

1958

LIEGE-BRESCIA-LIEGE

2011

AND

MICRO MARATHON

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

★ July 15-24, 2011 ★

LBL/MM NEWS: JUNE 2011

UNIQUE, ONE-OFF AND UNMISSABLE RALLIES!

Liège-Brescia-Liège, July 2011: Full Recce Completed

Liège-Brescia-Liège, July 2012: Exciting New Event for Jaguars

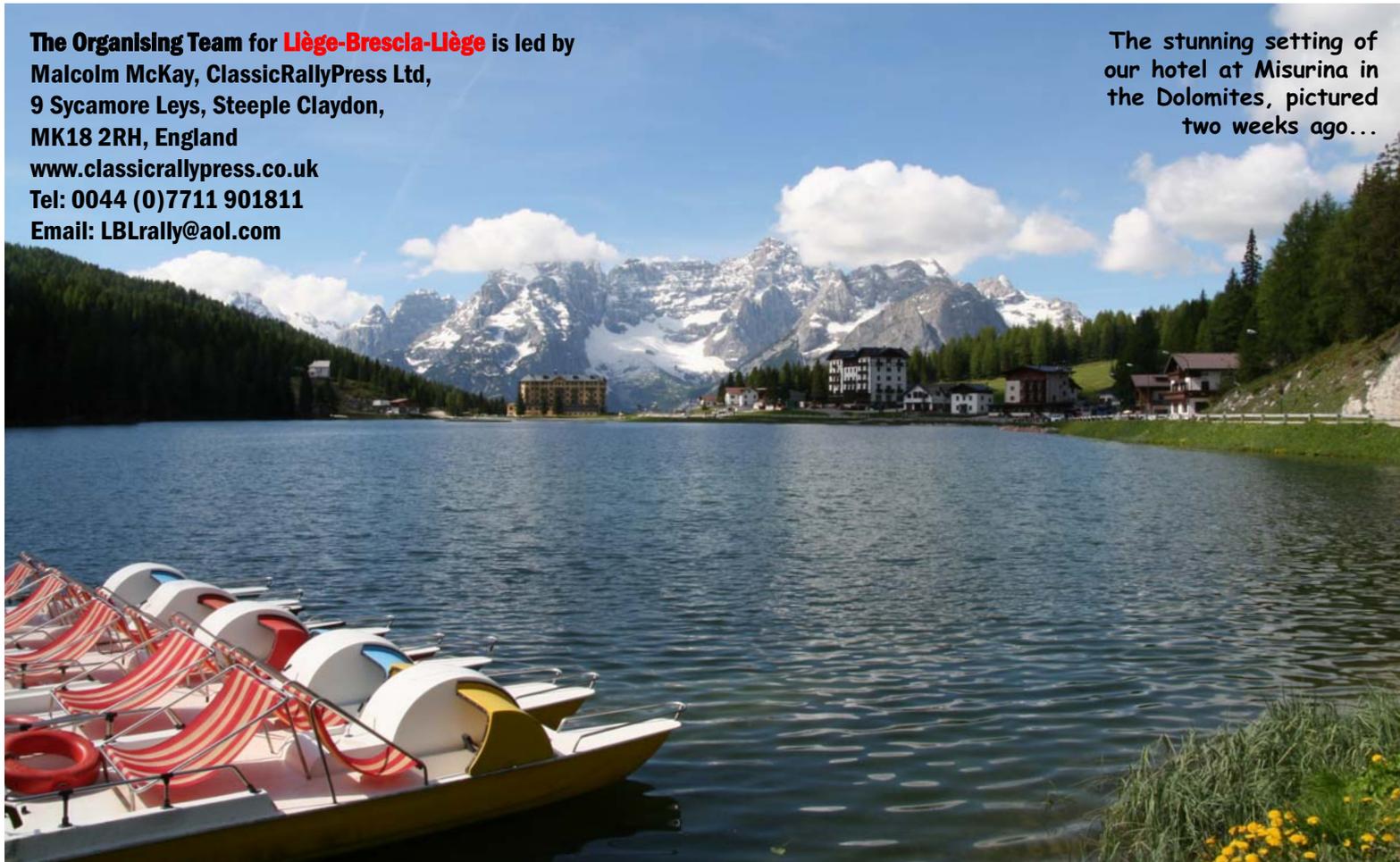
Liège-Brescia-Liège, July 2013: Microcar Magic Reborn for the 55th Anniversary

We have SO much news for you on **Liège-Brescia-Liège** 2011, it's difficult to know where to start! First, apologies for the long break in newsletters – we started this one in May but ran out of time before setting off on a full route recce. And what a fabulous route it is – no matter how many times I drive it, I see new things, be it wildlife, mountains, castles, churches, scenery (as below) and above all, roads that are such a delight to drive.

