



# Liège-Brescia-Liège Diamond Jubilee July 11-22, 2018



**Authentic: up to 500cc pre-'59**

**Spirit: up to 700cc pre-'69**

## Newsletter: February 2018

\* \* **Less than five months to go!** \* \*

\* \* **Entry List closing soon!** \* \*

Time is flying, and there's a real buzz of excitement now as Liège-Brescia-Liège 2018 approaches. Here at Rally HQ, we're busy sorting out permissions, paying hotels and finalising route instructions; lots of sensible questions are being asked by competitors about how it's all going to work, and the entry list is settling into a really nice mix, with slightly more Authentic Category than Spirit (the opposite of 2008) and more than enough for a good competition in each Category. We're sad to see some folk who'd really wanted to do the event, have to drop out due to other commitments, but we're happy to welcome some latecomers too. There's still room for one or two more, but with 39 already committed (meaning 49 rooms, including organising team and some single rooms requested), and extra hotel rooms proving a real challenge to get now, we will have to draw the line soon - so if there's anyone still sitting on the fence out there, please jump now or you may miss out on this once-in-a-decade event!

Talking of once in a decade, our wonderful Irish-American crews reminded me that 10 years ago after the first Liège-Brescia-Liège Retrospective, there was such a buzz of excitement and enthusiasm that I was persuaded to launch the Micro Marathon in the Pyrenees for 2009. Then the recession hit, and only 11 crews turned up! It was a fabulous event, as all who did it agreed, but clearly we needed more cars... Will we do it again, they ask (they were two of the 11)? Well, it all depends on numbers: it wasn't in our plans, but if enough people want to do it, we could run Micro Marathon 2 in September/October 2009: nine days in the stunning, deserted Pyrenees and northern Spain, starting in Toulouse and finishing in Carcassonne, with a half day off in the wonderful



Patrick Pellen, Els van Beek and Ronald Hagelen won the Authentic Category in 2008 in their gorgeous Vespa 400. They can't make it this year, so who will take their crown..?

mediaeval city of Morella mid-event. We refined the route considerably in 2014 for Jaguars, finding some fab new hotels, circuits and roads (and even a tiny historic ferryboat, to keep with the LBL theme!) and could refine it still further for microcars in 2019 if there's enough demand. If you like the idea, please let us know now (no commitment necessary), as some of our US-based friends will leave their cars in Europe in anticipation if there is enough demand for the rally to be a 'goer'!

Coming back to 2018, we've put all US entrants in email contact with each other so they can explore economies in shipping (four or even six micros in one 40ft container costs very little more to ship than one or two cars in a 20ft container) and co-operate on the picking up and dropping off at the docks. On a similar note, Kevin Kalman has asked me to get his two Berkeleys transported to the start from Rally HQ in Bucks – if anyone knows of a 'tame' transport company who could move the two together for a sensible fee (maybe along with your own, if you're not driving it over), please contact us.



**John Rondeau's Fiat Gamine was one of the bravest entries in 2008, as they had no hood – and he's back for more punishment this year!**



**Daren Jeff's Berkeley SE492 climbing the stunning Passo di Pordoi in 2008: co-driver Martin Archer is back in 2018, in Phil Tetley's Vespa 400, while at least five Berkeleys will compete this year**

In the final newsletter before the start, we will provide a map that should help you find the hotel in Liège – yes, I know you can all use Google maps, but you might just like to try the 'old school' way, in practice for the rally itself where you will be required to forget GPS navigation has been invented, for 10 days! Your organising team will get to the hotel the night before, to give us time to set up in the morning, but Signing On will open after lunch at 13:00, and we'd like everyone to be in by 18:00 please so we can get ready for the Welcome Dinner! Of course, if you're unavoidably delayed we're not going to penalise you at that stage, but your rally will start more peacefully if you're settled in to the hotel promptly. Besides, there is a distinct advantage to checking in promptly...

As the Regulations explain (I trust you all know them by heart by now?!), much of the route will be provided in the form of a series of place names, just as it was in 1958 for the pioneer Liège-Brescia-Liège competitors. We give you a lot more detail, to make it easier, but you will have to spend a good few hours poring over the maps (which we will also provide to you at Signing On) and plotting the route onto them. The more you get done

on Wednesday afternoon, the less you will have to do on late evenings during the event!

