

1958



LIEGE-BRESCIA-LIEGE

AND

XK-E PYRENEE

2013



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*** July 11-21, 2013 ***

*** September 2014 ***

NEWS: NOVEMBER 2012

UNIQUE, INNOVATIVE & UNMISSABLE RALLIES

LBL 2013: TVRs and Classics Lining Up: Deadline Extended!



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It was a great pleasure to have Kathy & John Porter and their lovely SI 3.8 with us in 2012, all the way from North Carolina: here in the Prešeren Square, Ljubljana

APOLOGIES! This Newsletter is far later than we would have liked, due to computer failure: it's amazing how, even when you're prepared for it (we were), sudden hard drive melt-down has extremely far-reaching effects... We thought we were fully up, running and sorted after about 10 days of reinstalling software and getting used to Windows 7 instead of XP - until it came to completing this Newsletter, which was already more than half done on the old PC. A considerable time later, I find myself (quite unwantedly) an expert on the delights of running XP within a Windows 7 computer, having spent an inordinate number of hours trying to get our newsletter design software to work, with an unbelievable number and range of setbacks. One useful tip, if you find yourselves in a similar pickle: in Windows 7, you can right-click a program before opening it, select Properties, then under Compatibility select 'run in Windows XP SP3'. That was just one of many problems solved...

Anyway, enough of that! We are (he types with fervent hope) back in action. And the first vital piece of news, for all who are thinking of entering **Liège-Brescia-Liège 2013**, is that due to all these delays, we will extend the date for payment of the first 50% instalment of your entry fee to December



Duncan & Suzanne Willshire's gorgeous Tuscan is among 2013 entries

7. If you're intending to share a room, and you've already paid the £200 deposit, please get us £1695 by then; if you've not paid the £200, please send £1895. The balance will be due by 31 March. Of course, if it suits you better to get it all over in one go, you are welcome to pay the full entry fee now, as some have already done. A few of the entries already confirmed can be seen on this page, and of course we're hoping for many more to be confirmed by December 7, when the entry fee goes up from £1895 per person to £1999 per person: don't miss the deadline!

We're looking forward to a great range of TVRs for **Liège-Brescia-Liège 2013**, with enquiries so far ranging from 1962 Grantura to 2006 Sagaris and T350C. And for the Authentic category, interest



Andrew Gray and Frank Thomas will be heading for Brescia in this superb 1978 3000S

has ranged from MG TC to Citroen 2CV-based Special: and if you think that doesn't sound 'authentic', please remember there were two glassfibre 2CV-based UMAPs on the original 1958 **Liège-Brescia-Liège**, one of which (top left photo on page 1) was among the 13 finishers..!

To my surprise, TVR owners have expressed worries about breaking down, even before leaving the UK (I thought owners were keen to dispel the myth about TVR unreliability?!). The simple answer is, don't worry, we will work around whatever situation you find yourselves in and accommodate whatever solution you come up with.

For on-event breakdowns, we will have a fully equipped RAC Rescue van following the rally, with two of the RAC's top guys on board. They



Robin Orloff is coming from Brazil to take part in this stunning Chimaera

It's not all driving: cars rest, as crews enjoy an aperitif on arrival in Brescia's legendary Piazza Loggia



have vast experience of all types of cars and proved very capable of dealing with everything the XKs and E-types threw at them this year (as well as fixing my X-type service car when it blew off a turbo pipe, from enjoying the unlimited autobahns too much...).

