



# Drive it every day

One of the most oddly gratifying aspects of working for C&SC is the monthly bunfight for space in Our classics. We reckon we've always been streets ahead of other mags when it comes to actually using our cars, but it doesn't seem so long ago that occasional half-pages were taken up with stories about filling washer bottles (yes, that did happen once).

Nowadays, only buying a 'new' classic or rebuilding one from scratch guarantees inclusion in this already expanded section, and everyone else must argue their case based on mileage, work done, or sheer spend. What's more, some cars appear less because, despite racking up miles, they don't break enough to make interesting reading!

> The result is a monthly reminder that the C&SC crew really does practise what it preaches and this month is yet another fine example. Taylor has been exercising the Stovebolt at a hillclimb school, Walsh's beloved LeaF is back and



Port continues to lavish attention on his 912.

For my part, Clements and I took the Triumph on the Three Castles rally to give the ailing diff a good send-off. We had a great time, pushed the car to its limits and, predictably, the diff was singing away just as loudly at the end, but without getting any worse. If, like we evidently do, you believe that classics are for using, and using properly, check out our story on p152 – it could be just what you are looking for.

JAMES ELLIOTT EDITOR james.elliott@haymarket.com Disinterred Beastie for the Three Castles, now can't stop driving it



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### Classic & Sports Car people... and their month



MICK WALSH .walshehaymarket.com Flew to Germany for a





**MARTIN PORT** martin.portehaymarket.com On the lookout for a red windchenter after sampling a Speedster



**GRAEME HURST** graeme.hurstehaymarket.com Went to Mongco for three days, but claims that the trip was "hard work"





DAVID EVANS david.eehaymarket.com Piled 2697 miles on the GSA in five weeks yet didn't get in Our classics





### Monthly columnists



SIMON TAYLOR simontaylor stoveboltspecial.com Pays tribute to historic racing hero James Diffey



LOST & FOUND MICHAEL WARE lost&found.C&SC haymarket.com Remembers the best way to avoid Purchase Tax



**DAVE RICHARDS** workshop.C&SC@ haymarket.com Met the men who can trim your Ford or Triumph

### Also in C&SC this month



**GILES CHAPMAN** 

It seems that former C&S editor Giles has fallen for a plastic, twocylinder, three-wheeled 1950s microcar - or at least he had until he got behind the wheel of the pseudo-sporting Coronet. Do you remember David Gottlieb? No, neither could we, but you can read all about his economy motoring legacy starting on p134



SIMON CHARLESWORTH

Club fanatics aside, there even't many who recall the 'Landcrab' with fondness - including, it seems, the men who campaigned them in period. But serial BMC supporter Charlesworth has become a member of that elite group after sampling the delights of a mint Mk1 saloon and a Mk2 endurance rally machine

MALCOLM GRIFFITHS PHOTOGRAPHER Defied the rain with superb Parsche pic MALCOLM GRIFFITHS PHOTOGRAPHER Defied the rain with superb Porsche policy and State of the Board of the Board



# Ford overhauls Ferrari in Legends thriller



Shaun Lynn's GT40 (third from right) took a sensational win from 57th on the grid

Ferrari 250LM made the most of wet conditions at the start of the Le Mans Legends race prior to the 24 Hours start on 16 June. But as the track dried in the hour-long enduro, Shaun Lynn's GT40 scythed through the field from 57th on the grid to snatch victory.

Nicky Leventis in a Ferrari P3 came third after an epic battle with Richard Meins' GT40. On the penultimate lap, Meins tried a daring move at the Ford Chicane and ended up bouncing through a gravel trap and over a sandbank. As the GT40 landed the doors opened but Meins continued. First frontengined car home was the Ferrari 330LMB of Tony Dron in fifth.



