



# LIEGE-BRESCIA-LIEGE AND MICRO MARATHON



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

★ July 16-25, 2010 ★ September 5-11, 2010 ★



## LBL/MM NEWS: MARCH 2010



OUR RALLIES ARE UNIQUE, ONE-OFF AND UNMISSABLE!

Micro Marathon, September 2010: Wales welcomes us..

Liège-Brescla-Liège, July 2010: Late entries still possible...

**T**ime is flying and this year's rallies are fast approaching, but the long hard winter has taken your minds off rallying: time to get focussed and get those entries in! There's just a couple of days left to catch the bargain rates on **Liège-Brescla-Liège** and **Micro Marathon**, so don't hesitate. We NEED to know if you are coming, as hotels are booking up really fast now: if you leave it any longer, we may not be able to squeeze you in...

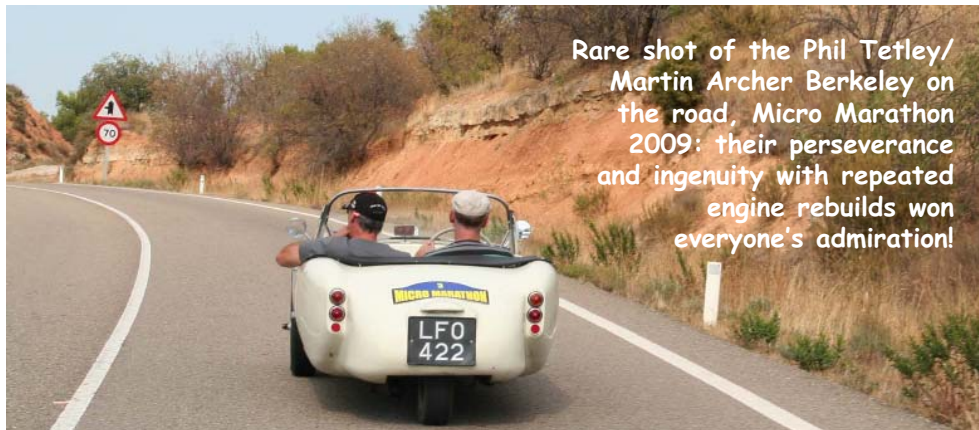
**ONE-OFF:** It's vital for you to understand that our events really are ONE-OFFS. You can't think, "Oh, I like the sound of that, maybe I'll do it next year," because next year we will have moved on – even with LBL, which we ran before in 2008, we have moved the goalposts to let in a new, different batch of cars and competitors. Before it was up to 700cc, now it is 500-1200cc. Next year it will be 1000-1500cc. Likewise, Micro Marathon is different each year. Last year we went to Spain and Portugal, this year we head to Wales. If you miss it this year, you will probably never get another chance. Please, don't miss out!

The Organising Team for **Micro Marathon** & **Liège-Brescla-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



Subaru 360s in the Pyrenees:  
Micro Marathon 2009

Someone told us, "Oh, well, I don't want to enter now in case you cancel the event later, I prefer to enter once I know for sure you're running the event." But if everybody does that, there would be no entries, and all events would be cancelled! Much better to let us know from the start that you would like to come, keep us updated, let us know if you would prefer to pay by stage payments: we are happy to be flexible, because it makes our job much easier if we know for sure that you are coming.



Rare shot of the Phil Tetley/ Martin Archer Berkeley on the road, Micro Marathon 2009: their perseverance and ingenuity with repeated engine rebuilds won everyone's admiration!

## Liège-Brescia-Liège 2010 Entries

Here is the confirmed entry list to date for LBL 2010. With less than four months to go, several others are still talking about entering and of course are still most welcome, but the entry fee rises to £3400 at midnight on 31 March: no exceptions.

