

1958

LIEGE-BRESCIA-LIEGE

AND

MICRO MARATHON

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

2012



RAC
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★ July 12-22, 2012 ★

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NEWS: JANUARY 2012

UNIQUE, ONE-OFF AND UNMISSABLE RALLIES



Liège-Brescia-Liège, July 2012: 24 Jaguars booked!



Enthusiasm for **Liège-Brescia-Liège 2012** has continued to grow over Christmas and New Year, with the result that we have already filled all but one of the rooms we had booked for the event and are now working frantically to find a few more rooms of the same high standard, so that we can increase our total capacity to 30 cars. This promises to be a truly exceptional event – the majority of entrants are taking up the competitive option and looking forward to a really exciting and fun contest as well as a lively and spectacular tour.

If you are thinking of joining us, please don't hesitate! We have so far managed to extend our reservations at our existing, tried, tested and thoroughly enjoyed, hotels for eight of the 11 nights: so we can guarantee to keep everyone together for those. One other has already confirmed places at a closely-neighbouring hotel and we will all still dine together that night. The other two nights are in highly sought-after mountain resort locations, where we have already taken most of the rooms in one of the very best hotels available – we hope in the next few days to secure a few more at neighbouring hotels of equal standard, but we know already that there are very few available. It's first come, first served for those last few remaining places: we will take as



2011: Authentic Category winners Andrew Murfin & Willy Cave in the MG TD lead Roberto & Rita Chiodi in the Lancia Fulvia 1.2 and our trusty RAC boys, Mick and Simon, into a control in beautiful southern Germany

Liège-Brescia-Liège
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Gorgeous SI½ E-type FHC of John Gilpin and Howard Bryan leads an enthusiastic group of northern UK E-type entrants



many of you as we can!

Another very good reason for a rapid response is that prices go up again, as specified in the Regulations, on Wednesday, 1 February. This reflects the extra cost and complication of booking hotel rooms late. Entries by 1 Feb are £2100 per person (shared room), rising after that date to £2200.

Payment by online bank transfer is usually the simplest and swiftest method these days, and many have already used it. However, we did encounter one problem which brought to light that Santander Bank has been quietly changing numbers since taking over our bankers, Alliance & Leicester, over a year ago. While we were assured that the transition would be seamless, and most payments using the old sort code and international numbers have come through with no problems, it is probably best now to use the new numbers, as follows:

Account number (unchanged) 05807379
 Sort code (new) 09-01-50
 IBAN (new) GB88 ABBY0901 5005807379
 BIC / Swift (new) ABBYGB2LXXX

Recently-issued Entry Forms already have these new numbers.

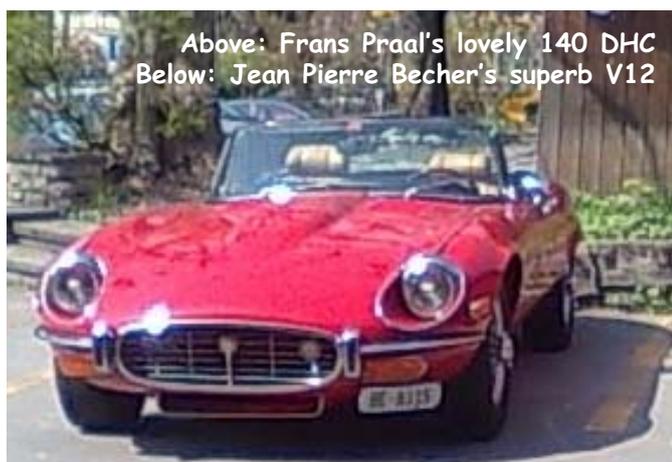
Liège-Brescia-Liège 2012: Entries so far

Authentic Category: XKs

Ian Fyfe	William Fountain	1953 Jaguar XK 120 FHC
Mike Start	Wendy Start	1953 Jaguar XK 120 DHC
Ronald Lorijn	Rosa Maria Lorijn	1954 Jaguar XK 120 DHC
Frans Praal	Wilma Praal	1954 Jaguar XK 140 DHC
Albert Bessudo	Eliane Vialet	1955 Jaguar XK 140
Nick Fielding	Jules Fielding	1958 Jaguar XK 150 3.4 DHC
Bill Cowing	Hilary Cowing	1958 Jaguar XK 150 3.4 DHC
Goy Feltes	Catherine Feltes	1959 Jaguar XK 150S 3.4 OTS
Anthony Cohen	Julia Cohen	1959 Jaguar XK 150S 3.8 OTS
Richard Dresner	Colin MacKenzie	1960 Jaguar XK 150S 3.8 DHC

Spirit Category: E-types

John Porter	Kathy Porter	1963 Jaguar E-type SI FHC
Robin Hall	Liz Hall	1963 Jaguar E-type SI 3.8
Maurice Bowman	Annette Bowman	1963 Jaguar E-type SI 3.8 FHC
Paul Handley	Roma Handley	1964 Jaguar E-type SI 4.2 OTS
Alex Dorrian	Frances Dorrian	1965 Jaguar E-type SI 4.2
Julian Grindall	Kelvin Bromley	1967 Jaguar E-type SI 4.2 FHC
John Gilpin	Howard Bryan	1968 Jaguar E-type SI½ FHC
Peter Jackson	Rayna Jackson	1969 Jaguar E-type SII 2+2
Roger Bricknell	Dennis Greenslade	1969 Jaguar E-type SII OTS
Mike Harrison	Lorna Harrison	1972 Jaguar E-type S3 FHC
J-Pierre Becher	H-Jorg Marthaler	1972 Jaguar E-type S3 OTS
Bill Littleboy	Elaine Littleboy	1972 Jaguar E-type S3 OTS
Adrian Turner	Susanne Westgate	1972 Jaguar E-type S3 FHC
Ivan Mortimer	Sandy Goodall	1974 Jaguar E-type S3 OTS



Above: Frans Praal's lovely 140 DHC
 Below: Jean Pierre Becher's superb V12

Roger Bricknell on Cape to Cape, organised by his LBL co-driver Dennis Greenslade...