Hardman lost out in the dry in 250LM

The '59 Le Mans-winning and second-placed Aston Martin DBR1s both competed, but this time the result was reversed. The '59 winner - driven by Dr Ulrich Bez of Aston Martin and Sir Stirling Moss – was pipped by Adrian Beecroft in his DBR1 on his first drive at Le Mans.

### **ENERGIES CHANNELLED AT JERSEY FESTIVAL**

HEALEYS BIG AND SMALL DOMINATED THE RESULTS TABLE AT THE JERSEY FESTIVAL OF MOTORING, 8-10 JUNE. Robin Johnson won both hillclimbs in his lightweight 'Frogeye' Sprite, with Big Healeys snapping at his heels and a strong challenge from fast local Simon Le Rougetel in his fuel-injected Ford Anglia. But the Jersey man had no opportunity to repeat his 2006 FTD feat at Mount Bingham on the Sunday after shortening one side of the car in an 'off' climbing Westmount - the only mishap all weekend.

Among the strongly supported Austin-Healey classes, running as a round of the A-H Club's own HealeySport Sprint and Hillclimb Challenge on the Saturday, competition was fierce with under half a second separating the top three up Mount Bingham, where Johnson's 31.43 secs was quickest, having set a blistering 30 secs to win the previous day.

This ninth running of the event commemorated the 60th anniversary of the first Jersey International Road Race with a parade led by Donald Day's ERA R14B. The 69-year-old car won the Friday night Victoria Avenue sprint in the hands of Paul Richardson, his 13.13 secs run beating the owner and second-placed man by 0.23 secs. Furthest-travelled was Gavin Bain, who brought his Bentley 3 Litre Speed Model from New Zealand to compete, and to explore the island.



David Acon gives it some up the hill in his Jaguar XK120



Graham Galliers' super-rare Alta on the twilight seafront sprint

### WIGNALL **WINS THREE** CASTLES

JAYNE WIGNALL AND KEVIN CES Three Castles Welsh Classic Trial (see p152) in their '32 20hp Sunbeam (right).

Over three days of regularities and driving tests from the pair had just eight penalties, eight fewer than the MGA of John and Pauline Dignan Charles Colton and Peter Stokes (911) 74 car, so third

overall were David Stroud and Jim Thomas in an Alfa Romeo Giulia Sprint GT. Just 10 of the 105 starters failed to finish, while 13 took part in the Tour event.

## First stage settles Severn

A 17-MILE OPENING STAGE in Radnor offered an epic start to 2 June's Severn Valley Historic Rally, round three of the 2007 Dunlop/ Gambia MSA British Historic Rally Championship.

Richard Tuthill/John Bennie led both category 2 and overall from start to finish in their Porsche 911 to score an overdue first win of the season. Meanwhile, Jimmy McRae/ Andy Richardson (Ford Escort Mk2) and Dessie Nutt/Geraldine McBride (Porsche 911) were never headed on the way to victory in their respective categories.

In category 1 Nutt had pulled out a 34 secs class lead over the Sunbeam Tiger of Patrick Watts and Elgan Davies on the first stage, giving him a cushion that he preserved until the end even after a puncture on Stage 3. Biggest drama was when the bonnet flew off Neil Calvert and Arlene Cookson's Lotus Cortina, but they battled on safely to the stage finish.

Tuthill secured an 11 secs lead over the 911 of Sean Lockyear and Chris Wood on the long opener. But Nick Whale, third in his 911 with Sally Ward, said: "That was



**Tuthill flew to Severn Valley victory** 

slow, I psyched myself out a bit, it was more meow at the start than grrr." Any hopes of a close class battle were dashed when Lockyear suffered a puncture on Stage 2. It wasn't enough to cost him second, but it gifted Tuthill a clear run to honours. Third, capitalising on



Cooper 'S' of Ward/King won Class B2

Whale's off on Epynt R60, were David Stokes and Guy Weaver in their Ford Escort Mk1.

McRae/Richardson dominated category 3, their Escort pulling out a first stage lead of 12 secs over the similar car of Martin McCormack/ Liam Moynihan.

