

1958



LIEGE-BRESCIA-LIEGE

* 1958, 2008, 2010, 2011, 2012, 2013 *

XK-E PYRENEE

* August 30 - September 8, 2014 *

2014



MYCENAEAN-MINOAN RALLY



* September 25 - October 14, 2016 *

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

NEWS: DECEMBER 2014

UNIQUE, INNOVATIVE & UNMISSABLE RALLIES

XK-E Pyrénées: Probably our most enjoyed event yet!

Mycenaean-Minoan Rally: Plans well advanced for 2016!



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Goy and Catherine Feltes personified the spirit of the event: fun, freedom of the road and battling the odds in their Heritage C-type



What a fantastic time we all had on **XK-E Pyrénées 2014!**

Though we say it ourselves, the event really did go exceptionally well. Two full recesses, one exactly a year in advance and the other just over a month before, helped us to polish all the details and on the event, everything fell into place. Best of all, though, was the wonderful camaraderie amongst the participants: we have never before had an entire group that gelled so well. So, thanks to you all for making the event such a pleasure for us to run.

Many of you will already have read one of the two excellent reports in the **XK** and **E** club magazines - Nick and Jules Fielding told their story in the **XK Gazette** and Robin and Liz Hall related theirs in **The E-type**. Thanks very much for those! By the time you read this or soon after, we hope to have posted

XK-E Pyrénées Results

Penalties	Car	Crew	Awards
Authentic Category:			
Class 1: XK 120-140			
44	1949 XK 120 Alloy	Paul & Nathalie Gallegos, GB/FR	1st in Class; Veteran Award
108	1953 XK 120 FHC	Ian & Delyse Fyfe, GB	Second in Class
154	1955 XK 140 OTS	Roy & Brigitte Callow, GB/IE	
978	1954 XK 120 DHC	Carel & Ineke de Bruin, NL/SA	
1600	1953 XK 120 FHC	John & Jenny Sandercock, GB	
Class 2: XK 150			
22	1958 XK 150 DHC	Chris & Sue Green, GB	First Overall
24	1960 XK 150 DHC	William Fountain & Lauren Allan, GB	Second Overall
26	1958 XK 150 DHC	Nick & Jules Fielding, GB	Third Overall
38	1959 XK 150 DHC	Edward & Jane/David Astle, GB	1st in Class; Best Navigator
44	1958 XK 150 3.8 DHC	Rod Shears & Thomas Groot, GB/NL	Second in Class
52	1959 XK 150S 3.8 OTS	Jan Nielsen & Mie Daverkosen, DK	Concours Award
Spirit Category:			
Class 1: 3.8			
46	1963 E-type SI 3.8 FHC	Robin & Liz Hall, GB	First in Class
134	1964 E-type SI 3.8 OTS	Gary & Wendy Stead, GB	
326	1961 E-type SI 3.8 OTS	Alex & Frances Dorrian, GB	
wdrawn	Heritage C-type	Goy & Catherine Feltes, Luxembourg	
Class 2: 4.2 E-types			
4	1965 E-type SI 4.2 FHC	Paul & Roma Handley, GB	First Overall
12	1969 E-type SII 2+2	Peter & Rayna Jackson, GB	Third Overall
24	1969 E-type SII OTS	Nick Seaton-Burrige/Dennis Greenslade, GB	First in Class
46	1968 E-type SI½ FHC	John Gilpin, GB / Sandy Goodall, GB	Second in Class
480	1970 E-type SII FHC	John & Pippa Leslie, GB	Spirit of the Rally
1720	1968 E-type SI½ OTS	Roy & Joanne Crosland, GB	
Class 3: V12 E-types			
4	1972 E-type S3 FHC	Mike & Lorna Harrison, GB	2nd Overall; Best Driver
12	1972 E-type S3 FHC	Adrian Turner & Susanne Westgate, GB	First in Class
86	1974 E-type S3 OTS	Ivan & Louise Mortimer, GB	
Best Ecurie Team: Paul & Roma Handley, Peter & Rayna Jackson, Mike & Lorna Harrison			
Best Marque Team: Mike & Lorna Harrison, Adrian Turner & Susanne Westgate, Ivan & Louise Mortimer			



Mike & Lorna Harrison climb the delightful Col d'Azet in their Series 3 FHC

both accounts on the website for all to see. Another excellent report, by Mike and Lorna Harrison, appeared in the Historic Rally Car Register's magazine, *Old Stager*: thanks again for that one - and thanks to Thomas Groot for several excellent articles in the Norwegian classic car press!

