

1958



LIEGE-BRESCIA-LIEGE

AND

XK-E PYRENEE

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

*** August 30 - September 8, 2014 ***

NEWS: AUGUST 2014



2014



UNIQUE, INNOVATIVE & UNMISSABLE RALLIES

XK-E Pyrénée: Entries Closed!

Entry list includes Alloy, XK 120, 140, 150, C-type (replica) & E-type SI, SI½, SII, S3

XK-E Pyrénée
Email: LBLrally@aol.com
Tel: 0044 (0)7711 901811
www.classicrallypress.co.uk

Tiny, deserted roads in northern Spain provide navigational challenge and visual delight on XK-E Pyrenee



We have just returned from a full route recce for **XK-E Pyrénée 2014**, which has confirmed that we really have some delights in store for all of you who are taking part! We have now closed the entry list at 24 cars; if anyone else applies now we will try to fit them in, but will have to charge more and may well not be able to get rooms in all the same hotels, as in several cases we are taking over almost the whole hotel and the few remaining rooms that we have just released will be snapped up very quickly.

A most important point for all participants to note is that we have made the start earlier: it will now be from 09:30-10:00 on Saturday, August 30, at the Toulouse Jaguar agent, Auto Real, 3029 rue de la Lauragaise, 31670 Labège. See the final page for map and directions. At the start you will be provided with rally plates, door stickers, maps, route instructions and information on all the hotels and stops along the way. You can arrive at the start from 08:30 and we will begin issuing rally packs from 09:00 - but do not worry if you are delayed, for example by unloading at the train station, as you only need at this point to plot and follow the first 75km of route to the first circuit test: if you do not have time to put the stickers and rally plates on until the evening, we will understand. It is a good idea, though, to be prepared with double-sided sticky pads, cable ties or whatever is your preferred method of attachment, so you can pop the rally plates on swiftly (dimensions are in the Regulations). The reason for making the start earlier is that the circuit has to follow strict noise regulations that require us to complete the test by 12:00 - but we have then arranged a buffet lunch there, prepared by the circuit's excellent chef, around which you will have time to sit down and plot the rest of the day's route.

On the subject of chefs and meals, no-one has advised us of any special dietary needs. While we cannot guarantee that our catering partners can provide for special needs, please do let us know without delay if you have any, so that we can put in a request.

As we go to Press with this newsletter, the entry stands at a nice round number of 24 entries, of which 12 are XK or XK-derived and 12 are E-types: perfect! It is wonderful too to have such a mix of all the different models from 1949 to 1974 - we couldn't have wished for better and it will be soul-stirring to see such a terrific range of Jaguars enjoying the breathtaking roads and stunning scenery we have lined up for you.

XK-E Pyrénée Provisional Entry List

Authentic Category: Class 1

- | | | |
|---|-------------------|---------------------------------------|
| 1 | 1949 XK 120 ALLOY | Paul & Nathalie Gallegos, GB/F |
| 2 | 1953 XK 120 FHC | Ian & Delyse Fyfe, GB |
| 3 | 1953 XK 120 FHC | John & Jenny Sandercock, GB (CH) |
| 4 | 1954 XK 120 OTS | Carel Jan & Ineke de Bruin, NL/SA (F) |
| 5 | 1955 XK 140 OTS | Roy & Brigitte Callow, GB/I |

Authentic Category: Class 2

- | | | |
|----|----------------------|--|
| 6 | 1958 XK 150 DHC | Nick & Jules Fielding, GB |
| 7 | 1958 XK 150 DHC | Chris & Sue Green, GB |
| 8 | 1958 XK 150 DHC | Edward Astle / Jane or David Astle, GB |
| 9 | 1958 XK 150 3.8 DHC | Rod Shears, GB / Thomas Groot, N |
| 10 | 1959 XK 150S 3.8 OTS | Jan Nielsen & Mie Daverkosen, DK |
| 11 | 1960 XK 150 DHC | William Fountain & Lauren Allan, GB |

Splrit Category: Class 1

- | | | |
|----|------------------------|------------------------------------|
| 12 | C-type (Heritage) | Goy & Catherine Feltes, Luxembourg |
| 14 | 1961 E-type SI 3.8 OTS | Alex & Frances Dorrian, GB |
| 15 | 1963 E-type SI 3.8 FHC | Robin & Liz Hall, GB |
| 16 | 1964 E-type SI 3.8 OTS | Gary & Wendy Stead, GB |

