

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 ★



NEWS: NOVEMBER 2011

UNIQUE, ONE-OFF AND UNMISSABLE RALLIES

Liège-Brescia-Liège, July 2012: Filling Up Fast!



LBL & Jaguars Christmas Lunch: December 3

Don't miss our Christmas lunch in NW Buckinghamshire this Saturday. It's a great opportunity for everyone interested in our rallies to get together for a pie, a pint and a good chat!

We have booked the restaurant at The Plough in Marsh Gibbon - a Free House serving real ale and excellent home-cooked food.

Marsh Gibbon is just off A41 between Bicester and Aylesbury, 10 min from junction 9 of the M40, though we'd advise you take a cross-country route as the A41 from junction 9 to Bicester gets severely congested with traffic for Bicester Shopping Village. Do let us know if you hope to join us, so we can advise our host of numbers.



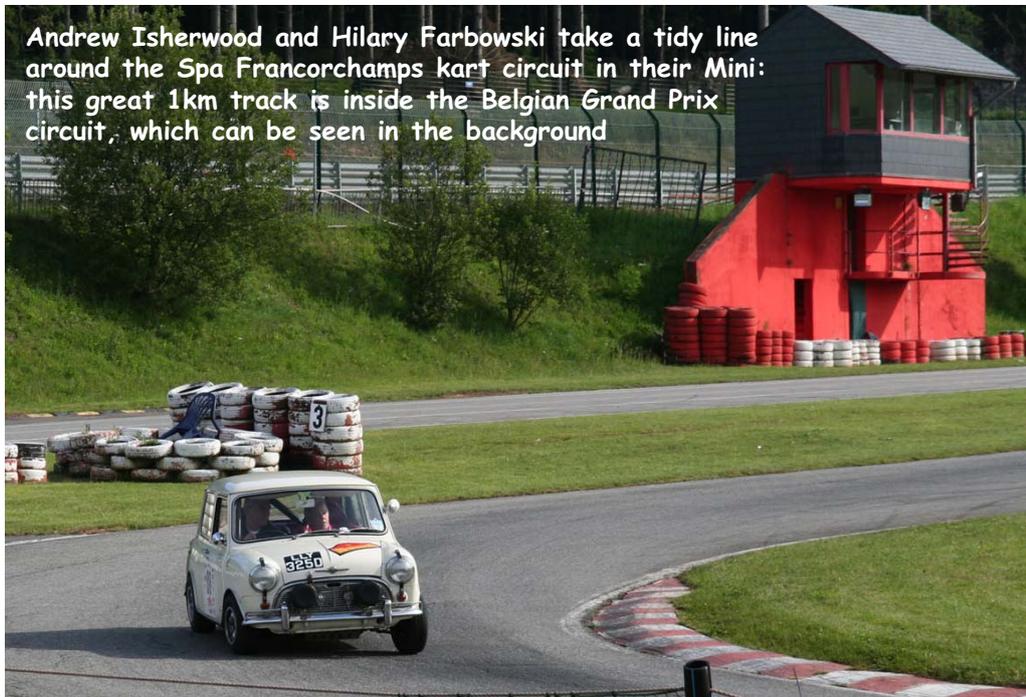
John Blanckley and Tony Davies,
Jowett Javelin, tackle Passo Pordoi

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What a fantastic response to our last Newsletter! Jaguar XK and E-type owners have responded with great enthusiasm to our idea of having a competitive rally just for them, together with a more relaxed touring option, and entries for **Liège-Bresc-la-Liège 2011** are filling up faster than we have ever known before.

NOW is the time to get your first payment in, please, to take advantage of the discounted early entry fee: the Regulations state that this should be paid by November 30, but we have agreed to extend this to December 5. We know that some of you would like to come along to the Christmas lunch before making up your minds, so it seems a little unfair to have the cut-off date three days before that!

For those who've already paid a deposit to hold a place, this can be subtracted from this first payment. You are, of course,



Andrew Isherwood and Hilary Farbowski take a tidy line around the Spa Francorchamps kart circuit in their Mini: this great 1km track is inside the Belgian Grand Prix circuit, which can be seen in the background

welcome to pay the full entry fee at this stage (as some have already done): please choose whichever option best suits your budgets. If you pay 50% now, we will need the balance by March 31, please.

Entries are still most welcome after December 5, of course, but will command a slightly higher base price of £2100 (EUR2400) per person and will rise again for entries received after 31 January. By then, though, it's highly likely we will have had to draw the line, as our hotels will be fully booked and we will not be able to extend our 25 car reservation – so please, book now if you are seriously interested in taking part – we would not want you to miss out.



RAC Simon gets down and dirty with Phil Tetley and Martin Archer's Herald 1200 at Liedolsheim kart circuit in Germany

Ian Fyfe called recently to ask about the level of competition involved, and how much of the day is given over to competition. That's a tough question to answer – in fact, compared to more 'traditional' events, one might either answer "all", or "none"! Let me explain.

