

1958



# LIEGE-BRESCIA-LIEGE AND MICRO MARATHON

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

2010



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

**LBL/MM NEWS: MAY 2010**

**OUR RALLIES ARE UNIQUE, ONE-OFF AND UNMISSABLE!**

**Liège-Brescia-Liège, July 2010: The excitement builds...**



It's been a madly busy couple of months, so apologies for the long break in newsletters: don't worry, we haven't forgotten you! This issue we have some dramatic news on **Micro Marathon** and lots of developments on **Liège-Brescia-Liège** – plus a unique opportunity to enjoy classic cars, microcars and period entertainment of the highest quality, free of charge...

First, let's bite the bullet: we have to announce that we have cancelled **Micro Marathon** for this year. Despite a tremendous surge of interest at first, the number of actual entries was pitifully small. Everyone we've spoken to has indicated that the recession, and the uncertainty over the election and coalition in the UK, are to blame for people not entering this year. It's a real shame, as it was stacking up to be another unforgettable event, but we do understand: the economic situation has had an impact on every one of us. We'll give Micro Marathons a break for a while, until demand – and the economy – pick up again. We're certainly not giving up on the concept of microcar rallying, which we firmly believe is the most fun you can have on three

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BMW 600 in the Dolomites: LBL 2008



or four wheels and one of the last real challenges that us 'ordinary' folk can attempt – akin to climbing Everest or sailing the Atlantic, but a good deal less dangerous than either!

We have been working hard on new developments for **Liège-Brescia-Liège** and are delighted to have pinned down a superb hotel in the Dolomites for the one night that wasn't absolutely confirmed. In 2008 the longest and toughest day was the run from Ljubljana to Bolzano, and trying to find the hotel in the maze-like one-way system of Bolzano was an unwelcome challenge at the end of that day. So this time, we will finish the day earlier, high in the Dolomites at Nova Levante. Our hotel, Sporthotel Alpenrose, is a beautiful four-star establishment whose owner is a keen biker and has a garage and tools available for any guests that need to make repairs – not that any of you will do, of course!



We're also delighted that Fiat Belgium are helping us out with vehicles to transport our rally officials, service crew and your luggage around Europe. Final details are still under negotiation, but we're looking forward to trying out the new Doblo, announced at the end of last year, which has to be the most practical and versatile vehicle around when it comes to shifting varying volumes of people, luggage, tools and trailers... At the same time that we will be running the rally, Fiat will be launching to the world's press its brilliant new two-cylinder version of the 500, a car very much in the spirit of the original 500 and actually eligible for this year's LBL. We hope it continues the deserved success of this super little car.



New Fiat Doblo: supporting LBL

In 2008, we took competitors through Munich twice with two memorable visits to the BMW Museum. With BMW's own Isetta competing on the event, co-driven by Edouard Boucquey who drove an Isetta on the original 1958 event, it seemed only fair. However, the 1958 event actually skirted Munich (it was Boucquey who, with time in hand, diverted to the BMW factory for hasty mid-event repairs!) so in 2010 we will visit the BMW Museum just once, on Saturday evening on the way south, when a guided tour of this breathtaking museum awaits us. We are also staying in a different hotel (the Four Points Sheraton) just a short walk from the museum, which will make life much easier.

As explained before, the German part of the 1958 route was almost entirely on autobahns, a great endurance test for the tiny cars back then but not much fun today. So we have constructed a wonderfully scenic drive through rural Germany along lines that we are sure the LBL organisers of 1958 would have approved; and we've added visits to some truly fascinating museums and places of interest along the way. One of the new additions for 2010 is the car museum of renowned German motoring writer Franz B Busch, one of the largest private car museums in Germany and housed in the stunning surroundings of Schloss Waldburg-Wolfegg. Around 200 cars are displayed on four levels in a 500-year old annex of the castle and the collection appropriately is biased towards smaller classic cars, including dozens of microcars and such homegrown delights as the Hanomag Kommisbrott. You'll love it!



Fiat at Automobil Museum Busch...

# Liège-Brescia-Liège 2010 Entries

There have been some slight tweaks to the confirmed entry list to date for LBL 2010 and we're delighted to welcome Hedwig and Nicole from Belgium, who bravely tackled last year's Micro Marathon with us in their immaculate three-wheel Morgan. We can still take one or two more cars, if you're quick: any age, any make, any model provided the engine is under 1200cc!

## AUTHENTIC CATEGORY

Driver	Co-driver	Car
Hedwig Rodyns (B)	Nicole Rodyns-Vervloet (B)	1936 Morgan F2, 933cc
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 (B)	Jolien Nijs (B)	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
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Some memorable scenes from LBL 2008: we can't wait to get out there again!



13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup>  
August 2010

# VINTAGE

MUSIC FASHION FILM at GOODWOOD  
ART DESIGN

## Vintage at Goodwood: a Great Weekend in August!

As many of you know, we are fortunate enough to be asked by Lord March's team at Goodwood to assist with various duties at the world-beating Festival of Speed and Revival events. Now, Goodwood has launched something completely different, but building on the fashion and lifestyle side of the Revival Meeting: **Vintage at Goodwood**.

Vintage is not strictly a car event – it's a Music Festival and Celebration of British Style, Music, Culture and Design from the 1940s to the 1980s. It is the brainchild of leading British designer Wayne Hemingway. There will be sections set aside for each decade with many big-name artists performing in each, a whole High Street of 'period' shops will be created specially for the event, there will be fashion shows, art, design... take a look at [www.vintageatgoodwood.com](http://www.vintageatgoodwood.com) for the full picture.

For someone keen on the style and atmosphere of the time, it's unmissable. The only drawback is that entry costs £135 each for the full weekend, plus campsite costs. However, we have the answer! Goodwood have asked us to find 10 cars per decade, and a dozen microcars, for display at the event. 'Decade' cars will be parked outside the area dedicated to their decade, adding to the period flavour, while the microcars will have their own special display area. All display cars must be in period specification with no later modifications; 'decade' cars must all be British and mainstream cars like Morris Minor, Austin Metro etc are what the team are looking for. Microcars needn't be British-made, provided they are British-registered and date from the 1940s to the 1960s. If you have a suitable car (Goodwood's shortlist is quite flexible, so let us know what you have), you will get two complimentary tickets each for the whole event and campsite passes.



THERE HAS NEVER BEEN ANYTHING LIKE VINTAGE AT GOODWOOD, COME AND JOIN US AND SEE WHY THE WORLD MARVELS AT BRITAIN'S CONTRIBUTION TO 20TH CENTURY CULTURE

If you're interested, PLEASE get in touch as soon as possible: we expect places to fill up fast...

### 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.

### LBL-ELIGIBLE TRABANT P601 FOR SALE:

Kevin and Loree's 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, £2500ono. Located nr Bicester (M40 junction 9). To view, contact the rally office



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