

1958



LIEGE-BRESCIA-LIEGE

AND

XK-E PYRENEE

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

2013



* July 11-21, 2013 *

* August 30 - September 8, 2014 *

NEWS: AUGUST 2013

UNIQUE, INNOVATIVE & UNMISSABLE RALLIES

LBL 2013: TVRs had a ball!

XK-E Pyrénée: Route finalised; only seven places left!



Liège-Brescia-Liège
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Sideways up the Stelvio! Filip and Bart really made the most of the superb roads on LBL 2013

We're just about recovering from the excitement of running **Liège-Brescia-Liège 2013**, which saw some terrific competitors enjoy the best weather we've ever known on the rally, sunshine from start to finish with the exception of some heavy showers at the top of the Passo di Gavia to remind us all of how wild mountain weather can be, and how rapidly it changes. When we arrived ahead of the field, it was bright and sunny and we expected to get some stunning shots like last year; by the time the first car arrived, thick white cloud had blown in and barely half the lake was visible, let alone the snowy mountain top behind! No matter, we had other photo opportunities: enjoy the shots here.

It's a treat not to have to write up the event ourselves this year: a big thank you to Robin Orloff for the account that follows. Robin came all the way from Brazil to take part, as did co-driver Julio Lopes, and the boys really got the most they could from the event, even taking the time to visit other castles and places of interest that we passed en route. Over to Robin:

On Sunday July 21st, it was time for the well-awaited Prizegiving Dinner for the 2013 Liège-Brescia-Liège Classic Rally. Everyone was very happy, proud and in a way relieved that we had all made it to the end of what had been, simply put, an extraordinary journey.

On the other hand there was clearly an anti-climactic feel in the air. At the end, having to come to grips with the fact that the rally was now over was probably the greatest challenge we had had so far. We had just driven roughly 2,500 miles in 10 days in our TVRs, spread out among twisting minor roads, remote rural lanes, mouth-dropping mountain passes, quaint village roads and even speed-limit frei autobahns.

While the driving itself was fantastic entertainment, most of the scenery breathtaking and the rally's rules and challenges fun and engaging for both experienced rallyers and rookies such as ourselves, the friendship ties that had been created and the sense of camaraderie between the whole group, including drivers, co-drivers, organisers and the support team, would probably come first in most people's rankings of what they enjoyed most about the trip.

And that would be a close call too, because so much had been done, seen and experienced in these 10 days that we all agreed it would take quite some time to actually get a sense of all that had been accomplished.

This 5th running of the LBL Classic Rally was for TVRs only and, just like its previous editions, it retraced over 90% of the route that was covered by brand-new microcars in 1958, a gruelling almost non-stop endurance race that ended up, unfortunately, being a one-off event. While the original rally spanned only three days, the organisers of the classic version had spread it out enough to make it entertaining for non-professional drivers, yet without losing its endurance stance and feel. And it truly was an endurance affair, as plotting the many maps, driving the route itself, performing the track tests and finding the 70+ photo checkpoints was constantly evaluating the strength of both the cars and their occupants.

The goal of the rally was to get back to Liège, after going as far as Slovenia and reaching Brescia in Italy, with the least number of points against us. Penalty points were ascribed to teams that were late at hotel check-outs and/or check-ins, missed photo checkpoints (where one

had to take a picture of one's car beside a given place or reference), seconds off the track tests' bogey times and the use of mechanical assistance (provided by guardian angels Mike and Simon in the RAC van that followed us along the whole route) among other misdemeanours.

The rules were engaging and appeared to be easy to follow on paper, but the reality of the journey proved otherwise many times, which helped make us all get into a quite competitive mode. The organisers very much encouraged the sense of enjoyment of the route, its scenery and interesting places along the way. Thus while some days were heavy in terms of driving and checkpoints, some were lighter, allowing for some exploration of the surrounding areas as well as the many car museums booked along the route. We even got a free day in Slovenia's pleasant capital, Ljubljana, to relax and explore.

