



LIEGE-BRESCIA-LIEGE

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

July 17-20, 1958 ★ ★ ★ July 11-20, 2008

46 cars already entered!.....www.classicrallypress.co.uk.....Eleven marque teams possible!

Dear all,

Welcome to the **February Newsletter of Liège-Brescia-Liège 2008**. Thanks to all who have entered and, to those of you who haven't yet, come on, there's still time and as a special incentive we will extend the January fee rate of GBP2500/EUR3745 until the end of February!

Since the last newsletter, we've been delighted to welcome complete marque teams of Zundapp Janus and Vespa 400: both are especially welcome, the Zundapps because in 1958 the Zundapp team did incredibly well, all four cars finishing and winning the team prize; the Vespas because in 1958 one Vespa entered, but was not ready for the start, so the marque never had the chance to prove its mettle. The current entry list is on the website and is updated regularly, so keep checking; if you want any other entrants' contact details to discuss forming teams or sharing spares, send us an email and we'll put you in touch.

As we said last time, if you're struggling to find a co-driver, or you'd like to be a co-driver, don't hesitate to let us know – likewise if you have a spare eligible car that you'd like to sell or rent out, or if you're looking for a car to buy. We are already matching drivers to co-drivers and cars to would-be owners, in fact the rally seems to be making quite a contribution to the microcar sales market... If you are not getting our (roughly) weekly round-robin listing eligible cars that we've noticed are for sale, and you'd like to receive it, just drop us an email to LBLrally@aol.com. Remember, there's no restriction or penalty for changing car or co-driver any time before the start of the rally, but please let us know as early as possible.



The Zundapp Janus of Udo Lenz and Jürgen Bader.
We love the towcar – where are all the Goggomobils?

Channel Crossings. Quite a few British entrants have asked about Ferry discounts. As everyone has their own requirements, some with trailers, some without, different times etc, it's not that easy; it's a busy time and crossings are booking up already. We can get a group rate with Eurotunnel ONLY if at least 20 of you want to take it up: it will be £111 car only, £222 car and trailer. It's a good reduction on normal rates for the fastest Channel crossing available. If you want to do that, please let us know by the end of February LATEST.

Ferries are cheaper (though some don't like trailers); SeaFrance has offered us the best deal, a 10% discount on all normal prices if you book through ClassicRallyPress Ltd. Better still, this is not a time-limited arrangement, so you can use our booking code for any crossings for the rest of the year. For the cheapest rates, you need to book online by the end of February, using the link on the new LBL Offers page of the website. If you want to book by phone (0871 222 500), quote code CRPLTD for all except day trips, for which you need CRPLTDDAY.



1959 Citroën 2CV:
Richard Dalton

Photos. Some of you who have entered *still* haven't sent photos of your cars – please do! We need them for the newsletters, for Press Releases and for the event brochure, which we hope will have a photo of every car. If you can email a photo (or photos – the more the merrier) that's ideal, but if not, send us a print and we'll scan it (and return it if you need it back).



1962 BMW Isetta 300: Andrew
Meynckens & Carine Poortmans

Preparation: What to Take. We've said some of this before, but it bears repeating. Clearly, the less weight you carry, the less strain on your car and the less problems you will have. Carrying spares for every eventual-ity is all very fine, but if you overload the car it will break down more often and may simply refuse to go up the steepest passes!

One of the best tricks is to go through your tool box and pick out only the spanners and sockets that actually fit nuts, bolts, screws etc on the car you're bringing. Add a few universal tools like pliers etc, any special tools that you can't fix the car without, and put them all in plastic lunch-boxes or fabric tool rolls: much lighter than a metal toolbox.

When choosing spares to bring, take only the bits that fail: for example, there's no sense in bringing a whole dynamo when it's only the brushes and bearings that usually fail. You're not going to wear out a whole set of brake shoes in 2000 miles, so fit new ones and don't bring more!

