



Liège-Brescia-Liège

Diamond Jubilee

July 11-22, 2018

Authentic: up to 500cc pre-'59

Spirit: up to 700cc pre-'69

Newsletter: July 2017

* * **Rally Organisation proceeding apace** * *

* * **Almost all hotels now booked** * *

* * **Deposits needed NOW to secure best hotels!** * *



We've been flat out since the last newsletter, reviving all our contacts across Europe, planning routes and visits, tests and hotels, to ensure Liège-Brescia-Liège 2018 is as special, enjoyable and memorable for you as we can make it. With a strong response from those who took part in 2008, we have an extra challenge - to make it even better, and to make it still as faithful to the 1958 event as we can, but significantly different from 2008!

The first significant difference will be in the tests. We're absolutely delighted that our friends at Kartbahn Liedolsheim in Germany are able to accommodate us again, as it's a superb circuit and so conveniently located on the route - and they're just such nice people. As in 2008, we will go there twice, on the first and last days. This time, however, we won't go to Francorchamps Karting (within the Spa circuit): it's a bit awkward to get to and adds a lot of time to the first and last days. Instead, we aim to celebrate the first test of the 1958 event with a new test on a new proving ground very close to the original route: more on that as plans develop.... We're also hoping to add in two new tests on circuits you've not seen before, provided we get sufficient entries to cover the costs: one will be a lap consistency test on a much bigger circuit, which is a different discipline and great fun. It's easy to do - we'll give some tips later, once we're able to confirm it.

Another big difference this time, is that we're going for smaller hotels outside city centres as much as



The Grand Hotel Misurina, surrounded by stunning mountains and fronted by a delightful lake, watched over the first LBL rally participants in the early afternoon of Friday, July 18, 1958. The hotel saw us pass again on July 14, 2008 (in the rain!) and will host the rally on July 14 next year. It can spare just 40 rooms, so book now!

possible, to avoid adding to your stress at the end of the day. Where it's practicable, the 'official' route will end outside town: so on the first day, it will end at the Liedolsheim kart circuit, where we will also have dinner. That means you will be welcome to use sat navs (we know you all have them on your phones...) to find the hotel. And again that day, we're aiming to use a hotel outside the city centre: we've always before used the same city centre hotel in Karlsruhe, because it's such a great hotel, but finding it is just too stressful! For our route back, we've already booked a hotel in the charming small town of Bretten, where we hope to have a civic welcome with all the cars parked in the beautiful historic town centre - which is lined with cafes where you can sit outside with those huge foaming German beers and soak up the atmosphere...

The one disadvantage of using smaller hotels is that quite a few of them can't accommodate a full 60-car entry. If we get that full entry, we will book rooms in other hotels close by (ideally within walking distance) and aim to all eat together in the main hotel. BUT... We can't go booking overflow rooms only to cancel the lot at the last minute if we don't get the entries - hotels allow partial cancellations fairly late, but not total. SO... We need confirmed entries NOW please! By confirmed entries, I mean deposit or part-payment paid, so we can be reasonably confident that it is your intention to join us on the rally. We completely understand that circumstances can change, be it illness, family commitments or whatever, and there are generous provisions for cancellations within the Regulations. Right now, we're reasonably confident that most who are on the Provisional Entry List below are planning to come - but only 11 of you have actually paid deposits so far! So, here's how it will work. All who have paid deposits already are guaranteed places in our main hotels. One of our main hotels, the delightful Hotel Marlena in the idyllic settlement of Marling, above Merano in Italy, is only able to let us have 25 rooms. So the next 14 people to pay their deposit will get rooms in the Marlena (yes, entrants get priority over organisers!).

