

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: JULY 2009



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Almost everything is in place now for **Micro Marathon** and WOW! What an event we have lined up for you this September! For the start, we have the splendid showrooms of Fiat's Toulouse agency, Someda (www.fiat-toulouse.com), who kindly provided our recce car, the Micro Marathon-liveried 500 shown below. I must admit to my heart dropping a beat when I saw they'd given me an automatic, but I was wrong. Fiat's Dualogic gearbox is a revelation: you can select normal automatic mode if you like - it's handy around town - but for spirited driving, especially in the mountains, you can select a sequential manual mode that does all the clutch work for you. You just lift for a second, flick the gear selector up or down and floor it again. Fabulous, and it never gave a moment's worry on our 2500km recce. The photo below shows the car on one of the stunning Pyrenean passes we've lined up for day one of the rally.

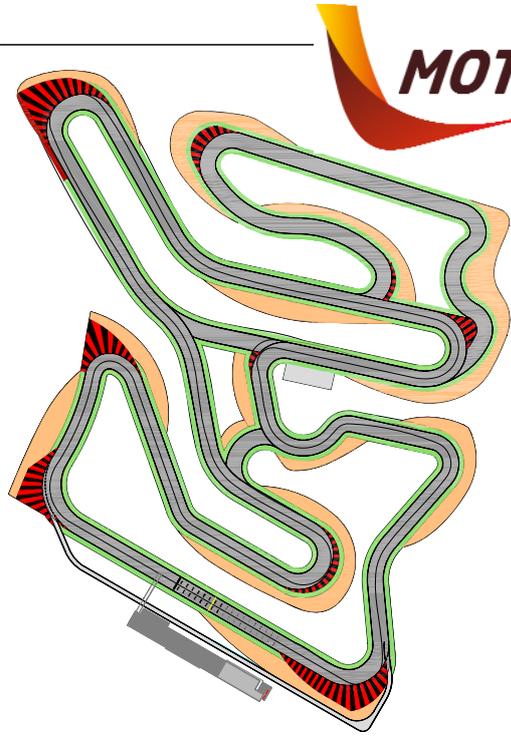
We had an absolutely brilliant recce, met wonderful people, visited wonderful places and drove many, many wonderful roads. Just a few are shown here: if you want to see more, you'll have to sign up and join us! We would really like to get a few more cars on the event - remember, it's open to all cars under 700cc of a type that was in production by the end of 1969 (including all 2CVs) and pre-war cars up to 1000cc. As a special incentive, we've DROPPED the price back to £2400 for two people - but be quick: we can only hold it at that until the end of July, as we must confirm room numbers to the hotels then. After that, entry



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

MOTORLAND

ARAGÓN



must rise to £2600 as the rooms will cost us more.



One of the most exciting aspects of the event for motorsport fans will be our double visit to Motorland Aragón. This breathtakingly ambitious project is transforming barren land beside a lake a few miles outside Alcañiz in Aragón into a dream motorsport location. The kart circuits, seen left, can be run in various configurations and we plan to use the full 2028m circuit for at least one of our tests: that's twice as long as any of the tests on LBL last year. And there's even a possibility that we will get to drive (untimed) around the brand new Grand Prix circuit which is scheduled for completion just before we get there. This incredible circuit has been designed to incorporate replicas of some of the most difficult corners on current F1 circuits, especially Monaco where testing is of course impossible because it uses public roads: now, F1 teams who want to get the best out of their cars at Monaco, can spend as long as they like testing them on identical corners in Spain. Clever stuff. It is amazing to see this project taking shape: huge progress had been made since

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September and even more will have been made by the time of the rally. On www.motorlandaragon.com you can see the stunning Norman Foster-designed motorsport industry centre that will be built soon.

Other attractions lined up include a visit to the very impressive premises of the Classic Motor Club del Bages, a really well organised club in Cataluña. Club President Toni Tachó has arranged for us to visit not just the club's own collection of classic vehicles, including microcars (the Spanish PTV was built by his family company), but also the two exceptional private microcar and classic collections of Jaume Jubert and Claudi Roca will be brought together for our visit. Spain produced a wealth of microcars that are almost never seen in the rest of Europe: you will see the best collections in the world. Many other rare cars will be on display, including a Berkeley unknown to the BEC...



Toni Tachó and PTVs at the Classic Motor Club del Bages

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Vespa 400 and Simca 508C in the National Automobile Museum of Andorra

Thanks to Guillem Salvadó, President of Andorra's AAVA, we will visit the National Automobile Museum of Andorra, where we will have the finish control that day, giving you as plenty of time to look around the widely varied exhibits. Again microcars are included, but so are a terrific range of vehicles. The museum has an exceptional collection of pedal cycles and its motorcycle collection includes a two-wheel drive off-road bike, a diesel-engined bike and one powered by a Wankel rotary. Rare cars from the 19th century on are present, from Bugattis to a locally-built 2CV

