



## LIEGE-BRESCIA-LIEGE



**Celebrating the 50<sup>th</sup> Anniversary of the  
World's only International Rally for sub-500cc cars**



**July 17-20, 1958**



**July 11-20, 2008**

**FIAT sponsorship announced!.....[www.classicrallypress.co.uk](http://www.classicrallypress.co.uk).....Rare UMAP joins entry list!**

Dear all,

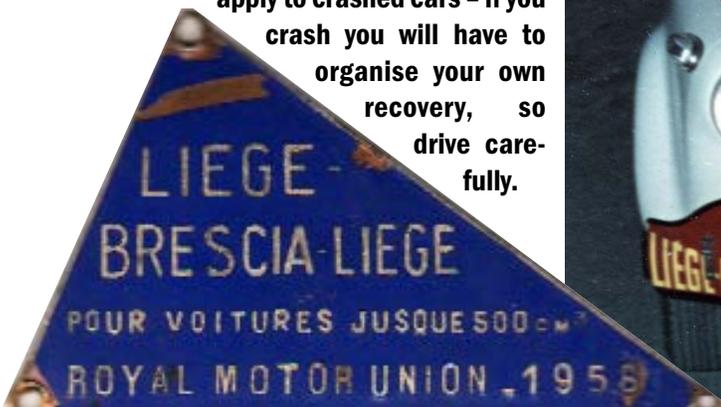
Welcome to the **April** Newsletter of **Liège-Brescia-Liège 2008**. We're absolutely delighted to announce at last our main sponsor, **FIAT**. Our friends in Turin (and in England, Belgium, Germany and Slovenia too) have been working hard behind the scenes for several months now to put together a fabulous package of support for the rally - or, more correctly, for you the competitors. This was always going to be an exceptional rally - now, thanks to Fiat, it will be unforgettable, indeed, unmissable! If you haven't got your entry in yet, hurry: we're expecting a last-minute rush and can't take many more. As a special incentive we have even amended the entry fee (downwards) for entries received by 30 April, to GBP2700/EUR3995. Entries received in May (if we still have room) will cost GBP2800/EUR4140 and after 31 May GBP2900/EUR4285.

There could be no better sponsor for this rally than Fiat - the original rally was won by a Fiat 500 Sport, a 500 Abarth was second and all seven 500s that entered, finished. With the launch of Fiat's brilliant new 500 - the car that shows small cars can still be fun, while offering more than 50mpg economy - last year and the new 500 Abarth launched just days before the rally starts, Liège-Brescia-Liège 2008 helps Fiat to reinforce the message that it has always made the best small cars in the world. What it means for you, the competitors, is...well, so much!

First, Fiat will provide a transporter full of new 500s - in colours chosen to represent the Italian flag on the upper deck and the Belgian flag below - which will follow the rally to all overnight stops. Any entrant who breaks down and whose car cannot be repaired, can then borrow a new 500 to follow the route and put their car on the transporter until they can get the parts to repair it (or even until we get back to Liège). This is a fabulous gesture from Fiat and should mean that, even if the worst happens and your car cannot be repaired, you can still enjoy the event and know that your car will be transported safely to the finish. It should be noted that this does not apply to crashed cars - if you crash you will have to organise your own recovery, so drive carefully.



1958 winners Arturo Brunetto and Mr Frieder await the Spa start in their new 500 Sport (Photo: Fiat Archive)



Fiat will also provide a fleet of support vehicles for the rally: 500s for marshals and photographer, a Doblo for our mechanic and a Ducato van for the luggage. This should ensure we all get where we need to be each day without any worries – I'm driving a new 500 already and can confirm that it's a superbly capable all-round car, the sort of small car that makes larger cars seem pointlessly extravagant.

And Fiat has offered to support receptions for all of you, and local media, at overnight stops along the route, including Liège, Karlsruhe, Cortina d'Ampezzo, Ljubljana, Bolzano and Brescia. We can't wait!

As a company, Fiat is peopled with genuine enthusiasts, who are proving a real pleasure to work with. All the Fiat buildings in Turin are decorated with huge reproductions of historic Fiat artwork. The company still has the factory in which it commenced production in 1899 and that now houses a superb museum and archive, where the staff dug out four photographs from Liège-Brescia-Liège 1958 within minutes of our unplanned arrival: one is even in colour, very rare 50 years ago, and can be seen on the front of this newsletter – another is above.