Splrit Category: Class 2

- | | | |
|----|------------------------|--|
| 17 | 1965 E-type SI 4.2 FHC | Paul & Roma Handley, GB |
| 18 | 1968 E-type SI½ OTS | Roy & Joanne Crosland, GB |
| 19 | 1968 E-type SI½ FHC | John Gilpin, GB / Sandy Goodall, GB |
| 20 | 1969 E-type SII 2+2 | Peter & Rayna Jackson, GB |
| 21 | 1969 E-type SII OTS | Nick Seaton-Burridge/Dennis Greenslade, GB |
| 22 | 1970 E-type SII FHC | John & Pippa Leslie, GB |

Splrit Category: Class 3

- | | | |
|----|--------------------|--------------------------------------|
| 23 | 1972 E-type S3 FHC | Mike & Lorna Harrison, GB |
| 24 | 1974 E-type S3 OTS | Adrian Turner & Susanne Westgate, GB |
| 25 | 1974 E-type S3 OTS | Ivan & Louise Mortimer, GB |

With our great friends of the Classic Motor Club del Bages at the private collection and workshop of Jaume Jubert, to which we are all invited...
From left, Toni, Roger, Malcolm and Jaume



We are very grateful for the enthusiastic support of our sponsors and partners for the event:

SNG BARRATT are not just providing a substantial stock of spares across the range of models for our mechanics to carry; they are also providing their XF Sportbrake for our Chief Marshals, and they have sponsored the trophies that will be presented in Carcassonne. We are delighted that Julian Barratt will be joining us there and, we hope, for a few days running up to

the finish, if work commitments permit.

The RAC have again kindly agreed to let our fabulous mechanics, Simon and Mike, have the time off to follow the rally AND bring Simon's new and fully-equipped RAC Rescue van with them (so a big thanks also to the boys for giving up their precious holiday to follow and work on your cars!) - combined with the spares from SNG Barratt, this gives you unrivalled support in the event of any problems on the event. Of course, with 27 vehicles to take care of and the likelihood that you will become fairly spread out during the day, we cannot promise that they will always be able to come to you, neither can we promise that they will be able to fix the problem, so it is vital that you have full European Recovery Cover so that you can



The National Motor Museum of Andorra is literally packed with delectable machinery



Inside the charming Sport Hotel Village at Soldeu, Andorra

actually designed for motorcycle racing (specifically, Supermotard) but is also ideal for our purposes, being a twisty and highly technical track with very friendly staff and a nice restaurant overlooking the circuit where we have arranged to provide lunch. We've decided it's not quite big enough to be safe to use for a lap consistency test, so we will run a target time test here: the lap consistency test will definitely happen at Circuito de Navarra, provided resurfacing work has been completed in time...

Auto Real is the name of a very successful car dealership network across SW France, whose Jaguar agency at Labège, just south east of Toulouse, will host our rally start. We are very grateful to Auto Real for agreeing to host the start and even provide a start ramp to send you off in style. We are arranging refreshments at

call out a local truck if necessary, and if the worst comes to the worst, get your car recovered to the UK and a hire car provided for the rest of your holiday. Note that RAC European Breakdown Cover, which used to exclude older cars, now welcomes you (as do some other providers).

We have had a terrific response from the four circuits we have lined up for Special Tests on the rally - as with those in Germany and Belgium, our circuits have turned out to be run by delightful people with a real interest in our cars. This time we have two privately-run circuits, one in France and one in Spain, and two that have been newly built in the last few years with local authority help in Spain: and very impressive they are too. **Circuit International Algues-Vives** in the foothills of the French Pyrenees is a family-run purpose-built kart circuit with a great 1.4km track (longer than either of our kart circuits on LBL). **Circuito de Navarra**, used for the Jaguar F-TYPE launch and described in full last time, is a very impressive complex designed as a National car race circuit, kart circuit and more. **Motorland Aragón**, also described in full in the last newsletter, is a full International car race circuit with F1 potential and all the services that implies, though for us it is providing its exceptional purpose-built kart circuit of up to 2km. Note that we will now be having breakfast at our hotel (the fabulous Parador de Alcañiz), not at Motorland Aragón, because the Mayor of Alcañiz has requested that we display all the cars for half an hour outside the Town Hall in the morning - so we realised you'd need breakfast first! However, at both Circuito de Navarra and Motorland Aragón, the circuit cafés will be open for you to purchase refreshments if desired. Our final track, **Circuit Mora d'Ebre**, was



Andorra: a unique mix of mountains, ski resorts and commerce

the start for those who've had to rush breakfast to be there in time!

Thanks to **Michelin Maps & Guides**, we already have all the maps you will require for the rally packed up and waiting to go out to Toulouse, where they will be issued to you at the start.

Our **printers and trophy suppliers** are hard at work, as are our partners at all the hotels where you will stay, all of whom are waiting with real enthusiasm to host you and your cars. We cannot thank enough our friends at

Driving above the clouds as we leave Andorra...



