

1958



BMW Classic

LIEGE-BRESCIA-LIEGE

2008



The World's only International Rally for sub-500cc cars

July 17-20, 1958 ★ July 11-20, 2008 ★ July 10-19, 2009



LBL NEWS: AUGUST 2008

Well... Didn't we have a good time?! "Brilliant", "unforgettable", "life-changing" and "best rally ever" are just some of the tributes from competitors after Liège-Brescia-Liège 2008: such was the spirit that prevailed after 10 days spent thrashing tiny engines around Europe. Torrential rain, centimetre-thick hailstones, mountain passes above cloud level, challenging navigation, devious passage controls, roadside repairs, hot sunshine, all added to the challenge: this was a true endurance rally, a micro-marathon that tested cars and crews to limits they'd never imagined they had. "What an epic ten days," said Richard Dalton, "I reached the highest highs and lowest lows I have ever done on a rally!" Of such are lifelong memories made...

The sight of these tiny cars crawling steadily up hairpin after hairpin, dwarfed to insect size by the towering mountains above but plugging on undaunted to the top, was magic to the eyes of enthusiasts. Keen drivers, more used to rallying powerful motors, commented with delight at the challenge of mastering these little beasts, anticipation critical to getting the most out of them and keeping momentum uphill. Driving tests on 1km-long kart circuits added extra entertainment as drivers strove to match the target times set.

Some of you know all this already, of course: this newsletter goes out to everyone who competed in LBL 2008, everyone who helped with it, everyone who expressed interest in it and (welcome, guys!) everyone who has already expressed interest in LBL 2009. Yes, there will be one: and more besides. Read on!

Adventure stories are plentiful: locals, especially in Italy and Slovenia, who offered tools, workshops and assistance with repairs for no reward – Mick and Sara Bell rebuilt their Isetta engine in Ljubljana with a locally-sourced bearing and an oil seal loaned by the Belgian Isetta crews, then drove over three of the event's toughest passes, up to 2235m, in the middle of the night so they could catch up without missing any passage controls: "They did it in 1958, so why not now?" was Mick's matter-of-fact comment. Lost entering Munich in his Fiat 500, Col Donald Hawes was hailed by a lady aged 94, who was reminded of the Fiat 500 owned by her first boyfriend and insisted that her son (who turned out to be a senior man at BMW) led them to the event's checkpoint at the splendid BMW Museum.

Other stunning visits included breathtaking Schloss Lichtenstein (Germany), exciting Kartbahn Liedolsheim (Germany) and Francorchamps Karting (Belgium), fascinating Museo Gino Tonutti (Italy) and Automuseum Engstingen (Germany), charming Boxenstop Museum (Germany), historic Parc des Sept Heures at Spa where the 1958 rally had its timed start and finish, and great public receptions in the Preseren Square in Ljubljana and the Piazza Loggia in Brescia, where the 1958 rally had its only stop. We are deeply grateful to all who made these visits possible.

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





Fiat 500s and Vespa 400s exuding Italian flair battled with consummate German engineering in the Messerschmitts, Heinkels, BMW Isetta/600/700, Zundapp Janus and NSU, British innovation in the glassfibre/aluminium monocoque Berkeleys, French individuality in the Citroen 2CVs and ultra-rare UMAP, Japanese minimalism in the Subaru 360s, Austrian refinement in the Steyr-Puch and the Australian touch in the super-cute Goggomobil Dart.

Providing reassuring back-up were the repair and recovery teams from organisers ClassicRallyPress Ltd and sponsors Fiat and BMW Classic. Fiat support included a truckload of new 500s for competitors to drive if their cars needed a day or two off for repairs or parts, plus a fleet of new 500s for the marshals, a Fiorino Combi for the mechanics and a Ducato for the luggage: all performed faultlessly. Remarkably, all but two cars in the Authentic category – those that would have qualified to take part in the original 1958 event – survived to drive across the finish line, and only three dropped out of the Spirit category.