Over the years I've been fortunate enough to compete in many rallies, from flat-out stage events like the Longleat Stages to touring events like the MSA Euroclassic Run, as well as many 'Regularity' based events from short (Three Castles, AMOC Rally, LE JOG), through medium (Scottish Malts, Tulip Rally, Rallye des Alpes) to the longest (Arctic Winter Trial, Inca Trail). Though inevitably there have been some challenging moments, I have enjoyed every one – because I love driving, and I love plotting routes on maps and following them. I've spent plenty of time thinking about the types of competition involved in these events and how well they work, for me and for others – and have translated



Geert Verdonckts collects another 'Passage Control' photo on the way to a full set with Christa in their Mini 1000

Graham Spall and Julian Labouchardiere in the Spitfire lead Marcel and Jan Spoelstra in the Suzuki Cara on a misty morning start from the gloriously-located Grand Hotel Misurina in the Dolomites

my thoughts into an event that, I feel, incorporates the best bits but avoids the pitfalls, unfairness and dangers of the others.

First, stage events. These involve driving flat out on closed roads or private land, but are unavoidably costly to run and require expensive car preparation, roll cage, helmets, overalls etc, ending up far removed from the fun of driving on sweeping open roads. So, our events don't include any stage driving: but we do manage to give you a taste of the thrill of such events with our (optional)

kart circuit special tests. By setting a target time with a low average speed and the same penalties for crossing the line early or late, insurance companies are satisfied that you are not taking any great risks – yet, because the circuits are endlessly twisty, you may well have to drive them flat out to achieve the time. Great fun, but safe: we've yet to see anyone come off the circuits without a beaming smile!

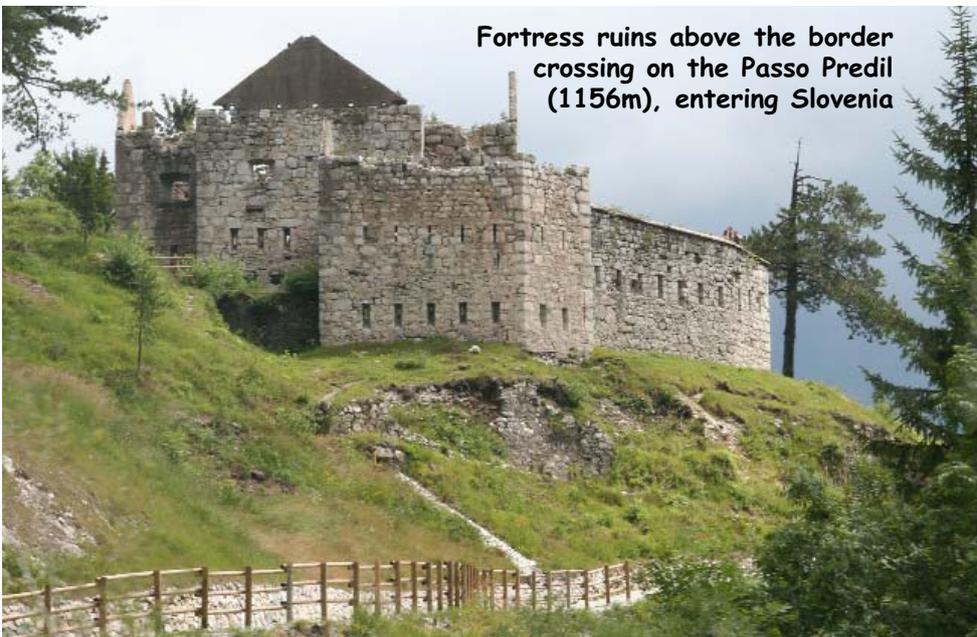
Second, Regularities (for those not familiar with them, Regularity tests are very common historic rally competitions where you must drive at a precise average speed for a set distance, timed to the second, often with changes of required speed and complex navigation). Again, these can be great fun – but they can also be very unfair, with a good result destroyed through no fault of your own by a flock of sheep or a tractor on the road, and they can be extremely annoying to other road users, for whom your fixed 30mph whatever the road conditions is completely illogical; and they can even be dangerous, for the same reason. We avoid them completely, relying on the twin challenges of correct navigation and an overall time for the day that does not in any way encourage dangerous driving, being principally intended to keep tabs on everyone and make sure all are safely in at the end of the day – though it does also add a Reliability Trial element, as car breakdown or major navigational errors could make achieving that time a challenge.