# Kings of the castles



With spectacular views and challenging routes, the Three Castles is an ideal introduction to classic trials. James Elliott and Alastair Clements joined the fun PHOTOGRAPHY MAX EAREY/TONY LARGE/C&SC

ou may have to scratch the surface to get to it, but the original spirit of the Three Castles Welsh Classic Trial still steadfastly underpins the event. What makes this three-day run centred around Llandudno special – unique even - is that it combines hardcore regularity rallying with the appeal of advanced touring, making it the perfect environment for novices to start out or seasoned tourers to take a step up.

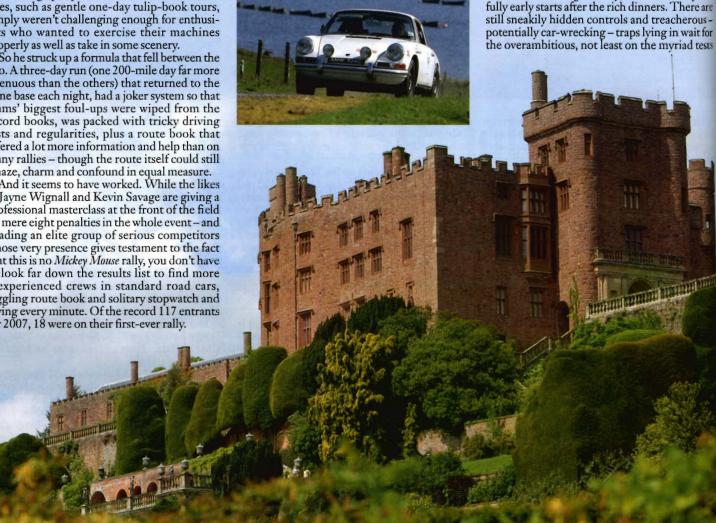
Now in its fifth year, the Trial has been masterminded from day one by Ian Crammond. After helping to organise the Classic Malts in 1999 and 2000, Crammond started to rue the fact that the scale and difficulty of such epic events seemed to intimidate first-timers and even scare off people from taking up a sport he adored. Yet the alternatives, such as gentle one-day tulip-book tours, simply weren't challenging enough for enthusiasts who wanted to exercise their machines properly as well as take in some scenery.

So he struck up a formula that fell between the two. A three-day run (one 200-mile day far more strenuous than the others) that returned to the same base each night, had a joker system so that teams' biggest foul-ups were wiped from the record books, was packed with tricky driving tests and regularities, plus a route book that offered a lot more information and help than on many rallies - though the route itself could still amaze, charm and confound in equal measure.

And it seems to have worked. While the likes of Jayne Wignall and Kevin Savage are giving a professional masterclass at the front of the field a mere eight penalties in the whole event - and heading an elite group of serious competitors whose very presence gives testament to the fact that this is no Mickey Mouse rally, you don't have to look far down the results list to find more inexperienced crews in standard road cars, juggling route book and solitary stopwatch and loving every minute. Of the record 117 entrants for 2007, 18 were on their first-ever rally.

Whether those people move on to the more arduous challenges offered by Bart Rietbergen or the Classic Rally Association, or just revisit north Wales once a year, their presence gives the Three Castles a relaxed and friendly atmosphere quite unlike other rallies. Cheery marshals, capable mechanical back-up and efficient organisation ensure the Trial is a positive experience for the overwhelming majority of entrants, many of whom are on their fourth or fifth visit and none of whom seem to have a bad word for it. The only regrets expressed came from first-timers who booked themselves on the Tour and then wished they had tackled the full Trial.

That's not to say that it is a 'soft' rally. As well as the breathtaking scenery, there are still pain-



that range from a rapid dash through the grounds of the Duke of Westminster's magnificent Eaton Hall estate to regularity laps of the new Anglesey Club Circuit. The jewel in the crown in 2007 was the final test on day two: the steep, 1.75-mile Stwlan Reservoir Hill Climb. There, the usual slaloms and stop-astrides were followed by a seemingly endless series of hairpins reminiscent of the great Italian cols. At the top, competitors emerged simply babbling with adrenalin.

