



## 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**

***BMW involvement confirmed!.....www.classicrallypress.co.uk.....Entry list tops 53!***

Dear all,

Welcome to the **May Newsletter of Liège-Brescia-Liège 2008**. The rally gets closer by the day and the excitement is building: do please keep us posted with news of your car preparation, some of you are frantically completing total rebuilds, others are fine tuning minor mods and improvements, do let us know so we can share the news...

We're very happy to announce at last that **BMW Mobile Tradition** will be closely involved in the rally. BMW has always been a crucial element of the mix, because it was one of the few manufacturers to enter works-prepared cars in 1958, as you've read before in Stoffel Mulier's fascinating interview with Isetta driver Edouard Boucquey (and we're delighted to reveal that Edouard has agreed to join us at the finish and the Prizegiving Dinner). The 1958 route went through BMW's home city of Munich and the Boucqueys even had time to call in at the factory for repairs. With BMW Mobile Tradition just reopening its fabulous museum this spring, a visit was an absolute must.

Well, BMW has gone one better for us: to give you a bit more time to enjoy the museum, we will get two exclusive evening visits to the BMW Museum, with dinner laid on there for us too. We will leave our cars in BMW's secure car park overnight and be bussed to and from our hotel, which will avoid tricky late-night city driving and give us an impressive restart next morning from the top floor of the BMW factory car park! The only down-side will be the trek into Munich, especially on the Friday evening of our return visit; we've done our best to plan a relatively quiet route and hope it won't be too much of a nightmare. Anyway, the fact is that the original route went through Munich, so we have to go there: and the bonus is a superb evening's entertainment when we arrive!

Our good friends at Fiat continue to boost their involvement: we're thrilled to have cars driven by both of Germany's most prestigious classic car magazines: Gregor Schulz from *Oldtimer Markt* (the world's highest circulation old car mag) will drive a Fiat 500 entered by Fiat Team Germany, while Hans-Jorg Gotzl from *Motor Klassik* will drive BMW's Isetta 250: expect some friendly rivalry!



**Motor Klassik's Hans-Jorg Gotzl will drive this Isetta 250: great to have Isettas in both 250 and 350 classes, as in 1958 (Photo: BMW Mobile Tradition)**





Fiat's support vehicle fleet has changed slightly, with the proposal that our mechanic team (Roy and Richard) will drive a brand new Fiorino Combi, an interesting five-seat derivative of the compact Fiorino van, equipped with a towbar to pull our car trailer, which is currently getting a full rebuild too...

We have managed to secure a handful more hotel rooms, so can still take a few more cars: entries received by May 31 (if we still have room) will cost GBP2800/EUR4140 and after 31 May GBP2900/EUR4285.

Among preparation news that has filtered through, it was great to get a very excited call from former McLaren F1 Team Manager Alastair Caldwell, whose BMW 700 (bought unseen from Italy on eBay in January) was finally on the road: "I love it," enthused Alastair (better known for rallying Mercedes and even Ferraris and Rolls-Royce), "it's beautifully engineered and a real blast to drive."

New Fiat Fiorino Combi for our event mechanics...



1958 Berkeley SE492:  
Graham Higgs & Mike Stringer

Graham Higgs reports that the rebuild of his Berkeley SE492, shown as a dismantled shell in December's Newsletter, is progressing well and he's now driven the car a short distance; unusually, it'll be equipped with a fixed hardtop, seldom seen these days as most hardtop Berkeleys have been converted to soft-top form. Will it give them a few more mph...?

A new entry from France is a superb Steyr Puch 650 TR11, which as the photos show is already an active rally car... A particularly nice touch is that entrants Michel and Jean

Paul Thomas have been rallying Steyr Puchs together for near 40 years...



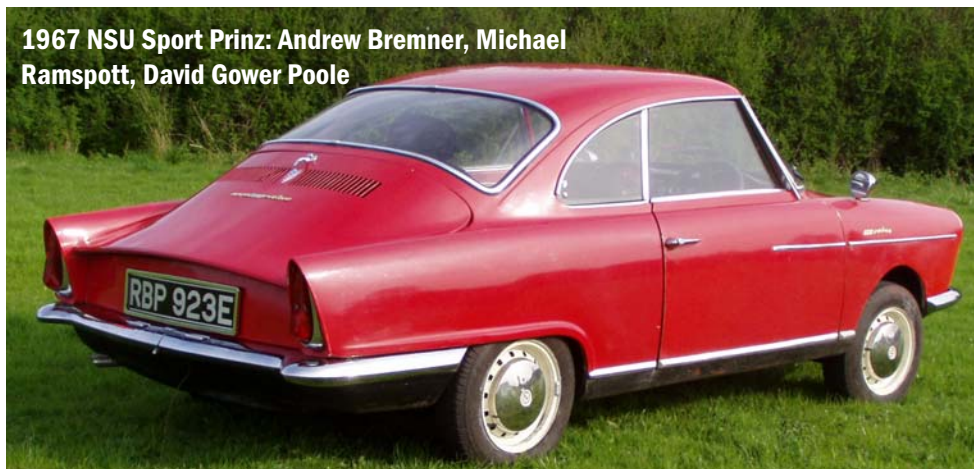
Rallye du Mont Blanc, 1971  
Thomas brothers...



Monte Carlo Historique 2008  
...Thomas brothers

Andrew Bremner tells us that his NSU Sport Prinz Coupe is now raring to go after careful ministrations from friends in Germany: it'll be interesting to see how well this pretty little car performs on the rally. Andrew works for our insurers, Everitt Boles ([www.everittboles.com](http://www.everittboles.com)), and was so inspired by the event when we wrote asking for insurance cover that he rushed out and bought a 2CV, then another for spares, then decided the 2CV was too big a project, so snapped up the NSU!

1967 NSU Sport Prinz: Andrew Bremner, Michael Ramspott, David Gower Poole





**NEW 600cc Class!** Hot on the heels of the decision to add a new 425cc class, we also decided to add a new class division at 600cc in the Spirit category, as the 700cc class was twice the size of any of the others. This allows the BMW 600s, NSU and Fiat 600 a chance to shine against similar vehicles, rather than being overshadowed by the rapid Berkeley B95s, Abarth, Steyr-Puch and BMW 700s. Anyone whose Fiat 500 has been re-engined with a 126 unit, please be honest: we will be checking specs at Liège and will take a dim view of anyone found trying to slip a larger engine in as a 499!

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

**Recce here we come...**

Malcolm McKay and photographer Mike Johnson are off on a full route recce on May 22, checking out some extra tweaks and attractions we've added to the route since our first recce last October. This time, we'll be driving a new Fiat 500 Lounge 1.2, which will be considerably more sure-footed than Malcolm's Sierra XR4i was last time around...

We have a phenomenal amount to pack in to the 10 days, so don't be concerned if the usual near-instant response to emails and phone calls slows up for a while! Just to add to the pressure, Malcolm, Mariel and family have just moved house, so there's a new address below for correspondence, though the official address of ClassicRallyPress Ltd will remain at the old address for a bit longer.



Paul Hocking,  
Abarth 695SS

**THE ORGANISING TEAM**

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

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1959 Messerschmitt  
TG500, Roger &  
Julian Adams



1960 Messerschmitt TG500  
Mark Smith & Jane Southgate



Miep Messelink . . . . . 1959 Vespa 400 Tourisme . . . . . Mark Benthem