

1958

LIEGE-BRESCIA-LIEGE

2010

AND

MICRO MARATHON

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

★ July 16-25, 2010 ★ July 15-24, 2011 ★

LBL/MM NEWS: JUNE 2010

UNIQUE, ONE-OFF AND UNMISSABLE RALLIES!

Liège-Brescia-Liège, July 2010: Final Instructions...

Liège-Brescia-Liège, July 2011: Regulations Published!



Less than three weeks to go to the start of **Liège-Brescia-Liège 2010** and excitement is building here at Rally HQ and around the world! Myles Hicks' Mini 850 must be more than half way here now on its long boat journey from New Zealand; Peter Thorogood's Sunbeam Stiletto is running happily around Buckinghamshire, waiting for Peter and Nim to fly in from Australia; and Roy is working flat out to complete a full rebuild of the engine in Mark O'Connor's Anglia 105E. Yes, I blew it up... I decided the best way to make sure it wouldn't let Mark and Paula down half way round the Dolomites was to max it on the M40's longest hill (after all, those engines are noted for their revability). And guess what, an engine that seemed to run perfectly and quietly, ran a big end. Better there than in the mountains, and it should be truly unburstable after its rebuild: we just need to run it in before they arrive from Australia... I am sure your own preparations are going just as well!

In addition to our valued support from **FIAT**, we're delighted that **Michelin** have agreed to support us again this year. As in 2009, not only will they provide all the maps you (and we) need to find our way around mainland Europe, but they will also

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Berkeley SE492 in the Dolomites: LBL 2008

Malcolm presents the stunning Michelin Best Navigator trophy to Jane Southgate on Micro Marathon 2009



sponsor a magnificent trophy for the Best Navigator on the rally. Something to aim for, and to remember as you wrestle with the route planning and navigation out there!

Our trophy providers, Uppermost Business Gifts, have very generously agreed to donate a really special trophy for the Best Overall Performance in the Authentic Category: unlike the other trophies, this will be a Perpetual trophy, to be returned at the start of **Liège-Brescia-Liège 2011** in exchange for a replica. We will also match Michelin's trophy with an identical one for the Best Driver, whose performance is principally judged on results in the Special Tests: and we've just added another of those!

One of the very few quibbles mentioned in 2008 was that the finish of the rally at the Holiday Inn in Liège was a bit of an anti-climax. We've found the

answer! This year, the rally will end with a fourth Special Test, held on Sunday evening at the Spa Francorchamps kart circuit within the legendary Spa racetrack and followed by the Prizegiving Dinner in the circuit restaurant. Not only is this a much more exciting way and place to finish, but it is entirely appropriate: back in 1958, the original **Liège-Brescia-Liège** rally had its timed finish at Spa, and returned there next day for the Prizegiving Banquet. We're very grateful to Bruno Beulen and his team at Francorchamps Karting for making this possible.