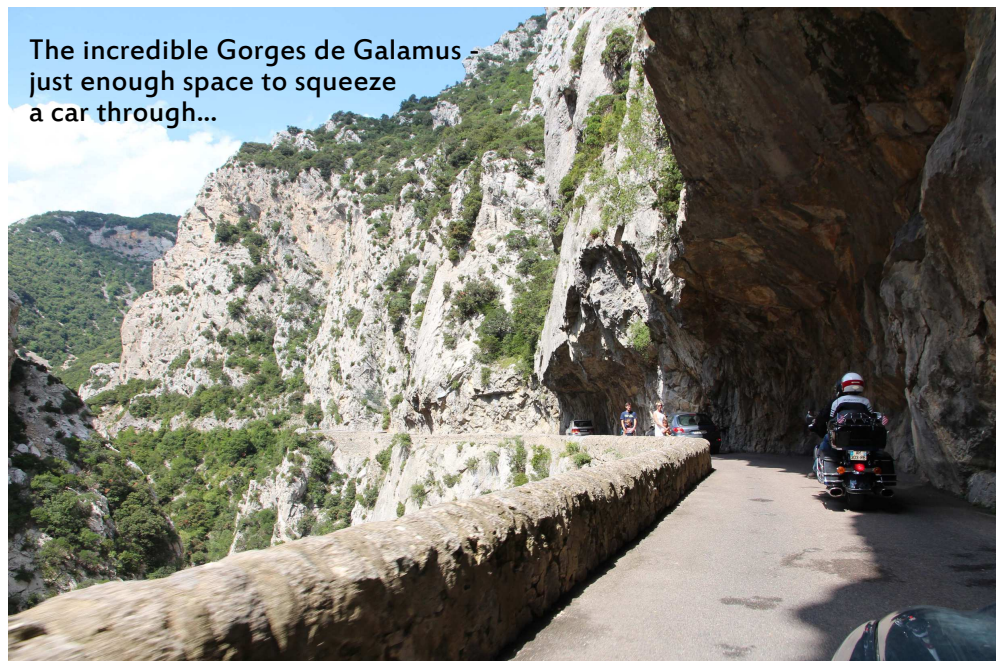
Our route passes this well-preserved Stone Age dolmen

the **Classic Motor Club del Bages**, who have helped enormously with the route planning in Spain as well as throwing open their Club premises *and* arranging the opening of the fascinating private collection and workshop of their Club member Jaume Jubert for us all to enjoy: Jaume himself deeply regrets that he won't be able to welcome you personally, as he will at the time be driving the pilgrimage route to Santiago de Compostela in a Biscuter - a Spanish microcar of which he has several, and has even built perfect scaled-down replicas for his grandchildren.

That takes us neatly back to describing the route, as the **Classic Motor Club del Bages** will be the first visit of Saturday after leaving Tarragona. From the Club's home at St Joan de Vilatorrada we head back up into the Pyrenees, first on fast,

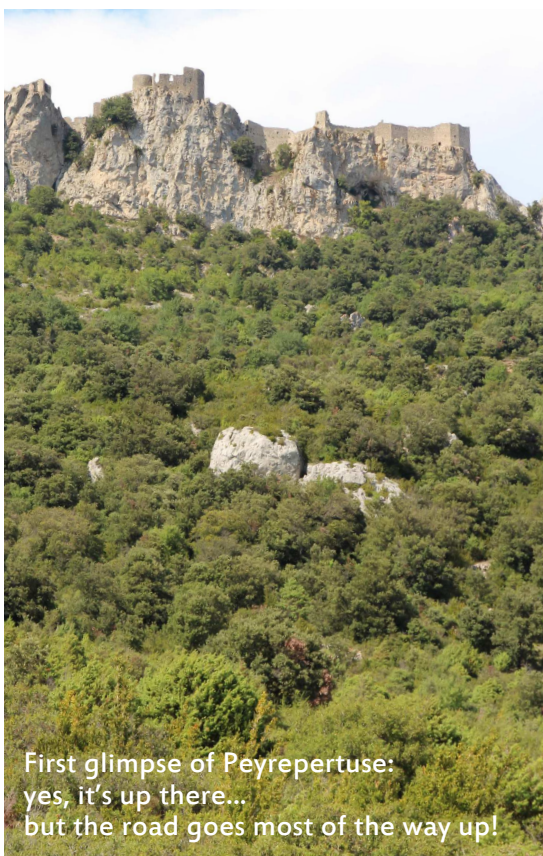
sweeping roads then climbing higher on smaller, twistier roads into the hills, the scenery and flora and fauna changing dramatically as we head into moister, cooler climes. We climb through the trees with frequent dramatic glimpses of the valley and lakes far below, winding through remote

The incredible Gorges de Galamus - just enough space to squeeze a car through...



villages and over several cols before our last Spanish town and the border with Andorra.

