

1958

**LIEGE-BRESCIA-LIEGE**

2012

**AND**

**MICRO MARATHON**

**The World's only International Rallies  
for small-engined cars and Jaguars!**



**RAC**  
the driving people

★ **July 12-22, 2012** ★

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**LBL/MM NEWS: OCTOBER 2011**

**UNIQUE, ONE-OFF AND UNMISSABLE RALLIES**

**Liège-Brescia-Liège, July 2011: A Fabulous Trip**

**Liège-Brescia-Liège, July 2012: Jaguars booking up!**



**W**hat a fantastic **Liège-Brescia-Liège** 2011 we had! Small numbers make for a really friendly event and we couldn't have wished for a finer group of people to share this wonderful trip with us. Above all, it was enormous fun, everyone taking up the challenge in their own way and complementing each other in their approach. Competition at the top was intense, yet friendly, while others were just determined to have a great time and enjoy the roads and the sights (and the bars).

We were all immensely grateful to Simon and Mick, our RAC Rescue crew, who did a terrific job of keeping everyone on the road, including completely stripping and rebuilding the front brake calipers on Roberto Chiodi's Lancia so that they had brakes that wouldn't leak fluid, and towing them from Ljubljana to the Italian border when the brakes still proved inadequate. Anyone



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Andrew Isherwood and Hilary Farbowski storm up the Passo di Gavia on their way to a fine win in the Spirit Category

worried that their everyday work with more modern cars would have made them struggle with classics were soon reassured: Simon, Mick and their extremely well-equipped van coped easily with everything thrown at them; though Simon did comment at the end that he doesn't want to see another carburettor for a long time - at least until next year! Despite many late nights, they were always up bright, early and smiling in the mornings to man the check-out control: thank you, guys, we couldn't have done it without you.



1958 LBL veteran Remo di Cocco flags away Roberto and Rita Chiodi in the Lancia Fulvia from the Ramada Plaza in Liège; the start was filmed for local TV

Also much appreciated were the terrific new maps from Freytag & Berndt (and the vital first map of Belgium from Michelin): for the first time since we started running LBL, nobody was late at any of the evening check-in controls - and while that was

partly due to having larger-engined cars and a refined route, the main contributor was the simple fact that the excellent maps made it easier to follow the route, including all the tricky bits we'd put in for the more competitive among you...



Andrew and Willy working the MG hard at Kartbahn Liedolsheim: their determination paid off with a fine win in the Authentic Category

We were blessed with generally very good weather this year, and that meant that for the first time, both the Stelvio and Gavia were open and we could relive the full 1958 experience, driving first up the Stelvio and down the Gavia, then next day the other way around. These are Europe's finest mountain passes, the Stelvio living up to its status as Europe's highest pass with a sprinkling of snow from the night before to remind us that, despite a generally very hot July, at this altitude the weather can change in seconds.

In the Authentic Category were just two cars, after a last-minute panic led Andrew Isherwood and Hilary Farbowski to abandon their Dellow in favour of their trusted Mini, which

moved them to the Spirit Category. But the two that were left, Andrew Murfin with Willy Cave in the MG TD and John Blanckley with Tony Davies in the Jowett Jupiter had a battle royal throughout the event and both finished with completely clean sheets on the navigation, just the tests deciding the lead in favour of the MG. Things might have turned out differently if the frequent misfire problems that John was experiencing with the Jupiter hadn't held them back...

## LBL & Jaguars Christmas Lunch: December 3

Get the date in your diaries now! On Saturday December 3, we will be holding our now traditional Christmas lunch in north-west Buckinghamshire. It's a great opportunity for everyone who has done, is going to do, or is thinking of doing, one of our rallies to get together for a pie, a pint and a good chat!

We have booked the restaurant for lunch at The Plough in Marsh Gibbon - a traditional Free House serving real ale and excellent home-cooked food (made with all-fresh ingredients) at extremely reasonable prices. There's ample car parking and, if it's a cold day, you can be sure of a roaring fire in the lounge.

Marsh Gibbon is just off the A41 between Bicester and Aylesbury, 10 mins from junction 9 of the M40.

Do let us know in advance if you are likely to join us, so we can make sure our host makes enough of his steak and kidney pies for us all (other options including vegetarian are of course also available!).



Always laughing and always hood down, Phil and Martin in the Triumph Herald descend Vrsic, the historic Passo de la Moistrocca, in Slovenia



In the Authentic Category, Andrew and Hilary leapt to the fore in their 1966 Mini, Hilary's pin-sharp navigation and Andrew's skilled driving with the potent 1293cc engine making them hard to catch: in fact they picked up just four penalty points on the whole rally. Chris Evans and Mark Seymour in the pretty, rare and equally rapid Moretti Sportiva chased hard, despite losing first gear early in the event. Soon after leaving Brescia, however, their differential failed; undaunted, they asked Simon and Mick to tow them back to a gearbox specialist they had spotted on the route: he had the gearbox stripped by the end of the day and next day rebuilt it with the aid of a scrapyards-sourced spare, so in 24 hours they were back on the road and soon back in the rally. That terrific effort earned them a well-deserved Spirit of the Rally Award.

Another good battle was under way for second overall in the Spirit Category, between Geert Verdonck with Christa Devriendt in their immaculate 1983 Mini 1000 and Phil Tetley with Martin Archer in Phil's recently acquired (and equally immaculate) Triumph Herald 1200 Convertible. It was decided in favour of the Mini when Phil and Martin made the mistake of emptying the Herald's boot to get more speed on the final kart circuit test - and experienced a large dose of

Enjoying the historic working machinery at Museo Gino Tonutti, near Udine



jack-up oversteer for their pains. Sometimes it pays to keep the boot full!