The second-placed 500 Abarth of Luxembourgers Wagner and Donven, displaying their trophy at the finish

Fiat will raise the profile of the event way beyond anything we could have achieved on our own: their worldwide publicity campaign starts today. In return for their generosity and hospitality, there's a big responsibility placed on all of us: this looks likely to be a higher profile historic rally than we'd ever imagined. The world will be watching and we owe it to the whole historic car and microcar movement to show them that we and our cars deserve to be on the roads. We must drive responsibly and always be ready to share our good fortune with those we meet along the way: show our cars patiently and chat about them where possible, respect the needs of other road users – and above all, have fun, because we want to show the world what fun our little cars can be!

Fiat will enter the event too, with a wonderfully original 1957 standard 500 from the Turin museum (see top of page 1), a very early car that is currently being fettled for a daunting task. It will be driven on the event by a relay team of journalists from all over Europe, including



1968 Fiat 500:  
Mike & Mary Stephenson

no less a personality than Andrew English, Motoring Correspondent of the *Daily Telegraph*. Delighted to have you on board!

The timing of the event, just after the Press launch of the new 500 Abarth, has inspired a plan to run a couple of new Abarths with the event too, giving even more journalists the chance to follow and enjoy the rally, while getting a great route to test the new car on. This is likely to be a very well reported rally...

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**NEW 425cc Class!** Thanks to the terrific entry we've received – 49 cars at the last count – we have decided to add a new class division, at 425cc, in both Authentic and Spirit categories. It's half way between the existing 350 and 500 classes and it means the Citroën 2CVs, Vespa 400s and Subaru 360s will have a class in which they can be competitive, rather than being expected to keep up with some of the much faster machines in the 500cc classes.

Please update your Regulations; if anyone wants a fresh copy, just email us and we'll send one.



1970 Fiat 500L: Michael Notheisen & Britta Hoewer

**We have a UMAP!** I have to admit, it's not often your Chief Organiser is stumped by a car name, especially not one from the 1950s. But when our photographer Mike Johnson sent a text from the Czech Republic, where he was photographing the Winter



Trial rally, to say that a competitor there had a car of a make that did LBL in 1958, a 'UMAP', I was baffled. A quick search of the net, though, revealed all: and I did know the car, I just didn't know its name.

On the 1958 event, three cars were entered as Citroën



2CVs, but photographs revealed that two of them were in fact elegant glassfibre-bodied two-door coupés. Until that text arrived, I had no idea of their maker's identity.

UMAP stands for Usine Moderne d'Applications Plastiques and this operation was set up by the Mayor of the small village of Bernon, near Troyes, France, Camille Martin. Citroën supplied the rolling chassis for bodying and finishing at Bernon and it was claimed the body, a one-piece moulding, weighed a mere 41kg, though the finished car weighed in at a more substantial 526kg. The car was a 2+2 (trimmed in nylon velour) and much more attractive than Britain's Citroën Bijou. Two special versions were offered, tuned by Dagonnet: a 435cc capable of 112kph and a 500cc capable of 125kph (78mph). Priced more than twice as high as the standard 2CV, sales were limited and it's believed no more than 100 were made, of which maybe 10 survive.

Thankfully for us, one survives in the hands of keen Citroën rallyist, Jaap van den Broek. Jaap's car was little more than a bodyshell when he heard of the rally in February, but he's working flat out now to get it ready for July and we're thrilled to have him and the UMAP along.