Spa kart circuit: perfect finish location for LBL 2010

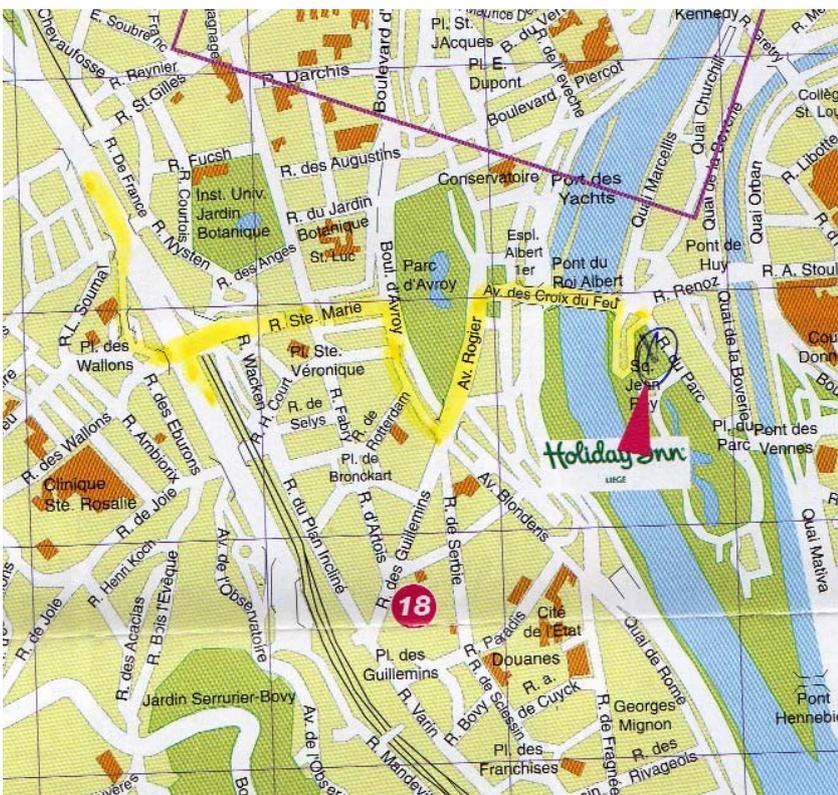
We mentioned last month some of the fascinating new locations we will be visiting on the route this year, and we've just added another: Bachritterburg Kanzach (left) is a stunning reconstruction of a mediaeval fortress from the early 14th Century, created over the last decade on an original castle motte abandoned in 1392 and brought alive by professional actors, this is a unique opportunity to experience an early mediaeval wooden castle as it would have been. Many thanks to Carl-Michael Emer, who has been working hard to facilitate our German visits, and to Burgermeister Rudolf Obert for agreeing to let you in!

We are really looking forward to seeing you all in Liège for Signing On and Scrutineering on the afternoon of Thursday, July 15: we will be set up and ready for you from 2pm to 6pm and we recommend you get Signed On as early as possible, so you can spend a few hours plotting maps before the Welcome Dinner at 8pm in the Palais des Congrès.

Here is a street map to help you find the start in Liège. If you're travelling from the UK or northern France, we recommend the A16 to Dunkirk, then the E42 all the way to Liège. E42 goes via Lille, Tournai, Mons and Charleroi and is much quieter than the alternative route via Brussels.

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

- Take exit AVROY / LAVEAU
- Follow SP (signposts) 'Centre' under motorway bridges and through underpass
- Take RIGHT lane, follow SP Centre
- Follow sharp LEFT, SP Centre
- Immediately take RIGHT lane and turn RIGHT SP Pont Albert 1
- Straight On over river
- Turn RIGHT into Holiday Inn and Palais des Congrès
- Car park in front of Holiday Inn is for Palais des Congrès
- Holiday Inn car park is behind hotel with barrier entry.
- Drive around in front of hotel and then out of car park - immediately RIGHT (before public road) to enter car park.
- The outside parking is for towcars and trailers - rally parking and vehicle check is in underground car park.



There, you've just had a taster of the sort of instructions you'll be following: we hope it works for you. At Signing On, you will receive your rally pack, two rally plates, door stickers and a set of new Michelin maps. The route is provided, just as it was in 1958, as a list of place names which you must plot on the map, so bring pencils, rubbers and highlighter pens! To prove that you have followed the right route, you will be required to take digital photos of your car in specific locations along the way, matching the sample photos provided in the Route Instructions. Unlike in 1958, we do try to make sure you don't get lost in the cities, so you will also find more detailed instructions to help you through, and street maps. Use ALL the resources provided, plot the route as best you can on every map, note which ones have the best scale and detail and prepare yourself to ensure you are using the best map(s) at all times. Remember Michelin's Regional maps have some street maps on them too, which may give better coverage of roads approaching cities than the separate street maps. Some of the maps have tiny print: a map magnifier may be useful. Good preparation is key to a relaxed, happy rallying experience!

