

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: MARCH 2014

UNIQUE, INNOVATIVE & UNMISSABLE RALLIES

XK-E Pyrénée: Now just FOUR places available!

Entry list includes XK 120, 140, 150 & E-type Si, Si½, SII, S3

Start at Toulouse Jaguar agent Auto Réal confirmed

2014



XK-E Pyrénée

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Super-smooth,
delightful and
deserted: the roads
of north-east Spain

With less than six months to go to the start of **XK-E Pyrénée 2014**, excitement is hotting up and many entrants have, quite understandably, been enquiring about how and when you can book the Auto-Train and sleeper service in France.

We have been very busy negotiating with SNCF and can confirm that they are prepared to give everyone who books from the rally a 35% discount - provided that we can first give them a list of everyone who wants to use the Auto-Train service, and that that totals at least 15 cars. So, if you would like to make use of the service, please contact us first (very soon please!), and let us know when and which way you would like to travel: most will go down overnight on Friday August 29 and return overnight on Monday September 8, but I know a few of you would like to travel at other times in order to spend more time in France, or use the service only one way.



Auto Réal's spacious Jaguar showrooms just south of Toulouse are the perfect start location for XK-E Pyrénée

Once we know everyone's plans and have the OK from SNCF, we will be able to get you booked and give you details of how to pay SNCF direct for your travel. They have confirmed that, with discount, the fee for the Auto-Train will be €165 each way. Bookings have only just opened for our dates and they have promised to put on extra rolling stock if needed in order to accommodate all of us. The sleeper train is another kettle of fish, and requires separate booking; again we have been promised a Group rate and again we need to know who, when and how many of you would like to take advantage of the service. Costs are not yet finalised for this and you cannot book tickets until three months in advance, though the Groups department have said they can reserve our tickets in advance of that. Last year we paid approx €200 each way for a private four-berth compartment (for the two of us) - it seems likely this year's rate will be a bit more, unless you are happy to share a compartment (four or six-berth). Do let us know your preferences, as soon as possible, please.

Among many fascinating old towns and villages we pass through in Spain is this octagonal plaza - a 'new town' built in 1676-78



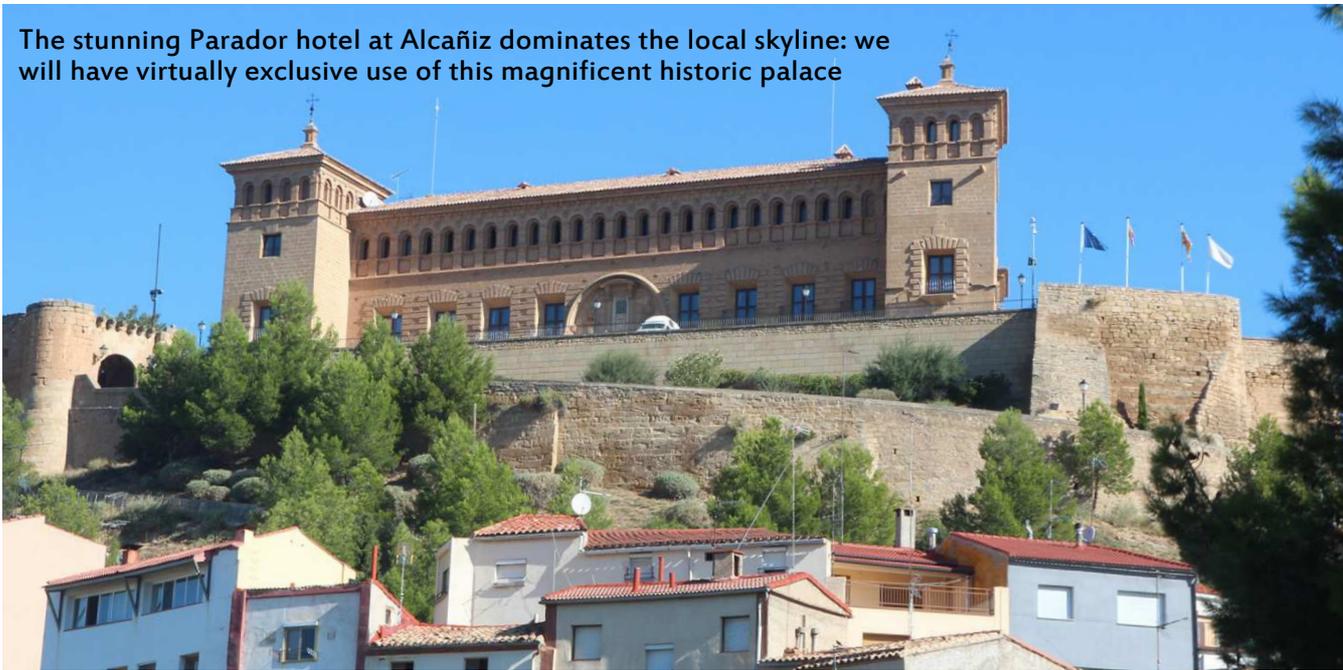
Among many fascinating old towns and villages we pass through in Spain is this octagonal plaza - a 'new town' built in 1676-78

Majestic scenery and tiny, empty roads, here in the French Pyrénées: you will come up the pass on the right, loop round and descend to the left...



If the motorail doesn't appeal and you don't fancy driving all the way either, David Roberts has obtained prices for getting your car transported by rally transport specialists Straight Eight Logistics. Picking up and returning the car in south-east England, the cost is

The stunning Parador hotel at Alcañiz dominates the local skyline: we will have virtually exclusive use of this magnificent historic palace



£1996.50+VAT return for a one-off, or £1446.50+VAT each if he can fill a six-car transporter. £250+VAT is added for south-west or central UK pick-up. You then of course have to get yourself to Toulouse (and back from Carcassonne), but there is a fair range of flights from UK airports to Toulouse. Please let us know if you are interested and we will put you in touch with David.