What a remarkable place the Principality of Andorra is. It is a nation of dramatic contrasts: it is high in the mountains, filled with flourishing ski resorts in the winter, yet its towns and capital city are bustling commercial centres packed with international shops of all kinds, and hotels. Tax breaks mean that both Spanish and French head to Andorra on a regular basis to buy cheaper goods: it has a thriving economy and its citizens boast excellent health - somewhat remarkable considering the wild driving some display! It is also a place packed with classic car enthusiasts, as you will discover first from our end of day control at the packed National Motor Museum of Andorra, which is not only bristling with an amazing collection of cars, but also motorcycles and one of the finest collections we've seen anywhere of bicycles. Once



First glimpse of Peyrepertuse: yes, it's up there... but the road goes most of the way up!



Peyrepertuse from the top:
well worth the trek!

everyone has arrived, we are invited by the **Associació Andorrana de Vehícles Antics** to follow a Police escort to the capital city, Andorra la Vella, and to parade through its streets, before heading further up into the mountains to our delightful ski resort hotel, Sport Hotel Village at Soldeu.



The delightful Hotel de
la Cité at Carcassonne

We start the final day by crossing the highest pass of the rally at 2408m - bizarrely capped not by ski-lifts but by petrol stations, which also line every mile of the main road through Andorra (petrol's much cheaper here than in Spain or France). In no time we're back into France, passing fascinating fortified towns and castles as well as older remains dating back to the Stone Age. There are too many wonderful historic sites *en route* for you to visit them all, but we have paid for you all to visit what we consider the most spectacular of all the Cathar castles, the Château de Peyrepertuse. You should have plenty of time to enjoy it, but do make sure you have stout walking

shoes for the visit: even once you've reached the car park, the castle (which is in two parts, one well above the other) is a steep, rough trek uphill - but it is well, well worth the effort!

From Peyrepertuse, you head through delightful lanes through rolling hills, over a few smaller cols before emerging suddenly to the startling sight of a perfectly-preserved (and reconstructed) mediaeval walled citadel - Carcassonne's La Cité. If you've never been there, you will be bowled over by it; once you've been, you will never forget it. We have privileged access by car inside the mediaeval city - after celebrating the rally finish in front of the magnificent gates, once the Police agree that visitor levels have dropped to a safe level, we will drive over the narrow drawbridge and through the tiny, winding mediaeval streets to the magnificent Hotel de la Cité, one of the finest of the entire rally and a wonderful place to relax after an endurance event packed with great experiences that we hope you will remember for a lifetime. Cars need to be out of the mediaeval city by 09:30 on Monday morning, but you do not need to check out of the hotel until midday and we have arranged privileged parking all day on a private estate just outside the walls, so you can explore and enjoy Carcassonne all day.

So what do you need to have with you on this rally?

First, of course, a reliable car: make sure the cooling and braking systems, in particular, are 100%. Carry a few vital spares - plugs, points, rotor arm, condenser, oil, brake fluid, coolant, electrical and duck tapes, octane booster if your car pinks on 95 octane (97 isn't always available), tools that fit the car. But don't overload the car: if you do, it's more likely to break.

No specialist rally equipment is needed: not even an accurate odometer. You will need some pencils and/or highlighters to mark the route on the map, a stopwatch (most mobile phones have an adequate one) and a car compass. And a good eye for the maps... A clipboard is handy too.

Carcassonne: stuff that dreams are made of...



So how do we get to the start, you ask? Simple...

For those approaching on the Toulouse Ring Road, come off at junction 18 onto the D2 (south-east) and immediately turn Right onto the D16 to Labège. Auto Real Jaguar is very easy to spot after c3km, on the right immediately after a roundabout.

For those coming from Toulouse Matabiau station, we recommend the following:

[KEY: L = Left, R = Right, SP = Signposted, SO = Straight On, imm = immediately]

Leave the station following the one-way system.

Turn R and R again, cross the river and turn R.

L at first major junction SP Centre Ville - rue Matabiau

L at Jeanne d'Arc onto Boulevard

de Strasbourg (dual carriageway at first)

Follow south, becomes Boulevard Lazare Carnot, splits into dual carriageway again, Allées Francois Verdier,

SO at huge roundabout, Allée Frederic Mistral

Bear L at end, (allée des Demoiselles) on D2 heading SE

Follow D2, Avenue de St Exupery, under Motorway A61,

imm turn R onto D16 Labège

Follow for 3km until Auto Real Jaguar on right immediately after roundabout.

See you there!

XK-E Pyrenée is led by Malcolm McKay

www.classicrallypress.co.uk

Email: LBRally@aol.com Tel: 0044 (0)7711 901811