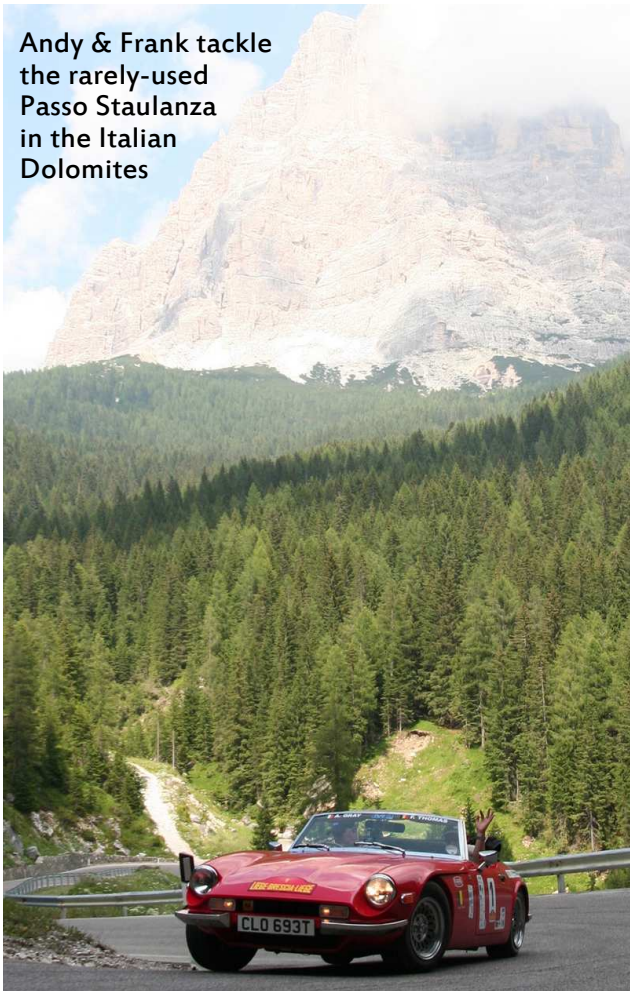
Surprisingly there were only seven TVRs participating in the rally, which ended up making it very special in its own way, as it became more personal. Fortunately everybody got along well (for most of the time at least) and very soon we all were

Ian & Gina leaving the Grand Hotel, Misurina



Duncan & Suzanne on the cobblestoned hairpins of Vrsic, Slovenia

**Andy & Frank tackle
the rarely-used
Passo Staulanza
in the Italian
Dolomites**



rooting for each other and hoping that the mechanical problems that did arise during the trip were properly solved.

Each team comprised a driver and co-driver/navigator. There were four 20th century TVRs and three latest models. My navigator Julio Lopes and I had flown from Brazil specially for the event and were driving a 1998 Chimaera 500.

Adrian Turner was driving the other Chimaera, a 1998 400 model which he had rented. Having enjoyed the LBL Rally so much in 2012 when he competed in a Jaguar E-type V12, he came back this time with his son David, both becoming immediate additions to the TVR community.

Another father-son team was in the loud 1993 red Griffith 430 driven by David and Mathew Tucker, who was always getting great pictures and videos of us all whenever possible.

Andrew Gray from Ireland and Frank Thomas from Belgium were in the stunning 1978 3000S, whose shiny red paint and chromed parts made it the great crowd-puller whenever we stopped the cars in the towns.

The modern TVRs were also very well represented by three Tuscans:

Duncan and Suzanne Willshire were driving their immaculate 2003 burgundy model, which looked like it had just left the showroom.

Dr Ian Forrester and his wife Gina all the way from Preston were driving their beautiful blue 2003 Tuscan and it seemed almost impossible not to see them smiling or making jokes along the whole way.