In the last newsletter we took you up to the start of day four, leaving San Sebastian late morning after a lie-in or a chance to explore this very stylish seaside city. Day three ended with a 'twist in the tail' and day four starts with one, delightfully tiny and twisty concrete farm and forest roads to tax your navigational skills. If you prefer, you can miss this out and take the main road, though you'll miss some great scenery and pick up several penalties!

Wild goats watch us pass in rural Spain



Emerging from the forests, we head for (hopefully) the second kart circuit of the rally, the wonderfully twisty 1.1km long Circuito de Olaberria, for a fun circuit test (one car on the circuit at a time, and a set time to achieve - not too fast, not too slow...). After lunch at the circuit, we head further inland, finding increasingly peaceful roads and climbing up onto the high plains via a fine set of hairpins, a mini-Stelvio. "The rain in Spain falls mainly on the plain," it is said, but we'll be very surprised if you see any - this stretch has always been magnificently sunny when we've driven it - and it is a

lovely drive through completely different scenery with much wildlife, fascinating historic buildings and increasingly open vistas. Before long we drop down from the plain and wind through historic villages, before climbing and climbing again to emerge from trees to the stunning views of the Balcon de la Rioja, surely one of the greatest views ever, as this prime wine-growing region is stretched out before you, vineyard upon vineyard among gently rolling landscape stretching seemingly impossibly far into the horizon.

We drop down into the valley and head for one of the finest bodegas, Eguren Ugarte, for a wine tasting and a chance to stock up on fine Rioja: we recently opened a bottle acquired on our last visit here in 2009, and it was very, very nice indeed...

Afterwards we continue a short distance to our hotel in the heart of the historic city of Logroño where, if there's time, it's well worth taking a short stroll after dinner through the charming old

This historic vehicle ferry in Spain is a hidden gem: to score well on the rally you will have to find it and photograph your car on the ferry, crossing the river...



With Roman remains like this, it is hardly surprising Tarragona is a World Heritage Site: you will have a free afternoon and evening to explore...



Tarragona's historic centre is packed with delightful mediaeval buildings and narrow, winding streets



Throughout Tarragona (this is the main square) the streets are lined with great restaurants, too good to miss - for this reason, this is the one night we won't provide dinner in the hotel!



Just part of the fascinating private classic car collection, including many Spanish-built microcars, that we will visit thanks to the Classic Motor Club del Bages



streets with their bustling night life of restaurants and bars.

Day Five (will we find enough space to finish this account before the rally starts?!) takes us out of Logroño through some of the most fascinating scenery of the event, on near-deserted and mostly ballroom-smooth roads winding through the vineyards and hills as we head south-east. As the vineyards fade behind us, the land becomes more hilly and the massive loss of population from rural Spain to the cities becomes acutely obvious, as we pass vast tracts of long-abandoned terraced fields, farmhouses and even complete villages. In the hills, mediaeval castles abound, some derelict, some magnificently restored - and we visit the shocking, sobering ruins of Belchite, a whole town abandoned after the Spanish Civil War, and preserved on Franco's orders as a monument to the futility of war. Day Five ends at the stunning.... We'll tell you next time!

We still have 26 cars on the Provisional Entry List, as again several who'd wanted to come have had to pull out due to other commitments, and others have jumped to take their places. As one of our hotels can't find quite as many rooms as hoped, we have cut back our maximum number to 30 cars: if you, or friends, would like to join us, please sign up soon to avoid disappointment. We look forward to seeing you all in Toulouse in August!

XK-E PYRENEE

XK-E Pyrénée Provisional Entry List

1949 XK 120 ALLOY	Paul & Nathalie Gallegos, GB/F
1953 XK 120 FHC	Ian & Delyse Fyfe, GB
1953 XK 120 DHC	John & Jenny Sandercock, GB
1954 XK 120 OTS	Carel Jan & Ineke de Bruin, NL/SA
1955 XK 140 OTS	Roy & Brigitte Callow, GB
1955 XK 140 DHC	Michel & Fiona Crombe, F/GB
1955 XK 140 FHC	David & Melanie Roberts, GB
1958 XK 150 DHC	Nick & Jules Fielding, GB
1958 XK 150 DHC	Chris & Sue Green, GB
1958 XK 150 DHC	Edward Astle + sister/son, GB
1960 XK 150 DHC	William Fountain & Lauren Allan, GB
XK 150S 3.8 OTS	Jan Nielsen & Mie Daverkosen, DK
C-type (Heritage)	Goy & Catherine Feltes, Luxembourg
E-type TBC	Paul & Roma Handley, GB
1961 E-type 3.8 OTS	Alex & Frances Dorrian, GB
1963 E-type 3.8 FHC	Robin & Liz Hall, GB
1964 E-type 3.8 OTS	Gary & Wendy Stead, GB
1966 E-type 4.2 FHC	Marc & Rosa Gordon, GB
1966 E-type 4.2 FHC	Filip Tops/Bart Aerts, B
1968 E-type SI½ FHC	John Gilpin/Sandy Goodall, GB
1969 E-type SII OTS	Nick S-Burridge/Denis Greenslade, UK
1969 E-type SII 2+2	Peter & Rayna Jackson, GB
1970 E-type SII FHC	John & Pippa Leslie, GB
1972 E-type S3 FHC	Mike & Lorna Harrison, GB
1974 E-type S3 OTS	Adrian Turner & Susanne Westgate, GB
1974 E-type S3 OTS	Ivan & Louise Mortimer, GB