Another to come is a four-page feature in *Classic & Sports Car* magazine: quite a coup, as they only cover a couple of events a year in such detail. Thanks to Paul & Nathalie, Roy & Brigitte, Chris & Sue, Paul & Roma, John & Pippa and Mike & Lorna for contributing: look out for it in the March issue, on the shelves at the start of February. Now if you'll forgive us, we'd just like to thank once again our sponsors and partners for the event:

SNG Barratt provided a substantial stock of spares across the range of models for our mechanics to carry, loaned their XF Sportbrake for our Chief Marshals, and sponsored the trophies that were presented at Carcassonne. We were delighted that Julian, Zana May and Orla Barratt were able to join us at Alcañiz, Motorland Aragón and Morella. **The RAC** did us proud via our fabulous mechanics, Simon and Mike: Simon's fully-equipped RAC Rescue van came to the rescue of quite a few competitors during the event. The only car that couldn't be repaired was Goy & Catherine's Heritage C-type, which broke a shortened

driveshaft. **Michelln Maps** kept us all on the straight and narrow - OK, and the twisty and lost! - but always got everyone in at the end of the day.

Our special tests went better than we'd dared hope at the **Circuit International Aigues-Vives**, the **Circuito de Navarra**, **Motorland Aragón** and **Circuit Mora d'Ebre**, with excellent lunches also laid on at the first and last circuits. Toulouse's Jaguar agency, **Auto Real**, proved a stylish and comfortable start location and we're extremely grateful to Alain Real and Anthony Olmos for hosting us with such enthusiasm and laying on coffee and croissants to sustain us all.

Our friends at the **Classic Motor Club del Bages** laid on a terrific welcome at their Club premises

Anthony Olmos, head of Jaguar sales at Auto Real, flags away the SII 2+2 of Peter and Rayna Jackson



and the fascinating private collection and workshop of their Club member Jaume Jubert. The same day, more friends at the **Associació Andorrana de Vehicles Antics** arranged a Police escort to parade through the packed streets of their capital city, Andorra la Vella. And all our hotels, **Le Domaine du Palais des Eveques**, **Le Montalgu**, **de Londres y de Inglaterra**, **Carlton Rloja**, **Parador Alcañiz**, **Rey don Jaime**, **Husa Imperial Tarraco** and **de la Cité**, welcomed us with panache and good humour - and definitely the best set of dinners and packed lunches we've had.

This list wouldn't be complete without thanking our wonderful marshals, Ian and Gina Forrester, who managed to be charming, professional, efficient and great company, and a huge support to Mariel, Nico and me, throughout the event. Now that's enough from us: over to you, for your comments on the rally:

John Gilpin: I just wanted to put on record my appreciation and thanks to you, Mariel and your team for such a wonderful event in the Pyrenees. It couldn't have been better, brilliantly organised with so much hard work; and the mountains at their very best! The hotels were splendid; and it was great to meet again, some old chums and renew friendships.

Roy & Brigitte Callow: We arrived home yesterday - 3500 miles since we left on 25 August. Many thanks for organising such a superb event - we enjoyed it enormously. Obviously the good weather helped, but your organisation was immaculate and the choice of routes was inspired. Thanks again, and we look



Nick and Jules Fielding enjoy the first Special Test at Circuit International Aigues-Vives

forward to seeing you at future events.