### AUTHENTIC CATEGORY

Driver	Co-driver	Car
Stephen Lloyd (GBW)	David Lockyer (GBE)	1953 Morris Minor, 803cc
Thomas Groot (N)	Bjørn Tore Engene (N)	1954 Morris Minor, 948cc
Wally Liles (GBE)	Hugo Willmars (D)	1957 Reliant Regal Mk3 Tourer, 750cc
Jean Sirdey (F)	Jenny Sirdey (RSA)	1969 Fiat 500, 499cc

### SPIRIT CATEGORY

Mike Norton (GBE)	Ben Norton (GBE)	1961 Austin Mini-Cooper, 998cc
Myles Hicks (NZ)	Gavin Hicks (NZ)	1965 Morris Mini 850, 848cc
Mark O'Connor (AUS)	Paula O'Connor (AUS)	1965 Ford Anglia 105E, 997cc
John Huntington (GBE)	Wendy Huntington (GBE)	1967 Morris Minor Convertible, 1098cc
Michael Merkelbach (NL)	Katia Barrech (PK)	c1970 Fiat 500L, 650cc
Peter Thorogood (AUS)	Nim Thorogood (THAI)	1969 Sunbeam Stiletto Coupé, 875cc
Steve Armitage (GBE)	Peter Wyles (GBE)	1973 Hillman Imp Super, 875cc
Roger Edwards (GBW)	John Webb (GBW)	1986 Citroën 2CV Special, 602cc
Jeff Payne (GBE)	Jonathan Stewart (GBS)	2004 Smart Roadster Brabus, 698cc

### CATEGORY TBA

John Flynn (IE)	Steve Walker (GBE)	TBA
-----------------	--------------------	-----

Incidentally, one potential entrant expressed valid concern about the wide range of cars on the event. "How," he asked, "can my 933cc pre-war sidevalve possibly compete against that Brabus Smart?" Good question, and I'm glad you asked. The simple answer is, you won't have to. The two categories, Authentic and Spirit, are scored entirely separately and there will be separate trophies for each. There will be class divisions, and we are also planning some gentle tweaks to the regulations to make sure that all cars in each category can be competitive: not being unfair on the newer, more powerful cars, but simply giving them more of a challenge..!



LBL: descending Vrsic, Slovenia, on authentic cobblestones...

LBL entrant Steve Armitage asks if other entrants would like to drive over to Liège together? It's not something we organise, as we discovered in 2008 that everyone has different needs and booking just one crossing for you all would not be helpful, so we did the best we could and organised a 10% across-the-board discount with SeaFrance, which you can get simply by clicking on the link on our website Links page. Do be aware, though, that you may find more suitable or even cheaper crossings with other carriers, so explore all options. If you'd like to convoy over with Steve and Peter, email Steve at SAplanning@hotmail.com. We know that a number of LBL entrants in 2008 convoyed over: it gave a feeling of safety in numbers and meant the fun of the event started earlier!

We knew all along that we are taking you through some of Europe's finest scenery, so it came as no surprise when, 11 months after LBL 2008, on Friday, 26th June 2009, the Dolomites were placed on the prestigious list of Natural World Heritage Sites:

"The decision was made by UNESCO at its annual world congress," reports one of our hotels in the mountains. "UNESCO was enchanted by the beauty of the Dolomites: pointed spires, jagged summits and glorious colours that change throughout the day. At sunset the Dolomites turn a fiery red, then change to violet before disappearing into the night. This is the "Enrosadira" – a phenomenon caused by the unusual chemical composition of dolomite – a natural spectacle that is beyond compare!"



The Dolomite mountains, home of LBL, are now a World Heritage Site

We are delighted that FIAT has expressed a firm commitment to support LBL again in 2010, commemorating the success of the original 500 in winning outright the original **Liège-Brescia-Liège** rally in 1958. Their fleet of new 500s in 2008 turned heads everywhere we went and convinced us, and a number of competitors, to buy the cars for everyday use. This year, Fiat Belgium has promised a couple of the new Fiat Doblo Cargo models as support vehicles: we look forward to trying them out.

## Micro Marathon 2010, Wales, September 5-11

Wales has thrown its support behind **Micro Marathon 2010** with tremendous enthusiasm, with articles about the event appearing almost daily in the Welsh and Borders press this month, both in print and online, resulting in a surge of enquiries about spectating opportunities. Shropshire Star, South Wales Echo and Wheels Within Wales are among those that have reported the event. We're grateful to Andy Welch of Welch Media, who has been helping to promote the Micro Marathon in Wales. Welch Media provides expert PR and communications services for businesses of all kinds, not just in the motoring and motorsport sector – they have a great track record for helping small businesses to raise their profile. And they offer reduced rates for fellow microcar and classic car enthusiasts! Have a look at their website, [www.welchmedia.com](http://www.welchmedia.com) or see the advert in this newsletter for contact details. Wales has always harboured more than its fair share of car enthusiasts: now all we need is some more entries for them to watch! As with LBL, 31 March is a fixed deadline, after which the entry fee rises from £2300 to £2500.

