



BMW Classic

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

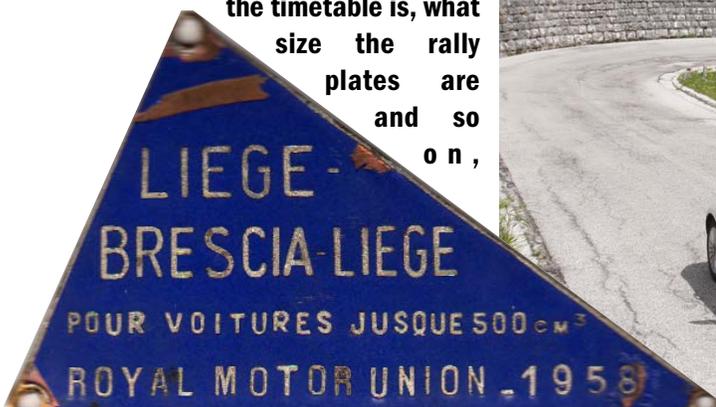
Final Instructions!.....www.classicrallypress.co.uk.....Entry list tops 54!

Dear all,

Welcome to the **June Newsletter of Liège-Brescia-Liège 2008**: this doubles as your final instructions, so read carefully. There is so much to tell and so little time to tell it: as the rally approaches, more and more people are working flat out to help make this rally unforgettable. Malcolm McKay and Mike Johnson spent an intensive 10 days at the end of May, checking the route, making some tweaks, meeting the many people at museums, hotels, tourist offices etc along the way who are looking forward to welcome you. Needless to say, our Fiat 500 (below) performed faultlessly throughout and really impressed us both with its comfort, practicality and performance, not to mention the toys, like the built-in Bluetooth mobile phone link that a few of you spoke to us on while we drove.

Our friends at FIAT are working on the fine details of receptions for you, concentrating their efforts at particular locations: we are sure they will deliver some great entertainment. They're also planning some very special trophies! At Brescia Tourism, Rima, MariaChiara, Barbara and Christina have pulled out all the stops to give us an unforgettable reception, in the same central square where the rally had its only stop in 1958. Carl-Michael Emer has done a great job arranging permissions for the route in Germany. And BMW has just opened its fabulous new museum complex, which we will be visiting: "After a period of construction lasting 2½ years, visitors can look forward to more than 120 exhibits in museum space covering 5000sqm and presented in a completely new exhibition concept. The circular museum building right next to the company head office tower will continue to be a landmark. The adjacent low-level building now complements the 'Bowl', as the circular museum building has been designated ever since it was opened in 1973. This has entailed increasing the floor space fivefold."

All our hotels are geared up to welcome you and you will find a full list of hotels in the Timetable on the back page. And while we're on that subject, a rap on the knuckles to all who emailed asking what the timetable is, what size the rally plates are and so on,



because you should know – it's in the Regulations, and the Regulations are your bible so you should know them by heart! It's also well worth reading again through previous newsletters: all contain nuggets of information that will help you get the most out of this rally.

Insurance: have you checked that you are covered to take part in this event? As it says in the Regs, it's your responsibility to make sure you are properly covered. LBL 2008 is a touring assembly as far as road cover is concerned – you should tell your insurance company about the event and probably send them a copy of the regulations so they can confirm that cover is unaffected. For the three circuit tests, checking your cover is certainly advisable. The points to stress here are that, as set out in the regulations, the tests are average speed tests set at a very modest 50km/h (31mph) with penalties for driving too fast



The Graham Higgs/
Mike Stringer
Berkeley models a
rally plate at Rally HQ...

and that there is only one car on the circuit at a time – this is definitely not a request for 'track day cover' in the normal sense. Also worth mentioning that the total track mileage on the whole event is just 3km (1.9 miles) – all in all, less dangerous than driving round a car park! Incidentally, for those setting up cover for non-UK drivers, Hagerty International are worth a try...