Last but definitely not least were Belgians Filip Tops and Bart Aerts in a 2005 Tuscan II. Great characters, "larger-than-life" as the organisers appropriately described them, always available for late-night beers and town strolls (weren't we all?), they dressed like rock-stars and drove like Jacky Ickx after watching *C'était un Rendezvous!*

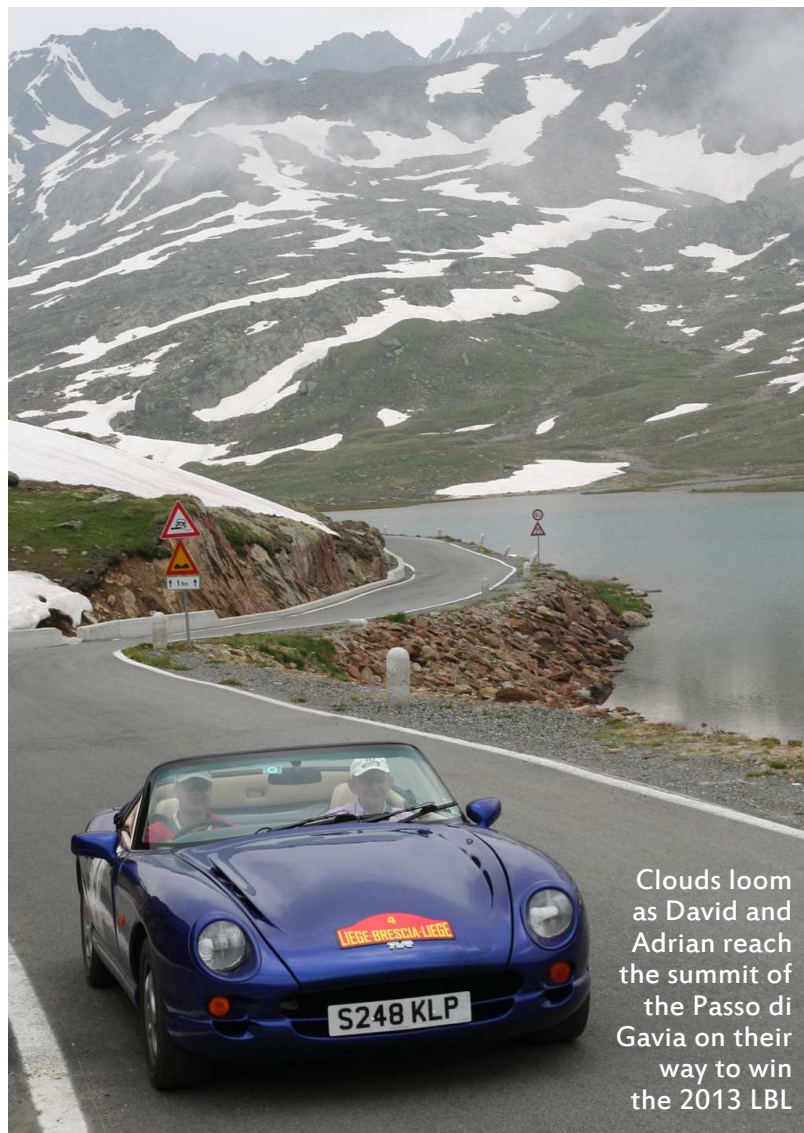
The route was amazing. Day 1 saw us leaving the Ramada Plaza Hotel in Liège

in our recently rally-appointed cars with stickers all over, being flagged away by Mr Remo di Cocco, who took part in the original 1958 event and had joined us for dinner the night before, when he shared his experiences and handed out great advice to us all.

We headed towards Spa's kart track for the first test, for which we got one lap and thus one shot at it. The competitive mode hadn't hit us so hard yet, so there was a good combination of fun driving and not-appropriately-read instructions, which later translated into penalty points for a few (us included, lol). It was then down to Germany, over the Rhine on a small ferry-boat and another track test at Liedolsheim. Great fun too. Less penalties this time though.

The second day was probably the hardest in terms of driving, as we had to cross Germany and Austria into Italy. On the other hand we also went through some incredible places along the way, and we decided to stop to explore Tübingen on foot and later walk up to the castles in Füssen. While the scenery was fantastic, we couldn't have picked a worse day to do so, since we ended up having to look for many of the photo checkpoints in the dark of night. Fortunately for us, Julio had brought a decent camera and some of the castles in the distance were actually lit-up when we reached them! We had already decided that we would aim at getting all the photo shots for the whole event (competitive mode kicking in by now). Eventually our combination of tenacity and long camera apertures allowed us to get all of our pictures, to the pleasant surprise of the organisers and to our own sense of getting it done. However, it also meant arriving at the Grand Hotel in Misurina at 1:30am.