Even at that, it's exceptional value for money for a week's rallying, 1000 miles of fun driving, navigating, competing, socialising and squeezing the utmost out of a tiny car! Just compare our events to others and see what is included for £1250 per person: they don't even come close.

The rally is open to pre-war cars up to 1000cc and post-war (of a type built prior to 1976) up to 700cc: 2009's event proved that the pre/post-war mix works really well and it would be great to see a clutch of Morgans, Austin Sevens, MG M-types etc joining the bubbles, 2CVs, 500s et al in 2010.



The beauty of Wales and its fabulous roads will amaze you...



Brecon Castle Hotel: perfect for our first night and Welcome Dinner



Lovely lakes and deserted roads: what more could you ask for?

We start from the National Microcar Rally at the Three Counties Showground, Malvern, Worcs, running through tiny lanes, past castles, ruined abbeys and over the stunning Gospel Pass, to Brecon Castle Hotel for our Welcome Dinner. On Day Two we head north, through the Black Mountains, Powys and border country, to the luxurious Lake Vyrnwy Hotel, surrounded by unspoilt mountains. As well as more stunning mountain roads, Day Three sees our first Special Test at Glan-y-gors kart circuit, an 1100m twisty complex. We stay at the fine new Quay Hotel & Spa in a stunning waterside location between the mediaeval walled city of Conwy and the Victorian Spa resort of Llandudno.

Wednesday sees us head out to Anglesey Island's Trac Mon circuit, returning to another fine waterside hotel at Caernarfon. On Day Five, we head south over the Cambrian mountains, taking in tiny coastal roads as we head down to Aberystwyth. On Friday we reach the southern coastline and visit the Pendine Land Speed Record museum, before heading to Wales' best known race-track, Pembrey, for more fun tests followed by a night's rest at the Ivy Bush Royal Hotel in Carmarthen.

Our final day kicks off with a test at the 1050m Llandow kart circuit, before we head into the Black Mountains, dropping back to the coast for a spectacular finish in Cardiff, hopefully in front of cheering crowds at the fashionable Mermaid Quay at Cardiff Bay - followed by a night in Wales's finest hotel, St David's. Email or call us for Regulations and Entry Forms.

**Are you into motorsport?  
So are we!**

If you run a business or a racing team, you could benefit from the expert public relations and editorial services provided by Welch Media. Our enthusiasm for motorsport, coupled with our professional expertise, could deliver a winning combination for you. We can provide:

- ▶ Media relations
- ▶ Sponsorship consultancy
- ▶ Publications
- ▶ Web content
- ▶ Video and new media
- ▶ Research and reports
- ▶ Event organisation and more . . .

**CIPR**  
MEMBER  
CHARITABLE INSTITUTE OF PUBLIC RELATIONS

**WELCH MEDIA**



Congratulations to ClassicRallyPress Director, top Motorsport Photographer and perpetual bachelor Mike Johnson, who has finally tied the knot with girlfriend Marla in USA: all the best to you both!

**SUBSCRIBER ADVERTS ARE FREE...**

**CO-DRIVER NEEDED FOR LBL 2010!** Experienced rallyist Bryan Halladay has a competitive Simca 1000 lined up, but needs a co-driver to share costs: call him on 01926 499629.

**CO-DRIVER NEEDED FOR MICRO MARATHON!** Veteran LBL/MM competitor John Ducker needs a co-driver for his well-travelled Heinkel 200: contact him on johnducker@tiscali.co.uk.

**LBL/MICRO MARATHON-ELIGIBLE TRABANT P601 FOR SALE:** Kevin and Loree have decided to go 4-stroke for LBL, so their trusty Trabi that ran so well round the Pyrenees and Spain is for sale! Must be 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, £2000. Located nr Bicester (M40 junction 9). To view, contact the rally office

**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**