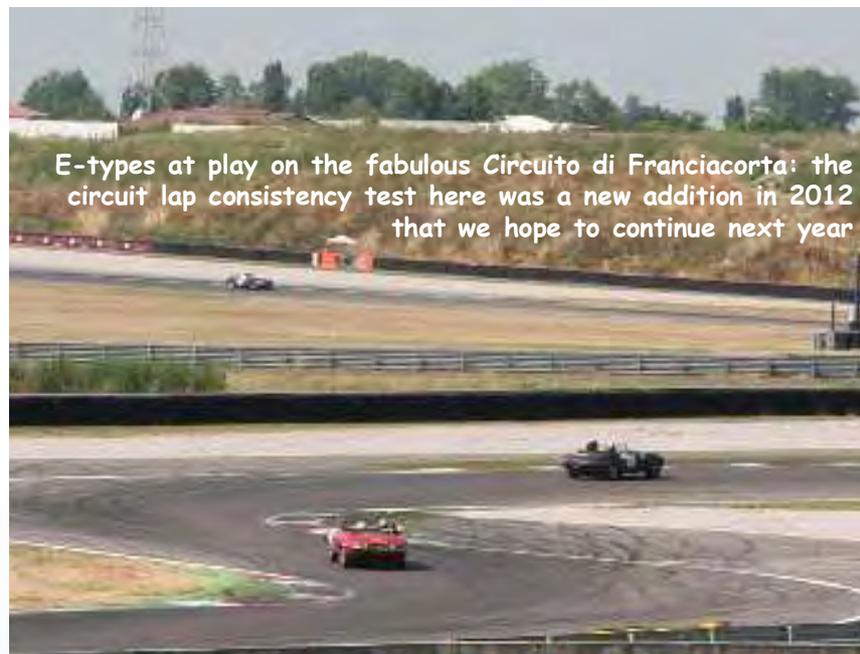
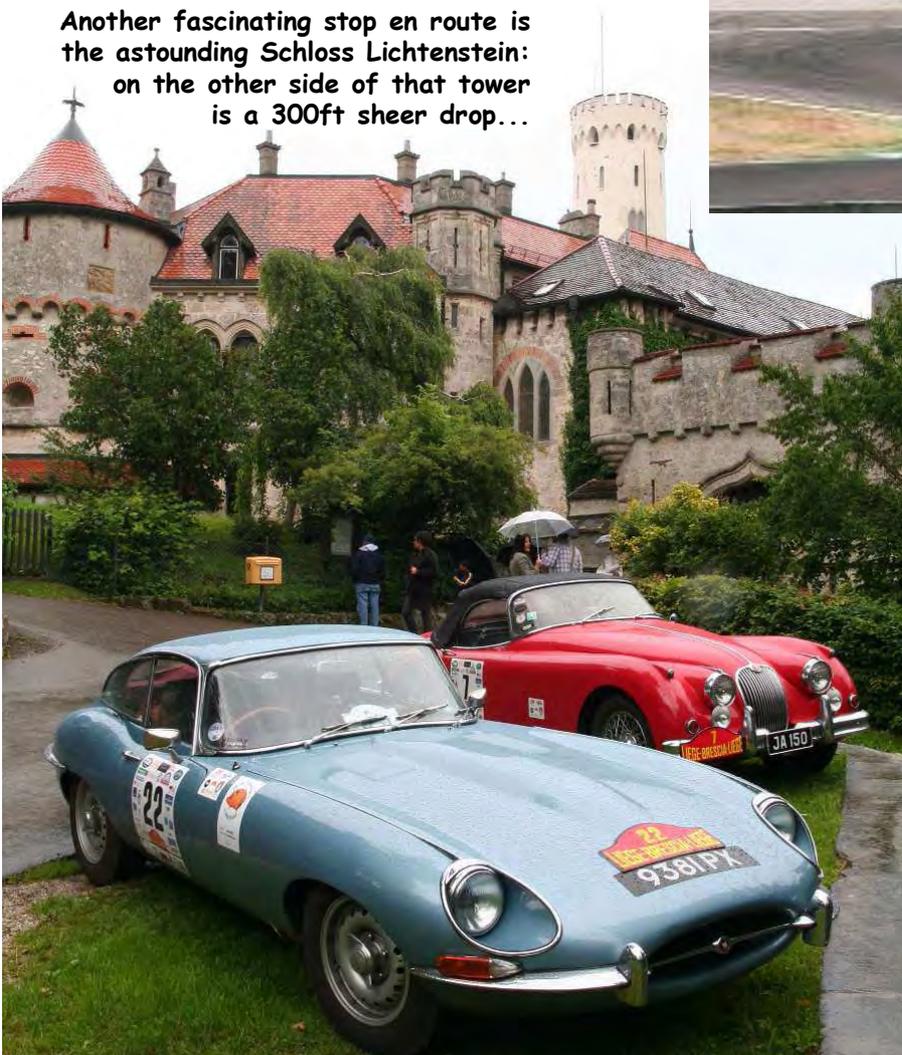
For any situation where they can't fix the car, we ask everyone to take out full European Rescue/Recovery Cover (available via your insurer, or from RAC or AA), that will recover your car to the UK if it can't be fixed easily and will provide you with a hire car to continue your holiday. You can then continue to enjoy and participate fully in the event (though

obviously you wouldn't be allowed to win it in a hire car!).

If your car breaks down a week or two before the event and can't be fixed in time, you're welcome to bring any other car and do the event as a 'guest' - you can do all the same things you would have been doing in the TVR, the only difference is that you wouldn't be eligible for the prizes (unless of course you bring another car that's eligible for the event, in which case you could take part in full).