Later entries will get rooms in hotels of as similar a standard as we can get, as close by as we can find them

Carter Willey's 2CV is one of a three-strong team entry from USA, all 425cc models which are eligible for the Authentic Category



Fifth in 1958 in a Fiat 500 Abarth, the magnificent Remo di Cocco (right) greets Goy Feltes whose uncle was second in 1958, in the splendid monastic vaulted dining hall of our new start/finish hotel, the Ramada Plaza Liège. Goy hopes to honour his uncle by returning in a 500 Abarth in 2018



- but the later you commit, the further away you may end up staying. The Marlena and quite a few of our other hotels, which have only been able to spare 40 rooms total (and remember, we do have to accommodate the organising team too), are in highly sought after locations in the mountains, by lakes etc, so we need to find and reserve other accommodation as swiftly as possible or it will all sell out. Hotels in touristic locations don't like rallies - if their normal summer guests book for a week or more, and we book half the hotel for just one night, they will end with a half-empty hotel for as much as a week either side of the rally! So, please help us by making that

commitment as soon as you possibly can. On that front, I'm delighted to be able to report that we can now also accept payment via Paypal, to email address classicrallypress@yahoo.co.uk. The downside is that Paypal helps itself to 4.4% - which means that we must ask anyone using this option to pay 4.4% more, so that everyone ends putting an equal amount into the rally 'pot'. We will send you a Paypal invoice if it helps; the £300 deposit becomes £313.20 and the 50% entry fee becomes £1879.20. For UK entrants, it's better to pay directly by internet transfer to our bank account, or to send a cheque if you prefer, but for entrants from outside UK, Paypal gives you another and possibly more cost-effective option.

Bill & Hilary Cowing enjoyed LBL2012 enough in their XK150 to buy a microcar in order to compete in 2018.



Preparing for Liège-Brescia-Liège 2018

Entrant Bill Cowing has kindly provided this article on how he came to enter LBL2018, and the preparations he has made, including sound advice! We hope it inspires some who may be hesitating, and assists all...

In 2012, Malcolm McKay organised for the Jaguar XK Club what looked like another tour...or so I assumed. It was in fact the Liège-Brescia-Liège Rally for XKs and E-types. A few months and over 2000 miles later, I realised that this was in fact a tough test for me and my wife/navigator. At the end of the rally, we discussed with other participants the highs and lows of the event. The one thing that had struck us all, was admiration for the original crews, and indeed the anniversary crews, that had completed the same route but in Microcars. Several years later, here we are entering the rally with a Microcar of our own. Whatever came of that, "They must have been insane," comment?

Having discussed eligibility of various cars with Malcolm and surveyed the Microcar market, we homed in on an Autobianchi Bianchina Trasformabile. You may be forgiven for not knowing what that is, but it was a co-operation between Fiat, Pirelli and Bianchi creating a new car company in 1955. Fiat's reason was to develop techniques and ideas on cars before committing their own cars to future advanced changes. In fact the Bianchina, in its various forms, proved to be a good upmarket alternative to the Nuova Fiat 500 for the middle classes in Italy. Eventually the company was merged with Lancia in the 1990s. The Bianchina (shown below) is based on Fiat 500 running gear with a metal semi-convertible body. The colour scheme is original, and there's you all thinking Citroen and other recent cars pioneered the dual colour scheme!

The car appeared to have been in a museum for part of its life, but also has all of the history of its Italian existence via some documentation saved by the previous owner. Museums are excellent places to preserve bodywork, but terrible on other components, especially rubber items. Lack of use and dry conditions will harden the rubber, only for it to disintegrate once used again. Our opinion (with Richard Seeley, my co-owner and navigator for this rally) was that it needed a thorough overhaul and bringing up to scratch. The LBL is punishing on cars and participants and I've learned over the years (with the XK) that things are a lot easier to do at home than on the side of a mountain



in Italy! During the XK LBL, a dynamo brush snapped and disintegrated coming into Slovenia, which dogged us for the rest of the rally, recharging the battery every night in our hotel room. Mountain passes (up and down) show up any weaknesses, so all-new brakes were installed (just look at the original brake hose, right!) together with tyres and suspension rubbers.

Although the engine ran reasonably well, it seemed tired. The LBL is far from a trip down to the pub, and long hot days of running will show up power plants if not up to scratch, so we rebuilt it. A couple of small mods to the s/s exhaust also help it to run a lot better, making it feel more comfortable when cruising(!) and making driving it more pleasurable. The cylinder head was also cracked in between the valves, so a new one was located and installed.