## ALPINE TOURING BY HEINKEL IN 1958

Senior Marshal Ron Scarfe recalls an epic adventure he enjoyed 50 years ago

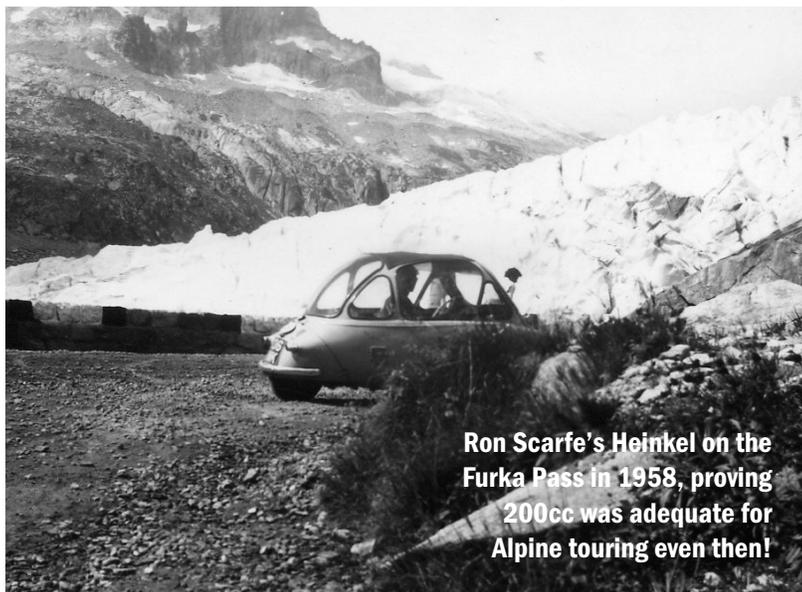
**R**eading the article about Pat Moss last month brought back memories of my trip through the Alps in 1958 in my Heinkel. It was acquired in early 1957 largely as a necessity, caused by the introduction of petrol rationing during the Suez Crisis. As an engineering apprentice with the de Havilland Engine Company and posted to the research and development site at Hatfield some 15 miles away, I had quickly used up my petrol ration, leaving me unable to get to work. As a budding aeronautical engineer, the Heinkel impressed me with its design and quality of manufacture, but equally important at the time, a new set of full-size car petrol coupons!

Having become familiar with its capabilities over 12 months, I and a friend decided to enter the Motor Cycling Club's (the oldest sporting motor club) 'Esso Scoot to Scotland' reliability run on May 23-24. No problems and a first class award. Next we entered the Morgan Three Wheeler Club's Malvern Rally July 5/6 and, much to our surprise, won it outright.

Suitably encouraged with the Heinkel's performance and impeccable reliability, I and my mother decided to undertake a trip to Brunnen on Lake Lucerne for a two week holiday.

September 1 saw us leave home for Lydd, a quick 20 minute flight in a Silver City Airways Bristol freighter to Le Touquet and arrive at Soisson for the first night's stop. 234 miles covered and our first experience of some very bumpy roads nearly all the way and appallingly jolting and uneven cobblestones in the towns and villages. Next day we drove on to Boussang, another 234 miles. We arrived at Brunnen on the third day after a further 138 miles.

Our first drive out was to Schwyz and then up the Ibergeregge Pass (1406m), which turned out to be an un-made road with loose surface. The Heinkel had no problem but returned completely covered in dust!



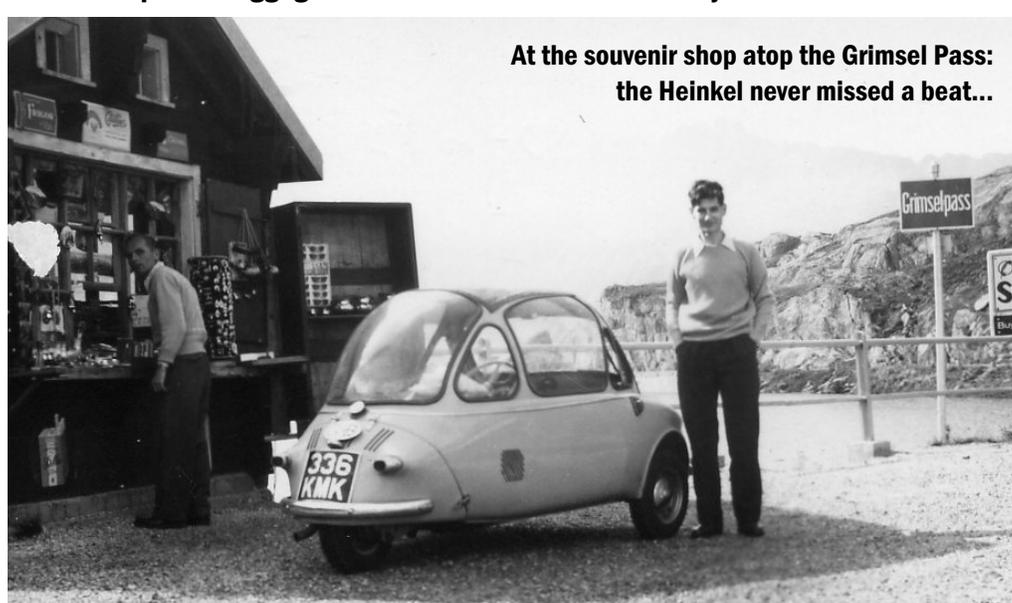
Ron Scarfe's Heinkel on the Furka Pass in 1958, proving 200cc was adequate for Alpine touring even then!