There are certain legal requirements for travelling in Europe, such as spare bulbs, country of origin sticker, headlamp deflectors and Warning triangle, plus some we'd highly recommend for safety such as a First Aid kit, a reflective jacket and a Fire extinguisher, and another we'd highly recommend for weight saving – an aerosol tyre inflater.

We've arranged a special deal whereby you can get all these in one handy pack: just go to the new LBL Offers page on the web-site (www.classicrallypress.co.uk) and click on the link there.

On the subject of tyres, bring an inner tube, too, then you can travel reasonably confidently without a spare wheel – or if that bothers you, just bring a spare tyre and tube, not the heavy wheel.

Carry a tow rope, and we'd suggest just a lightweight scissor jack and a single, lightweight axle stand: keep the weight down, but don't neglect safety.

Fuses are a must, if your car has them, likewise plugs and points (or a spare electronic ignition module) and any belts used. If you've got hydraulic brakes or clutch, bring spare seal kits, not complete units. Pack a couple of valves, springs and piston rings, not a whole cylinder head or engine.

Beyond that, if you know your marque, you'll know what might give trouble; if not, talk to the club, find out who's done intrepid journeys in a similar car and ask their advice. Don't listen to hearsay, hear it from the horse's mouth...



1958 Zundapp
Janus: Norbert
& Edith Mylius

A LIEGE-BRESCIA-LIEGE 1958 COMPETITOR'S STORY



Pat Moss was interviewed and photographed by Malcolm McKay

'My first memory of the event was that Ian Mantle got in touch - I used to buy a lot of caravans from him, we used to tow a caravan behind the horse box because I used to jump horses - and said, "Would you do this?" And I thought 'Well, that's a bit different, normally you wouldn't do that' and he was a good friend anyway, so Wiz



[Pat's co-driver, Ann Wisdom, was universally known as 'Wiz'] and I said we'd do it.

'So they delivered the car the day before we left or whatever and we were very keen in those days, always rallying actually and you check what you've got for spares and things like that. I rang them and I said, "There's no jack!" and they said, "Oh my God, didn't you find a lump of wood?", I said "Yes," and they said "Well that's it!" I said, "What do you mean?" and they said, "You back up to it, lift it, the co-driver puts the log under and then you change the wheel." And funnily enough it was light enough, especially at the back of course. So that was a good start, wasn't it?

'They did warn me about the seizing and all that. On the way from Liège we used to go to Spa and on the way it seized twice. They used to take us from Liège to Spa when the rally started in convoy and, of course, a slow convoy was a disaster...

'Before the rally they said to me, "It will seize, when it does, get out, light a cigarette, have that and then get back in - they were right. But the last time in Yugoslavia..."

'We broke down somewhere there. Another one that broke down got going again - Ian Mantle - Ian had broken down on the road somewhere, anyway he turned up and he towed us all the way back to Brescia, can you imagine it? They'd got it going somehow.' *[In fact, Ian wasn't a competitor on the rally. We suspect he was providing unofficial back-up for the Berkeley team, possibly in the Berkeley just visible in the photo below: we hope to ask him soon!]*

'I can't remember very well if we got to Brescia - it wasn't the most memorable rally, but it was fun.

