

1958



LIEGE-BRESCIA-LIEGE

AND

MICRO MARATHON

The World's only International Rallies
for small-engined cars; + Jaguars!

2011



RAC
the driving people

★ July 15-24, 2011 ★

freytag & berndt
www.freytagberndt.com

LBL/MM NEWS: JULY 2011

UNIQUE, ONE-OFF AND UNMISSABLE RALLIES



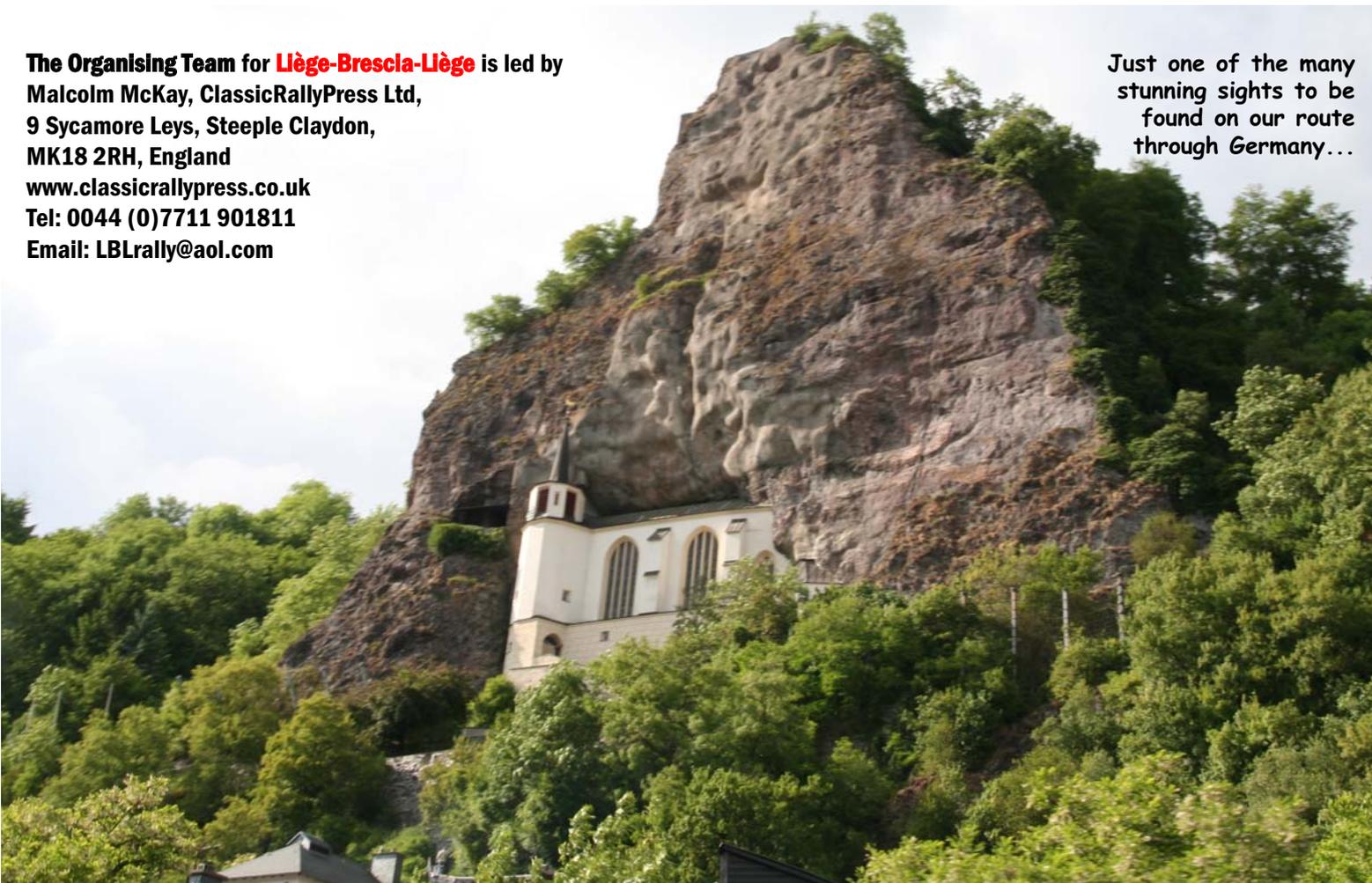
Liège-Brescia-Liège, July 2011: Final Instructions

Liège-Brescia-Liège, July 2012: Jaguars booking up!

