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# LIEGE-BRESCIA-LIEGE

AND

# XK-E PYRENEE

2014



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

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



**NEWS: MAY 2014**

UNIQUE, INNOVATIVE & UNMISSABLE RALLIES



**XK-E Pyrénée: Now just ONE place available!**

**Entry list includes XK 120, 140, 150 & E-type SI, SI½, SII, S3**

**TWO new Circuit Tests added in Spain!**

**XK-E Pyrénée**  
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Stunning scenery as we drive through Aragón includes this small village clinging precariously to the cliff face...

**W**ith less than four months to go to the start of **XK-E Pyrénées 2014**, we are delighted to announce the addition of two new circuits to the event, both in Spain, which is a country that takes its motorsport very seriously and must have more circuits per head of population than just about anywhere else...

Before we talk about the circuits, though, a quick word about getting to and from the rally. Having announced in the last newsletter the discount scheme agreed with SNCF over many months of negotiations, it came as a great disappointment to be told out of the blue that the discount, which had been promised many months earlier with no apparent conditions, was in fact conditional on a minimum of 15 cars booked on the same train, and required payment directly by us as organisers. As most rally organisers know, booking travel for participants makes the organiser a 'Tour Operator' under European legislation, which demands costly ABTA bonding that could double the cost of the rally - so any travel arrangements like that, even if we manage to negotiate a discount for you, have to be booked direct. Finding that the online price was the same as the "extra special exclusive discount" we had been promised was the final straw: there was nothing to be lost by you booking direct! All who booked straight away were able to do so for that "special" price; unfortunately it has now risen, twice, so SNCF are clearly committed to making as much out of us as possible. Wanting to ensure that all competitors who needed to use the train were safely booked on first, we delayed our own bookings and now have to pay a premium rate: highly ironic... They also now say that, while they did promise to put on extra rolling stock if needed to accommodate us all, in fact "of course we can't extend the train without limits" - so if you haven't booked it yet and you intend to, it may be best to do so swiftly.

As explained last time, the sleeper train is another kettle of fish, and requires separate booking, this time through a branch of SNCF that is actually based in the UK; which may or may not be a good thing! Again we have been promised a Group rate and the ability to reserve spaces in advance of them going on general sale later this month. PLEASE tell us as soon as possible who, when and how many of you would like to take advantage of the service, AND if you would like a private compartment, even if it is only provisional at this stage, so we can tell them how many tickets and of what type they should be holding. Those we are already aware of are (I have made some assumptions, please confirm if I have guessed wrong!):

Paris-Toulouse overnight Friday 29 August, Private Compartment per couple: Gary & Wendy Stead; Ian & Delyse Fyfe; William Fountain & Lauren Allan; Mike & Lorna Harrison; Jan Nielsen & Mie Daverkosen; Ivan & Louise Mortimer; Edward Astle + TBC; Malcolm & Mariel McKay.

Toulouse-Paris overnight Monday 8 September, private compartment: Gary & Wendy Stead, Ian & Delyse Fyfe; William Fountain & Lauren Allan; Jan Nielsen & Mie Daverkosen, Malcolm & Mariel McKay.

Toulouse-Paris overnight Thursday 11 September, private compartment: Edward Astle + TBC.

The first of our new circuits is the spectacular new Circuito de Navarra, completed in 2010. Its 3933m main circuit is big enough to have been used for truck racing (though is most popular for motorcycles), so is certainly big enough for us! It was in fact used for the Jaguar F-TYPE launch and has seen FIA GT Series racing and even bicycle races. It will almost certainly replace the kart circuit of Olaberria on day 4, hopefully giving us the opportunity to run a Circuit Lap Consistency test here. There is just a slight doubt over whether or not the August track repairs will have been completed by the time we get there on September 2. We are assured that if not, we will be able to run a test either on part of the circuit (which is cleverly designed to be divisible into two entirely separate circuits of 2.7km and 1.3km) or on the 731m kart circuit; or even in the extensive paddocks! It will require a devious re-route to get you there, but we think it will be worth it...



