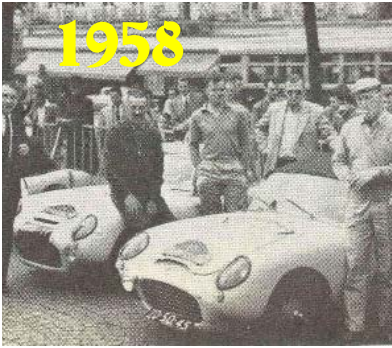


1958

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: MARCH 2009

IN THIS ISSUE -

Micro Marathon, September 2009: Prices held until further notice! Pre-war 1000cc Category added!

Liège-Brescia-Liège, July 2010: Regulations and Entry Form issued!

We've been working non-stop for the last two months to sort out a practical transport package for those of you who would prefer not to have to make your own way to and from Toulouse for the **Micro Marathon**. It should have been easy, and it still should be... We are still hoping to get a positive answer on the Motorail, which looks by far the best option, and the latest news is that we now have the help of a 'white knight' who is already working hard to resolve the issues for us. Either way, we will give a definite answer soon. We have looked at the option of hiring a transporter to take cars down, but the cost is over £1000 per car return (and that's just the car, not the crew as well), so we reckon that's not a practical option.

For those with relatively conventional cars, like Fiat 500s and Citroen 2CVs, the Motorail should remain an option even if we cannot arrange a special package, but we suggest you hold off booking it until our negotiations are concluded. For that reason, we have decided it's not fair to keep racking up the price as the months go by, and are holding the entry fee at just **£2400** (EUR 2750) – the price that was originally for entries before the end of February – until further notice. This is a rock-bottom price (especially with the current state of the pound against the euro), so please grab it while you can. We are determined to run Micro Marathon, but would really like some more cars to join those who have already entered! The next newsletter will be issued as soon as we have a firm arrangement in place, and will allow a couple of weeks for you to get your entry in before the price must go up.

The other exciting news on Micro Marathon is that we have decided to open it up to pre-war cars up to 1000cc, after pressure from owners who would like to join the event. The performance and ethos of cyclecars and cars like early Morgan three-wheelers is very much in line with post-war microcars and we reckon they will add a fascinating new dimension to the event. The cars will compete in their own Pre-War category so all continue to have an equal chance of success. So, all you Austin Seven, Morgan, Morris Eight and similar owners out there, come and join us in September!

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 Email LBLrally@aol.com www.classicrallypress.co.uk



Race Retro, March 2009:
ClassicRallyPress joins the Pat Moss
Tribute display with a Berkeley...



Pat Moss and Ann Wisdom (car 26) follow two other Berkeleys out of Liège amid massive crowds on the inaugural Liège-Brescia-Liège rally in July 1958. Though they failed to finish (all the Berkeleys overheated on slow mountain climbs in Slovenia, putting them OTL), Pat recalled the event with affection. Liège-Brescia-Liège ran again for microcars in 2008 and in 2010, on July 16-25, it will be open to 600-1200cc cars. Details on www.classicrallypress.co.uk or tel 07711 901811

We were very happy to have the opportunity to have a presence at Race Retro, the very successful annual historic motorsport show at Stoneleigh a couple of weeks ago. The show was celebrating the life of Pat Moss with a special display, so we suggested including a Berkeley to mark her little-known participation in Liège-Brescia-Liège in 1958. The organisers loved the idea and Mike Stringer kindly agreed to prepare his lovely SE328 with rally plates and stickers that we were able to provide with the same number as Pat's original entry. Sadly that original car does not survive, but Mike's was a very good substitute and visitors were fascinated to see the car. By the end of the weekend we were hoarse from explaining its innovative attributes for 1956 (composite monocoque construction when almost all other sports cars were on separate chassis, coil springs and telescopic dampers all round when many still used leaf springs and lever arms, all-independent suspension when most had live rear axles, transverse engine and front-wheel drive three years before the Mini...). The photos on this page were produced for display at the show.



Always ready for a new challenge, Pat prepares to take the wheel of a 328cc Berkeley on the 1958 Liège-Brescia-Liège rally for cars up to 500cc. Notorious for leaving her handbag in most inconvenient places, she has put it on the bonnet so she can't drive off without it! Liège-Brescia-Liège for 600-1200cc cars runs again in July 2010; tel 07711 901811 or see www.classicrallypress.co.uk

"The Berkeleys were so small you could drive straight under Italian railway barriers without stopping," Pat recalled. "One fine we shot under a barrier, three Berkeleys in convoy - the cars coming the other way were so astonished they ran into each other!"

MICRO MARATHON

September 5-12, 2009

We're delighted to welcome quite a few more names to the mailing list and the provisional entry lists for both rallies, as a result of our presence at Race Retro; we've also been able to give the Berkeley Enthusiasts Club a large number of leads on former owners and long-lost Berkeleys!

