

1958



LIEGE-BRESCIA-LIEGE AND XK-E PYRENEE

2013



The World's only International Rallies
for small-engined cars, TVRs & Jaguars

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★ September 2014 ★

NEWS: AUGUST 2012

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LBL 2012: A Resounding Success!



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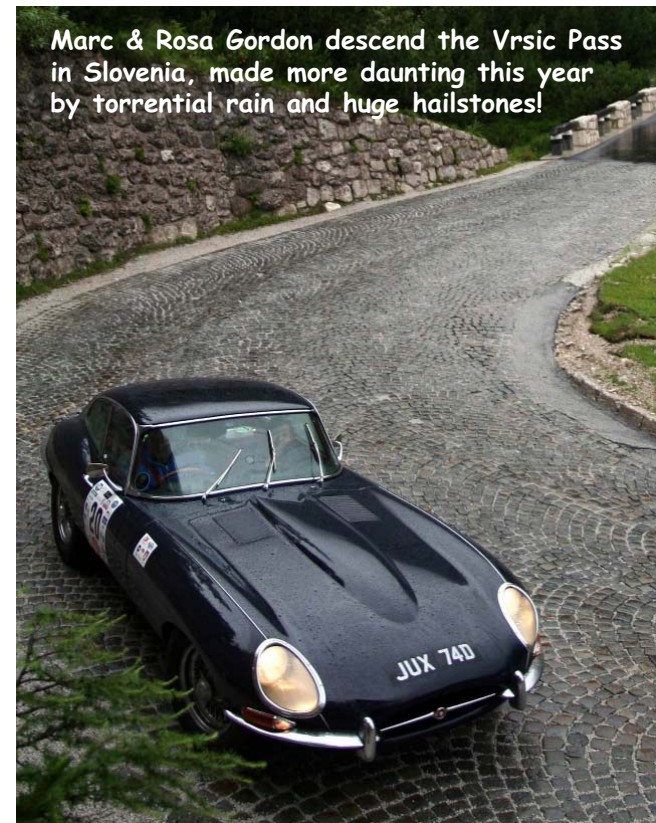


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Bill & Hil Cowing reach the 2621m
summit of the beautiful Passo di Gavia
in their 1958 XK 150 DHC, July 18, 2012

What a terrific crowd we had on LBL this year: it's always a pleasure for us, the organising team, to meet the competitors and we usually get to know each other pretty well over the 11-12 days that we're together! It's a curious relationship: you've paid us a substantial chunk of money to provide you with 10 days' entertainment; we've prepared a schedule for you that we know will stretch you – perhaps take you out of your comfort zone – but, we hope, by being there and gently guiding you through when necessary, you will come out at the end of it with terrific memories of challenges found, understood and conquered, a new-found enthusiasm for your car and what it's capable of, and ideally a new level of trust in your rally partner.

Judging by the many comments we've received, both on the rally and since, that's exactly what was achieved for the vast majority of participants. Many have commented that it was tougher than they expected. When you consider that the original event was non-stop, for sub-500cc cars on dirt roads, in two days and three nights, you really do expect that spreading it over 10 days on modern roads in much more powerful cars will make it easy: it doesn't....though the luxurious hotels, great dinners, packed lunches, expert mechanical back-up and a day off mid-rally to rest and explore Ljubljana certainly help to ease the pain!



Having been back a week, Susanne and I are getting caught up on our sleep and have got most of the bugs washed off the car. I wanted to thank you and all your team again for the tremendous effort that clearly goes in to making the event run so smoothly. I can't even begin to imagine the workload. Your continuous good humour in dealing with the inevitable unforeseen events is remarkable. I'm still not sure that we would have entered had we realised what would be required of us, but sometimes innocence is bliss. However, as a result of our novice experience, I have no doubt the E-type will have some more long road trips in its future. We also have many indelible

We'll let the photos tell the story, aided by a few of your comments...starting with my favourite, from nine-year old Rosa Gordon:

Dear Malcolm

I enjoyed the car rally so much and I am sure you enjoyed it as much as I did. I am very grateful for you giving me the trophy, it was a real honour. I thank you for being so nice to me and everyone else. The car rally is something I will never ever forget, we have hung our stickers and number plate on the garage wall to never forget it. I am sure we will come again and have an amazing time, my dad keeps going on about how much he loves the trip.

