

1958

MICRO MARATHON

AND

LIEGE-BRESCIA-LIEGE

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

2009

July 17-20, 1958 ★ July 11-20, 2008 ★ September 5-12, 2009 ★ July 16-25, 2010

MM & LBL NEWS: JANUARY 2009

Times are hard out there and our deepest sympathy goes out to those who've lost their jobs in recent months: we wish you every success in finding a new future. Thankfully, for the majority, the picture is a little rosier, with petrol and mortgage costs falling – leaving a little more cash to spend on going rallying. After all, with savings interest rates at 1.5% or so, there's little point putting the money in the bank (and who knows what they'd do with it if you did...).

The message for us was clear with regard to **Liège-Brescia-Liège 2009**: there just weren't enough owners of 600-1000cc cars prepared to commit by mid January to a two-week rally in July. While we're very sorry to disappoint those of you who did send in entries (and thank you very much for your support), we are confident that we can give you a better event in 2010. Full refunds have gone out to those who requested them and we've already been working hard on arrangements for 2010, with almost all the hotels booked and visits lined up already. We will do our utmost to keep the cost as close as possible to 2009 rates: all hinges on the strength of the pound, as its downward spiral against the euro makes our job a little more challenging...

The new dates for **Liège-Brescia-Liège** are **July 16-25, 2010** and, to encourage a more complete field of small cars, the event will be open to **600-1200cc** cars. This will open it up to many cars in the same spirit as those already eligible, such as Ford side-valve Specials, 1098cc Morris Minors, Midgets, Turners etc and original VW Beetles, while maintaining the character of the event by excluding very rapid machinery like 1275 Cooper Ss and 'oversize' vehicles like 1300 Cortinas and Capris. Please help us to spread the word by mentioning this change to anyone you know with a suitable car – let us have their email addresses and we'll add them to the mailing list. And there's no need for those with sub-1000 engines to feel outclassed: rest assured that the class structure of the event will ensure that all get equal chances of winning some silverware!

Micro Marathon: get your entry in!

We're delighted that entries are coming in strongly for Micro Marathon: September seems a long way off still, but some of the hotels want us to start paying them now. Outrageous really, they can hardly claim to have any costs this far ahead of our stay, but that's the rule and the reason for the cheapest entry fee only being available up to 31 January.

Understandably, many of you would prefer to know what the Motorail might cost before committing to an entry. We would dearly love to tell you, but – despite negotiating since last July with a

The Organising Team for Micro Marathon & Liège-Brescia-Liège is led by Malcolm McKay ClassicRallyPress Ltd, 9 Sycamore Leys, Steeple Claydon, MK18 2RH, England www.classicrallypress.co.uk Tel 0044 (0)7711 901811 Email LBLrally@aol.com



This stunning machine is a 1967 Moretti 850, entered for LBL by Chris Evans: we hope to see you in 2010!



MICRO MARATHON

September 5-12, 2009

Micro Marathon entries are rolling in, including Mick and Sara Bell, left, class winners on LBL 2008 with their lovely Isetta, and John Ducker (LBL's most mature driver in one of its smallest cars) in his 1959 Heinkel 200, below, this time to be co-driven by Theo Clift



company that showed great initial enthusiasm for the event - we still don't have a definite answer. The full price on Motorail is £880 return for a normal car, but the motorcycle rate is half that. We would like to agree something in between, but now we are being told that SNCF may refuse unusual cars entry to the train. This is enormously frustrating but we persevere and are now negotiating direct with SNCF in order to clear up this issue. We are also considering alternatives, such as a car transporter (or two) and a luxury coach to do the same overnight run from Calais to Toulouse, starting from the UK and including the ferry

crossing (allowing UK/Irish entrants to leave towcars and trailers in England)...

We would very much like you to book your Micro Marathon entry by 31 January (please remember that the price goes up from £2250 to £2400 thereafter), but we suggest that you don't book the Motorail until we have concluded our negotiations: the next newsletter will go out as soon as we have done that.

There is one change to be made to the Regulations for Micro Marathon: a sentence from the LBL regs slipped in unnoticed and needs to be deleted. Under Article 9, please remove the sentence, "The route will, with the exception of certain parts through Germany, be as far as possible the exact route followed in 1958".

We've been enjoying reading various competitors' reports on Liège-Brescia-Liège 2008, which have been serialised in the club magazines: the latest Berkeley Enthusiasts Club mag includes stories from Ray Bell and Bill Toyer, while the Messerschmitt Owners Club's



Kabinews has just finished serialising Andy Woolley's adventure. Great reading and it's fascinating to get your perspective and see that you enjoyed all the aspects of the event as much as we hoped you would!

We haven't made as much use as we should have done of competitors' comments on the event, so it's time to put modesty aside for the sake of readers who've not been on one of our events before, and let you read some impartial opinions:

"It was the most challenging and enjoyable motoring event I've ever taken part in." Andy Woolley, 1960 Messerschmitt KR200.

"An excellent idea. It was a cross between a tour and a classic car rally which was implemented very well for a



2009 Micro Marathon route map

first event. You should be very pleased having organised a new style of event which proved to be a great success and enjoyed by nearly everyone who went. That is most unusual. Some people will now try to copy it, but I doubt if they will do it so well.” Colin Francis, UK classic rallying representative on FIVA and FBHVC.