It's here and now! Yes, **Liège-Brescia-Liège** 2011 is ready to roll and the Rally Office is a hive of activity as we complete the preparations for this year's event. Trophies will be here soon, some very different and fun Finishers' Awards have been sourced and plaques made up to suit them, the hotels have all been sent the Rooming List and final instructions for the diners and packed lunches, Roy has kindly written the Results program, the kart circuits are being briefed so they are ready to receive us, as are the museums and castles, town halls and all. The new template of sponsors and helpers has been made up and the rally plates, stickers, numbers and banner are on their way. Fiat UK has generously agreed to loan us a new Fiat Doblo Eleganza Multijet, which will have enough room for us to carry all the rally equipment and a few soft bags for those competitors who really cannot fit everything in their car. The excitement and anticipation is tangible!

The Organising Team for **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

Just one of the many stunning sights to be found on our route through Germany...



We know it's been no walk in the park for this year's competitors either, with several reporting last-minute panics with their steeds. Funnily enough, often the cars that give no end of trouble in the run-up to the rally are the ones that perform to perfection when the crunch comes and they set off from Liège – while the ones that have been little angels for months beforehand find their devil side on the rally... No matter: Simon and Mick, our RAC Rescue crew, are there to help with those ones. Just a reminder, though: do make sure you have European Recovery cover, to give you a hire car and get yours repatriated if the worst happens and your car can't be repaired on the spot.

1950 Dellow entrant Andrew Isherwood wrote to us three weeks ago, to say: "The Dellow preparation continues, with lots of work done and I was hoping by now to say very little left to do. Last week's unwanted excitement was when I thought I would have a precautionary check of the bearings while I had the engine out to change the sump to a higher capacity baffled unit I've had made up. I found that one of the white metal big end bearings was breaking up, with a thumbnail sized chunk missing from the bearing. Consequently the engine is out of the car and in rather more pieces than I was planning at this stage. The good news is, that the conrod is now out and with a local specialist and I'm hoping to get it back by next Wednesday."

A shock at this stage, but thank goodness Andrew found and sorted the problem before setting off: it would have been far worse to run a big end on the way to Liège... Andrew asked me if I had a spare water pump from my Sidevalve Ford days, which prompted some suggestions on spares to carry that could be of benefit to all when preparing for a long distance rally or tour:

Why not take just new bearings and seals, I suggested. I'm a great believer in taking the bits that wear out, not the casings they fit in. I always remember a guy who came on the Rallye des Alpes in the 1990s when I was competing in my TR2. He brought one of the original Alpine Rally works Sunbeam Alpines (the early 1950s shape) that Stirling Moss won an Alpine Cup in. He complained throughout the rally about how all the other cars had been hotted up far beyond what was done when they were new – and his car did seem rather sluggish considering its pedigree. On the final day, my TR's dynamo bearings went and the insides of the dynamo self-destructed. When he saw us trying to fix it in the evening, he opened the boot of his car and proceeded to take out two or three huge dynamos and a similar number of even larger and heavier starter motors. The large boot was packed solid with heavy spares. Worse, all looked as if they had been dug out of a back garden where they'd been buried 40 years before – they were useless!

It's much better, in my view, to carry a set of new dynamo bearings and brushes, a set of starter bearings and brushes (less important as there are usually plenty of people around happy to give you a push, or handy 'hills' to roll down), a set of water pump bearings and seals, all lightweight items that won't take up much space. Other obvious things are fanbelt (maybe 2), points, rotor arms (at least two or make sure they're not the riveted type that fail), distributor cap, a couple of spark plugs, maybe one or two brake shoes just in case (but if they're new or nearly new, you're not going to wear them out), rubber bushes (you probably won't need any but they're not heavy or bulky), maybe a shock absorber link (but not a complete shocker), rubber hose repair kit, plastic metal, barseal, superglue, duck tape, electrical tape, a length of electrical wire, assortment of split pins, a few nuts, bolts and washers (but only sizes that are used on the car – same applies to spanners), an 'instant spare' puncture aerosol, small containers of oil and water.



