



LIEGE-BRESCIA-LIEGE

Celebrating the 50th Anniversary of the
World's only International Rally for sub-500cc cars

July 17-20, 1958

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July 11-20, 2008

Provisional entries top 50!.....Pat Moss expresses support!.....Telegraph runs major story!

Dear all,

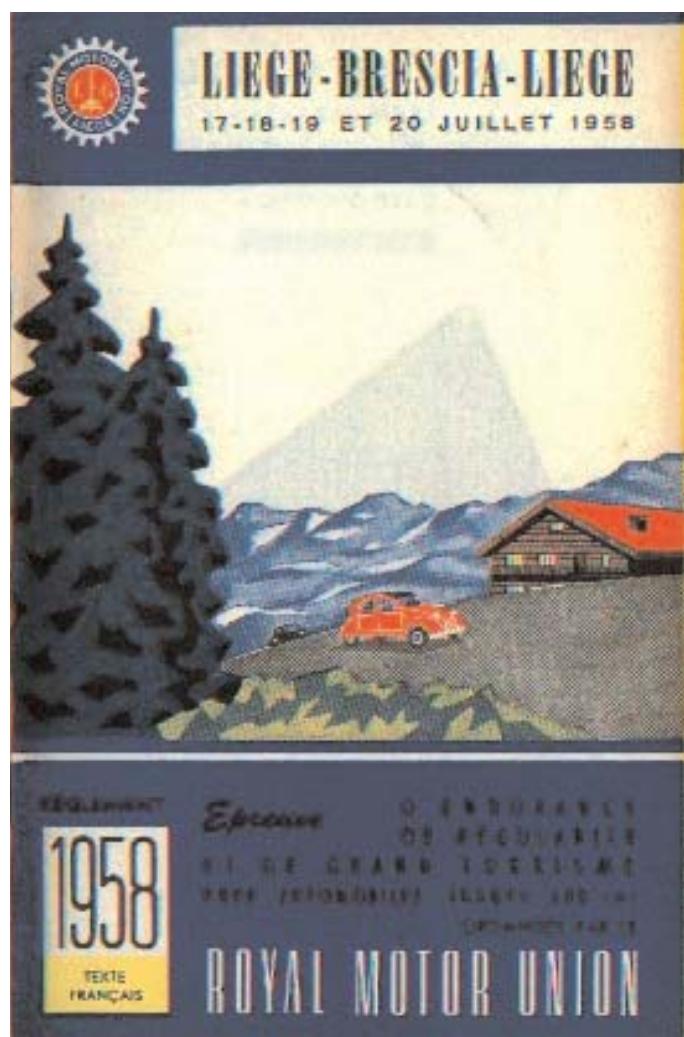
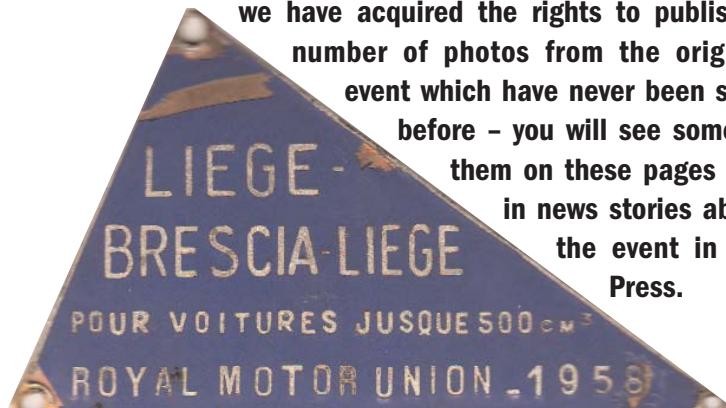
Welcome to the October Newsletter of Liège-Brescia-Liège 2008. We're absolutely delighted to have so much interest from microcar owners around the world in our event – and equally delighted to tell you that preparations are going really well and we will soon be asking you to complete entry forms and send us some money!

Launching a brand new event involves a huge amount of preparation work, sorting out the route, planning night halts, locating and booking suitable hotels, finding fun things to do along the way, arranging insurance, finding marshals, mechanics, support vehicles, etc, etc: we're well on the way now to completing this and will be carrying out a full reconnaissance of the route, hotels, visits etc this month.