Best wishes, Rosa xxx

Thank you for all of your hard work in putting on and running the LBL Rally. It was certainly rather more challenging and the days much longer than we had expected, but all in all it was a memorable experience with some great company and super hotels. We have returned home with a very tired old car with a blowing exhaust and issues in the oil pressure department – but I dare say that she will be back to form quite soon after a little TLC. Over three thousand tough miles in under two weeks is quite an achievement for a fifty-three year old car – I can't quite believe that she managed it! **Anthony & Julla Cohen, 1959 XK 150S 3.8 OTS**



Adrian & Susanne negotiate wild goats and bikers at the top of the Passo di Gavia



memories of fantastic roads across Europe to draw us back when time permits. Adrian Turner & Susanne Westgate, 1972 E-type V12 FHC



Robin & Liz lead E-types into Ljubljana's Prešeren Square

We should like to convey our sincere thanks to you all for making our rally such an enjoyable and successful experience. Your welcome at Liege was the start of an amazing 10 days where we enjoyed good company, challenging routes and excellent hotels. We were most impressed with the team's organisation and calm in a crisis... The navigating and finding the photo-points was great fun, I realise we should have done more mapping at the outset, but the team efforts after dinner kept us on the straight and narrow, or should I say the winding roads up the passes, which incidently were dotted with superb wild flowers.

Liz & Robin Hall, 1963 E-type 3.8 FHC

Many thanks again for organising the fantastic LBL Rally. Thanks to your enthusiasm and skills we have enjoyed tremendously those days. It is clear that you couldn't have done it without the assistance of your lovely wife and the rally crew, but your leadership has been the crucial success factor.

Ronald & Rosa Maria Lorijn, 1954 XK 120 DHC

Ronald & Rosa Maria lap up the final test at Spa Francorchamps



Nick & Katrina arrive at the busy Liedolsheim circuit test in Germany

Just a quick note to say how much we enjoyed the Taster weekend. I hope the rest of the event went well after we departed - we saw Marc Gordon's pictures and report on the

Eagle website,

and it looked fantastic. You mentioned the possibility of something being organised for Northern Spain next year, and this is just to signal our interest in hearing more about that if it goes ahead.

Nick & Katrina Bromfield, 1962 E-type 3.8 OTS

Thank you and your remarkable team for putting on such an enjoyable event. It was well thought out and the execution of all your hard work was brilliant. The international element of the participants was an enjoyable feature too. Howard Bryan, co-driver, 1968 E-type 4.2 FHC

Malcolm briefs Howard & John before the Blagomix circuit test in Slovenia



PHOTOS: We will be emailing proofs of our 2012 LBL photos to competitors very soon: sorry for the long delay!