Stunning rainbow over Merano during our route recce in June



Glorious Alpine scenery climbing the Passo Pennes, north of Bolzano...

Tools are another topic, but the basic rule of keeping weight down wherever possible applies – if you carry too much weight, you put excess strain on the car and things fail – including things you may not have with you. If you travel light and don't over-stress the car, provided it's in good condition to start with, nothing should go wrong! The rule with tools is only to take the tools that fit the car. Sounds silly, but many people carry a complete socket set (often with both metric and imperial sizes) and a complete set of spanners, when in fact 50% or more of the tools they're carrying don't actually fit any nut or bolt on the car. It's dead weight – leave them at home! One item that should never be left behind, though, is the fire extinguisher – likewise the first aid kit. Even if you don't need it, somebody else may do. As to what tools you need, your own car's original tool kit is a good start – I remember my Triumph Herald toolkit comprised two double-ended open-end spanners (7/16 to 5/8 AF, from memory, fitting virtually every nut on the car) and a tubular spanner that fitted the wheelnuts at one end and the spark plugs at the other, plus a mini-crowbar that unhooked the hubcaps, turned the tubular spanner and had a sturdy screwdriver blade at the opposite end. That was it, but it was sufficient for virtually every roadside emergency.

Another who has been struggling with unforeseen problems has been Marcel Spoelstra in the little Suzuki Fronte. Two-strokes are simple, everyone says, but the unfamiliar engineering and ancillaries can throw up a surprising number of issues! Challenges that have now been overcome have included excessive fuel consumption at speed, traced to the carburettor overflowing at speed, and major electrical breakdown (the horn, fuel gauge and wipers stopped working, then the car wouldn't start) requiring rewiring. We have also been discussing the driving techniques for two-strokes: because they generally rely on the oil coming through with the petrol to lubricate the cylinder walls, piston rings, little ends and even the crankshaft bearings, it is very important not to use engine braking when going down long hills, as running the engine at high speed with the throttle closed starves it of oil and can cause it to seize.

For that reason many two-stroke car builders, such as Trabant, fitted a freewheel (though only on top gear, in the Trabant's case) so that when you lift off, the revs drop to tickover and there is no danger of seizing the engine. If there's no freewheel, you simply have to disengage the clutch, or drop into neutral, until you're ready to accelerate again.

Talk of driving techniques leads to some general tips for those not often in the mountains. Following other cars during the recce showed a wide range of different techniques, few people giving their cars the best treatment or making smooth or rapid progress. The first thing to remember (and this is no foolish approach, it was taught to me on advanced driving courses in the past) is that the

whole road is there for you: if there's no-one coming the other way, use it all. Don't stick rigidly to 'your' side of the road unless the road markings demand it. There are some lovely winding stretches of road on the route where, if the road is clear, you can drive virtually straight through numerous bends, cutting both right and left corners – yet many people religiously weave from side to side, increasing their fuel consumption, the stress and strain on their cars and themselves, and taking far more time...

Secondly, when you're climbing or descending passes with hairpin bends, ask your co-driver to help: they can often see around the bend before you can and can tell you if something's coming or not. If it's clear and safe, use the racing line, enter wide, clip the apex, exit wide – again, it puts less strain on the car and allows you to carry more speed through the corner, helping to keep the engine/brakes cool as you don't have to accelerate/brake so hard up the next straight. And if your brakes are marginal, provided you have a four-stroke engine, use engine braking. Change down to third or second when descending steep hills, don't over-rev the engine of course, but allow the engine's compression to help slow the car – it can make a huge difference. Use the brakes in bursts, rather than all the time, so the air can get between the shoes and drum to cool them down, and if you have to stop to wait for another car, put the handbrake on and take your foot off the brake pedal so the brakes can cool down.