Like most Microcars, the engine is air-cooled, so the oil is the only fluid transferring all the heat to the cases as well as lubricating. The standard oil capacity is small, so we added an extended, finned sump to the rebuild, giving around 1.5 litres additional oil capacity. This is a lot less money than fitting an oil cooler on these engines. Air-cooled also means that the fan belt is vitally important (not that it's not in a water-cooled one), so changing that and carrying a spare seemed wise. All the fuel pipes were renewed as a precaution, as well as several parts of the wiring loom that had hardened in the dry conditions. Although not strictly a legal requirement, it also seemed sensible to fit seat belts and we tried to stay with the colour scheme by fitting bright red inertia items! Despite being a later-era fitment, they do actually look in keeping with the car [*My 1962 Rochdale Olympic had red seat belts from new, so maybe not so non-period! Malcolm*].

Although not the Alps, we live close to the slopes of the Surrey Hills, which are the steepest hills in the South of England. This allows us to push the car in tougher conditions than the normal shopping trip would be able to give us. We are now (more) confident about tackling the rally and the Alpine passes. It's amazing what this type of test provokes, as the throttle cable snapped, brake light switch failed, several oil leaks appeared and the clutch failed. Nothing totally protects you or the car from random mishaps on-route, but paying attention to as much as we can and stressing it locally could allow us to complete the rally or at least protect us from delays and work at the side of the road.

We are greatly looking forward to competing next year in the LBL and meeting all of you on this adventure. Good luck with your own preparations! *Bill Cowing and Richard Seeley*



A real, live Italian Palace, the Villa Fenaroli Palace hotel is our breathtaking venue for the primary 'destination' of our rally - Brescia, in Italy



If you don't have a car yet, don't despair! We can help you source one, or you might like to hire one! The lovely red Berkeley SE492 Coupe pictured on our primary web-page is available to rent, as is a Trabant P50. For more details and/or for Regulations and an Entry Form, email Malcolm McKay now at LBLRally@aol.com or 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 send a deposit, 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 Paypal payment as detailed above, to classicrallypress@yahoo.co.uk

PROVISIONAL ENTRY LIST Liège-Brescia-Liège 2018

Car	Name	Country
AUTHENTIC		
<i>Up to 250cc</i>		
Heinkel 200	John Ducker	UK
Heinkel 200 (or Steyr P)	Edi Tomek	Austria
Messerschmitt KR200	Pete Woolley/Ali Parminter	UK/Aus
Messerschmitt KR200	Andy Woolley	UK
Zundapp Janus (or Steyr P)	Norbert Mylius	Austria
Zundapp Janus	Brendan Coyle/D Ronaldson	Ireland
<i>Up to 350cc</i>		
AC Petite	Ian Danaford	UK
BMW Isetta	Mick & Sara Bell	UK
BMW Isetta	friends of " "	UK
BMW Isetta	Andrew Meynckens	Belgium
Goggo 300 (or SP or Prinz)	Cristoph Mylius	Austria
Velorex 350	Alastair Caldwell	UK
Velorex 350	Neville Stevens	UK
<i>Up to 500cc</i>		
Autobianchi Bianchina	Bill Cowing/Richard Seeley	UK
Berkeley SE328	Laurie Stanton	NZ
Berkeley SE328	Geoff Toyer	UK
Berkeley SE328	Xavier & David Kingsland	UK
Berkeley SE492 STM 982	Wolfgang Kraus	Germany
Berkeley SE492	Nigel Halliday	UK
Berkeley SE492	Graham Higgs	UK
Berkeley SE492	Kevin Kalman	USA
Citroën 2CV	P Schwarze/D Dansberger	USA
Citroën 2CV	Carter Willey/G Isenbrand	USA
Citroën 2CV	Ed & Eddie Holden	USA
Fiat 500	Paul Dye	UK
Fiat 500 Abarth	Goy & Catherine Feltes	Lux
Messerschmitt Tiger	Mark Smith	UK
Vespa 400	Phil Tetley	UK/Fr
TBC	Robert Mills/Chris Berens	UK
TBC	Andrew Isherwood	UK
SPIRIT: 700cc		
Berkeley B95	Kevin Kalman	USA
Berkeley B95	Ian & Gina Forrester	UK
BMW 700	Howard Atkins	UK
Fiat Gamine	John Rondeau/Steve Gipson	UK
Messerschmitt TG601	M vd Broeck/ K v Looveren	Belgium



Liège-Brescia-Liège 2018 is led by Malcolm McKay
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