The third day was packed with uncanny scenery, as we carried on through the German-speaking Italian Dolomites into Slovenia, reaching its capital, Ljubljana, after going over the incredible Vrščic Pass, with its cobblestone bends and great views of the Julian Alps. In Ljubljana the organisers arranged for us to park side-by-side on the main square, where we enjoyed a couple of beers as the curious locals flocked to see the row of seven TVRs that had made it that far.



Clouds loom as David and Adrian reach the summit of the Passo di Gavia on their way to win the 2013 LBL

The next day was free. While most stayed in Ljubljana, Julio and I decided to get to know Slovenia better and we went up to the country's main postcard sight, Lake Bled: an absolutely stunning place with its overlooking castle and the small lake island complete with small village and church atop, a must-see. Then south to Predjama Castle, which was built into a cave, and down to the country's tiny but picturesque coastal towns.

From then on, some mechanical failures started playing their role. Dave and Mat had had some trouble earlier getting some gears to work. On the way to the coast we started getting a burning smell from the engine compartment but as we couldn't place it, we just hoped for the better and carried on. The following day our car started playing all sorts of tricks. The immobiliser went mad and starting the car became quite troublesome. It was when the oil pressure dropped that we immediately pulled over and called in the cavalry. When the RAC guys arrived and checked the car out, we learned that our alternator had died a long death and was now gone.

They did not have a replacement for it, so that meant getting one of their batteries in while they charged ours. That one lasted for some time, until we ran out of energy at the Passo di Pordoi after getting lost looking for a couple of harder-to-find photo checkpoints. We couldn't have broken down in a nicer place, really, as the scenery was stunning, but it had been a long, tiring and frustrating day and when we reached the Alpenrose hotel after being rescued by the support team again, we had obviously missed the check-in deadline and still had to plot the following day's maps. And it would be one of the journey's most



important days, as we would tackle the famous Stelvio and Gavia passes. On a very positive note however, being received by the beer-holding and happy-to-see-us fellow rallyers, who had waited for us with welcome cocktails and a microwaved plate of barbecued meats, more than made up for the day's troubles.

New day, new battery in place. The great news was that the guys at Bespoke Performance, from whom I bought the car last year, promptly responded to my email and managed to get a new alternator shipped overnight to us. Less than 12 hours after learning I needed a new one, I got a call from the hotel manager in Brescia saying, with a heavy Italian accent, that my package had arrived. That was the best phonecall I had received in weeks, but we still had to get there and we had some of the highest and most gruelling passes in Europe to cross over in order to do so.

Unfortunately we were not the only ones in trouble. Dave and Mat were struggling but managed to get the car working better and strode on. Duncan and Suzanne had a way tougher time, as their clutch hydraulics gave out and there wouldn't be any place around to properly get the box out and fix the problem. A real shame as they had had a remarkable run so far, with virtually no penalties. Bart and Filip's brand new



rear shocks also decided to go. Thus for some of us, reaching Brescia, appropriately enough, had really become the challenge the original organisers of the rally had probably envisioned.

Back to our car, we had to get another battery in place right at the bottom of the Stelvio. After going up in a rather vigorous way, half-way up the pass, our car overheated. Having just replaced our battery 15 minutes earlier, at least the RAC guys got to us very quickly and we got the Chim back en route.

The Stelvio is truly an incredible place. With its 84 hairpin corners and its peak at just over 9,000 feet, it is the highest paved mountain pass on the continent

and it shows. We were lucky not to get much traffic as it was a weekday and it was great to see the cyclists, the bikers, the ordinary car drivers, the supercars and our TVRs all going up and finally getting to the summit. It was also great to meet some of the others at the top. With no alternator, a borrowed battery and quite a few litres of fresh water in the car, we were very happy to get there and it felt as if our mechanical troubles had only enhanced the achievement.