The impressive, and all new, complex of the Circuito de Navarra

Reverting to our detailed account of the rally route, last time we left you anticipating the climax of day 5: which we can now reveal is the hugely impressive motorsport complex of MotorLand Aragón. Built on semi-desert land around a lake just west of the ancient town of Alcañiz, which has a long history of motorsport including some pretty impressive street races in the past, the complex includes a Grand Prix circuit designed to bring together replicas of some of the finest corners in existing F1 circuits worldwide. Our friends there had hoped to show this off by letting us loose on the full circuit, but unfortunately a very important customer has booked the circuit for several days' testing: so we are on the kart circuit, which we have used before in 2009 and can confirm that it's great fun being, most unusually for a kart circuit, built on a gentle hill... The highly adaptable (and extremely twisty) kart circuit can be run in several configurations up to 2028m, which is the layout we plan to use this afternoon for a target time (not too slow, not too fast) test.



Enjoying the kart circuit at



The circuit is the climax of the day for rallying, but there is a further highlight yet to come: the magnificent Parador de Alcañiz, our hotel for this night. We have managed to secure virtually all the rooms in this stunning converted castle that dominates the skyline for miles around (see page 3 of the March newsletter). We look forward to a very special dinner in the magnificent dining room (page 2, September), and probably won't be able to resist drinks in the courtyard afterwards, soaking up the atmosphere...



Parador de Alcañiz: one of three Drawing Rooms...

This is one hotel you definitely won't want to leave, but you'll have to bookmark it for a future longer stay, as next morning we want you bright and early back at MotorLand Aragón for a second test, probably using the 1.67km International Kart Circuit: breakfast will be provided in the first-floor café overlooking the circuit, so you can enjoy watching your colleagues circulate while quenching your thirst and hunger.

Hitting the road, we head first through fertile plains, then into the hills, each corner on the rising road revealing another lake, or reservoir, or a village perched spectacularly on the far hillside. The land gets dryer and more difficult to cultivate, and the hills are

covered in historic terracing: these lands must have supported many thousands of small farmers in the past, but now most are barren, the farm-houses abandoned, the roads empty, an actively cultivated field a rare sight. The land has gone back to nature, and now the wind is farmed more actively than the land...

Charming historic villages still abound, some with impressive castles, and it is to one of these that we are headed: Morella. Featured on the front of the September newsletter, Morella is a historic fortified city towered over by a fabulous castle.

As well as the castle, the city walls and many of the original



The spectacular castle and mediaeval walls of Morella dominate the landscape

mediaeval streets survive intact. Visiting cars must park outside - but we are invited in to display the cars, find your own lunch at one of many delightful restaurants and cafés, visit the town and castle, and stay the night in the charming Hotel Rey don Jaime inside the walls, which is just big enough to accommodate us all!

From Morella we start to head north again - passing, as we leave, the astonishing double-tiered Roman aqueduct that used to supply the town. We climb to the top of the hills that run parallel with the coast, and run along their windswept tops, surrounded again by the fascinating remains of cultivation past. As ever in Spain, the vast majority of the roads are delightful, deserted and in superb condition: a joy to drive. Before long we



Morella's astonishing Roman aqueduct

drop down into the valley of the River Ebro - and then we come to our second new kart circuit.



Known in Spain as the "Cathedral of Karting" and also famous as the circuit where some young chap called Fernando Alonso notched up his very first race win, the 1400m Circuit Mora d'Ebre is located between Morella and Tarragona, and will therefore add an extra element of fun to the half-day run between those two spectacular historic towns. A Lap Consistency Test is a possibility here too, depending on what we are able to achieve at Navarra.

From Mora d'Ebre we make our way down to the coast and the historic Roman capital city of Tarragona - pictured in all its glory on the final page of the last

newsletter. It is a unique and fascinating place, and you will have most of the afternoon and all evening to enjoy it.

We *still* have 26 cars on the Provisional Entry List, as again one who'd wanted to come has had to pull out, and another has jumped to take their place; two more are on tenterhooks as to whether their car will be ready in time, or indeed whether they will have a car in time. To avoid having to pay for unused rooms, we will shortly reduce our hotel reservation to 30 rooms total, including the three support crews, which will mean we can promise to accommodate just one more car (though might be able to squeeze in one or two others later): if you, or friends, would like to join us, please do so now to avoid disappointment. We look forward to seeing you all in Toulouse in August!

## 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 FHC	John & Jenny Sandercock, GB
1954 XK 120 OTS	Carel Jan & Ineke de Bruin, NL/SA
1955 XK 140 OTS	Roy & Brigitte Callow, GB/I
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 Gordon/Jonathan Hodes, GB
1968 E-type SI½ OTS	Roy & Joanne Crosland, GB
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

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