And finally, if you break down on the way to the start, well, the RAC boys will be on their way over too on the

Another fascinating stop en route is the astounding Schloss Lichtenstein: on the other side of that tower is a 300ft sheer drop...



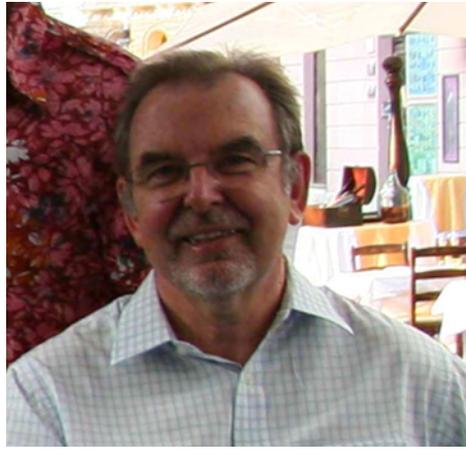
E-types at play on the fabulous Circuito di Franciacorta: the circuit lap consistency test here was a new addition in 2012 that we hope to continue next year

Thursday morning, so there's a good chance they can help you out; if not, it'll be down to your European Rescue Cover to sort you out or repatriate the car and give you a hire car. On the subject of getting to the start, we do provide detailed instructions for getting to Liège, which you'll all get nearer the time; once there, you will collect the full set of maps to see you through the rest of the event.

A few people have found that they can't both get enough time off work together to do the whole event. If you have an issue like that, talk to us! We can accommodate most situations. You could bring other friends out mid-event and swap drivers or co-drivers: several night halts are near airports, Ljubljana being the most obvious one, as we have a full day there so swapping over is easy (and flights are cheap). If that's not an option, tell us how much time you can spare, and we can offer you a part-event option: this year we had competitors doing half the event, and others doing the first weekend or the last weekend - all thoroughly enjoyed themselves and we are happy to do the same again.



Rally legend **Willy Cave** used to co-drive for the likes of Paddy Hopkirk and took part in LBL in 2008 and 2011, winning the Best Navigator Trophy in 2011 in an MG TD. A sprightly 85, he teaches rally navigation and loves the event for its 'back-to-basics' navigation-based competition. He's based in London.



Mike Norton (pictured relaxing in Ljubljana) co-drove a 2CV in 2008 and brought his own well-prepared Mini-Cooper in 2010, sharing driving and navigation with his son. After a rally-long battle with the very competitive New Zealand-crewed Mini, they won the Spirit category outright. Mike is based near Southampton.



Dennis Greenslade navigated in a Fiat Gamine in 2008, getting thoroughly soaked as they had no hood, and that year saw the most rain ever on the event for the first 4 days! He returned in 2011 to co-drive a 4.2 E-type roadster, winning the Spirit category outright. Dennis is based in Cornwall.

If you have a car but no co-driver, don't despair either! Above are three very experienced past competitors who are itching to come and take part again - all have done LBL twice before, which says a lot about how much fun it is! If you would like to contact any of the above - or if you'd like to add your name to the list of potential drivers/co-drivers - just drop us an email.

If you would love to come but you don't have a suitable car, especially if you are overseas, we are happy to assist in finding a car in the UK, either to rent or buy: we've done this several times in the past and the recipients have been delighted with their cars and their performance on the rallies.

Now, please get those entries in: our hotels (including the magnificent Villa Fenaroli Palace outside Brescia, right) are booked and waiting for you!



MICROS FOR SALE

Following persistent illness and much heart-searching, one of **Four** 2008 LBL competitors has decided to sell the two micros we've been looking after for him in the UK. Both are very special cars in their own ways!

This very smart 250cc Frisky Family Three had had body and rolling chassis restoration at the Bubble Car Museum before we purchased it in 2008: it needs work on the interior and controls, and the running gear bringing back to life. Offers over £5000.



Surely the best Berkeley B95 on the market: rebuilt by Royal Enfield expert Harry Stanistreet, this 692cc flyer was built for continental touring and lapped up the 2008 LBL with ease, never giving a moment's worry, even when it suffered a small bump mid-event. That has now been expertly sorted (photo below was after repairs: lights and bumper are now fitted). The bodywork is absolutely pristine, as is the rest of the car. It will be sold with a full UK MoT, ready to rally again.

Contact the Rally Office if you're interested in either of these cars: be quick, though, as we've already had one serious offer on the Frisky!