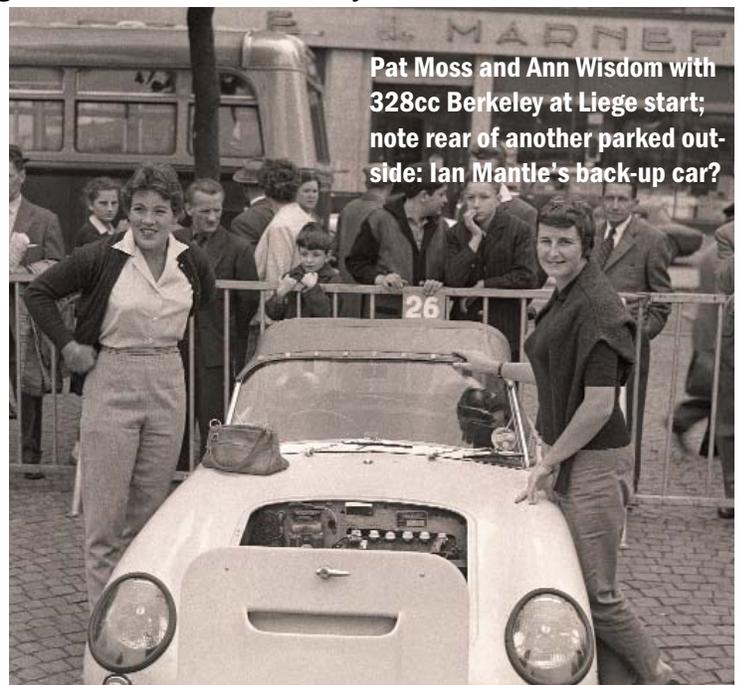
'I remember in Italy, you know the Italian railway barriers don't have anything under, just a bar. We came up to these in a convoy, of three of us I would think, and you could see both sides and we just went 'Kerchung, kerchung, kerchung' and you didn't have to lift off or anything; obviously the first one went in to test it and you could, with your head up, go straight under. When we got to the other side, you can imagine three Berkeleys going chung, chung like this going under the barriers and we heard a BANG and bang: the cars the other way were looking at us and hit one another. Of course you would look wouldn't you, if you suddenly saw Berkeleys this big that you'd never seen before coming under a barrier! It was certainly three, maybe four of us, in close formation on an easy stage. Needless to say, we didn't wait! That really was funny. So now you know one useless piece of information, you can go flat under an Italian railway barrier.'

Was there any mechanical back-up? 'Not that I remember, Ian was handy and there was a bloke called Tony Wheeler. Not many cars lasted very long.'

'Ah, the Sander brothers - God, I remember them... the Sanders won one big rally, whether it was the Tulip I'm not sure... Marang was a driver, I think, or maybe a co-driver... Falk, that's a well-known name... Ickx, his father used to run the Liege, Jacky Ickx, his brother was a Grand Prix driver and this was Paulo, who was actually going out with Wiz, my co-driver.

'There were a clutch of Berkeleys; we were a 350, I know that... I don't know why they put us in a 350 not a 500, I think they were short of engines; Excelsior, wasn't it. I think we were last-minute and that was all that was left. It was fun, you know - though it's not fun being towed all the way from Yugo to Italy, I'm not sure where we dumped it.

'Yes, there was a hillclimb out of Spa - we made that without seizing, I think. *[But you were beaten by the Isetta?]*



Those were quick, those Isettas!

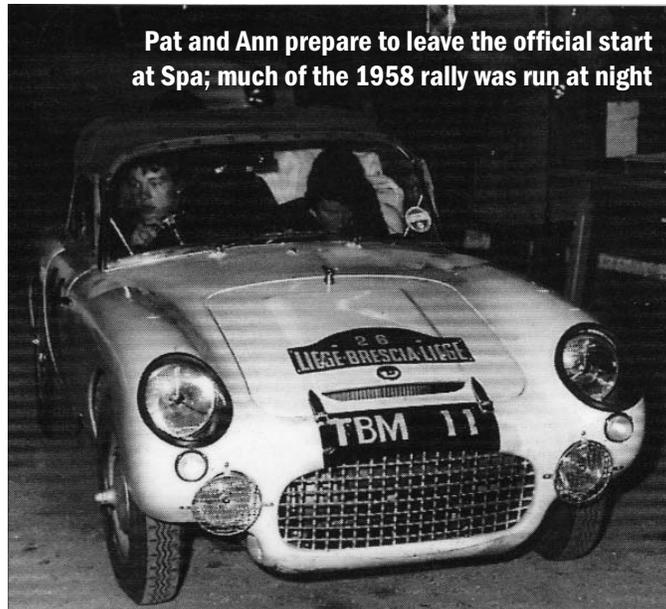
'The Stelvio was OK, it was tarmac on the way up, as we usually did it, but it was gravel on the way down, but those passes in Yugoslavia were absolutely shit, they really were. And it was very hot.