“Many thanks to have made true this event. It was great.” Claude Gueniffey, 1956 Heinkel 200.

“Thanks for the adventure!” John Rondeau, 1969 Vignale-Fiat Gamine (right).

“Many thanks for a super event with so many seriously attractive elements. I really enjoyed it very much indeed.” Willy Cave, co-driver Citroën 2CV, former Spitfire pilot, highly successful professional



rally co-driver in the 1950s and 1960s and current classic rally navigation tutor.

“Thanks again for a brilliant bash, unforgettable!!! Great, great show, great bunch of guys. My co-driver wants to get a car and do more. Penelope Pitstop (co-driver of Baron-von-Richthofen, the red baron) said it was the best rally ever! She should know...” Richard Disbrow, 1961 Fiat 600 (left).

“The LBL was great, we had a wonderful time, it was a great experience. I wish you and your organisation all the luck for next rallies.” Patrick Pellen, 1958 Vespa 400 Luxe.

“Congratulations, what an epic ten days, during these days I think I reached the highest highs and the lowest lows that I have ever done on a rally. The fact the car made it and Bob and I are still friends is amazing!” Richard Dalton, 1959 Citroën 2CV.

“I am not ashamed to say that I was a rally virgin 13 days ago, not any more. What a great event, what a historic route, what a great feeling to have finished. I had a great time, I am totally knackered, and finding it quite impossible to get back to work. I just find myself drifting back to the photos of the tour...a life changing event, one as you said will stay with me for some time.” James Goodwyn, co-driver 1961 Fiat 600 (left).



“Just wanted to say thank you for organising such a brilliant event. We had a great time, James is now very concerned that I might have got the rallying bug!” Jane Puttock, 1967 Subaru 300.

“Malcolm and all your LBL Rally Team, many thanks and congratulations to you all for organising such a successful event! From my own part I enjoyed it immensely, can't wait for the next one!” Bill Toyer, 1957 Berkeley SE328.

“1000 merci pour cette exceptionnelle promenade de la Belgique aux Dolomites. Que de souvenirs engrangés... Au plaisir de vous revoir, mes amitiés à toute votre équipe si sympathique.” Michel Thomas, 1968 Steyr-Puch 650 TRII (right).



"It has been said many times and will be said often again, but you gave us a fantastic rally. This must have been evident to you by the great camaraderie amongst the competitors: although it was long, we were reluctant to finish. Also Fraser is a credit to you, quite the mascot of the rally. Congratulations on a great event and let me know what comes next." Trevor Redpath, 1967 Citroën 2CV.

"The rally was great and we thank you for having realised such a 'mad' idea." Norbert Mylius, 1958 Zundapp Janus (below).

"Thanks for a truly great and memorable rally. I still cannot

believe my 492 did over 3000 miles almost without problem, especially in view of the lack of shakedown before we left home. If I had not missed a gear and free-wheeled over the finish line on the last special stage, I know the car would have beaten Mark Smith and Colin Archer without problem. It was pilot error, not the Berkeley that let us down! Thanks again for a once in a lifetime experience, you and your team were fantastic!!!"

Mike Webster, 1958 Berkeley SE492 (above).

"Just a line to say thanks for giving me a chance to take part in this unique experience. It was everything I expected & more, & the weather just made it more realistic than ever. Thanks once again for giving me a great time, hope to do it again some time." Chris Foster, co-driver 1960 Berkeley T60.

"Many, many thanks for the wonderful Rally you have organized and fantastic executed. I just copied the photos for our Janus team members and got through all the marvellous 10 days. I do not remember any more all the work before the Rally and also not the 'Schrauber' hours and the sometimes very short sleep at night. The Rally was great." Jürgen Bader, co-driver 1958 Zundapp Janus (right).

"What a fabulous experience the L-B-L was! I think the best way I can describe it, for me at least, was a 'Rollercoaster Ride, Blind-Folded'!! I arrived home absolutely exhausted, relieved but very happy I had taken part in a re-creation of an Event originally organised fifty years ago. They must have all been on steroids, back then...can you check? The programme was quite intense, but enjoyable none the less, with stunning scenery! You clearly put a lot of effort into planning and organising it, well done to you and all your team!" Roger Barker, co-driver 1961 BMW 700CS.

These are just some of the many kind comments received: thank you all, we look forward to seeing you again... Stoffel Mulier is hard at writing a book on Liège-Brescia-Liège and has discovered far more about the original event, found more surviving competitors and uncovered detailed accounts from the time: fascinating stuff, we can't wait to see it!

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SUBSCRIBER ADVERTS ARE FREE....

LBL MINI FOR SALE

Ideal Liège-Brescia-Liège mount: 1961 Morris Mini 998cc, currently undergoing full restoration but I've been tempted by a Cooper replica so the Morris could be yours for £3750. Mike Norton, email miken@dentaladviser.demon.co.uk

NAVIGATOR OFFERED FOR MICRO MARATHON

Liège-Brescia-Liège veteran (co-driver in 2CV no 31) would love to have a go at the Micro Marathon too: email Mike Norton on miken@dentaladviser.demon.co.uk