

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: NOVEMBER 2010

UNIQUE, ONE-OFF AND UNMISSABLE RALLIES!

Liège-Brescia-Liège, July 2011: New Start/Finish Hotel...



They say there's no such thing as a FREE LUNCH... Well, if you've entered **Liège-Brescia-Liège 2011**, or you bring your entry with you to The Plough this Sunday, November 21, there is! Lunch will be on us. Don't let that put you off if you were thinking of coming just for a chat and to learn a bit more about the rally: you'll be equally welcome. At the moment it looks like being quite a small, friendly group: please come and join us. Let us know by email or phone if you're hoping to come, so we can give our host an idea of numbers. The Plough Inn (below) is at Marsh Gibbon, just off the A41 east of Bicester, which is 10 minutes from junction 9 of the M40: an hour from London, Birmingham, Southampton, Bristol or Peterborough. The pub serves outstanding local Oxfordshire Ales, brewed in the village, and our host makes a demon steak and kidney pie as part of a wide-ranging menu. Map reference 648231, postcode OX27 0HQ.

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
Tel: 0044 (0)7711 901811
Email: LBLrally@aol.com

We had a very pleasant day at the International Classic Motor Show at Birmingham, chatting to owners clubs about the rally. All gave us a terrific reception and many expressed astonishment at the great value our rallies offer: one of the more organised clubs runs a tour to Monte Carlo every other year and comparing costs, **Liège-Brescia-Liège 2011** was no more expensive day-for-day, despite their event not including any lunches or several of the dinners. We're confident you won't find a better value competitive rally - and few tours come close to matching us on value for money. So does that



Sprite descends Vrsic, Slovenia's stunning cobblestoned pass...



The Plough, Marsh Gibbon: see you there on Sunday!

mean our event is cheaply run and shoddily put together? Well, someone who should know is Willy Cave, and I hope he will forgive us for quoting his example. A Spitfire and Vampire pilot for the RAF in Korea, Willy's illustrious rally navigating career includes co-driving for the likes of Paddy Hopkirk from the 1950s on, with works stints with BMC, Rover and Standard-Triumph. As soon as historic rallying began, Willy was out there co-driving and he must have done more different rallies, old and new, than anyone else.

When Willy entered our first LBL in 2008, we were interested to see how this most experienced of rally navigators would find our entirely new system of rally navigational instruction and route controls. As most people entering the event were complete novices, it had been tailored as far as possible for them, though we hoped experienced crews would still enjoy the challenge. Willy was unlucky, as his driver was unable to complete preparations of his eligible early Citroën 2CV in time, so they did the rally in a later car, completing all the challenges but technically unable to compete. Well, to our immense relief, Willy thoroughly enjoyed the experience and, ever since, he has been itching to get back and have another go at LBL: and a few days after the last newsletter went out, we were delighted to receive an entry from Andrew Murfin and Willy Cave, in a 1950 MG TD. Welcome, Andrew, and welcome back, Willy: we look forward to seeing you in Liège!

Talking of Liège, we're very happy to reveal our new start hotel! The Holiday Inn had done us proud in 2008 – in fact its staff, led by Peter Hesp, went so far beyond the call of duty to help the first event run smoothly that we had no hesitation in booking the hotel again for 2010. However, the somewhat jaded building and environs were more noticeable this year and, despite excellent service again, we were a little uncomfortable. The rally maintains a high standard, and this did not give the right impression. Enquiries about the possibility of a refit for 2011 didn't get a positive response, and then we heard on the grapevine that the City of Liège has no plans to renew the Holiday Inn's lease for 2011: time to look elsewhere.

Seven years ago, *The Independent* wrote, "The Hotel Bedford is a discreet, comfortable sort of place, as befits somewhere that



Andrew Murfin's MG TD photographed by Mike Johnson on the Scottish Malts Rally in 2002; Willy Cave will co-drive on LBL 2011

knows it is easily the best in town. The buildings from which the hotel has been created are part of the fabric of Liège's history. At the back is a 17th-century convent, with vaulted ceilings and brick pillars. It makes an attractive setting for the restaurant and breakfast room. The front part of the building, where most of the rooms are located, was a steel factory, built when Liège was a flourishing steel town."

Since then, the hotel has changed hands, been renamed and been completely refitted, reinforcing its pre-eminent position in the city. Facing the river Meuse, the four-star Ramada Plaza has a great location and, most importantly for us, a large secure open air car park where towcars and trailers can be left for the duration of the rally, plus a large underground car park for our rally cars: perfect. The hotel is very enthusiastic about the rally and looking forward to welcoming us; a room has been set aside in the vaults of the ancient monastery for our Welcome Dinner and we can't wait to greet you all there!