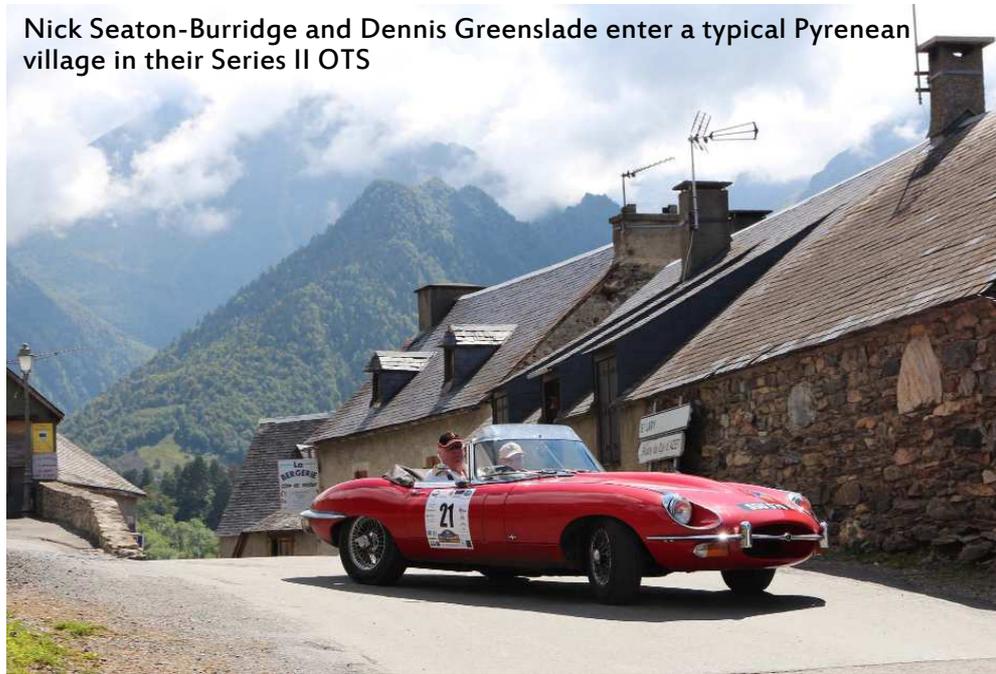
Sandy Goodall: I just felt compelled to say how much I enjoyed the event - just kicking myself for missing that PC on day 1! I thought it went extremely smoothly. The route lived up to everything you promised and, as a newcomer to the Pyrenees, I was blown away by the scenery and the roads. I think the mixture of mountain roads and dry Spanish plains worked well and offered a variety of terrain. It also allowed a little welcome relaxation and warm sea at Tarragona. Mind you, by the time we got back to the Loire on Monday night, I was beginning to get hairpin withdrawal symptoms!

I realise you have to listen to everyone's comments - and I really don't know what the perfect balance is - but for me I would suggest that you don't succumb to those who want an easier event with shorter days and more

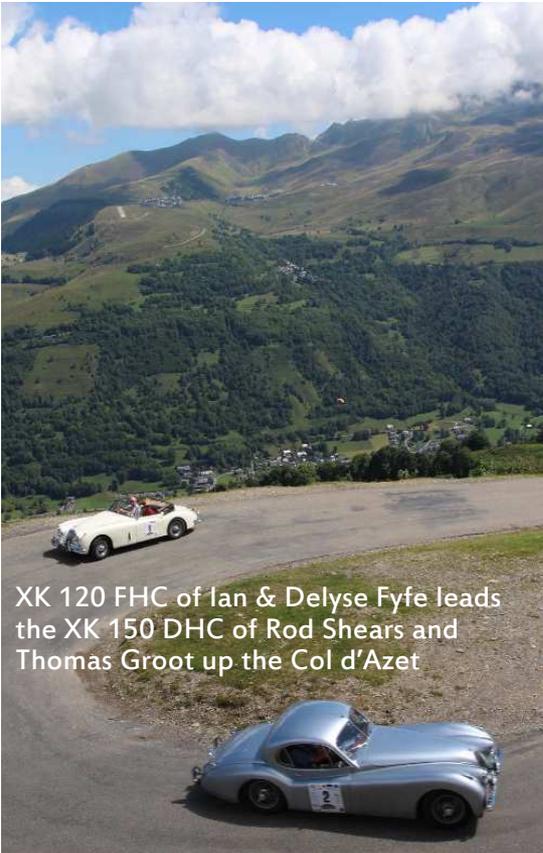
The first night's splendid dinner *al fresco* at Le Carre de l'Ange, St Lizier, set the tone for a lively, convivial event



Nick Seaton-Burrige and Dennis Greenslade enter a typical Pyrenean village in their Series II OTS



XK 120 FHC of Ian & Delyse Fyfe leads the XK 150 DHC of Rod Shears and Thomas Groot up the Col d'Azet



relaxation. Of course, this sort of event bears no comparison to the sort of thrash that existed in the 1960s, but it does offer us oldies a taste of previous days: so we do like to be stretched just a little over the same country.

