

1958



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: SEPTEMBER 2013

UNIQUE, INNOVATIVE & UNMISSABLE RALLIES

XK-E Pyrénée: Full Recce Completed; only SIX places left!



Liège-Brescia-Liège
Email: LBLrally@aol.com
Tel: 0044 (0)7711 901811
www.classicrallypress.co.uk



Morella: this
stunning Mediaeval
walled town is now
not just a visit, but
an overnight halt
on XK-E Pyrénée

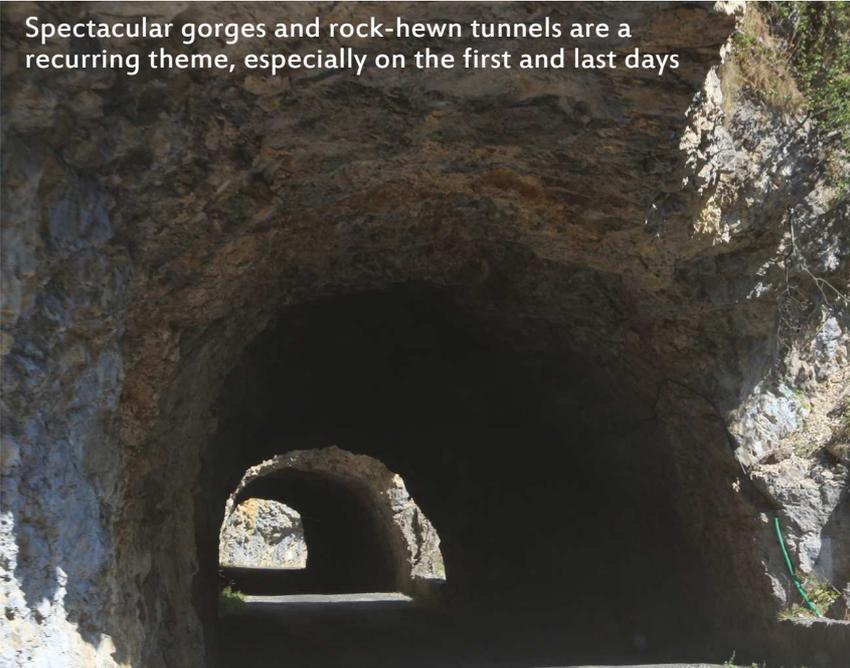
What a spectacular route we have lined up for you on **XK-E Pyrénées 2014!** We returned nearly two weeks ago from a full recce, driving the entire event exactly one year in advance to check that everything worked smoothly, to select the very best roads, to make sure there were no annual festivals in the way and to satisfy ourselves that all the hotels were up to the standard we aim to provide for your enjoyment. Mariel and I came back exhausted - having driven many more roads than you will, in order to select the very best - but delighted with the stunning scenery, the delightful wildlife, the exciting, challenging roads and the wide variety of fine hotels we have lined up for you.

It didn't all go according to plan - the first day's route was far too long, for example, but that enabled us to make it even better, keeping the very best roads and leaving out the less interesting ones. We spent a fair amount of time trying out France's tempting Routes Forestieres - gravel forest roads that are open to the public - hoping to find some smooth gravel to give a 1950s rallying feel; we tried some in Spain too, but none had the super-smooth surface of our Slovenian forest road on LBL. As the scenery wasn't

France has some great forest roads: but the tarmac ones are better for Jaguars, so don't worry, we won't take you here!



Spectacular gorges and rock-hewn tunnels are a recurring theme, especially on the first and last days



great either - one forest looking much like any other - we'll leave the forests for stage rally fans. Besides, we found enough really exciting tarmac roads and even single-track concrete roads where you drive for miles without meeting a soul - a few in Spain so remote and challenging that we will suggest an alternative route for all but those of you most determined to go for an overall win!