Our next excursion was to the St Gotthard Pass (2108m), the start of which was un-made and incredibly rough and rutted, so much so that we turned back after a couple of hairpins to check we were really on the right road. Yes we were! So back up again and, after a shortish section, it became a good tar-macadam surface. It was however bad enough for motorists coming down to be exclaiming aloud at the 'damnable road'! No trouble in getting to the top, however on the way down we soon realised we had a rear wheel puncture, fun place to change a wheel with your mother watching!

The next tour was the three passes ring (Furka 2431m, Grimsel 2165m and Susten, 2224m) and to see the Rhone glacier and the Gorge d'Aare. The first pass, the Furka, was a roughish un-surfaced road which kept us in first gear most of the way up, however this did not apply to the surfaced roads of the other two passes.

The next excursion was the Klausen Pass (1948m) which again was un-surfaced in the higher regions. During our nine days at Brunnen, we covered 557 miles, climbing passes and touring around the lake.

The first day of our return took us through Lucerne and over the Brunig Pass to Interlaken. It was a very hot day and we were full up with luggage so I had not removed the fancy wheel covers as there wasn't anywhere easy to pack them.



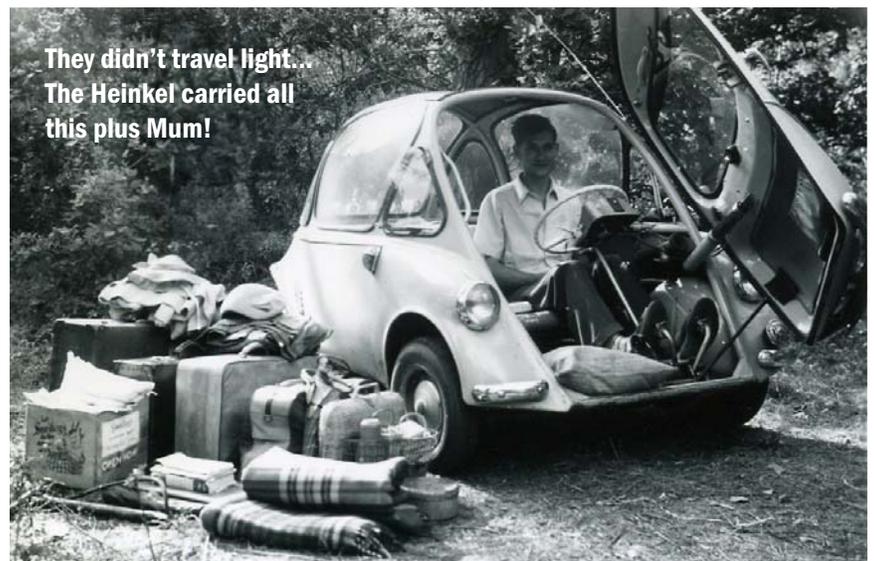
At the souvenir shop atop the Grimsel Pass:  
the Heinkel never missed a beat...

However whilst descending the Brunig Pass, the brakes were not responding. The grease from the wheel bearings had melted and got into the drums; the first and only problem we encountered. This required a one and a half hour stop to strip, clean and re-assemble. Take note **NO WHEEL COVERS ON PASSES, NO MATTER HOW CAREFULLY YOU DRIVE!** After rectification, we had a pleasant journey to Thun, Bern, Neuchatel and on to Dijon in France for the first night's stopover (258 miles). Our second day took us to Amiens (288 miles) and our final day home covered 168 miles; a round trip of 1877 miles

during which the Heinkel never missed a beat.

In fact right up to selling it in 1963, at around 80,000 miles, it never gave any problems other than regular replacement of dynastart brushes, probably brought on by the fact it was driven pretty hard all its life. The overall fuel consumption while I had it was in the low 80s mpg. From my experience, no well prepared Heinkel should have any difficulty completing the 50th anniversary 2000 mile tour. The roads will be in a much better state than in 1958 and the passes are not that steep – just very long, especially on the downhill where descending at more normal car speeds results in too little engine braking so taxes the brakes more than desirable. A modicum of discretion required!

Oh, where are you now, 336 KMK? Recycled, or still giving pleasure and good service to someone out there? Would that I could get you back!



They didn't travel light...  
The Heinkel carried all  
this plus Mum!

**THE ORGANISING TEAM**  
for Liège-Brescia-Liège 2008  
is led by Malcolm McKay  
ClassicRallyPress Ltd, 3 Pond Cottages,  
Edgcott, HP18 OTW, England  
Email LBLrally@aol.com  
Tel 0044 (0)1296 770992