We have also set up a website with information on the event: go to www.classicrallypress.co.uk and you will find pages for Liège-Brescia-Liège with plenty of questions answered and a full list of provisional entries, which at the time of writing is well over 50 and ranges from Bond Minicars to BMW 700, with interest from all over Europe, USA and Japan.

We have located much more information about the original Liège-Brescia-Liège rally. Thanks to friends in Belgium, we now have a copy of the 48-page brochure from the original event (right), with full details of the route and timings: we will reproduce pages from the brochure next year so that you are plotting your maps from the original 1958 instructions! We will also be reproducing the plaque issued to all participants (below), and

will issue two to each car entering the rally. AND, we have acquired the rights to publish a number of photos from the original event which have never been seen before – you will see some of them on these pages and in news stories about the event in the Press.





Map from the original
1958 Rally Programme

PROVISIONAL SCHEDULE (subject to change)

- * The Holiday Inn hotel at Liège has already been booked for the start and finish of the rally and towcars and trailers can be left there during the event. You should aim to arrive by 3pm on Thursday, July 10, so that you have adequate time for unloading, parking, car checks, signing on (for which we hope to use the boardroom of the Royal Motor Union of Liège, organisers of the original rally), fixing rally plates etc. A Rally Welcome dinner will be provided.
- * The Rally leaves Liège on Friday, July 11, via Spa where we will stop briefly in the square where the 1958 rally had its first control. We then drive to Spa circuit for some fun driving tests, before heading through the Ardennes hills into Germany and our first night at Karlsruhe.
- * On July 12 we set out early for a large outdoor kart circuit north of Karlsruhe, for some more fun driving tests, before heading into the hills of south-west Germany known as the Swabian Alps. Here we divert slightly from the original route, which required the cars to average 60km/h all day down the autobahns: in 2008 that would be suicidal... We end the day at Munich, hopefully with dinner at the spectacular BMW Museum.
- * July 13 begins, we hope with fun driving tests at the BMW Museum before we head south to the real Alps and our first day of pass-storming. We cross Austria and drive over the Brenner Pass into Italy, celebrating our arrival in the mountains with a night in one of the Alps' finest five-star hotels at Cortina d'Ampezzo.
- * Monday, July 14 sees the rally head east through the Dolomites, on the roads that proved the biggest challenge in 1958, when they were all still gravel: Passo di Predil and Passo della Moistrocca greet us on arrival in Slovenia, but we will have enough time to take it gently and enjoy the views before dropping down south to stay in the beautiful capital city of Slovenia, Ljubljana, where again we have five-star accommodation lined up for you all.
- * On July 15 we bid farewell to Slovenia, heading back west skimming the top of the Adriatic Sea before tackling Passo della Maura and up into the Dolomites again for a night in Bolzano.
- * July 16 has a slightly shorter route, heading west into the Alps to tackle the toughest climb of all, the 48-hairpin 2757 metre Stelvio Pass. It's an experience never to be forgotten and there will be plenty of time to enjoy it and to rest at the top with grandstand views of other cars battling their way up. Then we drop down the Gavia Pass for a night at Brescia and prizegiving dinner for the first - and toughest - leg of the rally.
- * On Thursday, July 17, we start the long run home, but the fun is far from over as we start by reversing the route of the previous day, heading up the 2612m Gavia Pass, then down the Stelvio and back to stay again at Bolzano.
- * Friday, July 18, sees us head north and back into Austria at the Brenner Pass, via Innsbruck and Seefeld into Germany and another night at Munich – possibly returning to the BMW Museum if they want us!
- * On July 19 we drive back through the Swabian Alps for another night at Karlsruhe and some more fun driving tests.
- * And on Sunday, July 20, we make our triumphal return to Spa and Liège, weary but happy, for a celebration dinner in the Palais des Congrès and prizegiving for leg two and the overall event.
- * On July 21, we say our farewells and head for home.

ELIGIBLE VEHICLES

* There will be two categories on the 2008 event, each divided into engine capacity classes:

- 'Authentic' category: cars up to 500cc built prior to July 1958 or identical but built slightly later
- 'Spirit' category: cars up to 700cc built prior to 1968 (or identical but slightly later) and 'in the spirit' of the 1958 rally
- Authentic classes: 250cc, 350cc, 500cc
- Spirit classes: 250cc, 350cc, 500cc, 700cc

It is your responsibility to ensure that your car is roadworthy, legal and in a fit state to cover 2000 mountainous miles.