Don't forget, you'll need a stopwatch for the tests, and a digital camera for the photo controls. Top quality equipment isn't necessary; in fact a mobile phone will do both jobs just fine. It is your responsibility to have valid insurance for all countries we traverse and for driving in the tests; make sure you also carry all the car's documents with you. The use of Sat Navs is deplored except in emergencies and must be declared: we expect you to be honest. The rally will be followed by our highly respected and experienced mechanic, Roy Gillard, driving a Fiat Doblo with small car trailer. He will try to help you out if you break down and, if you are stuck, tow you to a safer place for repairs or to the end of the day if you're close. BUT, don't expect him to perform miracles: he has to help as many as possible each day and may have to leave you and move on to the next problem. It is vital that you have full European Recovery Insurance in place that will recover you if Roy cannot do it, and will repatriate your car and provide you with a hire car for the rest of the event if you are unlucky enough to suffer problems that cannot quickly be repaired.

Formal clothing is not required on this rally: small car rallying doesn't lend itself to carrying a large wardrobe! If you've room for a jacket & tie/skirt for the Welcome and Prizegiving Dinners, that's great, but it's not essential. Please don't expect the luggage van to carry huge suitcases for you: we can accommodate a maximum of 25kg per car, and heavily overweight bags may be penalised! Please do not fill suitcases with spare parts that will have to be lugged on and off the van every night: we WILL take a SMALL box of emergency spare parts (max 35x25x25cm) per car, that can be left in the luggage van unless needed - but this only applies to crews who do not exceed the 25kg limit for their normal luggage. All boxes and bags MUST be clearly labelled and we can accept no responsibility for lost luggage/spares.

Liège-Brescia-Liège 2010 Starting List

The entry list has now been sorted into starting numbers, classes and categories, as shown below. Door stickers and rally plates with your numbers will be provided at Signing On. Please come equipped with double-sided sticky pads, cable ties or whatever you prefer to attach the rally plates front and rear; we recommend a layer of soapy water before attaching the door stickers, it helps to avoid ugly air bubbles and also guarantees easy removal after the rally.

AUTHENTIC CATEGORY

Driver	Co-driver	Car
1 Hedwig Rodyns (B)	Nicole Rodyns-Vervloet (B)	1936 Morgan F2, 933cc
2 Stephen Lloyd (GBW)	David Lockyer (GBE)	1953 Morris Minor, 948cc
3 Thomas Groot (N)	Bjørn Tore Engene (N)	1954 Morris Minor, 948cc
4 Wally Liles (GBE)	Hugo Willmars (D)	1957 Reliant Regal Mk3 Tourer, 750cc
5 Jean Sirdey (F)	Jenny Sirdey (RSA)	1969 Fiat 500, 499cc

SPIRIT CATEGORY

Up to 850cc

6 Myles Hicks (NZ)	Gavin Hicks (NZ)	1965 Morris Mini 850, 848cc
7 Michael Merkelbach (B)	Jolien Nijs (B)	c1970 Fiat 500L, 650cc
8 Roger Edwards (GBW)	John Webb (GBW)	1986 Citroën 2CV Special, 602cc
9 Jeff Payne (GBE)	Jonathan Stewart (GBS)	2004 Smart Roadster Brabus, 698cc

Over 850cc

10 Ben Norton (GBE)	Mike Norton (GBE)	1962 Austin Mini-Cooper, 998cc
11 Mark O'Connor (AUS)	Paula O'Connor (AUS)	1965 Ford Anglia 105E, 997cc
12 John Huntington (GBE)	Wendy Huntington (GBE)	1967 Morris Minor Convertible, 1098cc
14 Peter Thorogood (AUS)	Nim Thorogood (THAI)	1969 Sunbeam Stiletto Coupé, 875cc
15 Steve Armitage (GBE)	Peter Wyles (GBE)	1973 Hillman Imp Super, 875cc

In case you're wondering how the Mini, Fiat 500 and 2CV can possibly cope against the super-fast Smart Brabus, we have come up with a cunning plan. The normal RACMSA answer for turbocharged cars is to multiply their capacity by a factor of 1.4 and move them up a class. However, this would put it with the Morris Minor etc and still be an unequal contest. So we've decided instead to reduce the Smart's target time on the tests by a factor of 1.4: much more fun for the Smart boys and hopefully more equitable for all. And just to clarify, the Authentic and Spirit categories on the rally run as two separate events, with separate results and prizes: they do not compete directly against each other, though you will be able to compare results and you will be positively encouraged to form teams across both categories!