John Leslie: Hope you are enjoying some rest after a truly amazing event. You have every right to be enormously proud of what you achieved in organising such a

fantastic event. As a rally first-timer, I'm not sure it could be beaten. I will be thinking about it for a long time and some wonderful memories were created, including the perpetual odour of EP 90!

Dennis Greenslade: It has taken 24 hours or so, but I have now recovered from searching for passage controls and endeavouring to get Nick to drive to the appropriate second! Just a quick note to thank you both for a very good rally - thoroughly enjoyed. Please also pass on my thanks to Ian and Gina for the efficient and friendly marshalling.

Paul Gallegos: Thanks for organising a very enjoyable event. The atmosphere was good, numbers were about right, and everyone was friendly. I think for my car it was probably a bit tough, especially as I was running on non-assisted original drums, the original Moss box, and no power steering. Thanks so much again for the excellent organisation, and hope to catch up again soon.

Roy Crosland: Thank you for a well organised trip, which we enjoyed, albeit as "tourists" rather than participating in the rally. We hope to see you on future trips.

Jules Fielding: Thank you so much for a fantastic event, we thoroughly enjoyed it.

Peter & Rayna Jackson: Thank you for organising a superb rally which we really enjoyed. The hotels and catering were really of an excellent order. The event ran very smoothly: your organisation was impeccable.

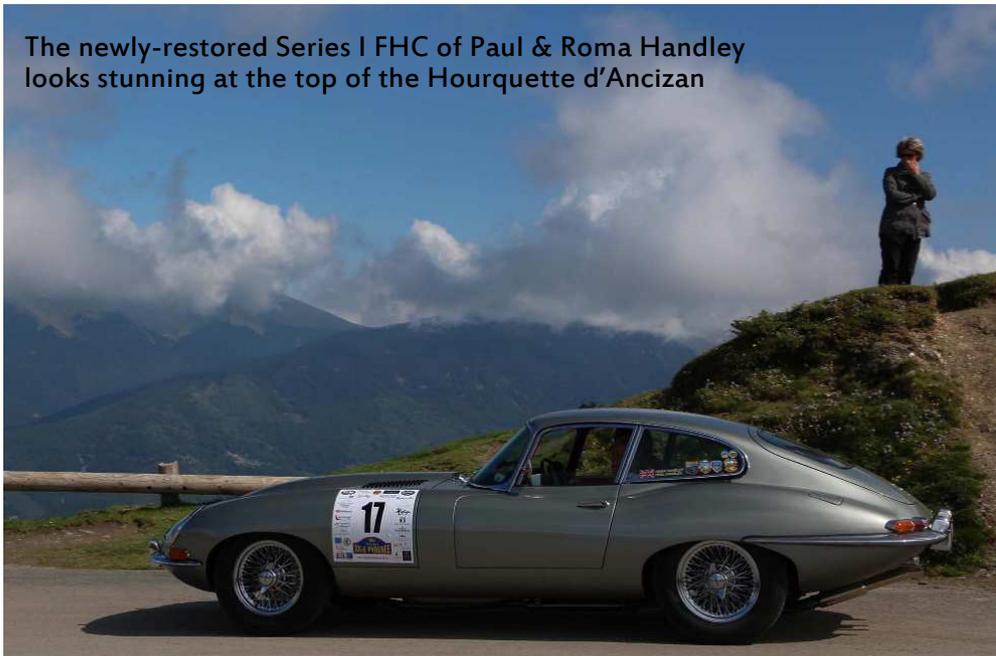
Paul Handley: A quick note to say thank you to you, Mariel, Nico, Ian and Gina for a great trip.

Alex Dorrian: Just a short note to thank you for organising such a wonderful XK-E Rally. We had a great time and enjoyed meeting many friends from the earlier LBL Rally. This time, while challenging, was a little more relaxing than the LBL. The roads were fantastic and the hotels superb. A big thank you to Mariel for her hard work too.

Rod Shears: You both should feel very proud of organising and managing such a successful event. You assembled a great team who delivered in every respect and the participants were a great mix: well done! Ian & Gina are utterly charming and had a very calming, highly capable approach to performing the task of Marshals. The overall consensus of opinion to the rally was very positive, with firm indications that interest in future proposals would be significantly more than academic.