Some quick thinking was required when we found that our hotel in Tarragona, which we used for the Micro Marathon in 2009, is no longer quite as splendid as it once was. Undoubtedly we had been spoiled by some superb new hotels that we've added to the route this year, especially the fabulous Parador Alcañiz the previous night. It's impossible to maintain an identical hotel standard every night, and we do have some truly terrific hotels as well as some that are merely very good and convenient, but it seemed wrong to put you in one of the less spectacular ones for two nights. So, we doubled back

to the mediaeval walled town of Morella, seen on the front cover of this newsletter, and managed to secure enough rooms in the only sizeable hotel inside the historic walls - in fact we'll pretty much take over this excellent family hotel for the night. The result is an even better arrangement than we had planned originally: instead of a short visit to Morella followed by a full day off in Tarragona, you will now have two half days, driving one morning from Alcañiz to Morella and having the rest of the day off to explore the old town, the superb castle and many gift shops; then the next morning driving from Morella to Tarragona and having the rest of the day off there to explore the outstanding historic city oozing with Roman and mediaeval buildings, shops, beaches and museums. In another modification, dinner will not be provided as part of the rally in Tarragona: the city is packed with a huge range of



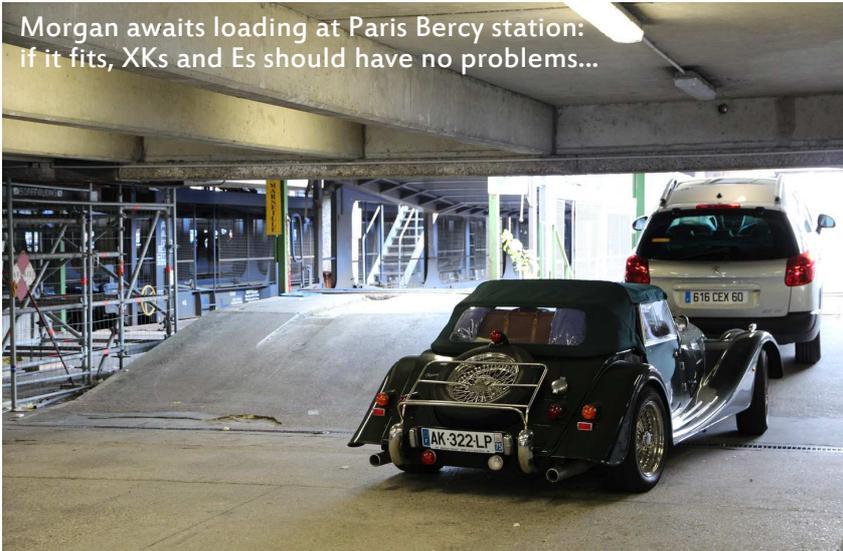
Magnificent dining room of the Parador Alcañiz

restaurants and cafés where you can sit outside on a lovely warm evening after strolling amid the vibrant crowds and great Mediterranean atmosphere. It would be wrong to miss out on this to go back to the hotel for dinner! Instead, we'll use the budget for this night's dinner to make the final night's Prizegiving Dinner really special.

Quite a few of you will no doubt be wondering how the Auto-Train and sleeper arrangement works out. Well, naturally we sampled that too. The Auto-Train service was easy and hassle-free (though you will need satellite navigation to get you to Paris Bercy station to drop off your car), the only concern being that minimum ground clearance for loading is 10cm - should be no problem for XKs and E-types, but if your E has been lowered or your exhausts hang low, you might need to look at this. In fact, if



Paris Gare de Lyon region is full of cafes and shops for a relaxing few hours between dropping off your car and boarding the sleeper



Morgan awaits loading at Paris Bercy station: if it fits, XKs and Es should have no problems...



SERVICE AUTO/TRAIN

your exhausts hang lower than 10cm, we'd recommend getting them tucked up a little higher anyway. The requirement for cars with soft-tops is that everything is closed - so hoods and sidescreens on, or hood down and full tonneau fitted. If your hood clips are in danger of rattling loose, we'd recommend wiring them shut or using cable ties to ensure they can't vibrate loose. It was reassuring to see a very low Morgan and a fully sidescreen-equipped MG TD accepted for the train with no quibbles. Auto-Train staff load and unload the cars, so if yours has any particular tricks (especially starting from cold) it would be worth leaving instructions, in French, clearly visible in the car.