'Predil, I remember that. Customs were at Predil. We had a picture somewhere taken of the customs officers, they were good looking!

'So you're planning to run it again - brilliant, good luck! Have a good mop-up operation behind! You'll have to take a furniture van that you can get about six in!'

Pat's comments on the condition of the passes back then make interesting reading, and are backed up by comments of fellow lady rally driver Mary Walker, who rallied Triumph TR2s in the 1950s and was quoted in a recent Triumph Sports Six Club magazine: 'I think that some of the mountain passes in the Alpine rally of my era would surprise the modern rally driver. They were largely shale-surfaced cart tracks, often covered in sheet ice and a mistake would mean a sheer drop of thousands of feet off the unguarded sides.'

Thankfully they're all tarmac now and most have some form of barriers - compared to 1958, we've got it easy!



Pat and Ann prepare to leave the official start at Spa; much of the 1958 rally was run at night

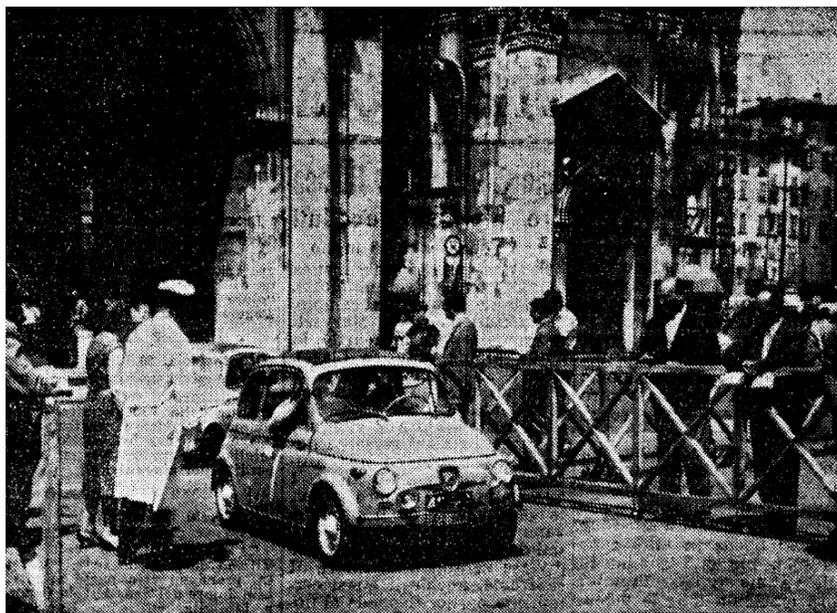
BRESCIA WELCOMES THE RALLY!

We're delighted to have the full co-operation of Brescia Tourism, who have established for us that in 1958, the rally parc fermé was in Piazza della Loggia, a magnificent square in the centre of Brescia. Better still, they are petitioning the Mayor for a spectacular civic reception there for the rally on July 16! The plans are too exciting to give away until we get the OK, so watch this space... Our thanks to Cristina and Rima of Brescia Tourism for their inspiration.

LBL 1958: THE FULL ENTRY LIST!