A frequent question we are asked by the competitive chaps and ladies, is what Navigation gadgets are permitted on the event. Well, to be honest, none will be of much use to you! We deliberately formulated the event to minimise any advantage of having such gadgets, to encourage people to rely on their wits and their map-reading skills (which is one of the reasons Willy Cave loves the event so much). While it would be possible to use a Halda and speed tables on the circuit tests, as the distance covered is relatively short (just over 1km), they are of little advantage. All you actually need to win LBL are a stopwatch, a digital camera and some pens/pencils to mark up the



This delightful (and ultra-rare in right-hand drive) XK 150S 3.8 OTS will be piloted on LBL by Anthony and Julia Cohen

maps – and, of course, both stopwatch and digital camera are functions that are included as standard on virtually all mobile phones these days, so you really need no specialist equipment at all.

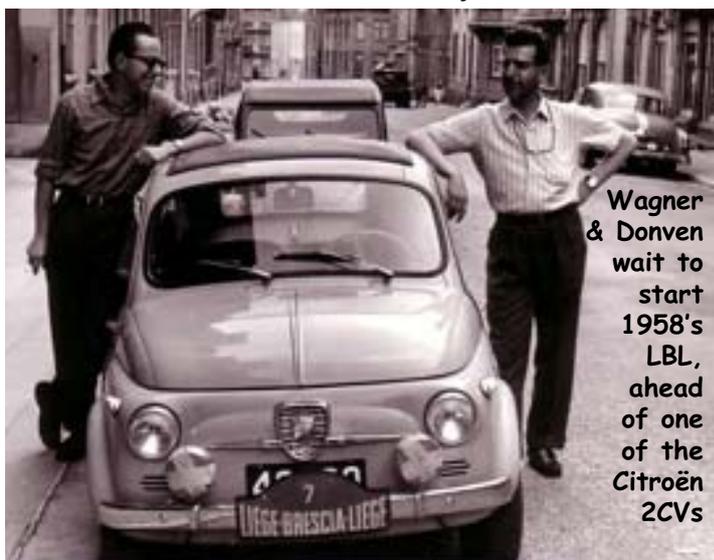
Satnav, especially as it too is included on many mobile phones, is a device of the devil that is the bane of all rally organisers' lives! Again, we hope it is of little advantage on LBL for those who are serious about following the exact route, as it would have to be re-programmed with new destinations every few minutes to be of any use. Its use is certainly against the spirit of the event, but that is very difficult to enforce. Consequently, you'll see in the Regulations that we have an 'honesty' policy: there is a penalty for using satnav, and we ask competitors to be honest if they have

had to resort to it, and let us know so that we can apply the penalty. Please do – don't wait for your fellow competitors to 'shop' you, because rest assured, they will!

History will be repeated in a particularly charming way this year on LBL, as we are joined by Goy Feltes and his daughter Catherine from Luxembourg in their beautiful XK 150S 3.4 OTS, pictured at the top of the first page. Because, 54 years ago in July 1958, Goy's uncle Honore Wagner scored a hugely impressive second place overall, with Abbes Donven, on the historic original Liège-Brescia-Liège rally, in their Fiat 500 Abarth. They actually led for most of the event, and were fêted on arrival in Brescia for winning the first leg, before being narrowly overtaken by the factory-entered Fiat 500 Sport driven by Arturo Brunetto and Alfredo Frieder. Will Goy and Catherine win the top place for Luxembourg this year? Time will tell...!



Delightful period colour photo from Goy Feltes, of his mother's brother Honore Wagner with Abbes Donven in Liège, after finishing second on the original LBL in 1958



Wagner & Donven wait to start 1958's LBL, ahead of one of the Citroën 2CVs

No navigator/co-driver? Or no car, but happy to navigate? Get in touch! We have an XK 140 FHC driver looking for a navigator, a US enthusiast (XK/E-type owner) looking to co-drive, and hugely experienced rally navigator Willy Cave looking for a navigator's seat, plus now 2010 LBL winner Mike Norton, an experienced XK co-pilot, also 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 do our best to help you.

So how did our Christmas meet go? Kevin Zwolinski, who brought his 140 OTS, summed it up nicely: "Just a quick note to thank you for organising a superb gathering. A simple pub, very good food at an incredible price and really good bunch of people and terrific cars. It doesn't have to be complicated, does it?" Photos overleaf...

A terrific turnout, of both people and cars, made our Christmas Lunch gathering at the Plough in Marsh Gibbon particularly enjoyable this year... It's not every pub meet that sees a real D-type drive in: especially in December!



A great mix of Jaguars, one of two magnificent Bentleys that attended, and the small car element still admirably represented by Andrew Isherwood's Dellow (below left)...



The organising team for Liège-Brescia-Liège is led by Malcolm McKay, ClassicRallyPress Ltd, 9 Sycamore Leys, Steeple Claydon, MK18 2RH, England Tel. 0044 (0)7711 901811 Email. LBLrally@aol.com www.classicrallypress.co.uk