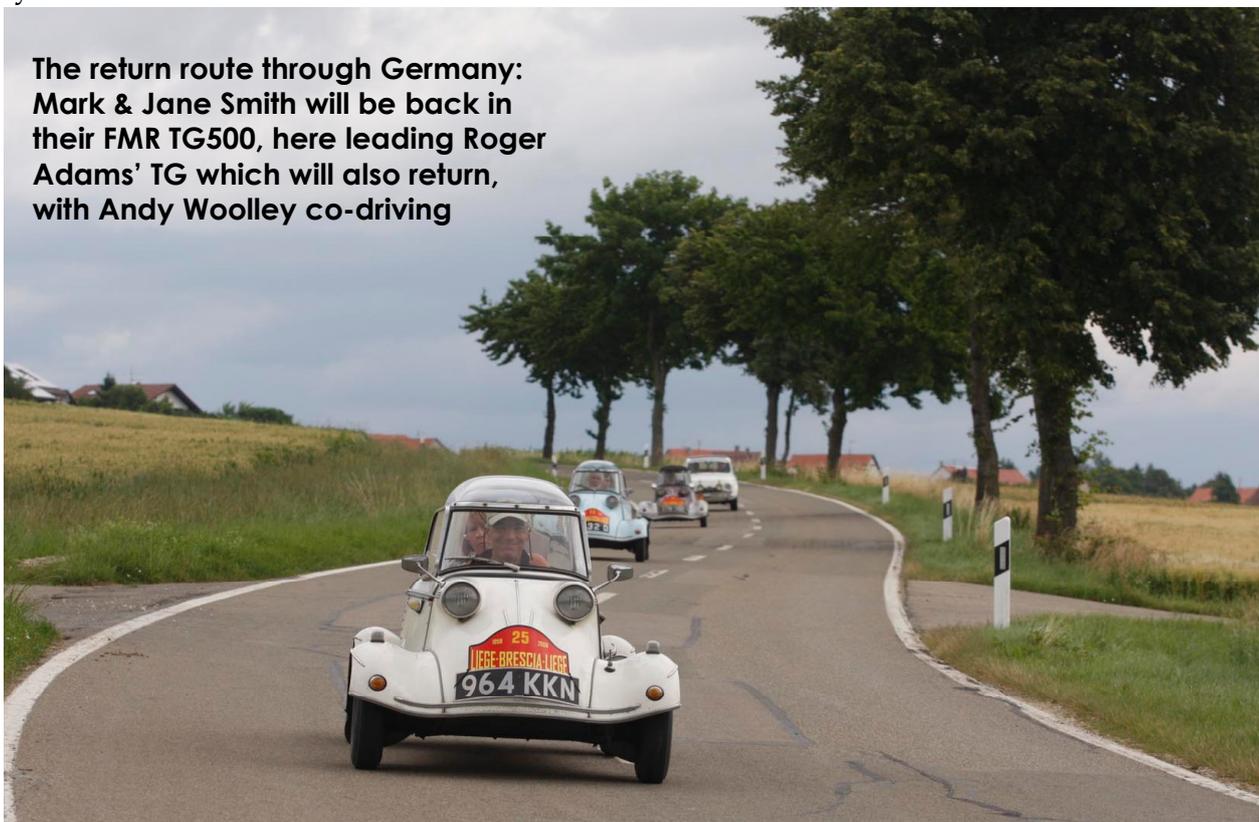
For plotting the route on the maps, all navigators have their own preferences so you might like to try at home well in advance. The Freytag & Berndt maps which we use are quite highly coloured, so it can be difficult to make out the marks you've made - and you need to bear in mind that at the end of the event, we return up some of the same roads, so you will need to use the maps twice. Obscuring the detail with thick marker pens is unwise, as details like rivers, churches, hills etc can help you locate yourself if the roads become unclear. A good quality 4B pencil line up each side of the chosen road can be a useful marker - easily erased to check detail

or for the return route. Alternatively, highlighter pens can be great as they don't usually obscure the detail - but bring plenty of choices as some colours can be very difficult to see on the maps. And if you're in an open micro, remember it may rain - a plastic wallet to slip the maps into could be vital. We won't be carrying stocks of duplicate maps so, if yours do get destroyed on the way south, you'll have to find a shop stocking replacements somewhere along the way!



Edi & Theres Tomek's 1959 Steyr-Puch 500 and Norbert & Judy Mylius' 1962 Steyr-Puch 650TR: great competitors from Austria!