Going down is always easier and the views were brilliant. The following Gavia Pass with its sheer cliff drops, winding single lane and ever-changing weather was next. Just before reaching the summit, it started pouring with rain. As we couldn't afford to spend battery power on lights and wipers, we had to pull over into a mountain refuge and wait it out. Having a nice hot soup and some antipasti while at it wasn't too harsh either.

It was then down the Gavia, new battery in (the third) and then on to Brescia where the rallyers got an official police escort into the town's main square, where the cars were displayed. What a sight that was.

Later on at the hotel it was really great to see Duncan and Suzanne back, having sent off their Tuscan safely to the UK on a flatbed, they had decided to rent a Fiat Cinquecento to follow the rest of the rally. And in modern microcar fashion!

We got our new alternator in and it was working perfectly. Filip and Bart found a shock-absorber specialist in Bergamo which could fix theirs, so there they went.

The following day we did the Gavia and Stelvio on the way back and doing these passes in the opposite direction surprisingly gives one a different appreciation of them. The rally was already evolving towards its end.

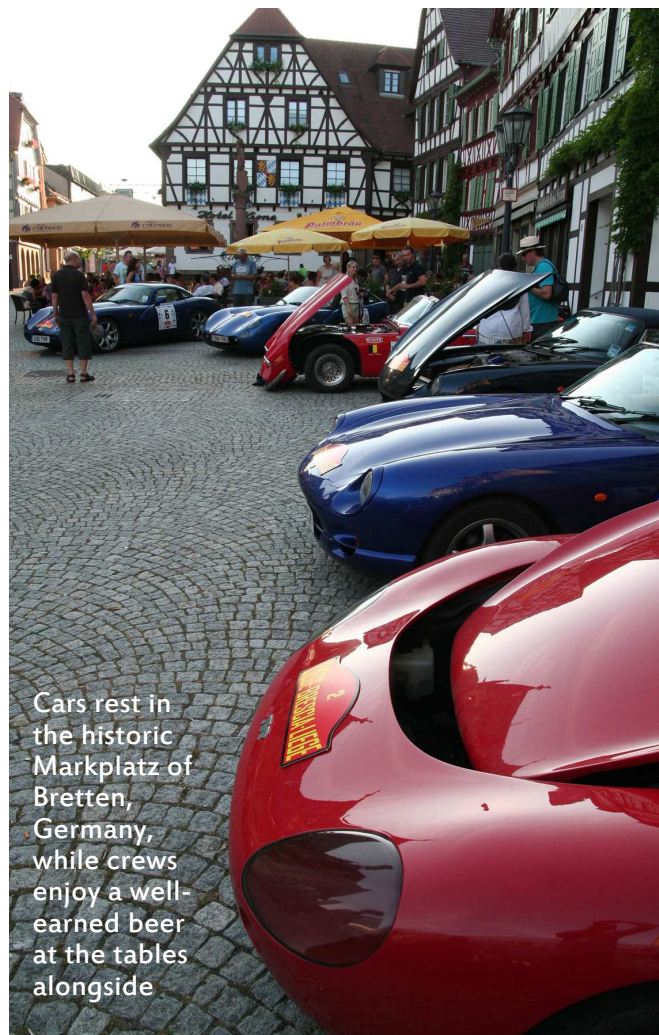
On day 7 we did the Passo Pennes, with several castles nestled on the hills around it: not only scenic but probably the best mountain pass to drive through. After two days of tight 1st and 2nd gear hairpins it was great to gun up and down some faster corners with little traffic and incredible views surrounding us. However it is truly worthy of mention at this point that some of us did good chunks of these passes sideways, either due to extra weight on the right foot or slimmer tires!

Retracing most of the route back through the Austrian and German alps, we stopped at beautiful Bretten, also parking in its main square among the tables of its many cafés, after visiting the stunning Schloss Lichtenstein, built upon a rock and overlooking the valley below.

Back to Belgium, it was time for another test at the kart track in Spa and then back to Liège for the aforementioned Prizegiving Dinner.