A few people have asked if they should fit any extra instruments such as a Halda. The answer is no: because most microcars have the most rudimentary of distance measurement without even a trip, we have deliberately not stated precise distances anywhere. You will be relying on

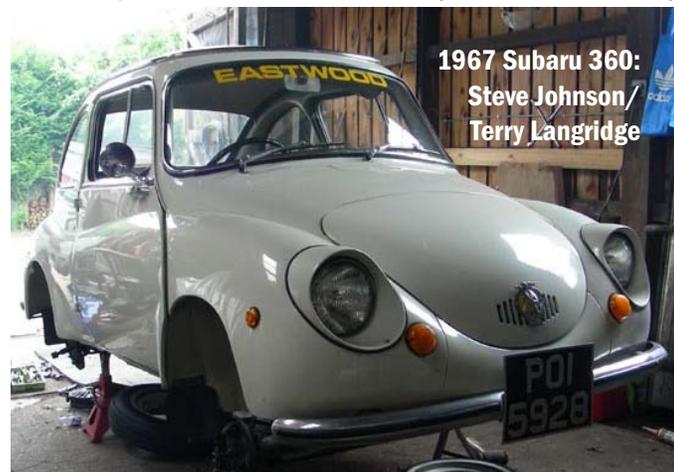


1958 Berkeley SE492:
Mike Webster/Malcolm Norman

your map-reading skills, plus route instructions for the most awkward bits like cities. Now here's a top tip: the maps overlap, and the scales vary: so make sure you're always on the largest scale map for the area. Some sort of map magnifier might be useful (see www.donbarrow.co.uk), and don't forget a stopwatch for the tests!

It's great to hear that two of the Berkeley SE492s which were getting complete rebuilds for the event are now on the road; Graham Higgs popped down from Worcester last weekend to show us his, and very fine it looked too! Mike Webster's is also on the road after a total refurb. Meanwhile in 2CV land, Richard Dalton has finally got his back after an engine rebuild and full overhaul, and is horrified at how slow it is compared to his Jags: "It's like driving a snail," he complained. Poor Richard, I had to break it to him that the original 2CV has been known affectionately for decades as the 'Tin Snail', and not just because of its looks!

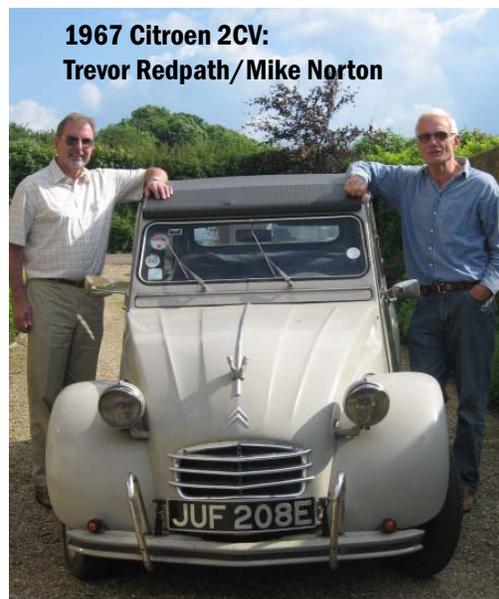
If you've been watching the entry list on the website, you'll have noticed that it's now complete with numbers, so if you want to know your rally number (you



1967 Subaru 360:
Steve Johnson/
Terry Langridge

should!) check it now. You will make our lives easier at Signing On if you quote it. You may also have noticed that we've lost a Bond and gained a Berkeley T60 and a third Subaru 360: thanks to Subaru GB, who imported it to celebrate 50 years since the first Subaru was imported into the UK, only to have it whisked away and prepared for this rally! Subaru 360 guru James Ewing reports that it's in fine fettle, having spent much of its life in Ireland, but that the brakes are 'shot' and he's having a batch of wheel cylinder seals made to solve the problem.

