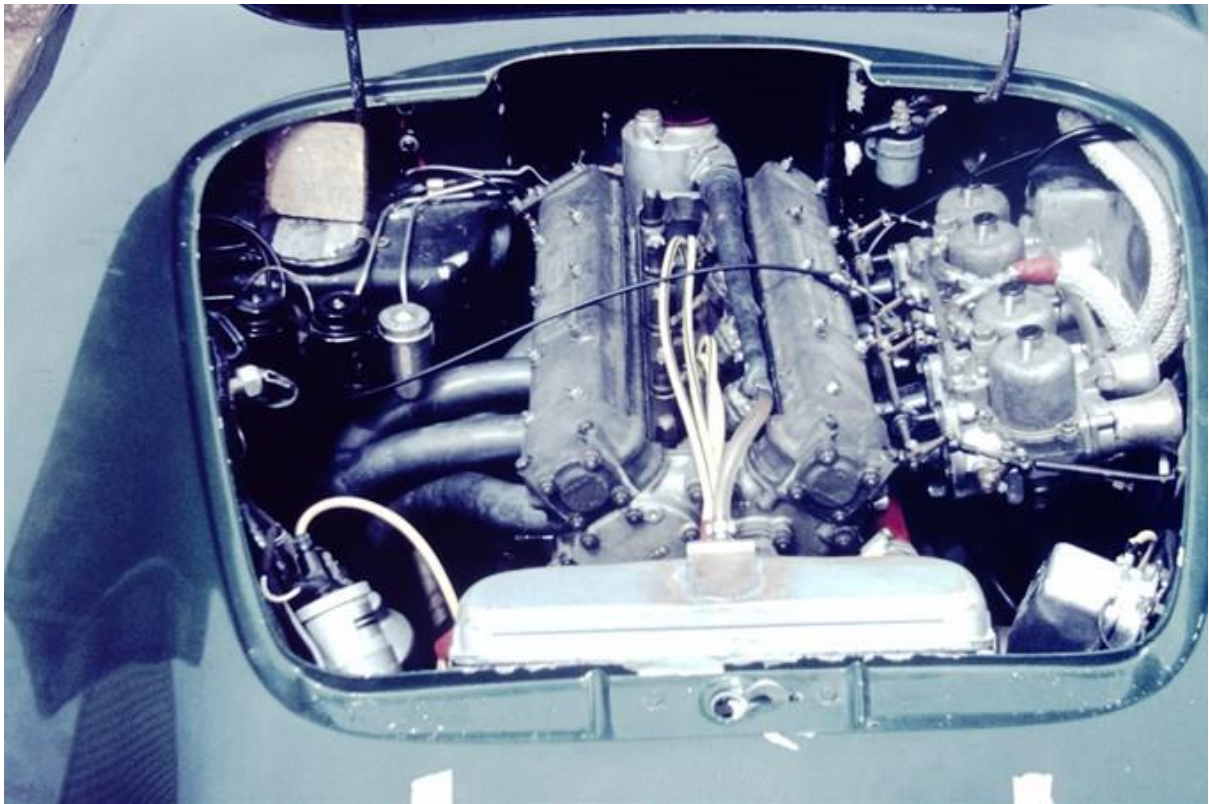
To recap, we have looked at the modifications to the A40 body and the mechanical upgrades to the running gear. Last time we considered the option of installing BMC's own twin-cam engine from the MGA. There is, however, another twin-cam engine which would give our Lotus Farina outstanding performance and would have seen off the Lotus Cortina by a long way. It was not unprecedented for BMC to use an engine from another manufacturer having previously used a Rolls Royce engine in their executive saloon, the Princess R, in the 1960's.



The Lotus Farina could then in principle have used an engine from Coventry Climax. The engine we would use would be the companies FPF 1500 cc version of their twin-cam . This engine brought them great success both in sports car racing and in Formula 1. It was a championship winning engine which was compact and very light. Made of aluminium with an advanced twin-cam cylinder head it produced excellent bhp from its 1500 cc engine capacity and was a winner out of the box. In the A40 it could be mated to a ZF gearbox or a modified version of the MGB gearbox.



It would not be the first time this engine was used in a production car. It was used in a very special Lotus Elite in 1960. The Elite LX was built to compete at Le Mans but due to its lack of development it was withdrawn. It used a version of the FPF engine and had a top speed of 157 mph down the Mulsanne Straight.