Mike & Lorna Harrison: A great cocktail of fun motoring, great scenery and a marvellous social environment, we cannot wait for the

The newly-restored Series I FHC of Paul & Roma Handley looks stunning at the top of the Hourquette d'Ancizan

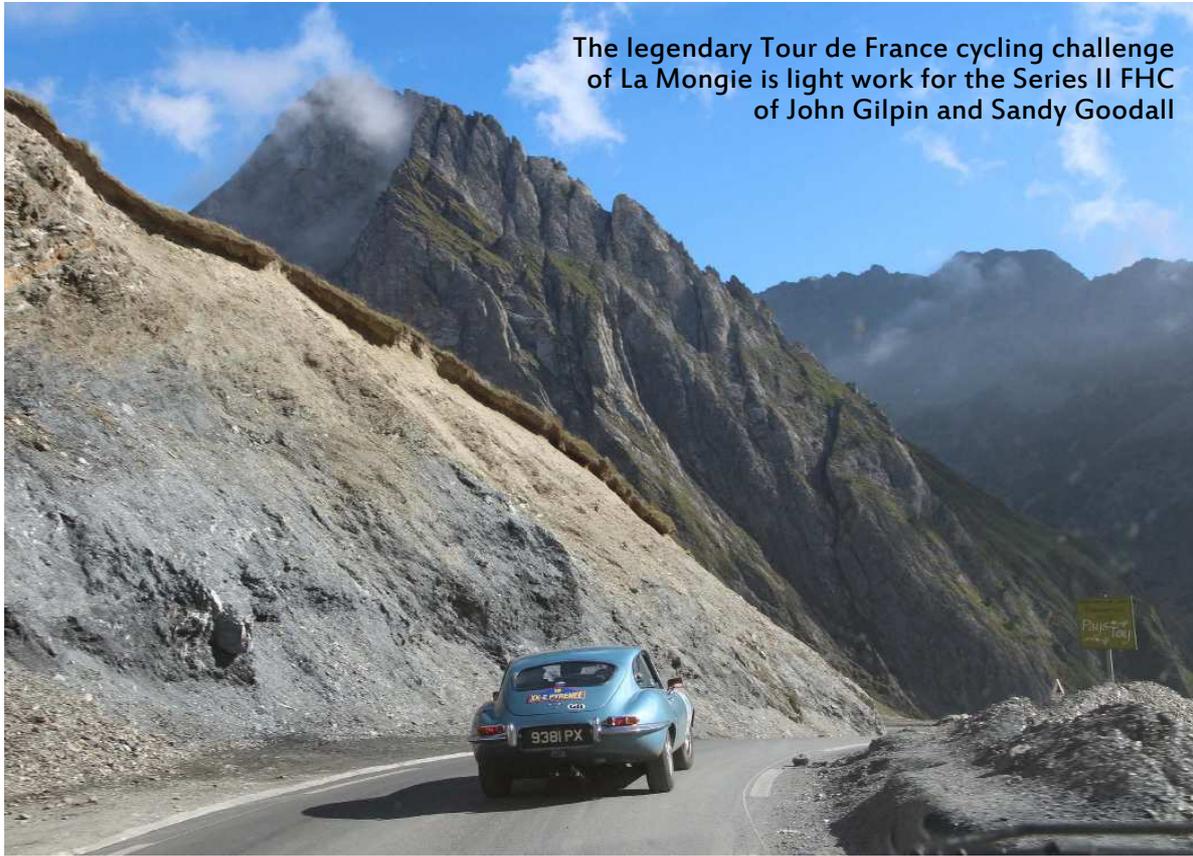


next one!

Sue Green: We had a truly memorable rally, with fantastic people, cars, scenery, hotels, camaraderie: such a wonderfully organised trip. Thank you Malcolm and Mariel, and Dr Ian and Gina Forrester (our super marshals)!

Thank you all, for your terrific comments: you have given us the confidence to press on with something more ambitious, even more exciting and unforgettable, for our next event.

We have far too many fabulous photos to be able to share all with you in this newsletter, so will include more in future bulletins!