Liège-Brescia-Liège 2010 Provisional Timetable:

This Timetable may be amended. Checkpoint times are for guidance for spectators, not necessarily required times for competitors.

Thursday July 15	14.00-18.00	Arrival and Signing On, Holiday Inn, Liège
	20.00	Welcome Dinner, Palais des Congrès, Liège
Friday July 16	08.00-08.30	Check Out, Holiday Inn, 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 17	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
	18.00-19.00	Check In, BMW, Munich
	Overnight	Four Points Sheraton Hotel, Munich
Sunday July 18	09.00-09.30	Check Out, Four Points Sheraton Hotel, Munich
	18.00-19.00	Check In, Grand Hotel Misurina
Monday July 19	08.30-09.00	Check Out, Grand Hotel Misurina
	18.00-19.00	Check In, Hotel Lev Intercontinental, Ljubljana
Tuesday July 20	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 21	08.00-08.30	Check Out, Sporthotel Alpenrose, Nova Levante
	18.00-19.00	Check In, Piazza Loggia, Brescia: celebratory party
	Overnight	Una Hotel, Brescia
Thursday July 22	09.00-09.30	Check Out, Museo Mille Miglia, Brescia
	18.00-19.00	Check In, Four Points Sheraton Hotel, Bolzano Bozen
Friday July 23	09.30-10.00	Check Out, Four Points Sheraton Hotel, Bolzano Bozen
	18.00-19.00	Check In, Hotel Vier Jahreszeiten, Starnberg
Saturday July 24	08.00-08.30	Check Out, Hotel Vier Jahreszeiten, Starnberg
	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, Novotel Karlsruhe Kongress, Karlsruhe
Sunday July 25	08.00-08.30	Check Out, Novotel Karlsruhe Kongress, Karlsruhe
	08.00-10.30	Special Test, Kartbahn Liedolsheim
	18.30-19.30	Check In & Special Test, Francorchamps Karting
	20.00	Prizegiving Dinner, Francorchamps Karting, Spa
	Overnight	Holiday Inn, Liège
Monday July 26	Morning	Breakfast; departure



We're still on the lookout for some micros and British 1940s-80s classics for the exciting new Vintage at Goodwood event on August 13-15. If you're interested, please get in touch a.s.a.p. Full details last month and on www.vintageatgoodwood.com.

We're particularly short of everyday cars from the 1940s (such as Ford Anglia/Prefect, Austin A40 Devon/A90 Atlantic, MG TC, Morris Eight, Standard Vanguard), and still have space for quite a few micros (Bond, Isetta, Berkeley T60, Messerschmitts, Frisky, Trojan, Fiat Topolino & Multipla are represented but we need 10 more, ideally all different marques!).

Remember, two tickets for the entire weekend (worth £135 each) plus campsite access are the reward for displaying a car, as well as the prestige and added value for your car from having been "on display at Goodwood"!

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FOR SALE SIMCA 1000 IDEAL FOR LBL !
Prevented from taking part by ill health, well-known rallyist Bryan Halladay now has a very nice Simca 1000 to sell, with barely 20,000 miles from new: call him on 01926 499629.

LBL-ELIGIBLE TRABANT P601 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 in Poland a few years ago, just mechanically sorted by Roy Gillard, £2500ono. Located nr Bicester (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, Steeple Claydon, MK18 2RH, England. www.classicrallypress.co.uk 0044 (0)7711 901811 LBLrally@aol.com

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