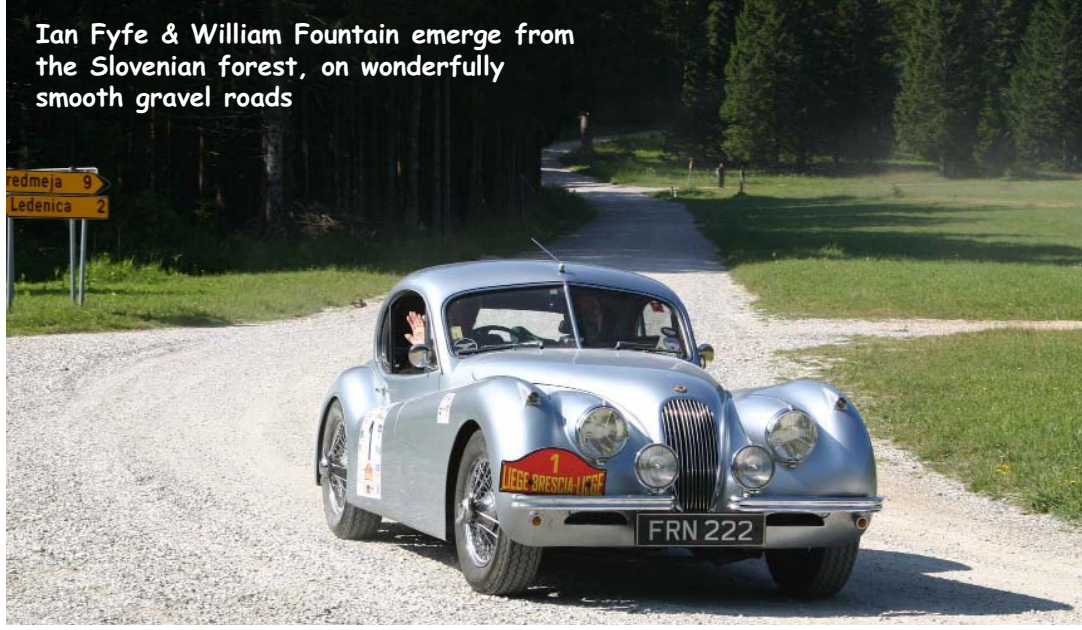


Paul & Roma descend the Passo di Gavia

Thank you and the Team for giving us the wonderful experience of participating in the LBL. It was a tour de force, exploring fantastic driving roads, mountain passes and localities (Autobahns excluded) that we could never have contemplated doing solo. What a huge, sympathetic and admiring response there was for these old Jaguars. I don't think most people were prepared for the general intensity and relatively long days – even though most have experience of the intensity of rallying in general. **Paul & Roma Handley, 1964 E-type 4.2 OTS**

Thanks again for organising such an excellent adventure. **William Fountain, co-driver, 1953 XK 120 FHC**

(Written for the Eagle E-types website) I have to say I was suffering from mild trepidation at the thought of taking my Eagle-engineered E-type on a near 2500-mile historic rally through Western Europe. I shouldn't have worried, as I was joined by four other Eagle owners on the Liège-Brescia-Liège rally organised fantastically by Malcolm McKay. The trepidation about whether the car would survive was quickly replaced by panic over the amount of navigation preparation required in order to compete successfully. For my daughter Rosa, who is nine, and me it was our first rally experience and it turned out to be an absolutely stupendous and incredible experience, helped by the friendliness and welcome of all the competitors including Nick and Katrina Blomfield, Ian and Dorothy Suttie, Sam and Simon Shaw and Frances and Alex Dorrian, the other Eagle owners.



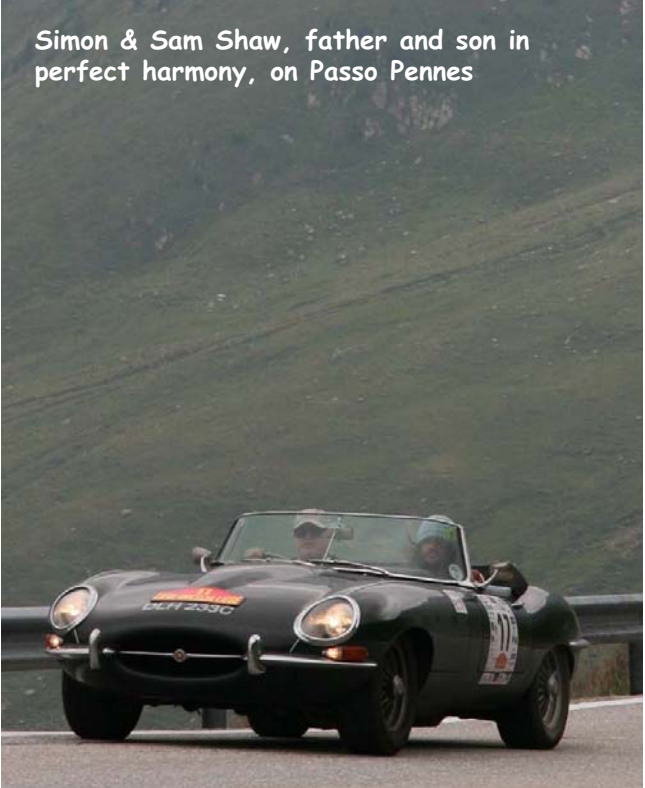
Ian Fyfe & William Fountain emerge from the Slovenian forest, on wonderfully smooth gravel roads