The legendary Tour de France cycling challenge of La Mongie is light work for the Series II FHC of John Gilpin and Sandy Goodall

THE MYCENAEAN-MINOAN RALLY

*** September 25 - October 14, 2016 ***

We gave a brief outline of our next event at the Prizegiving Dinner in Carcassonne - and since then, we have spent a high-pressure but highly enjoyable week in Crete, putting our plans to the test. And we're happy to report that we came back brimming with excitement for all the breathtaking roads, magnificent scenery, superb weather, wonderful hotels and fascinating historic visits - not to mention at least one really excellent circuit - that we have lined up for you.

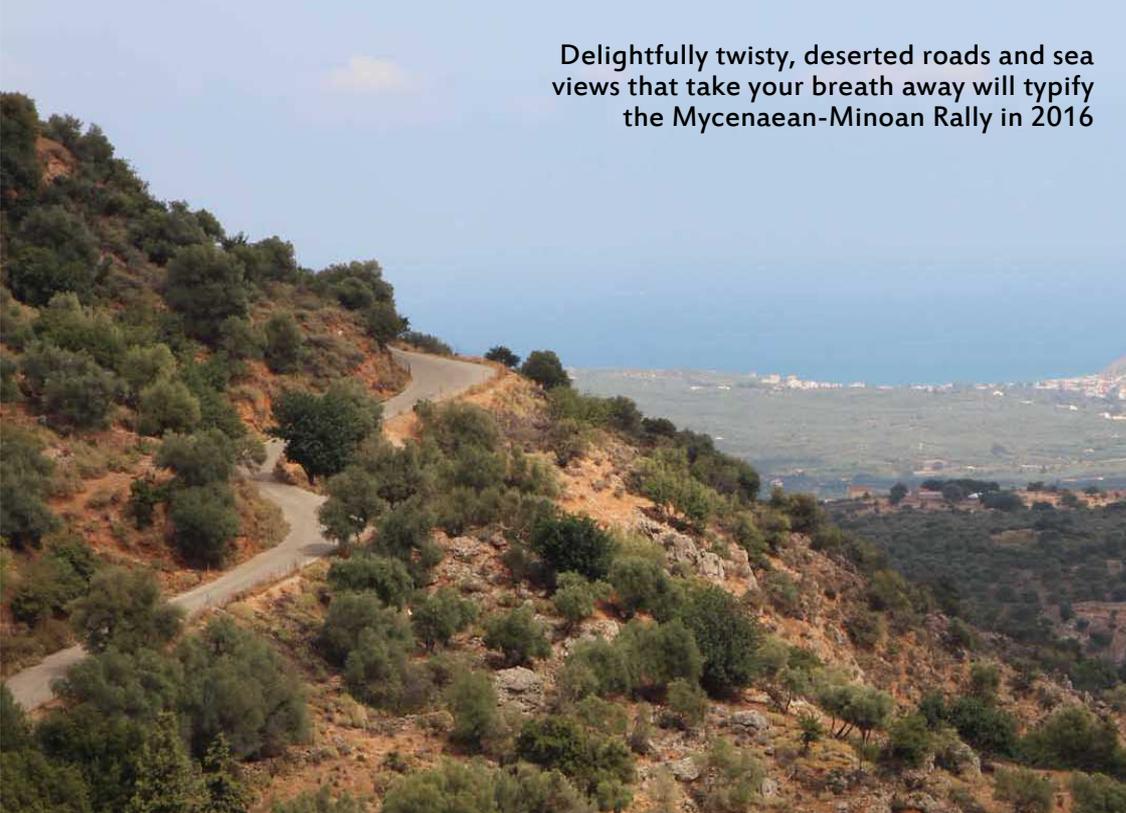
We already knew, from following the Historic Acropolis Rally last year, that mainland Greece has an unrivalled mix of spectacular coastal roads and scenery, with empty, delightful village roads and challenging, twisting mountain roads. Our recce confirmed that Crete matches its mainland neighbour on all fronts and together, they will make a truly unmissable rally. We appreciate that this is a much longer event and for some it may be impossible to spare so much time - but if you possibly can, we are confident you will

not regret it - and if you can't, why not think about who you might like to share your car with, doing half the event each?

The length of the event is in part to make worthwhile the time and cost commitment of getting cars to and from Greece in the first place, in part because there is so much to see, and in part because we want to give you a few days off to enjoy the amazing places we will be visiting.