In our production version of the Lotus Farina the FPF engine would be detuned with fast road cams instead of racing cams in order to make it driveable in everyday use. However, a full race version would be used in the Works Rally Cars and for Saloon Car Racing. The suspension and brakes would be upgraded in these cars. The Lotus Farina would have been phenomenal both as circuit racer and a rally car.



DREAMS DASHED Richard Ward



When I was at school and a car mad teenager who travelled to school by bus I spotted a Blue Lancia Fulvia, heading towards the A1 as I headed towards Doncaster. Lancia Fulvia's were always in the headlines and one Friday afternoon my Dad picked me up from school and we went to watch the RAC Rally near Leeds. It made my day, week, month and year. It was special, not only watching the cars and being close to them, but because I got to sit in Simo Lampinen's car - a Lancia Fulvia.... I was hooked. I was going to have a Fulvia of my own one day. From then on rally cars and reading about the RAC, the Monte etc. became a hobby, or an obsession, as my history teacher once said.

Some years later, after college and uni, I got a job with Yorkshire TV. I had a company Cortina and used to park behind the studios in Kirkstall Road, Leeds. Also in the car park was a Lancia Fulvia 1.6HP and I discovered that it belonged to Richard Whiteley of Countdown fame. I used to try to park beside the Fulvia and managed to get on the chat with him. I told him about my dream to own a Fulvia one day. After a few 'hellos' in the corridors, one day he gave me the keys and said, 'I need it at 1.30.' That was my first drive in a Lancia Fulvia – 15 minutes in traffic - but it was enough to keep the dream alive. One day

Life progressed and I still fancied a Fulvia. I had a few different classics but still hankered after a Lancia. Then I saw a Fulvia for sale. It had been a rally car and its engine had become decidedly poorly, but it was solid. The car was near Berwick, so I stopped off to see it on the way back from a work trip to Scotland. I offered a price, but it was rejected. I really liked it and decided I would look for another, but a few weeks later the owner phoned and asked if I was still interested and would I 'up' my offer a bit, which I did and a few days later it was mine. The car was delivered by the vendor on a trailer. When it started it was smokey, so I only went out either really early on a Sunday morning or late at night when no one would see the smoke, but it ran well. I identified a few issues and rectified them. I tidied up the interior up a little, and booked it in for the engine work, but that was delayed. Then came Covid and lockdowns.

Furlough came and went and then Lance the Lancia was rebooked into the garage. When it was on the ramp in the garage, it was solid.

Dreams don't always come true. The unit next to where the car was being worked on caught fire through petrol being sparked by something and that unit went up in seconds. There wasn't enough time to get out LANCE and other customers cars.