ELIGIBLE PEOPLE

All cars must be driven at least two-up: solo entries are not permitted. The driver must hold a full driving licence valid for the class of vehicle being driven on the roads of Europe. The navigator can be any age, though we would advise that anyone under the age of 10 may find navigating all day quite a strain. Children are welcome, though of course they may entail a small addition to the accommodation charge: let us know in plenty of time if you need extra beds.

ENTRY COSTS

The entry fee for the 2008 event is set at £2400 / €3600 per car of two persons. This will include 11 nights' accommodation in top quality (four and five star) hotels, ALL meals, expert mechanical back-up and luggage services.

This is for entries paid in full by 31 December 2007; entries paid later will attract a premium.

HOTELS

All accommodation will be in twin or double rooms at four or five-star hotels. If you're wondering why we've picked such a high standard of hotels, with the result of having to increase the entry fee a little, the answer is simple. Hotels of a lower standard simply cannot cope with the sudden arrival of 100-200 people, staying one night. Personal experience from other rallies is that you find yourselves waiting hours for meals or bar service; OK, perhaps, if you've had an easy run and finished early, but if you've just got in after a long hard day, having broken down, fixed the car, spent a couple more hours in the car park checking it over and you're exhausted, then you really just want to sit, eat, drink and get to a comfortable bed. Of course, we can't guarantee that the hotels we've selected will give us that without fail every night, but they are being thoroughly vetted so there's every chance they will do us proud.

If you want single rooms, this can be accommodated but will cost significantly more, so you will have to pay a single room supplement of £700 or €1000. There's no need to feel any stigma about sharing a room with another bloke – it's normal practice on historic rallies!

MEALS

All meals will be provided, from dinner on Friday, July 11 to breakfast on Monday, July 21.

Dinner will usually be buffet, as that's best suited to rallying: you can choose what you want to eat, eat it at your own speed and, if you're a bit late in, you won't find you've missed the main course... (Yes, personal experience again!).

Lunches will be packed lunches which you can pick up after breakfast: we've specified sandwiches, fruit and a drink.



The Jameson/Farley Berkeley SE492 leads two SE328s (Fenton/Loudon-Cox and Moss/Wisdom) out of Liège

Again, experience shows that including a sit-down meal in the middle of the day on rallies is fraught with problems; if you're late arriving you miss out, if the service is slow everyone gets stressed etc. Most of our route is very scenic, the weather will hopefully be good and it will be a pleasure to stop at a scenic point, enjoy the view and eat a picnic.

Drinks, with the exception of a small bottle in each lunch box, will not be provided. We strongly recommend that you carry a big bottle of water with you in the car – the weather should be hot at least some of the time! – and you can choose what you like to drink in the evenings. We don't think it's appropriate for car rally organisers to provide alcohol to participants and we will take a dim view of drinking alcohol during the day, but we'll be happy to share a beer with everyone in the evening (if you're buying!).

LUGGAGE AND SPARES

We recommend you pack as light as possible. We will provide a luggage van which will shuttle from hotel to hotel each day and this will carry one soft bag of clothes per person. Please don't abuse this – if the luggage van driver ends up in jail for driving an overweight vehicle, we all suffer (and yes, we have heard of this happening!). It might be worth

keeping a spare toothbrush in the car, just in case you need major repairs and have to skip a few days.



Micros at Goodwood last year: your organiser leads!

Spares are a tricky issue and rallies can be won or lost on spares choice. Take too much and your car will certainly break because it is overloaded and working too hard. Take too little and you may be stranded for a few days waiting for spares to be sent out. There's no point putting them in with your luggage, because when you need them they'll be on the luggage van. Clearly we cannot carry everyone's spares for them in the mechanic's vehicle, but we are prepared to carry a few crucial items for popular marques, on condition that they are available to anyone with that marque of car who needs them – we might, for example, carry a complete Isetta engine and gearbox, and a Berkeley two-cylinder engine/gearbox/diff, if owners club together and provide one. Clearly if this happens and you make use of the part, you take responsibility for anything that happens to it, including paying for a complete rebuild if needed after the event.

BREAKDOWN SUPPORT

We are delighted to have the services of an extremely competent classic vehicle mechanic and auto electrician, who will follow the route with a four-wheel drive vehicle and small trailer adapted to carry either three or four-wheel cars. His brief will be to assist owners to repair their cars where possible and, if repairs are not possible, to transport them either to the nearest town where a garage can be found to repair the car or, if near, to the finish of the day. His mobile number will be given out with the starting instructions.