The route, which took us through numerous mountain passes at the same time scenic, undulating, quiet and fast, as well as a beautiful stretch of smooth gravel road in Slovenia, was perfectly made for our car, a dark blue 1966 Series I FHC. It took to the roads like it was born to them, accelerating and overtaking with ease, holding the bends as if on glue and never grumbling throughout the gruelling 12 hours one day of almost continuous driving. No oil problems, no overheating, no water leaks in the torrential rain of one of the days. So pleasurable it was addictive and Rosa and I looked forward to jumping in the car every morning and working out how to get to the next checkpoint. If you have never taken your Eagle (or a nine-year old navigator) on a rally, it is a must.

In fact, some of the longer days were the most satisfying of all and I found that I have gone cold turkey on my return. I am addicted to driving the car and feel the need most days, wishing I was back on some of those staggeringly scenic mountain passes, twisty roads or enjoying the adrenalin of overtaking a lorry or two on those lovely stretches of tarmac.

Marc Gordon, 1966 E-type 4.2 FHC

All in all it was a lovely event which we thoroughly enjoyed. It was tough at times, on both car and occupants, but we would certainly do it again. How they did it in 1958 with small cars on indifferent roads we will never know, respect! We met some great people and made new friends. If you have a reliable car and a sense of humour, I would recommend that you give it a go. I would like to thank Malcolm, Mariel, Jill and Ron for organising the rally and Simon and Michael



It was truly an endurance rally, not the over-romanticised 'road-trip' I had been expecting. The first two days had truly been a baptism of fire and retrospectively we were stronger for it, nothing else on the rally seemed insurmountable after those long and gruelling days. It was quite an experience for us as novices to this form of rallying and a great credit to the cars for enduring the course. Malcolm and Mariel organised a wonderful experience for us all and, although we were sorely tested at times, we really did enjoy it! Jill and Ron Scarfe exercised their marshalling duties with firmness but good humour and of course Simon and Mike did a sterling job looking after the cars. Mine is back to being pampered... Alex Dorrian, 1964 E-type 4.2 OTS



Nick & Jules climb Passo Pennes, in 'Sybil'

for not touching Sybil. Nick & Jules Fielding, 1958 XK 150 DHC

It had been our first rally, and what a rally to start on. It had been harder than our wildest dreams, but as such our jubilation was that much sweeter. It had absolutely been that adventure that I had been looking for. It was said that the original rally was harder than this because they did it non-stop and in tiny cars, but I think really, whilst this was a nod to the LBL of old, it is incomparable and a feat of its own. We enjoyed it thoroughly and met some wonderful people, it was a journey in both the literal and personal sense of the word and we thank Malcolm, his team and all of the competitors for making it so.