1	Sander G-Sander W	Belgium	Fiat	500
2	Laumonier-Duvauchel	France	Citroën	500
3	Nokin-Rebetez	Belgium-Switz	Lloyd	500
4	Poltronieri-Bassi	Italy	Fiat	500
5	Collet-Lebihan	France	Citroën	500
6	X...-Y...		Vespa	500
7	Wagner-Donven	Luxembourg	Fiat	500
8	Barbier-Chaslin	Belgium	B Spéciale	350
9	Boucquey E-J	Belgium	BMW	350
10	Nicolai-Richter	Italy	Fiat	500
11	Bernheim-Marang	France	Citroën	500
12	Henry-Di Cocco	Belgium	Fiat	500
13	<< non attribué >>			
14	Schafer-Falk	Germany	Fiat	500
15	Fontana-Frignani	Italy	Fiat	500
16	Keitel-Ickx P	Germany-Belg	Zundapp	250
17	Ernst-Kammler	Germany	Zundapp	250
18	Wheeler-Murland	England	Berkeley	500
19	Pire-Jamotte	Belgium	Citroën	500
20	Westwood-Richards	England	Berkeley	350
21	Brunetto-Freider	Italy-Argentina	Fiat	500
22	Langlois-Gesmier	France	Citroën	500
23	Michot-De Florenne	Belgium	BMW	250
24	Jameson-Farley	England	Berkeley	500
25	Fenton-Loudon Cox	England	Berkeley	350
26	Milles Moss-Wisdom	England	Berkeley	350
27	Van Zalinge-Poll	Holland	Berkeley	500
28	Pohl-Dohring	Germany	Zundapp	250
29	Rodrique-Flahaux	Belgium	Isard	350
30	Dutilleux-Demeron	France	Citroën	500
31	Grenz-Kottgen	Germany	Zundapp	250
32	Consiglio-Falsetti	Italy	Fiat	500
33	Poensgen-Dobler	Germany	Messerschmitt	500
34	Capelli-Gerli	Italy	Fiat	500
35	Van Hauw-Bovens	Belgium	Panhard	500
36	Callier-Laurent	France	Citroën UMAP	500

KEY: RED, Started and finished;
BLUE, Started but DNF; BLACK, Did not Start.



La Fiat 500 - Abarth del lussemburghese Wagner - Donven, che comanda la classifica fino a Brescia, all'arrivo in piazza della Loggia. (foto Orioli)

Not only have they made great plans *and* found out where the 1958 rally stopped, they've also sent us pages from the Giornale di Brescia, announcing its arrival in the city. And alongside this superb photo was something we've been hunting for months: the full list of entrants, including those that didn't start! This proves what we thought, that a Vespa 400 had been entered, plus three more Citroëns and Fiat 500s; and what, we wonder, was Barbier's Special like?

LIEGE-BRESCIA-LIEGE 2008

A Celebration of the 50th Anniversary of the World's only International Rally for sub-500cc cars



1972 Fiat 500: Howard and Jane Atkins

July 11-20, 2008

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



1958 Vespa 400:
Nicolas Courtonne & Robin Davy



1959 Goggomobil Dart:
Anne & Lars Benthem



1958 Zundapp
Janus:
Manfred
Feik...

...and Alex
Schallenberg



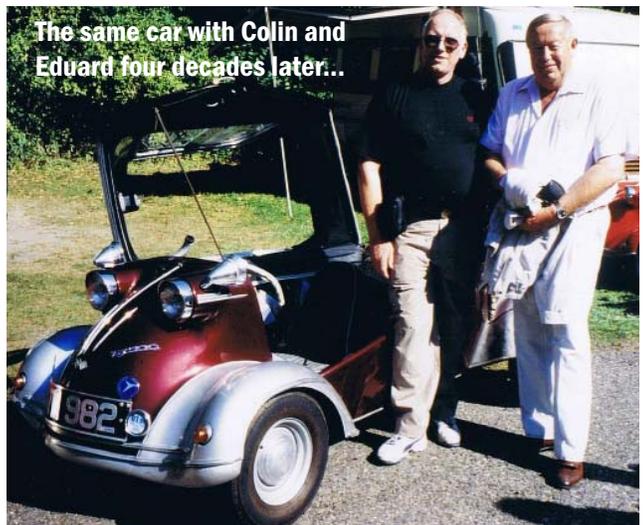
1962 BMW 600: Dominique van
Meerbeek & Marie-Claire Goens



1969 Fiat Gamme:
John Rondeau
& Dennis
Greenslade



1960 Messerschmitt
TG500 of Colin & Kim
Archer being raced when
new by Eduard Ernst



The same car with Colin and
Eduard four decades later...