Adrian and David's discipline, focus and consistency earned them a well-deserved overall win with a virtually perfect score, having only 2 penalty points. David also got the Best Driver award for his performance at the track tests.

Ian and Gina came in second with another trouble-free and consistent run. Andy Gray and Frank Thomas got in third, a remarkable achievement for the



Cars rest in the historic Markplatz of Bretten, Germany, while crews enjoy a well-earned beer at the tables alongside

Robin & Julio, all the way from Brazil, at the Spa finish line



most experienced car in the event.

David and Mat got best in class, well-deserved after the still-going clutch troubles and Filip and Bart got best in theirs.

Julio and I were happy to get the Best Navigator prize: along with Adrian and David, we had been the only ones to get all the check-point photographs.

We were even happier to get the "Spirit of the Rally" award alongside Filip and Bart, who seemed to have gotten the most out of the whole event! (Did I mention they ruined their rear shocks again that very same day, trying to make up for the time lost in Bergamo?)

All in all this was a truly unforgettable journey, an adventure really, as looking back at all we had done, seen and gone through, it is truly remarkable that we managed to finish it and in such great spirits (and still be able to drive home!).

The merit for such an enjoyable event has to go to its organisers, Malcolm and Mariel McKay, who rescued this forgotten yet important rally, devised a great event for modern times and in our case, decided to carry on with it despite the low turnout - and also to the rallyers themselves, who made it a truly special experience: and one we intend to repeat in the future. Hopefully soon.



Liège-Brescia-Liège 2013 Final Results

Driver	Co-driver	TVR
1st Overall		
Adrian Turner (GB)	David Turner (GB)	1998 Chimaera 400
2nd Overall		
Ian Forrester (GB)	Gina Forrester (GB)	2003 Tuscan
3rd Overall		
Andrew Gray (Eire)	Frank Thomas (NL)	1978 3000S
1st & 2nd In Class 1: 20th Century TVRs		
1 David Tucker (GB)	Mathew Tucker (GB)	1993 Griffith 430
2 Robin Orloff (Brazil)	Julio Lopes (Brazil)	1998 Chimaera 500
1st & 2nd In Class 2: 21st Century TVRs		
1 Filip Tops (Belgium)	Bart Aerts (Belgium)	2005 Tuscan II
2 Duncan Willshire	Suzanne Willshire (GB)	2003 Tuscan
Spirit of the Rally		
Robin Orloff (Brazil)	Julio Lopes (Brazil)	1998 Chimaera 500
Filip Tops (Belgium)	Bart Aerts (Belgium)	2005 Tuscan II
Best Driver		
David Turner (GB)		1998 Chimaera 400
Best Navigator		
Julio Lopes (Brazil)		1998 Chimaera 500



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XK-E Pyrénée, August 30 - September 8, 2014

We have managed to persuade our hotels for our second Jaguar event, **XK-E Pyrénée 2014**, to give us a few more rooms, but will not be able to push them any further, as we are now taking almost the entire capacity of several of the hotels, especially the two in converted mediaeval castles and one in a small mountain village in the Pyrénées. So the absolute maximum for this event will be 32 cars: less if any entrants opt for separate rooms.

We will circulate the Regulations and Entry Forms in the next week to everyone who has expressed an interest in the event, and especially those who have already paid a deposit. The entry fee will be £1895 per person, assuming two people sharing a car; payable 50% by 30 Nov 2013, 50% by 30 April 2014. For that entry fee, you will get eight days' driving on fabulous roads, nine nights in the best hotels around, dinner on nine days and lunches on eight, bodega visit and wine tasting in La Rioja, entry to museums, route book, rally plates and all maps, plus RAC Rescue back-up. We will include at least three special tests on private circuits, and hopefully as many as five. We have changed the route slightly from that indicated last month, as we felt that it was too intensive and you really deserve a day's rest mid-event, so that will now be provided in the fantastic historic city of Tarragona, on the

Mediterranean coast of Spain. Tarragona has spectacular Roman remains, including the amphitheatre, which lies immediately between our hotel and the bay, making an unforgettable view from the hotel: you will all, of course, have sea view rooms, both here and in San Sebastian on the Atlantic coast.