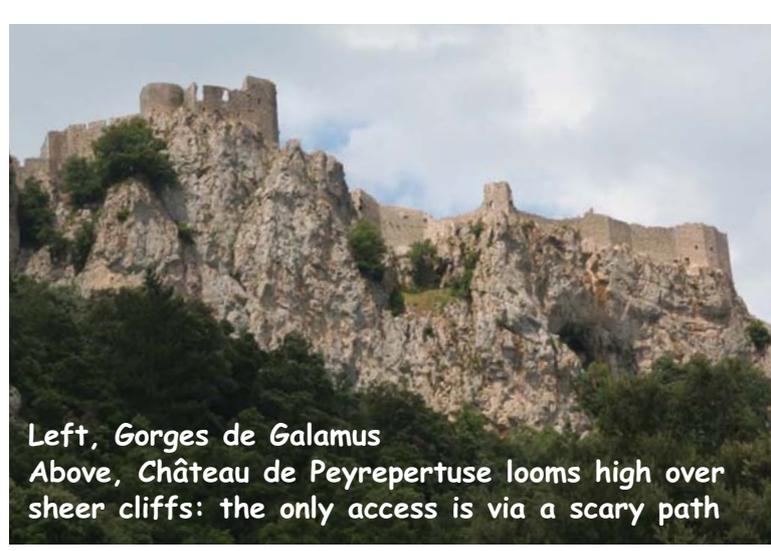
hearse... everywhere you look is something different.

We are negotiating to spend one lunchtime in the glorious historic town of Morella, a fortress town since pre-Roman times that remains largely unspoiled, still surrounded by its mediaeval walls, looking out over a Roman aqueduct and topped by a remarkable castle with rooms built into its rocky core. We hope that the town council will agree to invite us to park in the central square.



Morella: the castle

On the final day, we take you through the fabulous overhanging cliffs of the Gorges de Galamus, then recommend you visit the



Left, Gorges de Galamus
Above, Château de Peyrepertuse looms high over sheer cliffs: the only access is via a scary path

craziest of the Cathar castles, the Château de Peyrepertuse, defying the forces of gravity as it clings to the rock hundreds of feet above sheer drops; just visiting this castle is a terrifying but unforgettable experience!

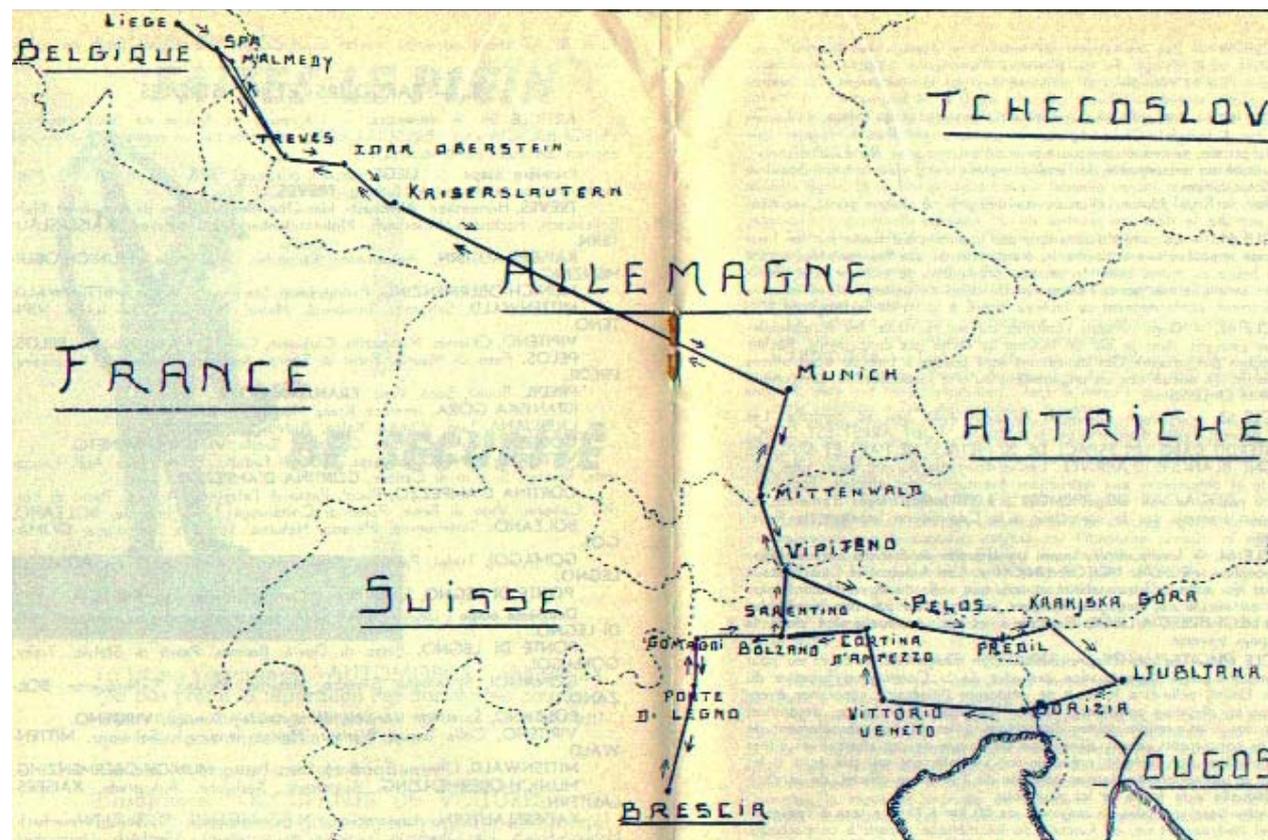
The Micro Marathon starts in Toulouse first thing on Saturday, September 5 and finishes in nearby Carcassonne on the evening of Friday, September 11. All meals and accommodation are included from Saturday lunch onwards; we can also offer a special deal on B&B in Toulouse on the night of Friday 4, including towcar storage for the week, or on Motorail from Calais to Toulouse; we have a group discount with SeaFrance, accessible if you book via the link on our website. We will provide expert mechanical back-up, as our 2008 LBL mechanic Roy Gillard will be joined by local microcar guru Nick Poll in a Fiat Scudo packed with tools and towing a trailer. A Fiat Ducato van will follow the rally to carry your luggage (and a small amount of spares). Fiat France are kindly providing these back-up vehicles, together with two 500s for rally organisers and photographer. Route books, maps, rally plates, door stickers, etc etc are all included and will be made available at Toulouse on Friday afternoon, and at a similar time to those travelling by Motorail.

