

1958



LIEGE-BRESCIA-LIEGE

AND

MICRO MARATHON

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

2011



★ July 15-24, 2011 ★



LBL/MM NEWS: OCTOBER 2010

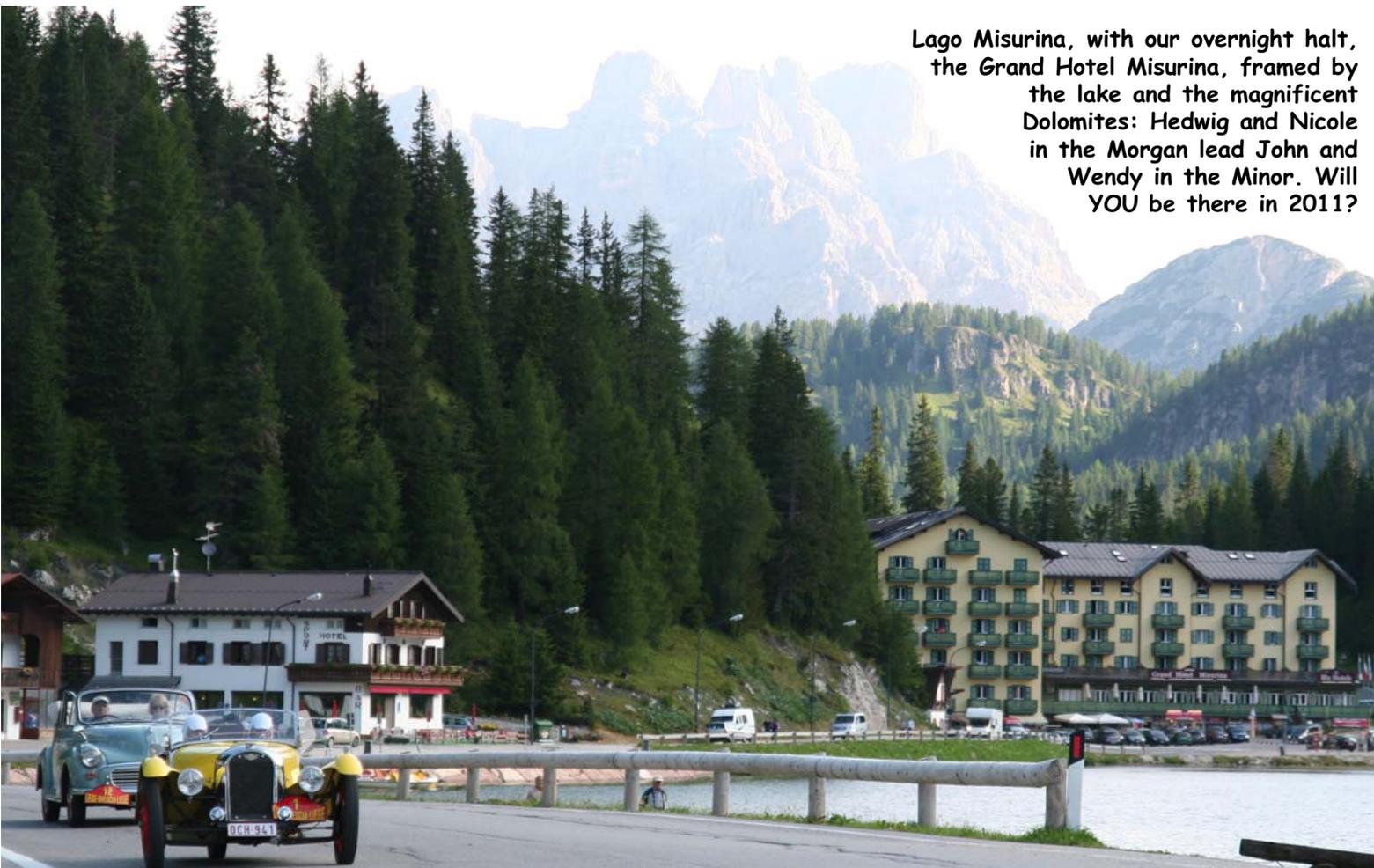
UNIQUE, ONE-OFF AND UNMISSABLE RALLIES!



Liège-Brescia-Liège, July 2011: Enter Now!