It's hard to precisely pinpoint what makes the Three Castles special, but there is no doubt that Crammond and his team have achieved his goal with a fierce efficiency that is well hidden by his happy-go-lucky demeanour. The upshot is that the camaraderie and atmosphere of his event are second to none, and all standards of competitor mix without snobbery or needle. And that's not just the view of the entrants, who are bound to be biased. Just ask the locals who - when so many rallies are under attack for showing no consideration for the areas they travel through - swarm around the cars and line the streets, smiling and waving. You can't please all of the people all of the time, but it seems that it is possible to charm the vast majority - and consciously bringing your rally to a rural area whose tourism industry was decimated by the 2001 outbreak of foot and mouth is clearly a good start.

With sponsors CES and Quinton Hazell Automotive already signed up for another year and the organisers busily working on improvements for 2008, the Three Castles celebrated its fifth birthday in style, overseen by impressed rally legend Paddy Hopkirk. "I have never seen competitors so smiley," the Rallye Monte-Carlowinning Ulsterman proclaimed after reeling off a list of the characteristics of the event that ranged from "fair" to "frivolous". "You lot could teach the modern rallies a thing or two."

### 1935 ASTON MARTIN Mk2 1½-LITRE Mark and Rachel Davenport

A VSCC member since the age of 16, Mark Davenport was exercising his sensational Aston Martin for the first time since buying it at auction last year. Sharing with wife Rachel – and with mum Susie and sister Margaret also competing in a 1970 MGB – it was a real family affair for the Davenports. Mark was delighted to pick up a class award "though Lord knows how". He first competed in an Austin Seven and.

among a huge list of classics he has owned, has sinced raced a TR6 and rallied a variety of machines, including a Cortina Mk2 Lotus that he took on the Classic Malts last year. But, with his new purchase keenly set up by Andy Bell at Ecurie Bertelli, he was keen to have another go and picked the Three Castles: "It's hard to describe why I like it so much, but it is a very compact event — rather than traversing a whole country — and you know where you are going to end up every night which is nice in many ways. There are lots of things to keep you interested along the way and loads of tricky tests which, as a competitive driver, I adored."

The car ran trouble-free, but the noisy gearbox influenced his driving style: "I couldn't hear anything over it, so I was rushing through the gears to get into top as quickly as possible to hear Rachel's instructions." JE





## **1965 FORD MUSTANG 289**Roger Thomas/David Simmons

"It was great fun but we suffered a bit in the tests," says Thomas. "Largely through the driver, but the car was unwieldy on the tighter stuff and, although the auto suits the Mustang, it doesn't help." After several events in a Healey, Thomas opted to go large for his latest steed: "I took the exhaust off the 3000 in Ireland and got crumped up the back so I wanted something with more room that was a bit different. Everybody grins when they see it and they love the noise. I did the Winter Challenge in February and won the vote for the most unsuitable car — which I was quite pleased with."

When his usual navigator couldn't make it, Thomas called in mate Simmons for his first event: "The first day was a bit iffy but by the third day we were definitely getting the hang of things, but we were there to enjoy ourselves really and I didn't think the class classifications were very equitable for us!" Nonetheless, Thomas remains buoyant about the Three Castles: "It's a good event because it's relatively short – and therefore less expensive. I'll do it again but not for a while: I've done the Irish, Scottish, Welsh and the Winter Challenge and we're doing the London to Lisbon in







## **1965 MERCEDES-BENZ 230S**Urban Priol and Thomas Möhle

For many the star car on the Tour was Priot's spectacular and completely original 'Fintail'. Having previously owned both Triumph Stag and Riley Elf and rallied on events in Germany and Corsica, he bought the Mercedes in Austria three years ago after a long search and this was its first event. "I read about the Three Castles and it sounded interesting," he explains. "Plus I spent six months at school in Llanduding in 1977 so it was a real visit back to my youth."

