



Liège-Brescia-Liège

Diamond Jubilee

July 11-22, 2018

Authentic: up to 500cc pre-'59

Spirit: up to 700cc pre-'69

Newsletter: May 2018

* * **Less than two months to go!** * *

* * **Entry List closed!** * *



Time is really flying now, less than two months to go and understandably, lots of questions coming in to Rally HQ – in fact we've been so busy organising, and answering queries, it's been a real struggle to get another newsletter out: apologies this didn't come to you earlier. As you'll see above, we've closed the entry list now: we have 38 cars entered, which is a great number especially as it includes equal numbers of Authentic and Spirit category microcars!

In fact we now have an urgent question for you – if you're on the entry list at the end of this newsletter, please check that we have the correct registration number (numberplate) for your car, as we need to give this to various authorities along the way (and very soon...). If we have it wrong, or not at all, please email us urgently with the correct number (or tell us via Facebook if easier).

We asked in the last newsletter if you would be interested in a follow-up rally in the Pyrenees in 2019. Thanks very much to all who responded – to be honest, it wasn't quite enough to guarantee viability but more importantly, we now know for sure that there will be a new addition to the McKay family in October this year, so it would not really be fair for me to drag Helena around the Pyrenees on a recce when over 8 months pregnant – or to disappear to do the recce myself when my daughter's birth is imminent! On balance, it will be better to leave it a couple of years and hopefully more people will then be up for another microcar rally...

I hope everyone is well advanced with their car preparation now. It's good to get the car well shaken down before the event, but most important is to ensure that a competent mechanic has gone right through all the



The Rhine ferry crossing is always a popular feature of LBL: it also importantly keeps you off autobahns, which we avoid like the plague, as they are just not a pleasant or safe place to be with tiny cars. Small roads are much more fun!

vital elements to ensure they are in perfect working order. In most cases, you're going to be working the car at its limits, so of course it makes sense to ensure it has good compression on every cylinder, and that the engine bearings are not about to wear out. Fresh fluids – oil, grease, brake fluid, coolant – in all areas are essential, and gearbox and final drive bearings should also be looked at if in any doubt of their age/condition.

Brakes are crucial so make sure they won't let you down. Any old flexible hoses should be changed, all cylinders checked for leaks (replace/rebuild if suspect) and all shoes or pads should have plenty of lining material and not be glazed hard. If in doubt, consult marque experts: sometimes modern materials don't last as long as originals. And while on friction materials, the clutch too needs to be in top order: you'll be doing a lot of pulling away uphill...



Brendan Coyle's wonderful collection of microcars were stars of the show at the National Classic Car Show of the Royal Irish Auto Club



Thanks, Brendan, for giving the Rally a good 'plug' in Dublin!

**1958 - 2018
Micro Car
Diamond Jubilee**
Liège-Brescia-Liège Rally
July 11-22nd 2018
Alps/Dolomites 3100km

ZÜNDAPP JANUS - YEAR 1958 - THE WINNING TEAM
THE 2018 ZÜNDAPP JANUS ENTRY
58 D 120004
TEAM
Brendan Coyle,
David Ronaldson,
John Scanlon

The parts of the suspension that will get the hardest workout are the wheel bearings – because when you're climbing a pass in a small-engined car, you want to carry as much speed around the hairpins as you possibly can: corner on the limit and you'll save your engine and cooling system a lot of strain, as well as getting to the top a lot more swiftly. So, replace wheel bearings if you don't know how old they are. We've had several Fiat 500 wheel bearings fail on past rallies, not because they are a weak point but because they simply hadn't been checked or even lubricated. And if any modifications have been made to your car, check they have been done properly: on our first event we had a Fiat 500 that had been

fitted with disc brakes and wheel spacers, using the standard wheel studs – the wheels were only held on by just over one thread each. Fortunately our rally mechanic found it before a wheel came off... Check wheel alignment too – we've known a Fiat 500 have such poor alignment that it completely wore out tyres in under 1000 miles...