We're delighted to announce that **Liège-Brescia-Liège 2011** will, for the first time, have the active support of the City of Liège, thanks to the hard work and diplomacy skills of our wonderful LBL ambassador, Remo di Cocco. Remo, who finished seventh on the rally in 1958 in a Fiat 500 Abarth and thoroughly enjoyed the 2008 revival event, lives in Liège and very kindly offered to help us build the same strength of connections with his city that we have with Brescia. Participants in 2011 will notice a dramatic improvement in the grandeur and spectacle of the rally start, compared to what we have been able to achieve in the past. We are also looking at improving the standard of the start/finish hotel, without losing the excellent level of service and convenience of tow vehicle parking that we have enjoyed at the Holiday Inn.

Lago Misurina, with our overnight halt, the Grand Hotel Misurina, framed by the lake and the magnificent Dolomites: Hedwig and Nicole in the Morgan lead John and Wendy in the Minor. Will YOU be there in 2011?



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

Many other detail changes are under way to enhance your rallying experience: BMW have already agreed to welcome us again at their stunning Museum in Munich with a specially tailored guided tour, a little shorter and swifter than in 2010 to take account of crews' tiredness after a long day's rallying. That night's hotel was the only one to raise a murmur of complaint this year, as it failed to reach the standards expected of a Four Points Sheraton - we have had a profound apology from the hotel manager but have decided to move our overnight stay to the Suite Novotel. Just 3km from the museum and far more highly rated by guests, this hotel offers 30 square metre air-conditioned suites in a brand new complex, far more appealing than the 'classic' 1970s Olympic park.

One of the less widely publicised features of our rallies is that we always provide overnight car parking, which is included in your entry fee so you are not suddenly hit with extra bills, which are as high as 18 euros in some of the hotels - and wherever the hotel has an underground car park, we endeavour to reserve space in it for the rally cars to make your lives as easy as we can. This is a detail often forgotten or ignored on other events, but one which makes all the difference if you need somewhere clean and dry to work on the car in the evening, and safe to leave it without worrying.

It's early days yet but we're delighted that entries are already coming in for **Liège-Brescia-Liège 2011**, among them the splendid 1954 Jowett Jupiter, below, entered by John Blanckley and Tony Davies. We hope this is the first of a marque team entry, maybe to give the Morris Minors a challenge this time! Emails and phone calls keep coming in from around the world, with other possible entries mentioned including Fiat 500, Berkeley T60, Citroen 2CV and Special, Pembleton Brooklands, Morris Minor, Fiat 126, MG TD, MG TF, MGA 1500, Hillman Imp Californian, Lancia Fulvia 1.3 HF, Vauxhall Viva SL90, Mini-Cooper S, Rover Mini-Cooper, Smart Crossblade, Morgan F-type, Sunbeam Rapier...

If you are reading this Newsletter as part of our monthly mailout, you should already have received the Regulations and Entry Form for **Liège-Brescia-Liège 2011**. We don't put the Regulations and Entry Form online, as we like to have direct communication with everyone who's interested enough to ask for them, so if you've not seen them yet, email us on LBLrally@aol.com and we will send them straight out to you. If you don't hear back from us, phone or try another email address, classicrallypress@yahoo.co.uk, because email is not 100% reliable and we really do want to hear from you!

The deadline for the discounted entry fee is fast approaching. For 2011, we have kept the entry fee again as low as we possibly can: £3300 per car is spectacular value compared to other comparable rallies. After 30 November it goes up to £3500 so get that entry in fast, please. Those who have rallied with us already will confirm that we achieve great value by minimising

advertising and minimising our operating costs, NOT by cutting back on what you, the competitors, experience. On the contrary, we provide so much more than most rally organisers do: four and five-star hotels for 11 nights, ALL accommodation and ALL meals included (plus some drinks), mechanical support, luggage van, secure covered parking almost every night, maps, rally plates, route books, entry to eight museums and castles, four kart circuit special tests and a team of dedicated, knowledgeable marshals to help you get the most from the event.

If you would like to join the rally

It's **Christmas Lunch** time again, folks! Come and join us, at 1pm on Sunday, **November 21**, at the Plough Inn, Marsh Gibbon, just off the A41 east of Bicester, for a pre-Christmas get-together. 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 - and reasonably priced - menu. Map reference 648231, postcode OX27 OHQ. Please let us know if you're planning to come, so we can give the pub an idea of numbers: the more the merrier. Don't be shy, if you've not done one of our rallies yet, this is a great chance to come and chat to some who have; if you have done one, come and meet up with old friends. See you there!