Navigators: here are some tips for you. First, remember to take a stopwatch (before rushing out to buy one, check if your mobile phone has one that is easy to use – most do). Second, take a compass – ideally a car compass that is designed to work inside a car, stuck to the windscreen, so it doesn't become yet another thing you have to hold. You'll be amazed how often it will save you when you come to a junction and are not sure which way to turn. Navigating from maps, you will always know roughly what compass direction you should be following. In case you don't have time to get one, we will have some for sale at Signing On.

A clipboard is also useful for navigators, to help keep the maps, Route Card, etc under control and a pen, pencil or highlighter to hand for marking the route on the maps. And if you're in an open car, a clear plastic wallet or sheet to protect the maps from rain is vital – if they get wet on the way south through Germany, don't forget you'll need them for the return trip too: we don't carry spare maps.



Passo Pennes is one of the finest of all the Dolomite passes

Meals: are you vegetarian, or do you have special dietary requirements? We cannot guarantee to accommodate them, but if we know in advance we will inform the hotels and ask them to do their best – please tell us AS SOON AS POSSIBLE!

We've already mentioned that, due to the very small entry numbers this year, we've had to compromise on luggage transport and need competitors to carry their own luggage if they can: just one light, soft bag per car for those who really cannot fit it in can be carried in the organisers' car, but it must be handed over 15min before the first car is due to leave each morning, as we will usually be leaving first...



The Stelvio: incomparable

The small numbers also mean a few changes to the awards as listed: not withholding any trophies from anyone, just making sure we don't have trophies left over! Below is the revised listing, together with the final (we hope!) version of the Rally Itinerary.

Article 11: Awards: Awards will be presented at the Prizegiving Dinner on July 24.

Finishers' awards will be issued to all crew members checking in at the finish on July 24 having completed at least half of the route.

Class Awards will be presented to the highest-placed finishers in each Class.

Overall Category Awards will be presented to the two/three highest-placed finishers in each Category.

Navigator's Trophy: one trophy for the navigator of the car with the lowest penalty score excluding test penalties.

Driver's Trophy: one trophy for the driver of the car with the lowest penalty score on Special Tests.

Veteran's Shield: one trophy for the oldest car to complete the route.

Concours Award: one trophy to the car and crew deemed the most elegant and authentically-equipped, both in terms of car presentation and crew apparel.

Spirit of the Rally Award: one trophy to the car and crew deemed to have made the greatest efforts to capture the spirit of the event.

Provisional Timetable: This Timetable is provisional and may be amended.