After dropping off the car, it's then an interesting walk up the Seine (or a short shuttle-bus ride) to Austerlitz station for the sleeper - though as it leaves several hours later, we'd recommend heading for the restaurant and café district of Gare de Lyon, 10min walk from Bercy and just 5min from Austerlitz, to soak up the atmosphere, enjoy dinner and a drink or two before heading for the sleeper. We have decided not to restrict your time in Paris with an organised dinner on this evening, as we will not have the whole group together and it will be much nicer for you to split into smaller groups and go shopping or find a road/riverside café to sit outside on a warm summer's evening. There is absolutely no point in going to Austerlitz station until 20-30 minutes before the train is due to leave.

And the sleeper...To be honest (are we getting soft?) it wasn't as luxurious as we'd been led to believe! We'd definitely recommend having a compartment to yourself, or sharing one with known friends. The beds are small and there are no mod cons; toilet compartments and wash rooms are at the end of each carriage and the carriages are classic, like our cars. However, the bedding is clean and fresh, it's quieter than I recall from previous sleeper experiences and it whisks you to Toulouse overnight remarkably quickly. A little too quickly, in fact, as you wake from time to time to the sensation of the train carriage leaning through high-speed bends... We understand that the schedule for next year allows more time for the train to get to Toulouse (leaving Paris 30-40min earlier), which can only be a good thing, permitting more relaxed and peaceful sleep.

Final assessment? It's certainly a faster and more convenient way to get from northern Europe to Toulouse than driving all the way, and compared to the cost of fuel and an overnight stay en route, it's probably cheaper too - especially with the 35% discount that SNCF have already promised us for the Auto-Train. And it feels like an adventure! Bookings do not open for 2014 until March/April next year, but it would be really helpful if we could give SNCF advance notice of how many entrants will take advantage of the service: please let us know your plans. Just to reiterate, there is no requirement for you to use this service, it is simply something that we have arranged for those (like us) who have limited time to get to and from Toulouse; it must be booked and paid for independently of the rally and we know that some of you will prefer to make your own way to/from the start. The train service can, incidentally, be used one-way if you wish.

Glorious avenues of ancient trees shade your progress...



We think we have found the ideal start location just outside Toulouse, where there will be time to apply rally plates and door stickers, and the route instructions and maps will be issued approx 1hr before the start (plenty of time to plot the first day's route). Auto-Train users should get there around 09:00-09:30 - a reasonable time for those who've made their own way to Toulouse to join us. More news on the start location in due course.

The rally will start with a pleasant drive through delightful fields of golden-yellow sunflowers, some looking up adoringly at the sun in all their glory, others gently bending their necks under the weight of their seeds. Glorious avenues of ancient trees shade your progress as you head south into the hills, via the pretty mediaeval bastide town of Mirepoix. Just south, we enjoy the rally's first special test on the Circuit International de Lavelanet, a superb 1.4km kart

circuit, where lunch will be available after you've completed your timed lap.

After lunch, we head through gorgeous gorges and incredible rock-hewn tunnels before ascending into the mountains, ticking off col after col as we climb higher, hairpin bends the order of the day on near-deserted roads with spectacular views and free-roaming sheep, cattle, horses, donkeys and more wildlife gently roaming the grassy hillsides. At intervals, castle ruins rise majestically above ancient villages, testament to the millenia of history around us. Finally we approach St Lizier, driving straight to the top of this charming town as we are staying in the Palace of the Bishops, tastefully converted into comfortable apartments by our host who took early retirement from managing one of France's largest holiday companies to make it his personal mission to breathe new life into this historic site. We dine in style in a magnificent restaurant within the Palace, with wonderful views over the surrounding countryside to the Pyrenees.

Rocks, sheep, narrow mountain passes and blue, blue skies...