A rally is only ever as good as the competitors and cars that take part in it, so on behalf of all the organising team, a big THANK YOU to all for making it such a special, unforgettable rally with such a tremendous spirit of camaraderie. Your determination and commitment was a delight to witness and there were so many heroes that it's impossible to list them all. Well, not quite impossible – you're all listed on the last page of this newsletter!

LBL in the Press and on the Web

There's almost too much to mention, but reports we've seen and websites that we know of which are worth checking out are as follows:

Telegraph Motoring August 2 – fab report from Andy English, read it on...

www.telegraph.co.uk/motoring/main.jhtml?xml=/motoring/2008/08/02/mfrally102.xml

Autobild.de – report mid-rally from Nikolaus Eickmann who was with us from Munich to Cortina, with 40 photos...

www.autobild.de/artikel/luettich-brescia-luettich-2008_742846.html

A charming report from Ljubljana, Slovenia, including video... www.zurnal.org/cms/avto/index.html?id=58504

A site set up by our friends at Brescia, including great photos from the square... www.lblrally.com

A lovely slideshow and report from Norbert... www.rrrollipop.at/LBL08.php

Local paper report on our Spirit category winners... www.sloughobserver.co.uk/articles/2/3693

Some Welsh wizardry... www.wheelswithinwales.co.uk/articles/20080730_7

Subaru's claim to fame... www.easier.com/view/News/Motoring/Subaru/article-191897.html

Other reports are expected in forthcoming editions of Oldtimer Markt (from Gregor Schulz, who was with us throughout the event), Motor Klassik (from Markus Stier, who joined us from Munich to Brescia), Octane, Classic & Sports Car, Old Stager, Historic Motor Racing News, Classic Auto (Poland) and many more: if you find some we've not mentioned, please send copies!



Rally plates, Plaques and Door Stickers

Many people have asked about availability of the Rally plates, Door Stickers and Finishers' Plaques from the rally. The answer is that we have very limited stocks and when all have gone, there will be no more: so, if you want one, move fast!

Prices are £20 for each item, plus postage (£2 UK, £5 elsewhere, for 1 or more items). To order, email, write or phone with your credit card details (card number, expiry date and security code), or send a cheque drawn on a UK bank.

Some have asked for maps: sorry, we have none.



19. - 21. september 2008

Slovenia Classic Marathon



Our good friend in Ljubljana, Janez Uratnik, has asked us to mention the first Slovenia Classic Marathon (left), which takes place on September 18-21 and links up with the second Festival of Oldtimer Vehicles in the Fairground at Ljubljana. The event offers three days (approx 650km) of rallying for 790 euros per car, mostly in the north-east of Slovenia, an area we didn't reach. If you'd like to enter, Janez would be delighted to hear from you: email him on Janez.Uratnik@SPARKASSE.SI.





LBL 2009 July 10-19



Now we are looking ahead to 2009: **Liège-Brescia-Liège 2009** on July 10-19 will be for slightly larger cars, 600-1000cc, and three-wheelers over 600cc. Though there is some overlap, this opens up the event to a whole new group of cars and owners, while keeping the faith with the original concept of a special rally for small, economical vehicles.

Once again, the Authentic and Spirit categories will operate with the break at the end of 1958, the year of the original rally. But this time class divisions will be primarily according to age: pre-1948 and pre-1958 four and three-wheelers in Authentic, pre-1968, pre-1978 and post-1978 in Spirit. Initial interest indicates we should have a wide range of cars: MG J2 supercharged, Frogeye Sprite, Turner, Rochdale, Mini-Cooper, Morris Minor, Citroen 2CV and Triking are already on the mailing list. We're particularly keen to see entries from pre-war cars, which should find the event every bit as achievable, but just as much of a challenge, as some of the smallest cars did in 2008. The price is a little higher, reflecting currency changes, but we've kept it as low as we can! Email us for more details: Regulations and Entry Forms are available now...