Among recent entries for Micro Marathon, we're delighted to welcome back some more 2008 LBL competitors. Phil Tetley is back in his lovely



2009 Micro Marathon route map



white Berkeley T60 (left), this time with Martin Archer who navigated a Berkeley SE492 last year. Mark Smith and Jane Southgate, who did so well finishing a very close second overall in their Messerschmitt Tiger (right), are out to clinch that win this time around. Dan O'Brien and Bernie O'Connor, who had so much fun in a borrowed Fiat 500 Giardiniera last year (below), are back in one of their own this time. In fact, they enjoyed the Micro spirit so much last year that they went straight back to New York and bought an Isetta (below),



but they've lined up another Giardiniera for the Pyrenees.

We look forward to seeing you all again!



Liège-Brescia-Liège 2010: entries open!

With this newsletter you should receive an entry form and Regulations for Liège-Brescia-Liège 2010, the turn of 600-1200cc cars, both pre- and post-war, to experience the fabulous roads, challenges, camaraderie, exhaustion and sheer fun that the micro crews enjoyed last year.

If you have a suitable car, go for it! The key point is that this is a one-off opportunity to drive the stunning roads that were used, not just for Liège-Brescia-Liège 1958, but for many of the Liège-Rome-Liège rallies of the 1930s to the 1960s. So they were rallied by our intrepid predecessors in a wide range of sub-1200cc cars, including in the 1930s Amilcars, Singers, MGs, Fiats, Auto Union DKWs, Triumphs, Lancias; and post-war, Fiat, Dyna-Panhard, Renault 4CVs, Singer Roadsters, Porsche, Skoda,



Austin A40 Sports, Simca, Stanguellini, Volkswagen, DB Panhard, Gutbrod, Renault Dauphine, Fiat-Abarth Zagato, Morris Minor (Pat Moss and Ann Wisdom were 23rd in a 948cc Minor in 1957, the Rev Rupert Jones was 38th in another), Austin A35 (John Sprinzel was 37th in 1957), Saab, Renault Alpine, Austin-Healey Sprite (John Sprinzel/Stuart Turner were 8th in 1959 and Sprinzel was 3rd in 1960 with a tuned 975cc Sprite) and some real mysteries like the 950cc STAL and 745cc Callista. Of course, these were the also-rans in the days when Bugattis, Jaguars, larger



Porsches and even Mercedes Gullwings took the top places. There were some impressive underdog results, notably 6th overall in 1954 for the 747cc Renault of hugely experienced competitors Redele and Pons, but as the event became ever tougher, big engines were dominant - the highest placed sub-1200 in 1956 was the 1089cc Fiat, in 35th place.

When the rally headed further east to Sofia and back in 1961, the task for the tiddlers became still harder, though some battled through, such as Belgians Charlier and Jowat, 7th overall with a 997cc Ford Anglia 105E in 1961. Minis, Steyr-Puchs, Daf and even an Allardette (tuned 105E) were on the entry list for 1962, though again Charlier's Anglia was the only one to make the top 20. 1963 saw entries from Belgian Apal coupes and even a Honda S600 and a Greek-entered Fairthorpe. The Apals and Fairthorpe wouldn't be seen again, but the Honda S600 would come back for more. Now it was the time of the phenomenal Eric Carlsson to champion the underdog, finishing second in an 841cc Saab in both 1963 and 1964, the last Liège rally, when newly-married wife Pat (Moss) was just two places behind him in a sister car.

The route of **Liège-Brescia-Liège 2010**, with its three-point layout heading east into Slovenia then back across the Dolomites to the Stelvio and down to Brescia, gives a great taste of all these events while giving the small-engined cars at last the chance to win their own event. It's good to see that the Belgians are



reviving Liège-Rome-Liège for 2010, but it looks like being another one for the big cars, covering 400km a day in a frenzied dash from Belgium to Rome and back. We cover 330km a day, which crews last year reckoned was quite enough!

As you will see from the Regs, we are launching **Liège-Brescia-Liège 2010** with a rock-bottom sub-£3000 entry fee, half of which must be paid by 31 July this year and half by 30 November. We can only accept that price for early bookings and won't be able to hold it beyond July, so grab this recession-beating offer while you can...

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

NAVIGATOR OFFERED FOR MICRO MARATHON

LBL 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

EXPERT NAVIGATOR FOR MICRO MARATHON

They don't come more experienced than Willy Cave: if you want the best, email willycave@amservice.com

HONDA 600 COUPE FOR SALE, WASHINGTON, USA ->

In very good shape, recently repainted, \$6750ono. George Greco, GRECOOL@aol.com



NAVIGATOR SOUGHT FOR MICRO MARATHON

Navigator needed for Berkeley Foursome (rare 492cc four-seater), must be prepared to share entry fee and costs. Bill Toyer, geedadtee@aol.com

The organising team for Micro Marathon & Liège-Brescia-Liège is led by Malcolm McKay
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