Liège-Brescia-Liège 2010: entries coming in!

Though it's still very early days, all the indications are that **Liège-Brescia-Liège 2010** is going to repeat the success of last year's event on this historic route, shown below as it appeared in the entry brochure for that unique and pioneering rally in 1958.



We will follow the exact same route as those tiny cars did in 1958, with two major differences; first, the 3330km route that they covered in two days and three nights, is split into 10 days of around 200 miles each; second, the long stretch through Germany that they drove on autobahns to test the high speed durability of their cars, is replaced with a gorgeous country road route through the Black Forest and Swabian Alps, with fun kart circuit tests and great castle and museum visits thrown in.



It was rather too hard work at times for the smallest micros last year, it's true, with just 200cc to drag them along - but we stayed true to the original event which after all was a great deal harder. Ironically, the route is better suited to slightly more powerful vehicles: i.e. the 600-1200cc cars that will be with us on July 16-25, 2010.

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It will still be a challenge, of that there is no doubt, but the passes will be much more enjoyable if you're not forced to slog for miles in first gear, catching up if you miss a turning will be possible rather than impossible and you should have just enough time for an enjoyable chat over a beer or coke in the evening rather than falling asleep over dinner!

Early entries are a wonderfully eclectic mix, from the Mini-Cooper 998 of Mike and Ben Norton to the charming Reliant Regal 750 of Wally Liles and Hugo Willmars (right).

If you want to secure an entry at the rock-bottom introductory price of £2995 for two people – which gets you eleven nights' accommodation in four and five-star hotels, ALL meals, maps, rally plates, door stickers, route books, mechanical back-up, luggage van, kart circuit tests and visits to everything from castles to motor museums, while enjoying our unique format of competitive navigational rallying on fabulous roads driven by rallies since the 1920s – then get your entry to us with the initial payment of £1500 by the end of this month. If you don't have regulations and an entry form, email us now on LBLrally@aol.com or phone (0044) 07711 901811.



Wally Liles/Hugo Willmars, 1957 Reliant Regal Mk3

To whet your appetite, here's a quick reminder of what both experts and novices alike said after LBL 2008...

"An excellent idea. It was a cross between a tour and a classic car rally which was implemented very well... Some people will now try to copy it but I doubt if they will do it so well" *Colin Francis, Rallies Rep on FBHVC and FIVA, professional co-driver.*

"Many thanks for a super event with so many seriously attractive elements. I really enjoyed it very much indeed..." *Willy Cave, pro co-driver and navigation instructor.*

"Thanks for the great rally in 2008, this was an experience we will never forget!" *Dries Meynckens, Netherlands.*

"It was a tremendous experience and one that I for one would not have missed for worlds!" *John Ducker, Scotland.*

"To say that we were complete novices would probably rate as the understatement of the year. However, that neither dampened our enthusiasm nor our enjoyment of the time we spent on your carefully planned out rally. It was truly a superb experience – one that we still talk about on a daily basis and I am sure we will never forget. Your colleagues were only superb and extremely helpful and always greeted us with a smile and a really warm welcome; even though I know at times they must have been thoroughly exhausted." *Dan O'Brien & Bernie O'Connor, USA.*



LBL: climbing Passo di Falzarego out of Cortina d'Ampezzo

SUBSCRIBER ADVERTS ARE FREE...

LBL MINI FOR SALE

Ideal Liège-Brescia-Liège mount: 1961 Morris Mini 998cc, currently getting 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

MICRO/FIAT 500 TRAILER FOR SALE

In very good shape, recently repainted, £300ono. Collect Scotland or Cheltenham. Chris Berens, 01285 653924



LBL 1968 NSU 100TTS REPLICA FOR SALE IN NORWAY

Immaculate. Ready to compete on LBL 2010. 100,000 kroner (c£10K). Arne, nsuclub@online.no



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