The route will be very similar to 2008, but not exactly the same! We've already booked a couple of different hotels that should be more convenient than those used this year and we're planning some detail route changes to spice up the challenge for those who want to come back again (yes, there really are one or two who reckon they're tough enough to do it again!). But for those who did it this year and now want a different challenge, we've got one for you...

MICRO MARATHON September 4-12, 2009

For all the micros that battled through LBL 2008 and gave us so much pleasure, there will be an all-new event in September: slightly shorter, slightly less gruelling, without the long haul to get to the mountains and with completely new challenges!

There's much still to be organised so don't hold us to this, but the plan is to meet at Calais on a Friday night, load our micros onto the overnight train to Toulouse, then wake up in Toulouse on Saturday morning fresh and ready to rally. The first day's run may include the highest pass in the French Pyrenees, before stopping at Lourdes, crossing into Spain next day by another high pass. The second night brings us to the Atlantic coast, after which we head south to La Rioja, south-east to Zaragoza and on to the Mediterranean coast, enjoying many high and astonishingly beautiful roads along the way. We visit the tiny principality of Andorra, before heading back into France and a night at beautiful Carcassonne. Next day is Saturday and, after a week's rallying, we head back to Toulouse and the overnight train, arriving in Calais on Sunday morning.

Like the idea? Then let us know soon please, so we can get an idea of numbers. The cost will be similar to LBL '08 including, we hope, the return overnight Motorail train fare...