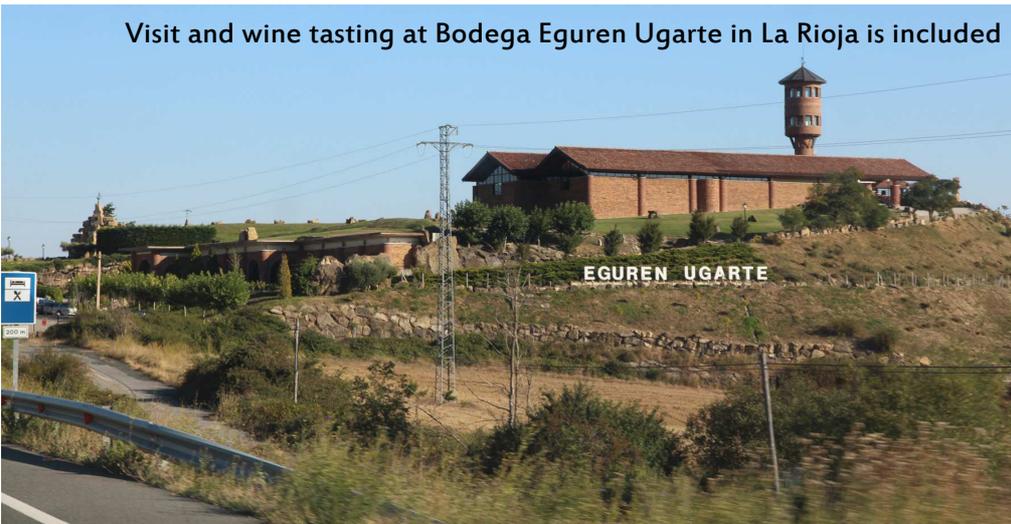


Next day...well, perhaps we should save more news for the next newsletter! Just one more point needs to be made. Unlike LBL, where most of our hotels were in towns and had dedicated underground car parks, on this event we have many smaller hotels with outdoor parking. All are reasonably safe, we would not take you there if they were not, but just in case you should make sure that your insurance does cover you for leaving your car parked outside when away from home: most policies do.

We now have 26 cars on the Provisional Entry List, which is terrific: many thanks to all who have signed up. Please do let us have your entry forms as soon as possible, because there is an absolute limit of 32 rooms available for participants and if anyone is going to need single rooms, obviously that limits how many more entries we can accept. At the moment, we can take a maximum of six

more cars: if you want a place on the event guaranteed, please let us know as soon as possible. Regulations and Entry Forms are available on request. The entry fee is £1895 per person, assuming two people sharing a room; payable 50% by 30 Nov 2013, 50% by 30 April 2014. For that entry fee, you will get eight days' driving on fabulous roads, nine nights in the best hotels around, dinner and lunches on eight days, bodega visit and wine tasting in La Rioja, entry to museums, route book, rally plates and all maps, plus RAC Rescue back-up. We will include at least three special tests on private circuits, hopefully four.

Visit and wine tasting at Bodega Eguren Ugarte in La Rioja is included



XK-E Pyrénée Provisional Programme

This Timetable is provisional and may be amended. Items in **RED** are optional, not in the Rally Programme and must be booked and paid for separately.