Sam Shaw (age 21), co-driver, 1964 E-type 4.2 OTS



Alex & Frances bid farewell to the Dolomites on day 8

Alex Dorrian, 1964 E-type 4.2 OTS



2012 Rally crews celebrate their triumphant arrival in Brescia's famous Piazza Loggia

LIEGE-BRESCIA-LIEGE 2012 RESULTS

No	Crew	Car	Penalties	Awards
Authentic Category				
XKs Class A1: XK 120 / 140				
1	Ian Fyfe, William Fountain	1953 XK 120 FHC	32	1st Overall, Authentic; Best Navigator
2	Mike Start, Wendy Start	1953 XK 120 DHC	1310	Veteran's Award
3	Ronald Lorijn, Rosa Maria Lorijn	1954 XK 120 DHC	512	
4	Frans Praal, Wilma Praal	1954 XK 140 DHC	1550	
5	Albert Bessudo, Annie Wilson	1955 XK 140 OTS	166	1st in Class
Class A2: XK 150				
6	Nick Fielding, Jules Fielding	1958 XK 150 3.4 DHC	54	1st in Class, Team Prize
7	Goy Feltes, Catherine Feltes	1959 XK 150S 3.4 OTS	52	=2nd Overall, Authentic, Remo di Cocco Award
8	Bill Cowing, Hilary Cowing	1958 XK 150 3.4 DHC	592	
9	Anthony Cohen, Julia Cohen	1959 XK 150S 3.8 OTS	52	=2nd Overall, Authentic
T5	Detlef Paul, Irmela Behrendt	1958 XK 150 FHC	(10)	Taster Weekend, 3rd in Class day 10
Spirit Category				
E-types Class S1: 3.8				
12	John Porter, Kathy Porter	1963 E-type SI FHC	1910	Spirit of the Rally Award by SNG Barratt
14	Robin Hall, Liz Hall	1963 E-type SI FHC	204	1st in Class
15	Maurice Bowman, Annette Bowman	1963 E-type SI FHC	446	
T1	Nick Bromfield, Katrina Bromfield	1962 E-type SI OTS	(18)	Taster Weekend, 1st in Class day 1
Class S2: 4.2				
16	Paul Handley, Roma Handley	1964 E-type SI 4.2 OTS	126	2nd in Class
17	Simon Shaw, Sam Shaw	1964 E-type SI 4.2 OTS	42	1st in Class
18	Alex Dorrian, Frances Dorrian	1965 E-type SI 4.2	306	
19	Dave Lyons, Janet Lyons	1966 E-type SI 4.2 FHC	(16)	Family call home, day 6, when =2nd in Class
20	Marc Gordon, Rosa Gordon	1966 E-type SI 4.2 FHC	(36)	Entered first four days only
21	Julian Grindall, Kelvin Bromley	1967 E-type SI 4.2 FHC	312	
22	John Gilpin, Howard Bryan	1968 E-type 4.2 FHC	296	
23	Peter Jackson, Rayna Jackson	1969 E-type SII 2+2	22	2nd Overall, Spirit Category
24	Roger Bricknell, Dennis Greenslade	1969 E-type SII OTS	10	1st Overall, Spirit Category, Best Driver, Team
Class S3: V12				
25	Mike Harrison, Lorna Harrison	1972 E-type S3 FHC	36	=3rd Overall, Spirit Category
26	Jean P Becher, Hans-Jorg Marthaler	1972 E-type S3 OTS	(22)	Retired after day 6, when 3rd in Class (starter)
27	Bill Littleboy, Elaine Littleboy	1972 E-type S3 OTS	942	2nd in Class
28	Adrian Turner, Susanne Westgate	1972 E-type S3 FHC	36	=3rd Overall, Spirit Category, Team Prize
29	Ivan Mortimer, Sandy Goodall	1974 E-type S3 OTS	(20)	Accident, day 5, when =2nd in Class
T2	Ian Suttie, Dorothy Suttie	1974 E-type S3 6.1-ltr	(18)	Taster Weekend, 2nd in Class day 1
Class S4: Carvers				
C1	Nigel Coatman	2007 Carver One	12	Taster Weekend, 1st in Class day 1
C2	Jonathan Bedford, Angie Bedford	2007 Carver One	20	Taster Weekend
C3	Monty Billington	2011 Carver One	56	Taster Weekend
C4	Jenn Norville	2011 Carver One	18	Taster Weekend



The Carvers had a blast, too..!

So it's TVRs (+ all sub-1600cc pre-'59s) for 2013!

We were delighted and flattered, on returning to the Rally Office, to find a request from the TVR Car Club to run **Liège-Brescia-Liège** for TVRs in 2013. It will be brilliant to have a great mix of TVRs through the ages: we're expecting mostly Chimaeras, Griffiths, Cerberas and other more recent models, but hope to get a good entry of Granturas, Tuscans, Tasmis and more. The Spirit category will be 100% TVR and divided into 2-litre, 3-litre, 4-litre and over 4-litre classes, adjusted of course to suit actual entries we receive.