Having traveled 1200km to the start from his Oberniture, Germany home, the Mercedes' brakes failed just 300m from the hotel. But it was fixed up in time and performed faultlessly on the rally and the epic trip back. While its comfort perfectly suited the less arduous Tour, Priol has pledged to take on the trickler Trial next year: "I loved what we did and the scenery was extraordinary, but the Trial gives you all the tests and you can choose for yourself how hard you try, but at least you have that choice," JE

### 1965 SUNBEAM TIGER Chris Lines and Rob Bloom

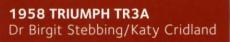
Road safety boss Lines was back for his fourth Three Castles: "We missed the first, but I'll certainly be back next year. It's a good mix of competition, pretty countryside, nice people and interesting cars. It's the only competitive event I do, but I'm off to France in October for the Champagne Run."

Bought in 2001, the Tiger has been re-engineered by Dave Herning Motorsport – with 302cu in Ford V8, T2 'box and reworked suspension. "I love that it looks so innocuous," laughs Lines, "but with 360bhp it really surprises people! It's tough too, so it's good for this event – but the poor turning circle is a pain."

After two trials with son Tony, Lines linked up with university mate Bloom: "Rob's the better driver so we tend to swap during the event — it's good for the team and we always take joint responsibility! Highlight this year was the hillclimb, it was really exciting — we went up in 3 mins 19 secs and topped 100mph at one point. We were hoping for a top 10 finish but unfortunately we were 16th, despite getting our lowest-ever penalty score. There are more top competitors so it's getting harder." AC







Never-say-die Norwegian 'Bibbi' Stebbing's rally career has been eventful. After navigating for husband Nowell, she wanted a go and bought the TR 18 months ago. On its Rallye des Alpes

> debut it overheated and retired after two days. The Three Castles, co-driven by son Ben's fiancée Katy, was its second outing.

On day one it had a carburettor problem, on day two a 10mph prang left the car with frontal damage and on day three the exhaust manifold went. Such

dramas didn't help Stebbing's position, but they ensured her the biggest cheer as she limped over the finish line, smiling just as broadly as she had at the start. "It has been a wonderful rally and I feel more qualified than most to comment on the mechanical back-up," she says. "We saw both teams a couple of times and they were amazing. I'm very proud of the car and Katy, and a little bit of myself too." The little Triumph was driven home in convoy with Nowell's 1955 Jaguar XK140 and delivered to "hospital" to be readied for Rallye des Alpes a month later. **JE** 





### **1965 ALFA GIULIA SPRINT GT**David Stroud and Jim Thomas

On only their third rally, Stroud and Thomas broug their Giulia home a hugely impressive third overall, with just 27 penalty points amassed over three deleaving some extremely experienced crews in their wake. Despite this, the London-based pair appear one of the more relaxed teams – outwardly at lea. The duo's first event was the 2005 London to List when they shared driving and navigating until Strotook them 60 miles in the wrong direction. With the roles clearly defined, the rally ended in disaster within 167 Alfa Duetto slid into a ditch in torrential on the last corner on the last day of the rally.