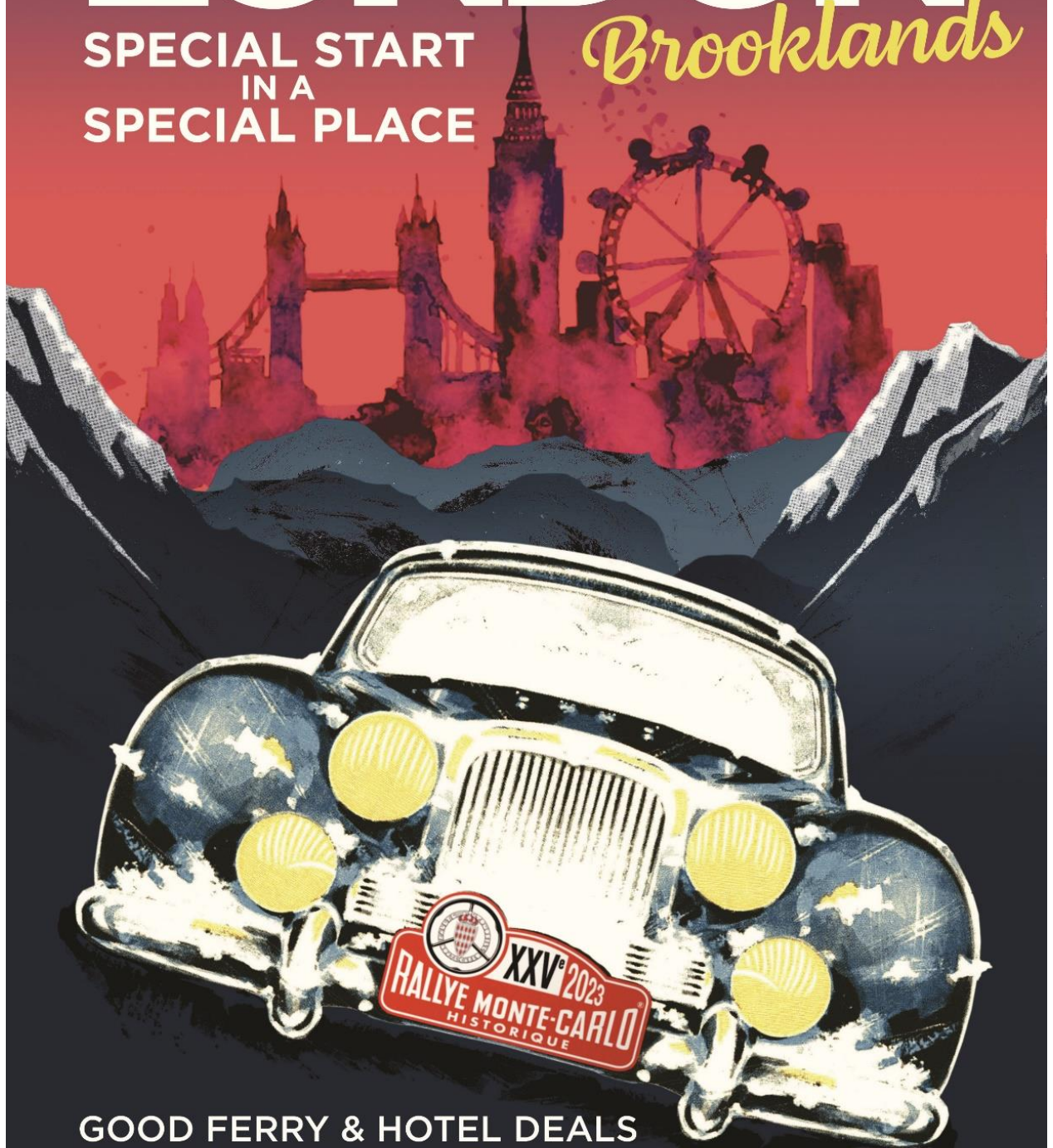


This is how Lance looks now – seen here resting on the garage owner's MG Midget. At least no one was injured. The garage proprietor was fully insured as was I – but an insurance payout does not compensate for the loss of a car that I had longed for from my youth.

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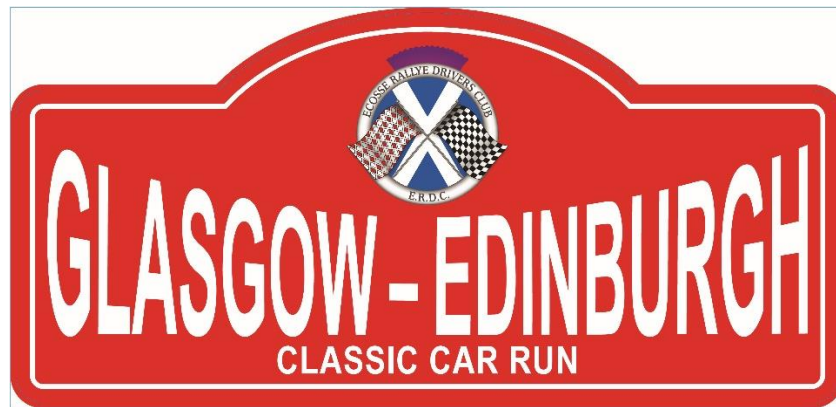
Brooklands



GOOD FERRY & HOTEL DEALS
GALA DINNER

Contact Douglas Anderson dglanderson1@yahoo.co.uk

ERDC EVENTS 2022



GLASGOW TO EDINBURGH RUN



Craig McGibbon is busy with the preparations for the forthcoming Glasgow to Edinburgh Classic Car Run on 21 August 2022. The Start will be in Glasgow with the opportunity to join the run in Stirling and Perth before going on to the finish in Edinburgh. The regulations and entry form are available from Craig cnh.mcgibbon@gmail.com and on the ERDC tab of the www.monte.scot website.



FOR SALE 1959 Austin Healey Sprite

Unfinished Project

Shell and bonnet shot blasted. Includes engine, gearbox, back axle, brakes etc.
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