One of the many delights for 2011 is that we have superb new maps for you, thanks to our new friends at **freytag & berndt** in Austria. We have enjoyed terrific support from Michelin in the past and you will still drive the first and last vital few km of the

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The stunning setting of our hotel at Misurina in the Dolomites, pictured two weeks ago...



rally using Michelin mapping, but they would be the first to admit that their maps of Germany are aimed at general touring rather than detailed rally navigation – and they had no detailed map of Slovenia. Now, instead of struggling with 1:300,000 or even 1:375,000 maps, and a fuzzy tourist map of Slovenia, you will be able to navigate with confidence on highly detailed maps of 1:200,000 and 1:150,000 for the entire rally route.

Of course, the extra detail means that there are now more roads shown than before, and that has meant a complete rethink for us, as the method of navigation we use is for you to plot a list of place names on the map, and then choose the shortest route between them – and there are now some shorter roads on the map than the ones we have used in the past! So an important part of our recce was to see how many of these roads ‘go’, and to add a few little tricks to make up for the easier maps: we can’t let the rally become too easy for you!

Map packs will be handed out at Signing On in Liège, from 2pm to 6pm on Thursday July 14: we recommend getting there early so you can spend the afternoon pre-plotting much of the route, giving you more bar/fixing time in the evenings...

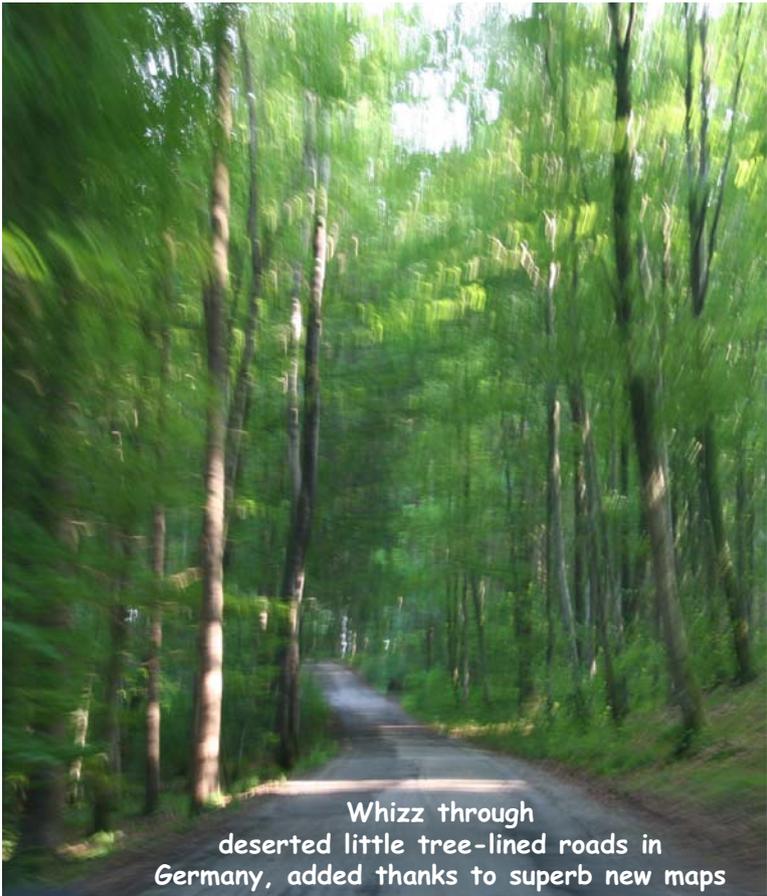
Another great piece of news comes from our new mechanical



Malcolm gets stuck into plotting the route on the new maps from freytag & berndt



Simon (here) and Mick in the RAC van will become a familiar sight for 2011 LBL competitors!



Whizz through deserted little tree-lined roads in Germany, added thanks to superb new maps

back-up team, Simon Courtney and Mick Collins: the RAC has very generously agreed to provide them with a fully equipped RAC Rescue van, complete with demountable towing dolly. We were extremely fortunate last year to have the loan of a brand new Fiat Doblo from Flat Belgium, which did a terrific job transporting Roy and all his tools and towing our small car trailer, including hauling a Morris Minor over some of the event's toughest passes, but it will be terrific to have this purpose-built Rescue vehicle with its professional crew as our back-up this year.



Stunning scenery climbing the legendary Stelvio Pass, Europe's highest...

We are glad to report that two more entries have come in since our last newsletter, bringing the total up to 10 cars. This is the lowest number we have ever had on the rally but, as our last two events with 11 and 14 cars have shown, it makes for a very friendly, close-knit group. We are determined not to let any of the event's services slip despite the small numbers, though we do ask those who can do so to carry their own luggage this year, and those who can't to pack extremely light, please!



Very smart 1966 Triumph Herald 1200 Convertible will be crewed by Phil Tetley and Martin Archer

Tim Wilkinson and Steph Duckworth will join for half the rally in this lovely Alfa 2600



We are delighted to welcome back Phil Tetley and Martin Archer, who took part in our first re-creation of **Liège-Brescia-Liège** back in 2008 in separate Berkeleys and rallied together for the Micro Marathon 2009 in France and Spain in Phil's Berkeley T60. They will be enjoying just as much fresh air but hopefully a lot less roadside repairs this year, in Phil's newly acquired (and very smart) Triumph Herald 1200 Convertible.