Steep roads: Howard Atkins wrote to say he'd taken his Fiat 500 to the steepest hill in England, Jeffrey Hill, and it would only go up



1967 Citroen 2CV:
Trevor Redpath/Mike Norton

in reverse! He was understandably worried about the mountains – but we don't think there is any need to worry, as the mountain roads are not that steep. In England, we used to put roads straight up the hills, where in Europe they put hairpins and the gradients are not so steep, especially if you drive around the outside of the hairpin. Both our recce cars suggested that the steepest climb on the rally is on the road out of Innsbruck-Zirl towards Garmisch-Partenkirchen, which can't be anywhere near as steep as Jeffrey Hill, as it is a main road which all the lorries slog up.

There's much discussion among Berkeley folk about spares pools. The thinking is that there are quite a few parts that probably won't fail, but just might – but they're too heavy for each car to carry all of them. So, why not have one each of these parts between all the Berkeleys and divide them up between the cars, so each car carries one or two of these emergency spares (and everyone has a list so they know who to call if it fails). We recommend this plan to all groups of similar cars on the rally – it keeps the weight down in your car but means the parts aren't far away if you need them. We simply won't be able to carry large amounts of spare parts in the marshalling vehicles and the luggage van will be full of luggage.



1958 Vespa 400:
Patrick Pellen/
Ronald Hagelen/
Els van Beek



1960 Berkeley T60/492:
Ian Danaford/
John Cook

Rally plates: Yes, they're big: they were in 1958 and we've copied them. There's a hole at each corner and hole spacing is 16x4in (408x103mm). They don't have to be mounted vertically, so on top of the bonnet is an option. I've always used double-sided sticky pads to stick rally plates to my car and never had a problem getting them off again, given a bit of patience to peel them off and maybe a quick polish after. The best ones are made by Sellotape and there are several variations all of which seem to work – you can get Sticky Fixers, Removable Sticky Fixers and Outdoor Sticky Fixers – see www.ryman.co.uk/Adhesive-Fixers-230.asp. I've not actually tried the Removable ones; they should be less fiddly to remove and ideal to guarantee no paint damage (unless your paint is flaking off already, of course!). The rally plates are made of quite sturdy

plastic – they will bend around gentle curves. Remember there's one for the back and one for the front – and rally tradition is that one goes to the driver and one to the co-driver after the rally, so make sure they're secure and won't fall off.

Friends and family, aka support crews: a few people have admitted they have friends coming along to follow. This is a tricky one: we are very keen to encourage spectators along the way, but we strongly discourage unauthorised support vehicles. If every car on the rally invited the family along to follow, we would have serious problems with local authorities in many of the small villages and roads we pass through, as well as the extra traffic causing congestion that would delay competing cars. Of course, the roads are public and we cannot prevent other traffic, but if anyone has invited other vehicles to follow, please beg them to keep off the rally routes as much as possible and stick to the main roads. Competitors are going to have some very long, hard days – we don't want them to be made longer and harder by other competitors' unauthorised support vehicles.

Maps will be provided at Signing On (from 12.00 on Thursday July 10, in the Holiday Inn Liège). We have used the same maps for the route check over the last two weeks and they are adequate for your needs. It is part of the competition that everyone uses the same maps. We



1970 Fiat 500F: Arvid Goes/Gerdi Reimers

will provide street maps of all the cities that we stay in and clear, detailed instructions to follow when driving through cities – we do not want anyone getting lost in cities. On the subject of Signing On, quite a few of you are arriving in Liège on the Wednesday evening and we are happy to book rooms for you at well below current internet rates. But please don't ask for the maps early: Signing On opens at 12.00 and no earlier, form an orderly queue, please!



1972 Fiat 500L:
Fiat Team Germany,
Gregor Schulz,
Cornelia Wandinger,
Marc Becker

Lights: you shouldn't need extra lights – you'd have to be running very late by the time you needed them, and if that were the case you'd have resorted to main roads/motorways by the time you switched the lights on. However, there are other considerations:

1. In Slovenia it's a requirement to drive with dipped headlights all the time.
2. There are some tunnels on the passes where bright lights are reassuring, if only for a few seconds!
3. Fog/low cloud is always a possibility, though less likely in July than at any other time.