XK-E Pyrénée Provisional Programme

This Timetable is provisional and may be amended. Sections in **RED** are optional, are not part of the Rally Programme and must be booked and paid for separately. Anyone who wishes to make their own way to/from Toulouse is most welcome to do so: arrangements will be made for their Rally Check-In to take place at Toulouse from 09:00 on Saturday morning.

Friday August 29

12:00-17:30 Rally Check-In + Drop Off Cars at Paris Bercy Auto-Train station

18:30-21:30 Welcome Dinner 1, Paris

22:00-22:50 Board Corail Lunea Sleeper Train, Paris-Austerlitz station

Saturday August 30

07:48 Sleeper Train arrives Toulouse Matabiau station, breakfast

08:00-10:00 Collect cars from Auto-Train, Toulouse Matabiau station

11:00-11:30 Rally Start, Toulouse

12:00-13:30 Special Test TBC

18:00-19:00 Check-in, Le Domaine du Palais des Eveques, St Lizier

20:00 Welcome Dinner 2, Le Domaine du Palais des Eveques

Sunday August 31

09:00-09:30 Check Out, St Lizier

18:00-19:00 Check In, Hotel le Montaigu, Luz St Sauveur

Monday September 1

09:00-09:30 Check Out, Luz St Sauveur

18:00-19:00 Check In, Hotel de Londres y de Inglaterra, San Sebastian

Tuesday September 2

Morning Free to explore San Sebastian

12:00-12:30 Check Out, Hotel de Londres y de Inglaterra, San Sebastian

13:30-15:00 Special Test, Circuito de Olaberria

17:30-18:30 Check In & Wine Tasting, La Rioja, Bodega TBA

Overnight Hotel Carlton Rioja, Logroño

Wednesday September 3

09:30-10:00 Check Out, Hotel Carlton Rioja, Logroño

14:00-15:30 Visit historic town of Belchite

17:00-18:00 Check In & Special Test, Motorland Aragón

Overnight Parador Alcañiz

Thursday September 4

09:00-10:30 Check Out & Special Test, Motorland Aragón

13:00-15:00 Visit historic town of Morella

18:00-19:00 Check In, Hotel Imperial Tarraco, Tarragona

Friday September 5

Free day to explore historic Roman city of Tarragona, except:

09:30-10:30 Special Test, nr Tarragona, TBC

Saturday September 6

08:00-08:30 Check Out, Hotel Imperial Tarraco, Tarragona

10:30-12:00 Motor Museum Visit TBC

17:30-18:30 Check In & Motor Museum Visit, Andorra TBC

Overnight Sport Hotel Village, Soldeu, Andorra

Sunday September 7

09:00-09:30 Check Out, Sport Hotel Village, Soldeu, Andorra

14:30-16:00 Visit, Château de Peyrepertuse

18:30-19:00 Check In, Carcassonne Citadel

Overnight & Prizegiving Dinner, Hotel de la Cité, Carcassonne

Monday September 8

Morning Breakfast; departure

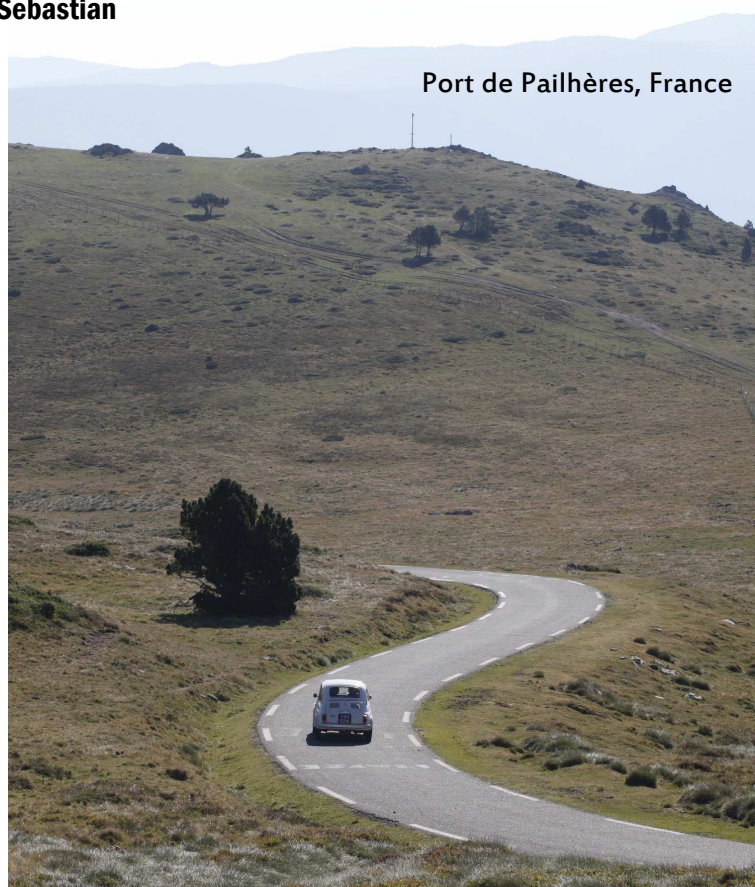
Visit Mediaeval Citadel of Carcassonne

18:00-20:30 Deliver cars to Auto-Train, Toulouse Matabiau station

21:30-22:30 Board Corail Lunea Sleeper train, Toulouse Matabiau

08:17 Sleeper Train arrives Paris-Austerlitz, breakfast

09:30 on Collect cars from Auto-Train, Paris-Bercy station



SERVICE AUTO/TRAIN

For those heading to Toulouse from the UK and northern Europe, SNCF is very keen to help and has already agreed a generously discounted return rate for those who require it on the SNCF Auto-Train and sleeper from Paris to Toulouse, plus assistance with transport for the short distance between the Auto-Train and Sleeper train stations. This option provides a rapid, convenient means

of getting to Toulouse for the start and back afterwards; we will use it ourselves and expect most participants will too, but it is not a prerequisite and the cost is not included in the entry fee. For those who do use it, we will have a rally check-in at the station so that you can fit your rally plates and stickers before the cars are loaded, and receive your route books, maps etc.

For those making their own way to Toulouse, we will arrange a rally check-in early on Saturday morning, to give you sufficient time to fit plates, stickers and plot at least the first day's route before the start!

XK-E Pyrénée Provisional Entry List

XK 120 OTS	Carel Jan de Bruin, France
XK 120 FHC	Ian & Delyse Fyfe, GB
XK 120 DHC	Ronald & Rosa Maria Lorijn, NL/ES
XK	Robin Green, GB
XK 140 OTS	Roy Callow, GB
XK 150 DHC	Nick & Jules Fielding, GB
XK 150 DHC	William Fountain & Lauren Allan, GB
XK or E-type	Gerald Morris, GB
E-type SI 3.8 OTS	Nick & Katrina Bromfield, GB
E-type SI 3.8 OTS	Celia Djivanovic, GB
E-type SI 3.8 FHC	Robin & Liz Hall, GB
E-type OTS	c/o Robin Hall, GB
E-type SI 4.2 OTS	Paul & Roma Handley, GB
E-type SI 4.2 OTS	Alex & Frances Dorrian, GB
E-type SI 4.2 FHC	Marc & Rosa Gordon, GB
E-type SI ¹ / ₂ OTS	Simon Dudfield, GB
E-type SI ¹ / ₂ FHC	John Gilpin, GB
E-type SII OTS	Nick Seaton-Burrige, UK
E-type SII 2+2	Peter & Rayna Jackson, GB
E-type S3 FHC	Mike & Lorna Harrison, GB
E-type S3 OTS	Adrian Turner & Susanne Westgate, GB
E-type S3 OTS	Ivan Mortimer, GB
E-type S3 OTS	Ian & Dorothy Suttie, GB



View from the battlements, Morella



Carcassonne, a great place to finish the rally

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View from the hotel, Tarragona