Ramada Plaza Liège

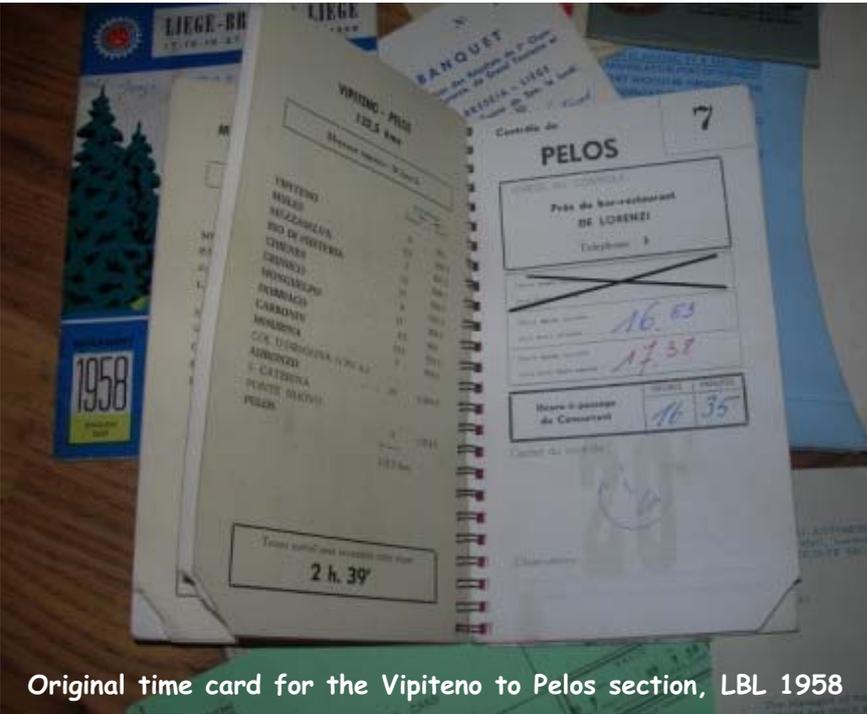
Terrace, Ramada Plaza Liège



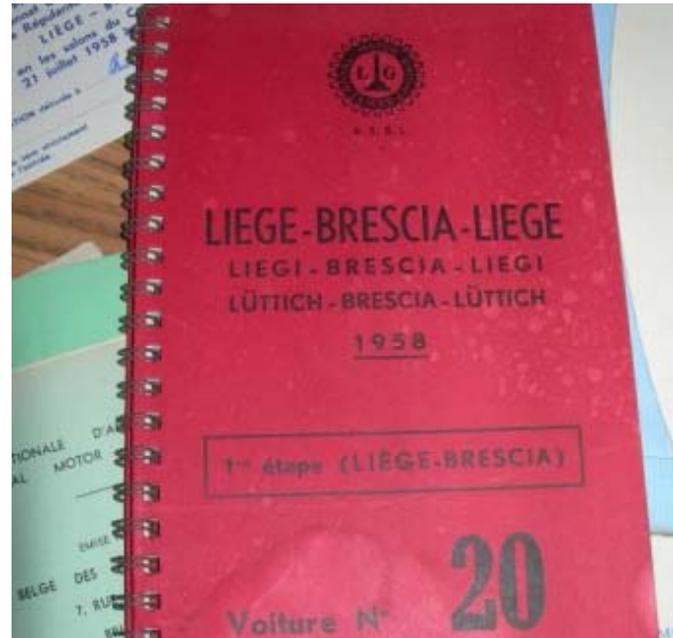
The historic set of LBL papers: where are they now?

Followers of eBay may have seen an amazing package on sale there last week: the complete competitors' pack from car 20 on Liège-Brescia-Liège 1958, time cards, regulations, route instructions, the lot, even letters to and from Berkeley Cars regarding the retirement of this entry, due to driver error between Kranjska Gora and Ljubljana (which means their Berkeley 328 made it over Vrsic, the most challenging pass in Slovenia, contrary to what we had previously believed). We would love to know who bought it: anyone reading this?

Finally, but most importantly, the closing date for entries at the lowest, £3300 rate, for **Liège-Brescia-Liège 2011** is fast approaching and we would really like you please to get your entries in by the deadline. If possible, email or phone us to let us know when you are sending your entry - it would be a real shame if it was lost or delayed in the post.



Original time card for the Vipiteno to Pelos section, LBL 1958



SUBSCRIBER ADVERTS ARE FREE...



IF YOU DON'T WANT TO BUY, HIRE! FORD ANGLIA 105E FOR RENT or SALE:
Just completed LBL 2010 in third overall, fully rebuilt engine, perfect condition: contact the Rally Office for more details.

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 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.



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.

The organising team for 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