The cooling system is obviously going to have a lot of work to do, climbing mountains in mid-summer, so make sure it's in peak condition. And those with air cooling, don't think you're exempt from that! With fan cooling, make sure there are no obstructions to the airflow (in and out); and for those without fans (Berkeleyes), rig up a system to prop the bonnet open and allow more



Roger Edwards' delightful 2CV will be the newest car taking part this year

air through. Adding scoops to improve airflow is well worth considering, on both fan and non-fan systems, but only if you're sure of the dynamics – airflow isn't always as straightforward as it may appear...

Check the charging system too: bring some spare dynamo brushes (modern ones don't last as long as originals) and make sure your battery is charging well – but not over-charging (another issue we've had on past events).

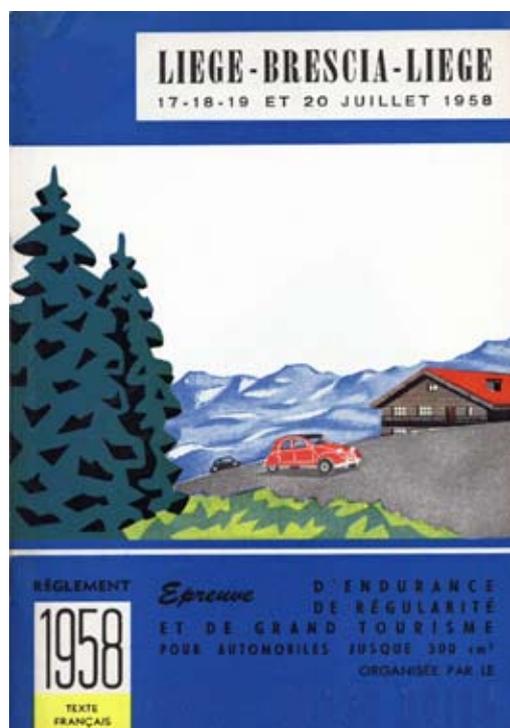
As mentioned in the last newsletter, Signing On at our Liège hotel will be between 13:00 and 18:00 on June 11 – we advise arriving as early in that period as possible, so you can settle in and start plotting the route on the maps provided. We realise that many of you will want to bring your cars on trailers. The hotel doesn't have storage space for large numbers of towcars and trailers during the event, but are working hard to find a solution (with a good deal of prodding from us!). There will obviously be an extra cost for those who need storage, which you will have to sort out yourselves, but we are trying hard to find a location where all towcars and trailers can be stored together. If anyone already knows of a suitable location within, say, an hour's microcar drive of Liège, PLEASE let us know, as this issue is causing us a lot of stress right now!

In the final newsletter before the start, we will provide a map and directions that should help you find the hotel in Liège – but what we haven't done yet is to give you a list of the hotels, so that is below.



HOTEL SCHEDULE Liège-Brescia-Liège 2018

July	Hotel(s)	Address
11	Ramada Plaza Hotel Liège City Centre	36 Quai St Leonard, 4000 Liège, Belgium
12	Radisson Blu Hotel Karlsruhe Ettlingen	Am Hardtwald 10, 76275 Ettlingen, Germany
13	Novotel Suites & Ibis Parkstadt Schwabing	Lyonel-Feininger-Str 22, 80807 München, Germany
14	Grand Hotel Misurina	Via Monte Piana 21, 32041 Misurina, Cortina BL, Italy
15, 16	Grand Hotel Business	Miklošičeva 3, 1000 Ljubljana, Slovenia
17	Sporthotel Alpenrose	Karerseestraße, 161, 39056 Welschnofen, Bozen, Italy
	Due to urgent repairs at Sporthotel, some will stay close by at Castel Latemar and Hotel Adler	
18	Villa Fenaroli Palace Hotel	Via Mazzini 14, 25086 Rezzato – Brescia, Italy
19	Hotels Marlena & Marlingerhof	Via Panorama 6 & Via Palade 6, 39020 Marleno, Italy
20	Hotels Marina & Seeblick	Am Yachthafen 1-15 & Tutzing Str 9, 82347 Bernreid, Germany
21	Achat Comfort Hotel Bretten	Am Seedamm 8, 75015 Bretten, Germany
22	Ramada Plaza Hotel Liège City Centre	36 Quai St Leonard, 4000 Liège, Belgium



Mick and Sara Bell will be back for fresh adventures in their plucky Isetta...