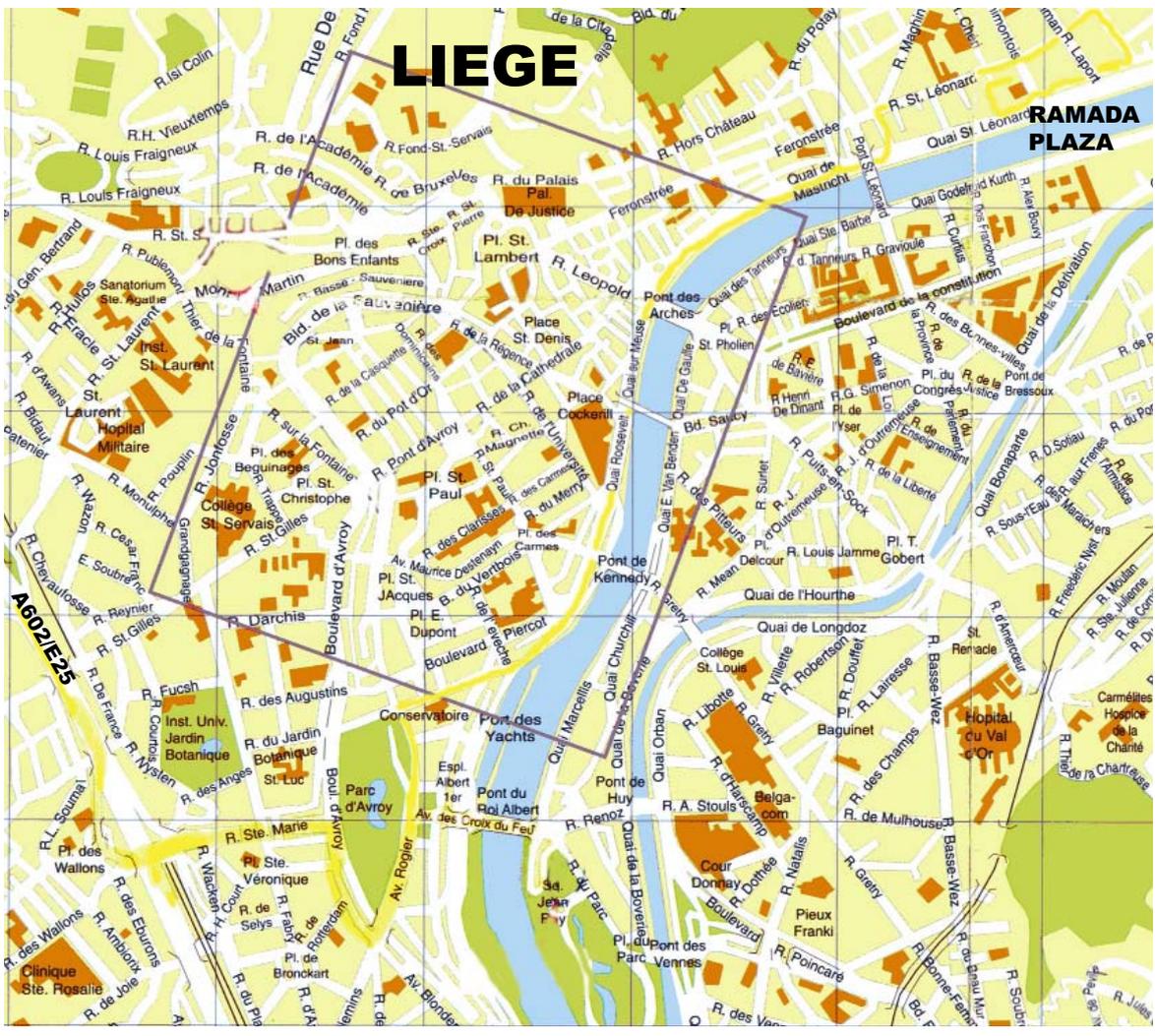
Thursday July 14	14.00-18.00	Arrival and Signing On, Ramada Plaza Hotel, Liège
	20.00	Welcome Dinner, Ramada Plaza Hotel, Liège
Friday July 15	08.00-08.30	Check Out, Ramada Plaza Hotel Liège
	08.30-09.00	Checkpoint, Parc des Sept Heures, Spa
	09.00-10.30	Special Test, Francorchamps Karting, Spa Circuit
	19.00-20.00	Check In, Novotel Karlsruhe Kongress, Karlsruhe
Saturday July 16	08.00-08.30	Check Out, Novotel Karlsruhe Kongress, Karlsruhe
	08.30-10.30	Special Test, Kartbahn Liedolsheim
	11.30-14.00	Checkpoint, Boxenstop Museum, Tubingen
	18.30-19.30	Check In, BMW, Munich
	Overnight	Suite Novotel Schwabing Hotel, Munich
Sunday July 17	09.00-09.30	Check Out, Suite Novotel Hotel, Munich
	18.00-19.00	Check In, Grand Hotel Misurina
Monday July 18	08.30-09.00	Check Out, Grand Hotel Misurina
	18.00-19.00	Check In, Hotel Lev Intercontinental, Ljubljana
Tuesday July 19	08.00-08.30	Check Out, Hotel Lev Intercontinental, Ljubljana
	11.30-14.00	Checkpoint, Museo Gino Tonutti, Udine
	18.30-19.30	Check In, Sporthotel Alpenrose, Nova Levante
Wednesday July 20	09.00-09.30	Check Out, Sporthotel Alpenrose, Nova Levante
	18.00-19.00	Check In, Piazza Loggia, Brescia
	Overnight	Villa Fenaroli Palace Hotel, Brescia
Thursday July 21	09.00-09.30	Check Out, Museo Mille Miglia, Brescia
	18.00-19.00	Check In, Hotel Marlana, Merano
Friday July 22	09.30-10.00	Check Out, Hotel Marlana, Merano
	18.00-19.00	Check In, Marina Hotel, Bernried
Saturday July 23	08.00-08.30	Check Out, Marina Hotel, Bernried
	11.00-13.00	Checkpoint, Automobil Museum Busch, Wolfegg
	12.00-15.00	Checkpoint, Bachritterburg, Kanzach
	13.00-16.00	Checkpoint, Automuseum Engstingen
	15.00-17.30	Checkpoint, Schloss Lichtenstein
	19.00-20.00	Check In, Achat Hotel, Bretten
Sunday July 24	08.00-08.30	Check Out, Achat Hotel, Bretten
	08.00-10.30	Special Test, Kartbahn Liedolsheim
	18.30-19.30	Special Test, Francorchamps Karting, Spa Circuit
	18.30-19.30	Check In, Francorchamps Karting, Spa Circuit
	21.00	Prizegiving Dinner, Ramada Plaza Hotel, Liège
	Overnight	Ramada Plaza Hotel, Liège
Monday July 25	Morning	Breakfast; departure