Tim Wilkinson and Steph Duckworth will join the event in a class of their own, as their car is not strictly eligible this year: keen to join friends already on the event for a few days in their Alfa Romeo 2600 Spider, they leapt at the chance to join in more completely and will now be with us for five days...

Liège-Brescia-Liège 2011 Entry List

AUTHENTIC CATEGORY

Driver	Co-driver	Car
1 Andrew Isherwood (GB)	Hilary Farbowski (GB)	1950 Dellow Mk1, 1172cc
2 Andrew Murfin (GB)	Willy Cave (GB)	1950 MG TD, 1250cc
3 John Blanckley (GB)	Tony Davies (GB)	1954 Jowett Jupiter, 1486cc

SPIRIT CATEGORY

Up to 1000cc

5 Marcel Spoelstra (NL)	Jan Spoelstra (NL)	1968 Suzuki Fronte, 475cc
6 Chris Evans (GB)	Mark Seymour (GB)	1970 Moretti Sportiva S2, 982cc
7 Geert Verdonckt (B)	Christa Devriendt (B)	1983 Mini 1000, 998cc

Over 1000cc

9 Phil Tetley (GB)	Martin Archer (GB)	1966 Triumph Herald Convertible, 1147cc
10 Roberto Chiodi (I)	Rita Chiodi (I)	1966 Lancia Fulvia Coupé, 1216cc
11 Graham Spall (GB)	Julian Labouchardiere (GB)	1972 Triumph Spitfire MkIV, 1296cc

Outsize (joining Jul 20, leaving Jul 24)

12 Tim Wilkinson	Steph Duckworth	1964 Alfa Romeo 2600 Spider, 2600cc
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Liège-Brescia-Liège 2012: Year of the Jaguars!

There has been a terrific response already to our launch of **Liège-Brescia-Liège 2012** on July 12-22 for Jaguar XKs and E-types and, despite being over a year away and only launched so far to the **XK Club**, we have decided to ask for £200 (returnable) deposits to secure places on the event, as it seems very likely to be over-subscribed.

One innovation that we are planning for next year will actually make the event even more authentic to that incredible pioneer rally of 1958 than it has ever been before. Back then, the microcars drove through the Ardennes hills of Belgium and Swabish Alps of Germany before taking to the autobahns, all the way from Kaiserslautern to Munich. This, of course, was a tough test for the little cars, to see if they were able to withstand sustained high revs for hour after hour, especially as it was permitted for the organisers to set a higher average speed requirement than on normal roads. Those two-lane, speed limit-free, autobahns are still there but it didn't seem wise to run tiny cars at 40mph today on roads where BMWs and Mercedes zip by at up to 150mph.

The Jaguars, however, were built and geared to run at much higher speeds so, by taking the same route as in 1958, we can zip down to the Alps a day earlier than normal and give those who want a chance to explore their car's maximum speed potential without breaking the law...

The rally will still be run over 10 days and this will give entrants the chance to enjoy a free day in beautiful Ljubljana, which is packed with stunning historic buildings, interesting shops, dozens of riverside cafes and charming people. You can relax and unwind for a day, check over the car, go for a river cruise, try your hand at the Casino, plot the second half of the route - whatever you please, based in the comfort of our five-star hotel. We will return to Liège by the quieter roads through Germany, so we can share with you the wonderful German countryside, twisty roads and fascinating museums and castles that we have found to enhance the event.



XKs and E-types will enjoy the Dolomites in 2012

Liège-Brescia-Liège 2013: Microcar Magic!

We are delighted that the Berkeley Enthusiasts Club has thrown itself behind our plans to run **Liège-Brescia-Liège 2013** for microcars again, and we hope other clubs will do the same - already we are hearing from owners keen to take part in this 55th birthday re-run of the original LBL. It will be for microcars from 150cc up and we invite anyone thinking of joining us on July 11-21, 2013 to get in touch now, so we can help you plan your entry.

Many participants came to us in 2008 with little idea of what they were up against, just keen to relive the most incredible microcar event ever. All enjoyed themselves enormously and virtually all finished, their faith in their cars and, indeed, themselves increased immeasurably by the experience. Those who did it before can come back with confidence, and anyone who felt it was too much for their car before, please reconsider. We have refined the event and it is now an even more special experience than it was for the 50th: you will drive slightly less miles, stay in even better hotels right on the original route, avoid the heaviest traffic, use much better maps, drive even lovelier routes, visit more interesting places and still relive those extra special memories of 1958, with dozens of like-minded microcar enthusiasts and unparalleled back-up and support. Please start spreading the word now: 2013 will be the year of the microcars on LBL!



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.

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.

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