Plough Inn, Marsh Gibbon, Nov 21: be there!



Left, Jowett Jupiter entered by John Blanckley and Tony Davies: will there be a Jowett team in 2011?

but don't have a suitable car, or are far away and don't want to ship your car over, we are happy to assist you in sourcing a suitable car, either for you to buy (and then ship home or sell after the rally) or for you to hire for the event. This can be a cost-effective solution, as of course we know what makes a good rally car and will choose wisely for you. Also, if you'd like to do the rally but don't have a co-driver, let us know: there may well be an ideal person out there desperate for the opportunity. Keep an eye on the Classifieds at the end of this newsletter: there are already some offers!

Press reports and photos from the 2010 LBL have been appearing worldwide, from small items in *Classic Cars* and *Classic & Sports Car* to larger articles in *Historic Motor Racing News* and full page features in *Classic Car Weekly*, *Fiat 500 News* and *Old Stager*. We would love to see more in the Club magazines and are prepared to offer a special rate for Club entries if you can help us to get articles into your Club's magazines: as mentioned above, we rely on publicity like this to keep entry fees down, but we really do need your help to achieve it. Club magazine editors often ignore approaches from non-members like us: you, as members, can make all the difference. If you make the approach, we'll happily back you up as much as you need with the words and photos. Thanks very much to Hedwig Rodny, who has written a splendid account of this year's rally that has appeared on the Morgan Three-Wheeler Club's website (www.mtwc.co.uk) and in *Old Stager*, the magazine of the Historic Rally Car Register (left).



Day 5, Passo Pordoi

LIÈGE-BRESCIA-LIÈGE

Having got through the first day of the Liège-Brescia-Liège Rally in July with their '68 Morgan Three Wheeler, the team were in for a very busy day on the second day. The rally was held in the mountains of the Alps, and the route was very challenging. The team had to navigate through narrow roads and steep gradients. The weather was also quite unpredictable, with rain and sun alternating throughout the day. The team managed to complete the day's stage with a few minor issues, but overall a successful day. The rally is a challenging event for classic car enthusiasts, and the team's performance was well-received by the other participants and spectators.

mentioned above, we rely on publicity like this to keep entry fees down, but we really do need your help to achieve it. Club magazine editors often ignore approaches from non-members like us: you, as members, can make all the difference. If you make the approach, we'll happily back you up as much as you need with the words and photos. Thanks very much to Hedwig Rodny, who has written a splendid account of this year's rally that has appeared on the Morgan Three-Wheeler Club's website (www.mtwc.co.uk) and in *Old Stager*, the magazine of the Historic Rally Car Register (left).

And finally, a seasonal 'pub quiz' fact for you:
What was the first petrol/electric hybrid car with regenerative braking?
 It was the Woods Dual Power, built in USA, with an electric motor and a four-cylinder 1560cc petrol engine. You'd drive the car up to 20mph on the electric motor, at which point centrifugal force would connect and start the petrol engine, which would then assist the electric motor to achieve higher speeds. With a flexible engine, pulling from 20mph required no gearing, thus saving the weight and complexity of a gearbox, and the system was set up so that the petrol engine would charge the batteries, which would also charge on deceleration. It didn't catch on at the time because it was unnecessarily complex and rather slow.... When? 1917. Yes, 93 years ago. There's nothing new these days, is there?!

SUBSCRIBER ADVERTS ARE FREE...

TOP CLASS NAVIGATOR AVAILABLE FOR LBL:
 You won't find better! Former pro Willy Cave is really keen to take part in 2011: Willy still teaches navigation, is happy to share expenses and is the most charming gentleman you could wish to spend 11 days with. Contact him via willycave@amserve.com.

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



FRESH FROM LBL 2010, SUNBEAM STILETTO COUPE FOR SALE:
 Peter and Nim Thorogood's trusty Stiletto, fully prepared by Roy Gillard and ready to run again on the next LBL. Original Stiletto Coupés are very rare and this one is unbelievably rust free, the shell has never been welded. You won't find better. £3250. Call Roy on 07973 717638, email redwood@matraclub.org.uk

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.

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.



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