Our sympathies to BMW Classic and the BMW Museum team, who had a nasty shock when Munich was hit by torrential rain storms this week: the lower reaches of the BMW Museum, which disappears impressively into the bowels of the earth, were flooded. As a result, some exhibition rooms will be closed when we visit this year, but there is still a great deal of impressive BMW history and technology to be seen. We hope they are able to salvage everything and fully reopen the Museum soon.

And now, you must be wondering how you're going to find your way to the hotel at Liège... If you're travelling from the UK via Calais, we recommend taking the A16 to Dunkirk and then the E42 all the way to Liège. Motorways in Europe have E-numbers which are Europe-wide as well as local A-numbers, so they traverse borders. E42 goes via Lille, Tournai, Mons and Charleroi and is much quieter than the alternative route via Brussels.

Approach Liège itself from the west side, on the A602/E25 (the same applies if travelling from the south).

Take exit AVROY / LAVEAU
 Follow SP Centre under motorway bridges and through underpass
 Take Right lane, follow SP Centre
 Follow sharp LEFT, SP Centre.
 Follow to end of Parc d'Avroy, where turn RIGHT
 Follow north-north-east along river bank, passing under Pont de Kennedy, footbridge, Pont des Arches
 1st exit at Rbt (Roundabout): stay on river bank
 300m Rbt, 1st exit (SP Herstal)
 300m LEFT SP Pont St Leonard
 100m RIGHT at Rbt, pass 1st road on Right, hotel entrance is on Right (opposite a left turn).
 If gates are shut, ring for entry: it is also possible to enter from Quai St Leonard, but the entrance is very tight and difficult off a major road. If you enter as instructed, towcar/trailer parking is immediately past the security gate. Rally car parking is underground (at end of car park on right); the hotel entrance is on the left. We look forward to seeing you!



Liège-Brescia-Liège 2012: Year of the Jaguars!



Thanks to Ian & Denise Fyfe, and Nick & Jules Fielding, for being the first to secure places on **Liège-Brescia-Liège 2012** on July 12-22 for Jaguar XKs and E-types: Ian & Denise will be in their XK 120 FHC, while Nick & Jules will either be in an XK 150 or an E-type. Many other XK owners have expressed an interest and we expect a flood of E-types soon too, when the rally is announced in *The E-type*, so if you want to be certain of having a place, please let us have your £200 (returnable) deposits soon.

One of the visits on the rally that will be particularly popular next year will be the charming Boxenstop Museum in Tübingen, Germany (left), where Rainer Klink and his wife have put together a delightful display, with many terrific cars including a great selection of Jaguars...

SUBSCRIBER ADVERTS ARE FREE...

LBL-ELIGIBLE TRABANT P601 COMBI FOR SALE:



'Pepsi', Kevin and Loree's trusty Trabi that ran so well round the Pyrenees and Spain, is for sale! The finest Trabi Combi in the UK, 1977 model with the much prettier curvy bumpers, fully rebuilt a few years ago, just

mechanically sorted (with a new clutch, rebuilt freewheel and new MoT) by Roy Gillard, £2750ono. In central England (M40 junction 9). To view, contact the rally office.

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