We spent over a year looking at all different ways to get the cars to and fro, getting quotes from shippers, from road transport companies, and checking out many motorail and ferry options, including motorail all the way to the corner of Turkey (NE Greece) and ferries down the Adriatic...

Delightfully twisty, deserted roads and sea views that take your breath away will typify the Mycenaean-Minoan Rally in 2016



Shipping presents several problems - 1, to pick a departure port suitable for all, 2, the cars have to go weeks before and return weeks later, and for many people losing their cars for three months in order to do an event in Greece would be unacceptable, 3, nobody ships direct from London to Greece so the containers would be knocking about all around the world and the cost would be as much as to ship them to Australia.

Road transport is efficient and gives the option of a transporter following the event, BUT it is extremely expensive - even with full transporters, for a one-week event it would cost 75% again of the entry fee, and for a longer event the cost goes up, not by as much but by a significant percentage, as the operator has drivers, vehicles and trailers sitting idle in Greece waiting for the event to finish, or has the extra cost of getting them back, and out again.

Charming and colourful Chania harbour in Crete: we will stay right on the harbour-front, with plenty of time to explore the shops and museums



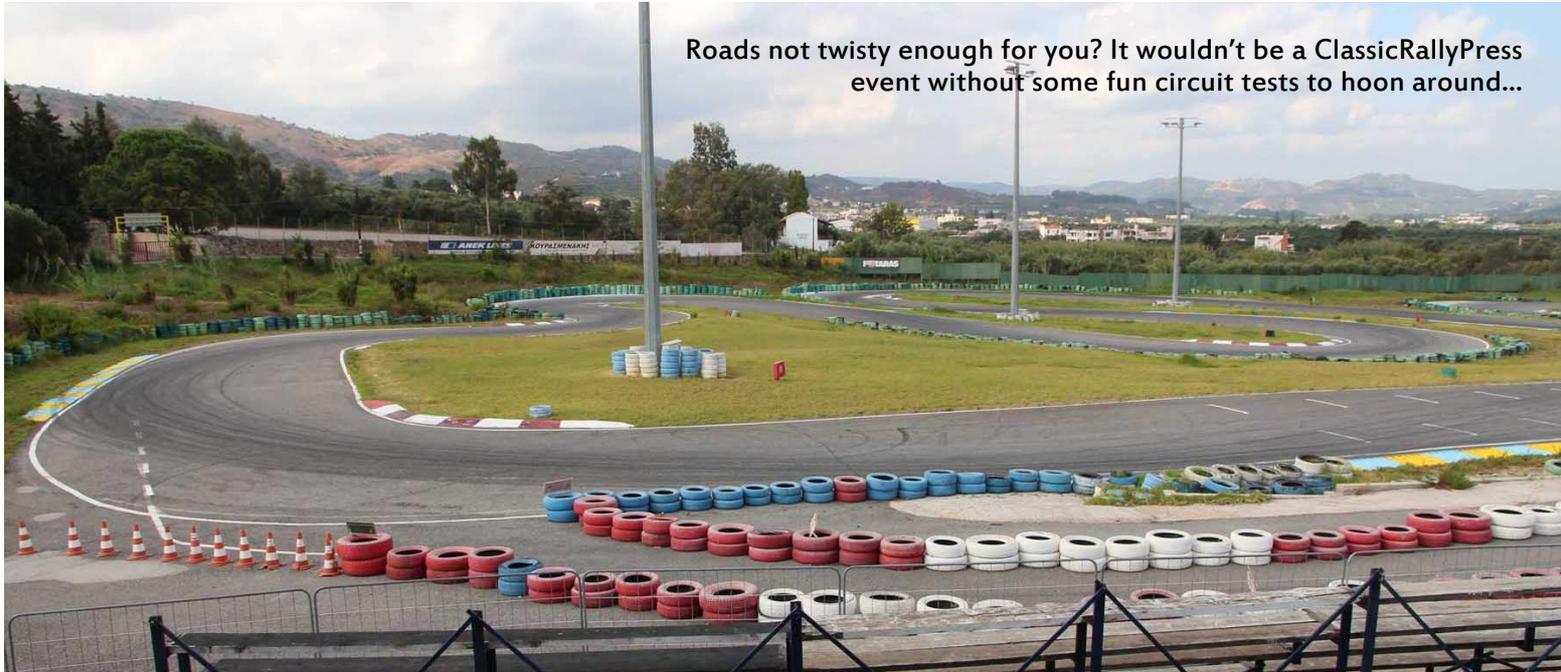
Cretan minor roads are full of delight...