For last year's Classic Malts they switched to th Giulia, which showed them what preparation was necessary for the Three Castles. Stroud says: "We changed the rims for TZ1 items with Avon CR6 Z Sports, plus swapped Dell'Ortos for Webers, but I Ellis did a great job of setting up the car and we w dead chuffed with the result, we never in our wild dreams thought we could do that well." The Alfah trouble reversing, but came good when most need "We loved all the tests and the hillclimb was worth the price of entry on its own. If you consider how much motor sport you get, compared to the price track days and sprints it doesn't look that expensi The social side is pretty important, it's nice to hav bunch of people you can relax and have a laugh w In fact, one of the big draws is that I can spend th days talking about cars to people who won't get bored - except Jim. He navigated amazingly, but I suspect he could have done with less car chat!" J

### **1967 NSU PRINZ 1000TT** Therese Burckhardt/Chris Diakité

When it has finished touring south Wales after the rally, dropped navigator Diakité in the Black Forest, Germany and taken owner Burckhardt home to Zurich, Switzerland, the Prinz will have put another 2000 hard miles beneath its wheels. "People say I should trailer it but I have a car so I can drive it," says Burckhardt. "It must have done 160,000km." Bought secondhand 40 years ago, the TT needed only gentle recommissioning and a repaint in 1999: "I used it every day from 1967-'91 and took it on holidays to the Swiss mountains, but now I don't use it if there's salt on the roads. I feel very safe, it's really faithful in the bends so I could overtake some quicker cars."

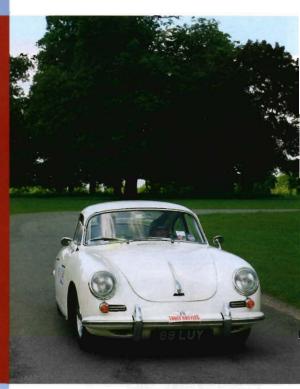
Burckhardt and Diakité have been friends since '81 and began doing events together three years ago with the Raid from Basle to Paris: "My brother saw the Three Castles in a classic magazine. We love Wales, so we joined up not knowing what to expect. We learned together and now want to learn the best way to tackle the regularities from an experienced navigator. I picked up a lot of penalties because I didn't want to go too hard - we have to get the car home! - but we enjoyed the rally. The people were nice, the scenery was beautiful and even the weather was good - everything was perfect!" AC



### 1963 PORSCHE 356B SUPER Ken, Mandy and Jake Massey

After taking part in various Porsche club events, the Masseys decided to enter the Three Castles Tour for a challenging family holiday. "We're from Chester so it's virtually on our doorstep," says Ken, "but one guy had driven his Mercedes 350SL from Turkey! My wife and the lad really enjoyed themselves and there were no complaints from Jake in the back. He was very excited about the cars, but hopefully mine was his favourite! I enjoyed the challenge: you are under no pressure but you get to do virtually the whole thing - we passed through every checkpoint and also got to do some of the tests in our little car. Plus, it was good to do the Tour because we could see first-hand what happens on the Trial. There seem to be two approaches - those who are not bothered about results, and others who are dead serious and up all night studying the route information."

The 356's faultless performance has Massey pondering more ambitious plans: "We'll definitely do it again. Jake's too young for the Trial, but when he's older we'll have a go - either that or we'll leave him at home next year!" AC



### 1963 LANCIA FLAVIA COUPÉ Tony Welsh and Anita Williams

Husband-and-wife Welsh and Williams travelled from Houston, Texas - where Tony has lived since 1980 for the Three Castles. Tony's Flavia, like his Alfa GTV racer, lives in the UK while back home there's a racing MGB and an S2 E-type. As he explains: "I promised myself that when I was rich I would take up racing. When I realised that I wasn't getting rich, but was getting old, I decided to get on with it anyway."

With four Classic Marathons and a Rallye des Alpes under their belts, the Trial was a different experience. "We don't normally have so many tests and certainly not ones like that," says Welsh. "I enjoyed them even though we didn't have the best car for them and they were tough on it. The road sections were much easier - there wasn't much excuse for arriving late. There was a lot less pressure - we never usually have time for lovely lunches - but we did seem to spend a lot of time on big roads to get from point to point."

Welsh bought the car fully prepared for rallying seven years ago. It did suffer some gremlins, most worryingly when a Us disintegrated, but the sweepers and nearby Beacon Garage patched it up: "They were great. They got us to the end of the rally then 400 miles to Andover." JE