To maintain the tradition we have established with **Liège-Brescia-Liège**, respecting the event's history, the Authentic Category will still be run for cars of a type in production by the end of 1958. Apart from the very early Specials and Jomars, which are hen's teeth now, that just admits the TVR Grantura, which was sold with a range of engines from Ford 105E to MGA. It'll be brilliant if some early Granturas enter, but we're not naive enough to think we'll get enough to fill the Authentic Category: so, to give period competition for the few Granturas we might get, and to give later TVR owners the pleasure of seeing and driving alongside the sort of cars that were on the roads when the original rally was run in 1958, we're



opening up the Authentic Category to all cars of a type that was on the road in 1958, with engines up to 1600cc. And to clarify that, we will admit cars such as MGA 1600s, because MGAs were on the roads in 1958 (albeit in 1500 form). We hope to get a really good mix of cars, from those like Fiat 500s that could have competed in 1958 upwards, and will set class limits appropriate to the entries we receive, so that everyone has a good chance of a result.

Regulations and Entry forms are available now, so don't delay if you're interested: as for 2012, places are limited and we suggest a £200 (refundable) deposit to secure a place now. Thanks to the generosity of the TVR Car Club, entry fees are actually slightly lower than 2012 and will be payable in two instalments, by the end of November and the end of March.



Where now for the Jaguars? XK-E Pyrénée, September 2014!

We have had such a positive response from XK and E-type owners to LBL, that we've already agreed with the XK Club and E-type Club to run another event, to the same competitive tour format. This will be based on our 2009 Micro Marathon event, which had such a fabulous route and was so much enjoyed by the small number of microcar owners who took part, that we have been longing for the chance to run it again.

Needless to say there will be refinements to make, not least to establish the best method of getting cars and crews to and from the start efficiently and not too expensively from UK and Benelux,



Germany etc. In true Baldrick tradition, we have a cunning plan: watch this space!

Current plans are to run the event with eight days of rallying, from Saturday to Saturday: probably August 30 to September 6. There will be some short days with time to relax, and we can pretty much guarantee fabulous weather, deserted, wonderful driving roads, stunning scenery, fun special tests and experiences you will remember for a lifetime. We'll invite deposits once we're able to firm up on plans and pricing.

And what about Microcars? You tell us, please!

Our original plan was to run competitive rallies just for microcars: something completely different from anything anyone else out there was doing. It was a brilliant success on LBL 2008, and apart from the small entry, it was on Micro Marathon 2009



too. And we would love to do it again! Rallying in microcars is just so much fun, and is one of the last real challenges left in motoring on our increasingly busy and regulated roads. Because you can be going absolutely flat out in a microcar, squeezing the last mile per hour out of your motor, driver and navigator in perfect harmony because you can't afford to slow down or even lift for a second, without breaking any speed limits and without bringing anything other than a delighted grin to the faces of all observers. James Hunt had the same philosophy in the 1990s, driving a beaten-up Austin A30 van flat out every day. He would have been in his element on LBL.

So, microcar owners (and Austin A30 van owners come to that!), tell us what you would like to do. Those of you with 500cc upwards are eligible for LBL 2013, but it would be brilliant to run another event just for cars up to, say, 800cc, with classes from 250cc up as in the original LBL. Does a long weekend event in the UK appeal, perhaps in Wales for the best roads, or in Kent for easy access from mainland Europe (there are still plenty of quiet lanes, challenging hills and superb scenery in Kent and Sussex, if you know where to look - and some great circuits for tests, like Lydden and even Goodwood).

Or would you prefer a longer event: Wales, Scotland, Slovenia, Portugal or even further afield...Cyprus? Tell us: if we can get a core of, say, 10 interested parties with similar ideas, we'll get organising.



**With grateful thanks to all our sponsors,
partners and supporters for LBL 2012:
we couldn't have done it without you...**



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