



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!

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 (Berkeleys), 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...

FINAL ENTRY LIST Liège-Brescia-Liège 2018

No	Car	Name	Country	Reg No
AUTHENTIC				
Up to 250cc				
1	Heinkel 200	John Ducker/Daniel McCue	UK	768 YUU
2	Zundapp Janus	Brendan Coyle/David Ronaldson	Ireland	58 D 120004
251 to 350cc				
3	Berkeley SE328	Xavier & David Kingsland	UK	VMJ 396
4	BMW Isetta	Mick & Sara Bell	UK	LSU 801
351 to 425cc				
5	Citroën 2CV	Patty Schwarze/D Dansberger	USA	1432747
6	Citroën 2CV	Ed & Eddie Holden	USA	SU CV
7	Citroën 2CV	Christian Vaslin/Willy Cave	Fr/UK	EJ-875-PB
8	Vespa 400	Phil Tetley/Martin Archer	UK	CY-125-CY
426 to 500cc				
9	Autobianchi Bianchina Trasf	Bill Cowing/Richard Seeley	UK	486 UYP
10	Berkeley SE492	Geoff Toyer/Thomas Lueck	UK	166 ERA
11	Berkeley SE492	Kevin Kalman/Darryl Beech	USA	WXG 884
12	Berkeley SE492	Ian & Melanie Danaford	UK
14	Berkeley SE492	Andrew Isherwood/H Farbowski	UK	4732 WE
15	Fiat 500D	Dan & Lorraine Bockmier	USA
16	Fiat 500D	Conan & Eimear Thomas	Ireland/US
17	Messerschmitt TG500	Mark & Jane Smith	UK	964 KKN
18	Messerschmitt TG500	Andy Woolley/Roger Adams	UK	2632 D
19	Steyr-Puch 500	Norbert & Judy Mylius	Austria	MD-677-1
20	UMAP Citroen 2CV	Jaap vd Broek/Roel Dijkstra	NL	AM-58-54
SPIRIT				
Up to 500cc				
S1	Autobianchi B Panoramica	Martin & Gerardine O'Donovan	Ireland/US
S2	Autobianchi B Panoramica	Tom Dulligan/Elizabeth Curtin	Ireland/US	120B-079510
S3	Fiat 500F	Peter Sharples/Mike Bell	UK	DDF 894H
S4	Fiat 500 Giardiniera	Paul Dye/Mark Horne	UK	VMW 648K
S5	Fiat 500 Giardiniera	Silke Wedekind/Ted Prenzel	D	F-GN500H
S6	Fiat 500L	Dan O'Brien/Bernie O'Connor	Ireland/US
S7	Fiat 500L	Tony & Frances Maybury	Ireland	72-D-966
501 to 602cc				
S8	Citroën 2CV	Roger Edwards/John Webb	UK	G411 XLF
S9	Messerschmitt TG601	Marc vd Broeck/ Kris v Looveren	Be	OCI 432
S10	NSU Prinz 3	Josef & Erika Krotil	D	GG-QS19
S11	NSU Sport Prinz	Christoph & Maria Mylius	Austria	W-84776T
S12	Trabant P601	Klaus v Deylen/John Noble	D/GB
603 to 700cc				
S14	Berkeley B95	Jason & Amanda Salley	USA	200 MPB
S15	BMW 700 Sport Coupe	Hans Lehr/W Schoenwaelder	D	VER-LX61
S16	CAP Scioattolo 650	Kurt Peetermans/Erna Surinx	Be	O-AYF-446
S17	Fiat 500 - 650	Ian Jenkins/Dennis Greenslade	UK	OFC 243H
S18	Fiat 'Abarth' 650	Adrian Turner/Susanne Westgate	UK	EGY 345J
S19	Fiat Gamine 650	John Rondeau/Steve Gipson	UK	ALX 484H
S20	Steyr-Puch 650	Edi & Theres Tomek	Austria	MD-RRR-1

Liège-Brescia-Liège 2018 is led by Malcolm McKay

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