Keeping in touch: first port of call for friends and relatives will of course be your own mobile phones. Hotel phone numbers are on the timetable at the end of this newsletter. We will publish news updates on the website if there's time: no promises at this stage! Finally, if they want to see you on the Stelvio, they should look at <http://webcam.popso.it/stelvio.php?PASSOALTO2>. Described as a webcam, it's not quite: it displays still photos taken every few minutes at the top of the Stelvio, and has links to other cameras in the same area. We should be there on Weds 16 from approx 11.30, and Thurs 17 from approx 15.00.

Finding Liège: If you're travelling from the UK or northern France, we recommend taking the A16 to Dunkirk and then the E42 all the way to Liège. Motorways in Europe have E-numbers which are Europe-wide as well as local A-numbers, so they traverse borders. E42 goes via Lille, Tournai, Mons and Charleroi and is much quieter than the alternative route via Brussels.

Approach Liège itself from the west side, on the A602/E25 (the same applies if travelling from the south).

Take exit AVROY / LAVEAU

Follow SP Centre under motorway bridges and through underpass

Take Right lane follow SP Centre

Follow sharp LEFT SP Centre

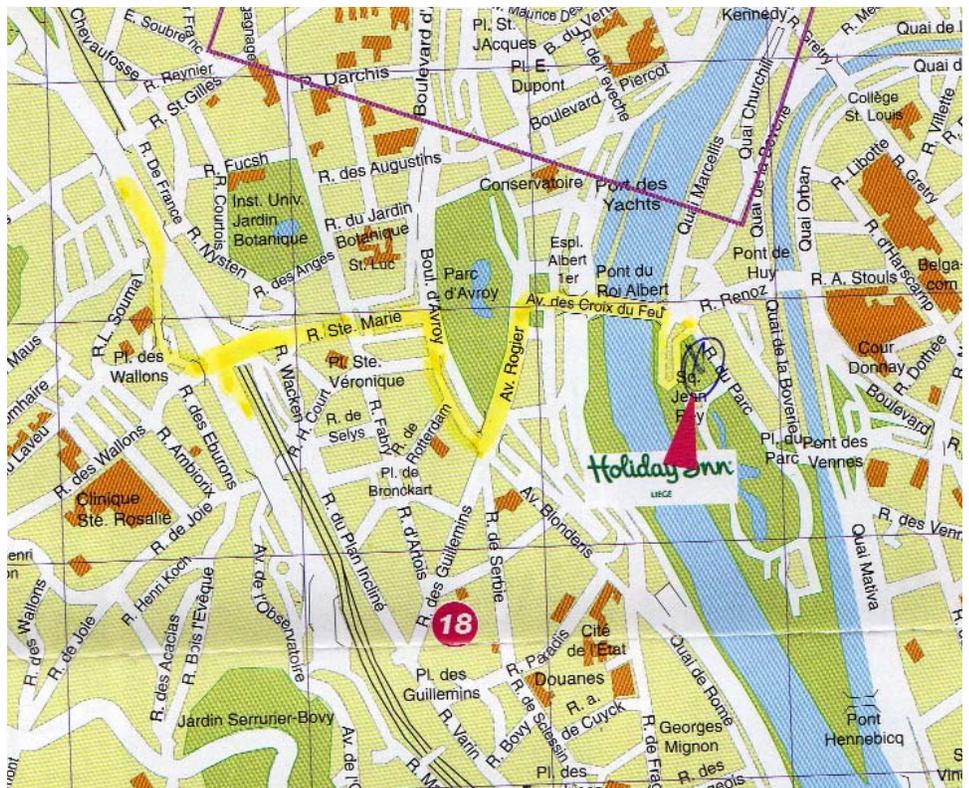
Immediately take Right lane and turn RIGHT SP Pont Albert 1

Straight on over river

Turn RIGHT into Holiday Inn and Palais des Congres

Car park in front of Holiday Inn is for Palais des Congres – Holiday Inn car park is behind hotel with barrier entry – drive around in front of hotel and then out of car park – immediately right (before public road) to enter car park. The outside parking is for towcars and trailers – microcar parking and vehicle check is in underground car park.