Kart circuit tests always end with a beaming smile! Roberto and Rita Chiodi, Lancia Fulvia 1200

Third, Tulip diagram navigation. This is increasingly popular, with some organisers turning their noses up at events that don't offer it. It has its place – I once drove an entire Euroclassic Run solo, thanks to a Tulip diagram route book propped up just below screen level so I could glance down at it easily, something that wouldn't be safe with a map – but in my view it's far less well suited to a team of two people in a car than map navigation is. It requires a very accurate mileage measurer, adjustable to match that of the organiser. And it adds a massive stress quotient if you miss a Tulip or somehow find yourself off route – getting back to where you should be, or just working out where you are, on the maps you'd thrown in the back of the car somewhere, can be a nightmare. Plus, if you break down, do you know where you are? If you're running late and want to cut out a section, how can you know where to go? Far

Fortress ruins above the border crossing on the Passo Predil (1156m), entering Slovenia





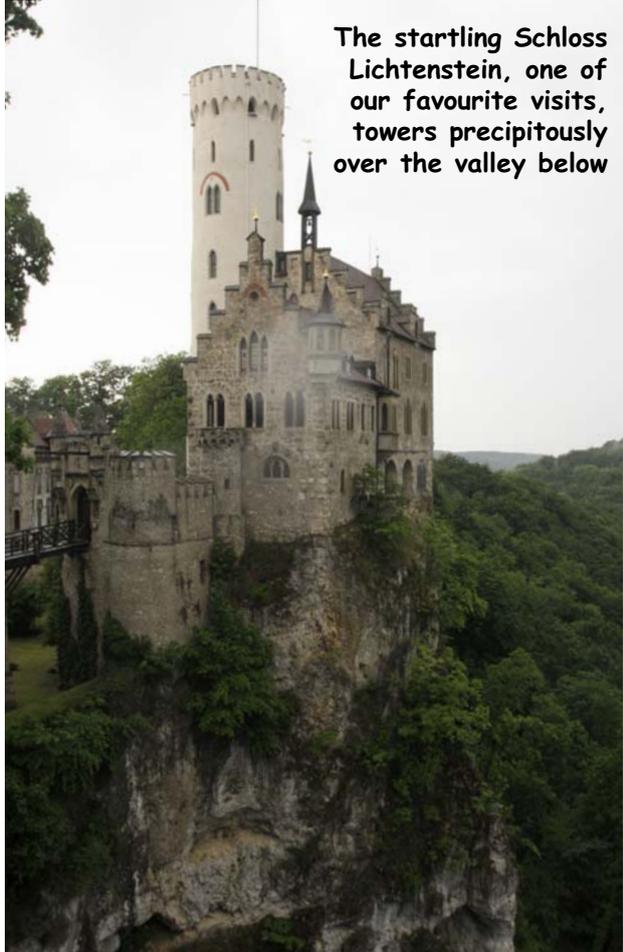
Tim Wilkinson and Steph Duckworth power up Passo Pennes in Tim's Alfa 2600

better, in my view, to plot the route on a good map – with consistency added by the organiser providing the same maps to all – and follow it. If you get lost, it's easier to find where you now are, and work out how to get back on route. If you want to cut, you can see where you are and where the main road is – just go for it. And you can also see the landmarks around you, learn much more about the places you're driving through, and mark places you'd like to visit again some day. Try doing that on a Tulip road book.

For towns and cities, where we really don't want you to get lost (let's face it, the fun is driving on the quiet open roads – you don't want to be crawling round city streets all day), we give extra written instructions (junction descriptions etc) in the road book and, with larger cities, we provide street maps. You may find yourself juggling the main map, the route instructions and the street map, but between them you should have more than enough information to get yourself safely through. The instructions have been well tested: believe them. Those who have gone wrong in the past have usually done so by ignoring them!

Photographic Passage Controls are an innovation that we introduced to save you the costs involved in transporting marshals around Europe – and have the additional advantage of being permanently in place, so if you are running late (or even catching up overnight after a day repairing the car), you can still follow the route, take the photos and minimise your penalties. Mick and Sara Bell famously did just that on our first LBL: after repairing their 300cc Isetta in Ljubljana, they drove three of the event's toughest passes through the night, took all but one of the passage control photos and went on to win their class – making great memories that will live with them for ever.

We conceived our rally format to appeal to everyone, from complete novices, even children, to the most experienced rally drivers and navigators. All have tried it, and all enjoyed it, so we are confident that you will too! Above all, our events are intended to be fun, simple to understand, free of unfair tricks and it should be easy and fun to do well, while still enjoying fabulous views, great driving roads and excellent company.



The startling Schloss Lichtenstein, one of our favourite visits, towers precipitously over the valley below

Liège-Brescia-Liège 2012: Entries so far

Authentic Category: XKs

Ian Fyfe	Denise Fyfe	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
Bill Cowing	Hilary Cowing	1958 Jaguar XK 150 3.4 DHC
Nick Fielding	Jules Fielding	Jaguar XK 150 (or E-type)
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

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
Peter Jackson	Rayna Jackson	1969 Jaguar E-type SII 2+2
Mike Harrison	Lorna Harrison	1972 Jaguar E-type S3 FHC
Bill Littleboy	Elaine Littleboy	1972 Jaguar E-type S3 OTS
Adrian Turner	Susanne Westgate	1972 Jaguar E-type S3 FHC

No navigator/co-driver? Or no car, but happy to navigate? Get in touch! We 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 Malcolm McKay, ClassicRallyPress Ltd, 9 Sycamore Leys, Steeple Claydon, MK18 2RH, England
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