Friday August 29

12:00-17:30 Drop Off Cars at Paris Bercy Auto-Train station

22:30-22:50 Board Corail Lunea Sleeper Train, Paris-Austerlitz station

Saturday August 30

07:48 Sleeper Train arrives Toulouse Matabiau station, breakfast

08:00-09:00 Collect cars from Auto-Train, Toulouse Matabiau station

09:00-10:30 Rally Start, Toulouse

11:30-13:00 Special Test & Lunch, Circuit de Lavelanet

18:00-19:00 Check-in, Le Domaine du Palais des Eveques, St Lizier

20:00 Welcome Dinner, Le Domaine du Palais des Eveques

Sunday August 31

09:00-09:30 Check Out, St Lizier

17:00-18:00 Check In, Hotel le Montaigu, Luz St Sauveur

Monday September 1

09:00-09:30 Check Out, Luz St Sauveur

18:00-19:00 Check In, Hotel de Londres y de Inglaterra, San Sebastian

Tuesday September 2

Morning Free to explore San Sebastian

12:00-12:30 Check Out, Hotel de Londres y de Inglaterra

13:30-15:00 Special Test, Circuito de Olaberria

17:30-18:30 Check In & Wine Tasting, La Rioja, Bodega Eguren Ugarte

Overnight Hotel Carlton Rioja, Logroño

Wednesday September 3

09:30-10:00 Check Out, Hotel Carlton Rioja, Logroño

14:00-15:30 Visit historic town of Belchite

17:00-18:00 Check In & Special Test, Motorland Aragón

Overnight Parador Alcañiz

Thursday September 4

09:00-10:30 Check Out & Special Test, Motorland Aragón

13:00-14:00 Check In, Morella:
free afternoon to explore historic town

Overnight Hotel Rey don Jaime, Morella

Friday September 5

09:00-09:30 Check Out, Hotel Rey don Jaime, Morella

13:00-14:00 Check In, Hotel Imperial Tarraco, Tarragona

Free afternoon to explore historic Roman city of Tarragona

Saturday September 6

08:30-09:00 Check Out, Hotel Imperial Tarraco, Tarragona

10:30-12:00 Motor Museum Visit,
Classic Motor Club del Bages

17:30-18:30 Check In & Visit, National Motor Museum of Andorra

Overnight Sport Hotel Village, Soldeu, Andorra

Sunday September 7

09:00-09:30 Check Out, Sport Hotel Village, Soldeu, Andorra

14:30-16:00 Visit, Château de Peyrepertuse

18:30-19:00 Check In, Carcassonne Citadel

Overnight & Prizegiving Dinner, Hotel de la Cité, Carcassonne

Monday September 8

Morning Breakfast; visit Mediaeval Citadel of Carcassonne

18:00-20:30 Deliver cars to Auto-Train, Toulouse Matabiau station

21:30-22:30 Board Corail Lunea Sleeper train, Toulouse Matabiau

Tues 9, 08:17 Sleeper Train arrives Paris-Austerlitz, breakfast

09:30 on Collect cars from Auto-Train, Paris-Bercy station



XK-E Pyrénée Provisional Entry List

XK 120 ALLOY	Paul & Nathalie Gallegos, GB/F
XK 120 OTS	Carel Jan & Ineke de Bruin, NL/SA
XK 120 FHC	Ian & Delyse Fyfe, GB
XK 120 DHC	Ronald & Rosa Maria Lorijn, NL/ES
XK 140 OTS	Roy Callow, GB
XK 140 FHC	David & Melanie Roberts, GB
XK 150 DHC	Nick & Jules Fielding, GB
XK 150 DHC	William Fountain & Lauren Allan, GB
XK 150	Edward Astle, GB
XK 150S 3.8 OTS	Jan Nielsen & Mie Daverkosen, DK
XK or E-type	Gerald Morris, GB
E-type SI 3.8 OTS	Nick & Katrina Bromfield, GB
E-type SI 3.8 OTS	Alex & Frances Dorrian, GB
E-type SI 3.8 OTS	Celia Djivanovic, GB
E-type SI 3.8 FHC	Robin & Liz Hall, GB
E-type OTS	c/o Robin Hall, GB
E-type SI 4.2 OTS	Paul & Roma Handley, GB
E-type SI 4.2 FHC	Marc & Rosa Gordon, GB
E-type SI½ OTS	Simon Dudfield, GB
E-type SI½ FHC	John Gilpin, GB
E-type SII OTS	Nick S-Burridge/Denis Greenslade, UK
E-type SII 2+2	Peter & Rayna Jackson, GB
E-type S3 FHC	Mike & Lorna Harrison, GB
E-type S3 OTS	Adrian Turner & Susanne Westgate, GB
E-type S3 OTS	Ivan Mortimer, GB
E-type S3 OTS	Ian & Dorothy Suttie, GB



Payments online please to Sort Code: 09-01-50, Account number: 05807379, or by cheque payable to ClassicRallyPress Ltd.

From outside UK, please pay in Pounds Sterling to IBAN: GB88 ABBY0901 5005807379, BIC: ABBYGB2LXXX.