LBL 2008 Winners *Everyone who took part was a winner, of course!*

AUTHENTIC	Penalty	Class	Posn	
1 17 Vespa 400	Patrick Pellen/Ronald Hagelen/Els van Beek NL	4	425	1
2 25 Messerschmitt TG500	Mark Smith/Jane Southgate GB	10	500	1
3 18 Vespa 400	Mark Benthem/Miep Messelink NL	20	425	2
4 24 Messerschmitt TG500	Colin & Kim Archer GB	24	500	2
5 20 Berkeley SE492	Mike Webster/Malcolm Norman GB	46	500	3
6 23 Messerschmitt TG500	Roger & Julian Adams GB	54	500	4
7 14 Citroen 2CV	Richard Dalton/Bob Green GB	56	425	3
8 19 Vespa 400	Nicolas Courtonne/Robin Davy F/GB	84	425	4
9 2 Heinkel 200	Jeff Lane/Claude Gueniffey US/F	120	250	1
10 6 Zundapp Janus	Udo Lenz/Juergen Bader D	130	250	2
11 10 BMW Isetta 300	Mick & Sara Bell GB	172	350	1
12 4 Messerschmitt KR200	Andrew & Peter Woolley GB	174	250	3
13 5 Zundapp Janus 250	Norbert Mylius/Armand Duchateau A	202	250	4
14 7 Zundapp Janus 250	Manfred Feik/Alex Schallenberg D	222	250	5
15 1 BMW Isetta 250	Alex Maier/M Stier/Edouard Boucqquey D/B	292	250	6
16 21 Berkeley SE492	Graham Higgs/Mike Stringer GB	348	500	5
17 16 Goggomobil Dart 400	Anne & Lars Benthem NL	364	425	6
18 12 BMW Isetta 300	Stoffel Mulier/Geert Collaerts B	614	350	2
19 11 BMW Isetta 300	Dries Meynckens/Carine Poortmans B	674	350	3
20 9 BMW Isetta 300	Michael & Stephan Coenen B	760	350	4
21 8 Berkeley SE328	Bill Toyer/Thomas Lueck GB/D	820	350	5
22 22 Berkeley SE492	Daren Jeff/Martin Archer GB	1160	500	6
23 3 Heinkel 200	John Ducker/Jim Ellis (R Bolzano) GB	2350	250	7
24 26 UMAP Citroen 2CV	Jaap vd Broek/Roel Dijkstra (R Karlsr) NL	2642	500	7
SPIRIT				
1 55 BMW 700	Alastair Caldwell/Tanya Annett GB	2	700	1
2 53 BMW 700 Sport	Hans Lehr/Manfred Kolbe D	12	700	2
3 37 Fiat 500	Arvid Goes/Gerda Reimers D	22	500	1
49 Fiat Gamine	John Rondeau/Dennis Greenslade GB	22	700	3
5 47 Fiat 600	Richard Disbrow/James Goodwyn GB	28	600	1
6 33 Subaru 360	Jane Puttock/James Ewing GB	68	425	1
7 39 Fiat 500	Donald Hawes/Chris Berens GB	94	500	2
8 32 Subaru 360	Vic Sayer/Craig Lawson GB	102	425	2
9 36 Fiat 500	G Schulz/C Wandinger/M Becker/R di Cocco D/B	106	500	3
10 58 Steyr-Puch 650 TR2	Michel & Jean-P Thomas/Karl-M Emer F/D	122	700	4
11 46 Fiat 595 Abarth	A Fabiani/Fiat journalist team I/var	200	600	2
12 38 Fiat 500	Michael Notheisen/Manfred Hahn	208	500	4
13 44 BMW 600	Henk Tappel/Jolanda Leenhouts NL	212	600	3
14 31 Citroen 2CV	Trevor Redpath/Mike Norton GB	420	425	3
15 35 Berkeley T60/492	Ian Danaford/John Cook GB	536	500	5
16 43 BMW 600	Dom van Meerbeeck/Marie-C Goens B	714	600	4
17 30 Berkeley T60	Phil Tetley/Chris Foster GB	888	425	4
18 45 BMW 600	Marc v d Broek/Serge op de Beeck B	916	600	5
19 52 Berkeley B105	Ray Bell/Nigel Halliday GB	1016	700	5
20 51 Berkeley B95	Graeme & Sally Barker AUS	1200	700	6
21 42 Fiat 500 Giardiniera	Dan O'Brien/Bernie O'Connor EIRE	1370	500	6
22 41 Fiat 500	Tony Maybury/David Murray EIRE	1396	500	7
23 57 Fiat-Abarth 695SS	Nigel Cripps/Remo di Cocco/R Barker GB/B	1938	700	7
24 40 Fiat 500	Howard & Jane Atkins (Retired Bolzano) GB	2426	500	8
25 56 Fiat 500/650	Mike & Ed Stephenson/Jean Remion GB/B	2460	700	8
26 50 Berkeley B95	Jamie Pfeifer/Andy Weltch (R Ljubljana) US/GB	2486	700	9
27 48 NSU Sport Prinz	Andrew Bremner/M Ramspott/D G Poole GB/D	2666	600	6
28 54 BMW 700 CS	Walter v Campfort/R Barker (R Cortina) B/GB	2796	700	10
29 34 Subaru 360	Steve Johnson/Terry Langridge (R Karlsruhe) GB	3100	425	5
NOT CLASSIFIED:				
MARQUE TEAM TROPHY				
Messerschmitt Tigers, Car numbers 23, 24, 25				
ECURIE TEAM TROPHY				
Noddy & Friends, Car numbers 33, 49, 55				
NAVIGATOR'S TROPHY				
Miep Messelink, Vespa 400				
DRIVER'S TROPHY				
Alastair Caldwell, BMW 700				
CHARITIES' PRIZE				
Richard Disbrow/James Goodwyn, Fiat 600				
CONCOURS D'ELEGANCE				
Michel & Stephan Coenen, 1956 BMW Isetta 300				
CONCOURS DE CONFORT				
Bill Toyer / Thomas Lueck, 1957 Berkeley SE328				
VETERAN'S PRIZE				
Edouard Boucqquey/Alexander Maier, 1955 BMW Isetta				
LADIES' PRIZE				
Jane Puttock, Subaru 360				



Museo Gino Tonutti