Taking their time but keeping a remarkably clean sheet behind them were Graham Spall and Julian Labouchardiere in the Triumph Spitfire. We were sorry to lose Roberto and Rita in the Fulvia at Brescia, but with the calipers dangerously worn on their lovely little Lancia Fulvia, continuing up to Liège would have been too risky. It was also a great shame to lose Marcel and Jan Spoelstra, due to work demands, with their fascinating 1993 gull-winged Suzuki Cara - another last-minute substitution when Marcel

decided the 1965 Fronte's brakes were not going to be up to mountain passes. Making up for those losses was the arrival - in style - of Tim Wilkinson and Steph Duckworth, joining us for a few days with Tim's gorgeous Alfa Romeo 2600 Spider. It too enjoyed the ministrations of Simon's skills, curing a lack of battery charge. More news and photos next month!

A well-deserved drink at the end of a great day, day 10 of the rally, in the splendid historic Marktplatz of Bretten in Germany



# Liège-Brescia-Liège 2012: Year of the Jaguars!

Response has been terrific from XK and E-type owners to LBL 2012 and we are delighted to have received 10 pre-booking deposits already. A good range of both models is signed up, with a lot more showing interest in the event. We know that some would prefer a more touring-oriented event and we will cater for that with a Touring Route on most days, suggesting options to shorten the route without missing the best of the scenery and visits. This means we can cater fully for both tastes, without compromising the competitive route at all – in fact we are working on enhancing the competitive side with some additional tests and challenges...

**LBL 2012 CONFIRMED ENTRIES:** Already signed up are –

## *Authentic Category: XKs*

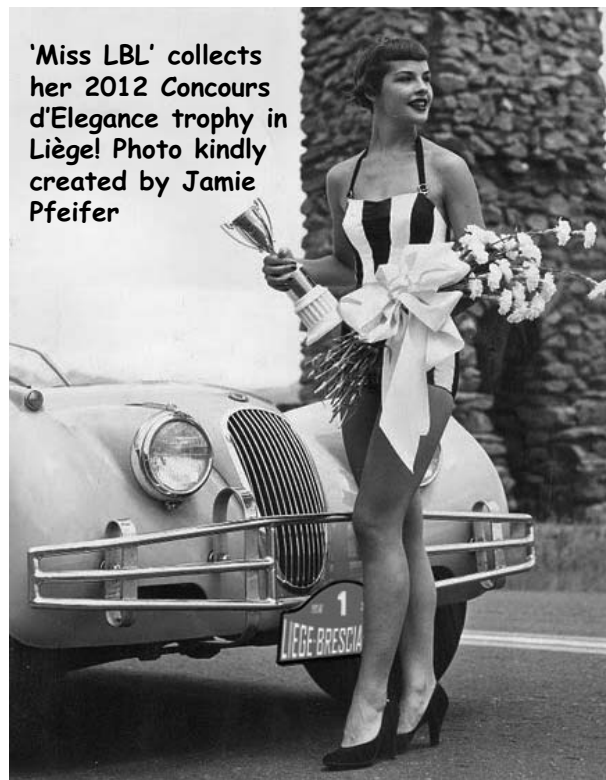
Ian Fyfe	Denise Fyfe	Jaguar XK 120 FHC
Ronald Lorijn	Rosa Maria Lorijn	1954 Jaguar XK 120 DHC
Frans Praal	Wilma Praal	1954 Jaguar XK 140 DHC
Bill Cowing	TBA	Jaguar XK 150
Nick Fielding	Jules Fielding	Jaguar XK 150 (or E-type)
Jeffrey Pike	Valerie Pike	1958 Jaguar XK 150S 3.4

## *Spirit Category: E-types*

Alex Dorrian	Frances Dorrian	1965 Jaguar E-type SI 4.2
Julian Grindall	Kelvin Bromley	1967 Jaguar E-type SI 4.2 FHC
Mike Harrison	Lorna Harrison	1972 Jaguar E-type S3 FHC
Adrian Turner	Susanne Turner	1972 Jaguar E-type S3 FHC

In addition we have a terrific list of interested parties – far more than we can actually accommodate. No less than 23 XK owners, 16 E-type owners and two C-type replica owners are currently thinking about joining us, with more getting in touch almost daily, so please, folks, confirm your interest soon, as we will be closing the entry when it reaches 25 cars, at most.

'Miss LBL' collects her 2012 Concours d'Elegance trophy in Liège! Photo kindly created by Jamie Pfeifer



Come and join us in 2012...

**Budgeting:** with the full payment date of 30 November fast approaching, we have been working hard with our hotel partners to secure for you the opportunity to spread your payments, if you wish – and are delighted to announce that we now only need 50% of the entry fee on 30 November, and the balance by 31 March. Don't miss the 30 November deadline for that first payment, please, as the entry fee rises to £2100 (EUR2400) per person for entries received from 1 December.

No navigator/co-driver? Or no car, but happy to navigate? Get in touch! We already have one XK 140 FHC driver looking for a navigator, one US enthusiast (and XK/E-type owner) looking to co-drive, and hugely experienced rally navigator Willy Cave looking for a navigator's seat – if you would like to join up with any of these, don't hesitate to let us know. If you are contemplating shipping from overseas, or would like to hire a car to take part in the rally, again please tell us, we will always do our best to help you!

The organising team for Liège-Brescia-Liège is led by  
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