**The return route through Germany:  
Mark & Jane Smith will be back in  
their FMR TG500, here leading Roger  
Adams' TG which will also return,  
with Andy Woolley co-driving**



Thomas Dulligan and Elizabeth Curtin are bringing this cute Autopianchi Bianchina Panoramica all the way from the US of A



Dr Silke Wedekind and Ted Prenzel are bringing their much-loved 1975 Fiat 500 Giardiniera from Frankfurt to join a 10-strong Fiat entry

For more details, Regulations and Entry Form, email [LBLRally@aol.com](mailto:LBLRally@aol.com) or [classicrallypress@yahoo.co.uk](mailto:classicrallypress@yahoo.co.uk), or phone 0044 7711 901811. If you're not already on the list below, please tell us as soon as possible to secure you a place! To make a payment, please make an online transfer to our Business Account with Santander: Sort Code: 09-01-50 Account number: 05807379 Account name: ClassicRallyPress Ltd For payments from outside UK, use IBAN: GB88 ABBY0901 5005807379 BIC: ABBYGB2LXXX or make a Paypal payment to [classicrallypress@yahoo.co.uk](mailto:classicrallypress@yahoo.co.uk) (if making a commercial payment through Paypal, please add 4.4% to the total to cover Paypal fees).

## PROVISIONAL ENTRY LIST Liège-Brescia-Liège 2018

Car	Name	Country
<b>AUTHENTIC Up to 250cc</b>		
Heinkel 200	John Ducker/Daniel McCue	UK
Zundapp Janus	Brendan Coyle/David Ronaldson	Ireland
<b>251 to 350cc</b>		
Berkeley SE328	Xavier & David Kingsland	UK
BMW Isetta	Mick & Sara Bell	UK
<b>351 to 425cc</b>		
Citroën 2CV	Patty Schwarze/D Dansberger	USA
Citroën 2CV	Carter Willey/Gabrielle Isenbrand	USA
Citroën 2CV	Ed & Eddie Holden	USA
Citroën 2CV	Christian Vaslin/Willy Cave	Fr/UK
Vespa 400	Phil Tetley/Martin Archer	UK
<b>426 to 500cc</b>		
Autobianchi Bianchina T	Bill Cowing/Richard Seeley	UK
Berkeley SE492	Geoff Toyer/Thomas Lueck	UK
Berkeley SE492	Kevin Kalman/Darryl Beech	USA
Berkeley SE492	Ian & Melanie Danaford	UK
Berkeley SE492	Andrew Isherwood/H Farbowski	UK
Fiat 500D	Dan & Lorraine Bockmier	USA
Fiat 500D	Conan & Eimear Thomas	Ireland/US
Messerschmitt TG500	Mark & Jane Smith	UK
Messerschmitt TG500	Andy Woolley/Roger Adams	UK
Steyr-Puch 500	Edi & Theres Tomek	Austria
UMAP Citroen 2CV	Jaap vd Broek/Roel Dijkstra	NL
<b>SPIRIT: Up to 500cc</b>		
Autobianchi B Panoramica	Martin & Gerardine O'Donovan	Ireland/US
Autobianchi B Panoramica	Tom Dulligan/Elizabeth Curtin	Ireland/US
Fiat 500F	Peter Sharples/Mike Bell	UK
Fiat 500L	Dan O'Brien/Bernie O'Connor	Ireland/US
Fiat 500 Giardiniera	Paul Dye/Mark Horne	UK
Fiat 500L	Tony & Frances Maybury	Ireland
Fiat 500 Giardiniera	Silke Wedekind/Ted Prenzel	D
<b>501 to 602cc</b>		
Citroën 2CV	Roger Edwards/John Webb	UK
Messerschmitt TG601	Marc vd Broeck/ Kris v Looveren	Be
NSU Prinz 3	Josef & Erika Krottil	D
NSU Sport Prinz	Christoph & Maria Mylius	Austria
Trabant P601	Klaus v Deylen/John Noble	D/GB
<b>603 to 700cc</b>		
Berkeley B95	Jason & Amanda Salley	USA
BMW 700 Sport Coupe	Hans Lehr/W Schoenwaelder	D
CAP Scioattolo 650	Kurt Peetermans/Erna Surinx	Be
Fiat 500 - 650	Ian Jenkins/Dennis Greenslade	UK
Fiat 'Abarth' 650	Adrian Turner/Susanne Westgate	UK
Fiat Gamine 650	John Rondeau/Steve Gipson	UK
Steyr-Puch 650	Norbert & Judy Mylius	Austria



Delightful NSU Prinz 3 entered by Josef & Erika Krottil

**LIEGE - BRESCIA - LIEGE**  
17-18-19 ET 20 JUILLET 1958

RÈGLEMENT *Epreuve* D'ENDURANCE  
DE RÉGULARITÉ  
ET DE GRAND TOURISME  
POUR AUTOMOBILES JUSQU'À 500 cm<sup>3</sup>  
ORGANISÉE PAR LE

1958

TEXTE FRANÇAIS

**Liège-Brescia-Liège 2018**  
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