However, he can't perform miracles and can only help one car at a time, so you should carry your own tools (again, pack light – no point taking spanners of sizes that don't fit your car, just because they're all in a box together – put only the tools you need in a fabric roll or plastic box) and a few key spares (points, brushes and bearings are much lighter than complete starters or dynamos) and fix it yourself if you can.

If your car can't be repaired, we will do what we can to help, but ultimately you have to take responsibility for your own situation. If the part you need can be sent out, book yourselves a hotel in the town where you're stranded, get it FedEx'd or DHL'd or whatever – make sure you have the phone numbers of parts suppliers with you – repair the car and rejoin the rally: the nature of the route makes this easy, as we cover the same ground (or pass close to it) twice and in some places three times.

We also strongly recommend that you take out full European Recovery and Repatriation cover for your car: that way, if it really cannot be fixed, you can get it sent safely home and pick up a hire car in which you can follow the rest of the route. Do make sure, though, that the cover you take out is valid for the age of the car; some charge extra for older vehicles. The lucky ones among you will already have European Recovery/Repatriation provided free with your classic car insurance!

TEAM ENTRIES

We are very keen to encourage team entries. The 1958 event was won by the Zundapp Janus team, despite having the smallest engine capacity in one of the biggest vehicles on the rally. We would welcome entries from Marque teams (cars of the same make), from National teams (entries from the same country) and from Ecurie teams (friends). There will be a small fee for team entries, to be notified later.



Wheeler & Murland (Berkeley SE492) prepare to leave the Spa control, followed by the Pire/Jamotte Citroen 2CV



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POINTS SCORING

Some of you are already looking beyond the 'Can I really get my microcar round a 2000-mile route?' to 'How can I win this rally?' Good for you! So here's how it works.

Principally, this is a test of microcar reliability and driver intelligence. That means, getting there is far more important than getting there first – and the winners will be those who complete the whole route, not those who are fastest on the driving tests but keep breaking down on the road.

Please remember that when rallying we are a showroom window to the public along the way: bad or discourteous driving will reflect on us all and with a rally number on your car, we will hear of it and we will impose severe penalties. We reserve the right to terminate participation in the event and cancel all room reservations without recompense in these circumstances – though of course we do not expect this to be necessary, we are all responsible folk after all.

The first element of challenge will be to plot the route correctly. Michelin Maps have kindly agreed to provide a set of seven maps to all crews. You will be issued with a list of place names – on most days the very same list issued in 1958 – and it is up to you to plot them correctly on the maps.

The second element of challenge is to follow your maps correctly. We all carry digital cameras these days, mostly on mobile phones: you will be required to take a photo of your car alongside specified landmarks and, when you check in at the end of the day, the desk marshal will tick them off on his list. Miss any and you will be penalised.

The third element is to remember to sign out and in each day. This event is run as a tour, so there are no time controls. However, we do need to keep track of you so, as well as asking all to carry mobile phones and give us their numbers, we need you to sign out during the 'Check out' window (usually 08.00-09.00, sometimes earlier) when you should also drop your bags in the luggage van. Then we need you to sign in during the 'Check in' window (usually 18.00-19.00) when you can also collect your bags. There will be penalties for failing to sign out and sign in.

The fourth element of challenge will be the fun Driving Tests. The exact nature of these will be advised later, but as a taster we can tell you that we're negotiating with the owners of a couple of really lovely 1km-long outdoor kart circuits. For these, you will be scored only against others in your class/category.

The fifth element of challenge is reliability. If you have to call on outside assistance, such as the event mechanic, there will be a penalty! Precise penalties will be notified later.

PHOTOS

Celebrated motorsport photographer Mike Johnson will be following the rally and getting stunning photos of you and your cars in action (and static!). These will be available as prints and/or slide shows after the event. They won't be free of course, but they will be wonderful keepsakes of an event that will live in the memory for many years to come...

ARCHIVE PHOTOS

We're delighted to have the wonderful photos seen on these pages from the 1958 rally. You can buy prints from Corsa Research: email Tony on corso@pandora.be. He also has shots of the Citroen 2CVs (including a special-bodied one), Messerschmitt Tiger, Goggomobil (Isard) Coupe, Lloyd, Panhard and the other Zundapps and Fiat 500s, at the start and finish of the event.



THE ORGANISING TEAM

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

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