Our original thought was that motorail from the north of Germany (3-4hrs from Calais/Dutch ports) to the north of the Adriatic, followed by a ferry down the Adriatic, would be a delightfully relaxed way to get there and back - it was a huge disappointment to find that, 1, most of the motorail services no longer run, 2, the motorail doesn't start early enough or end late enough in the summer to suit us and 3, even when it does run, its dates don't align with the dates of the ferries. Point 3 applied (along with cost) to the option of motorail to the corner of Turkey: absurdly, the Austria-Turkey motorails don't coincide with the N Germany to Austria motorails.

Finally, we found what we believe to be the ideal solution for British and other northern European entrants: motorail overnight from Dusseldorf (N Germany) to Alexandria, drive from Alexandria to Bari port on the heel of Italy (an easy 8hr motorway run), overnight ferry from Bari

Germany) to Alexandria, drive from Alexandria to Bari port on the heel of Italy (an easy 8hr motorway run), overnight ferry from Bari

Roads not twisty enough for you? It wouldn't be a ClassicRallyPress event without some fun circuit tests to hoon around...



to Igoumenitsa in the NW of Greece, and start the rally there. It's easy for our friends in France, Germany, Switzerland, Denmark, Netherlands, Italy etc to join in as we make our way down and it effectively takes just two days to get there.

Of course, the point has been made that it's a shame to drive straight through Italy when there is so much to see and such great roads there - but that's for another time!! There are great roads in England and France too, but we drove through those to get to the Pyrenees - it's not that much more... Unfortunately the ferries and motorail don't coincide so well on the way back, so a leisurely two-day drive will be the order from Bari to Alexandria - giving the option to stop off and see something special along the way (we will give suggestions, but as it won't be part of the rally as not all will be doing this, it will be up to individuals how they play it).

For those who are just too busy or don't fancy the drive, we can share around the driving between those who do - cars won't need to be two-up for the drive down/back, so with a bit of organisation, co-drivers can jump into cars whose crews don't have time for the journey and help to get them there, while their crews fly out to Ioannina Airport (to Igoumenitsa - 7euro, 1hr 15min by bus, 68euro, 53min by taxi - the flights are under £100 from London via Athens). Coming back is even better for those who are flying, as the event will finish in Athens, so next morning while their cars head off to Igoumenitsa, they can fly straight back to UK. The final day will be a day off in Athens, with prizegiving dinner in the evening, so anyone really desperate to get back could leave after check-in on the previous day, making a total time commitment of just 18 days. Of course, the total for those taking the cars out and back will be longer, adding five days to that (two out, three back).

We have already secured a 30% discount and an offer of our own special menu from Superfast Ferries, who are regarded as the best of the bunch for the Bari-Igoumenitsa crossing as well as the Piraeus-Heraklion crossing - these will need to be booked independently of the rally, but we will probably arrange with a specialist travel agent to make these bookings and the German motorail bookings for everyone who requires them.

We timed our recce on Crete in early October, to align with the planned dates for the rally, and the weather was great: dry, warm and not too hot. The scenery was fantastic, the food was absolutely delicious and the hotels were delightful - and the roads - WOW! - I expected some nice ones but found many truly superb ones. No gravel (it's all a bit too rough) but terrific tarmac, including an 800m climb from the seafront up into the mountains in a continuous series of hairpins to rival the Stelvio, but with minimal traffic, a wide smooth surface and spectacular sea views: driving heaven!

There really is the potential for a truly unforgettable rally in Greece and Crete - it's a big commitment but it will be well, well worthwhile. We do hope we can persuade you all. We're not going to ask for a financial commitment until we have completed pricing the event, but if you are interested, we suggest you get your names on the provisional entry list as soon as possible: the best hotels are not the biggest ones, so we will probably have to limit the event to 25 cars...

The stunning, Stelvio-rivalling twister that we discovered on Crete: paradise!



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