There, you've just had a taster of the sort of instructions you'll be following: we hope it works for you. SP means 'Signposted', by the way... See you there!



ROUTE FROM A602 HIGHLIGHTED IN YELLOW

THE ORGANISING TEAM

for Liège-Brescia-Liège 2008 is led by **Malcolm McKay**

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LBL Timetable

This Timetable is provisional and may be amended

Thursday July 10

12.00-18.00 Arrival and Signing On, Holiday Inn, Liège, 0032 4349 2000

20.00 Welcome Dinner, Palais des Congrès, Liège

Friday July 11

07.30-08.30 Check Out, Holiday Inn, Liège

08.00-9.00 Checkpoint, Parc des Sept Heures, Spa

08.30-10.30 Special Test, Francorchamps Karting, Spa Circuit

19.00-20.00 Check In, Novotel Karlsruhe Kongress, Karlsruhe, 0049 (0)721 35260

Saturday July 12

07.30-08.30 Check Out, Novotel Karlsruhe Kongress, Karlsruhe

08.00-10.30 Special Test, Kartbahn Liedolsheim

11.30-14.00 Checkpoint, Boxenstop Museum, Tubingen

19.00-20.00 Check In, BMW, Munich

22.40 Holiday Inn, Munich-Schwabing, 0049 89 38179-0

Sunday July 13

08.30-09.30 Check Out, BMW, Munich

18.00-19.00 Check In, Miramonti Majestic Grand Hotel, Cortina d'Ampezzo, 0039 3396581052

Monday July 14

08.00-09.00 Check Out, Miramonti Majestic Grand Hotel, Cortina d'Ampezzo

18.00-19.00 Check In, Hotel Lev Intercontinental, Ljubljana, 00386 (1)433 2155

Tuesday July 15

08.00-09.00 Check Out, Hotel Lev Intercontinental, Ljubljana

11.30-14.00 Checkpoint, Museo Gino Tonutti, Udine

19.00-20.00 Check In, Four Points Sheraton Hotel, Bolzano Bozen, 0039 0471 1950 000

Wednesday July 16

08.00-09.00 Check Out, Four Points Sheraton Hotel, Bolzano Bozen

18.00-19.00 Check In, Piazza Loggia, Brescia

22.00 Una Hotel, Brescia, 0039 030 201 8011

Thursday July 17

08.00-09.00 Check Out, Museo Mille Miglia, Brescia

18.00-19.00 Check In, Four Points Sheraton Hotel, Bolzano Bozen

Friday July 18

08.00-09.00 Check Out, Four Points Sheraton Hotel, Bolzano Bozen

18.00-19.00 Check In, BMW, Munich

22.40 Holiday Inn, Munich-Schwabing

Saturday July 19

08.00-09.00 Check Out, BMW, Munich

11.30-15.00 Checkpoint, Automuseum Engstingen

12.30-16.00 Checkpoint, Schloss Lichtenstein

13.30-17.00 Checkpoint, Boxenstop Museum, Tubingen

19.00-20.00 Check In, Novotel Karlsruhe Kongress, Karlsruhe

Sunday July 20

07.30-08.30 Check Out, Novotel Karlsruhe Kongress, Karlsruhe

08.00-10.30 Special Test, Kartbahn Liedolsheim

19.00-20.00 Check In, Holiday Inn, Liège

21.00 Prizegiving Dinner, Liège

Monday July 21

Morning Breakfast; departure



Museo Gino Tonutti

