

1958

MICRO MARATHON

2010

AND

LIEGE-BRESCIA-LIEGE

The World's only International Rallies
for small-engined cars

July 17-20, 1958 ★ July 11-20, 2008 ★ September 5-12, 2009 ★ July 16-25, 2010



LBL/MM NEWS: AUGUST 2009



IN THIS ISSUE -

Micro Marathon, September 2009: Final Instructions!

Liège-Brescia-Liège, July 2010: First Entries In, More Invited!

Indications are that the recession is bottoming out and a little gentle recovery is on its way: we certainly hope so, for everyone's sake. And the good news is that we already have more entries for **Liège-Brescia-Liège 2010**, with almost a year to go, than we have for **Micro Marathon 2009**. Perhaps it was too soon for another event for microcars; certainly we will have to gauge your opinions very carefully before we launch another microcar event. So, micro men and women, please email or phone to let us know: would you like another rally?

Initial thoughts are for an event in Southern England, along similar lines to LBL and MM with kart circuit tests, visits to museums especially those with microcars, historic towns and villages, superb scenery, deserted roads (yes, there still are deserted roads in Southern England, though it's a challenge to find them!)... How does that sound? We'd aim to make it a week, probably Saturday to Saturday, either in September 2010 or May 2011 costing about the same as Micro Marathon 2009. But it will only happen if enough of you tell us you want to do it! No need for an absolute commitment at this stage, just an expression of interest, please.

In a week's time, **Micro Marathon 2009** will be setting off from Toulouse for a spectacular run around the Pyrenees and north east Spain. We can't wait! We're really grateful to all our sponsors and partners who have helped to make the event possible and whose logos you see alongside (and on the sides of competing cars).

We've already talked about the astounding new circuits at Motorland Aragon, where we will end one day with an evening kart circuit test on the full 2km track followed by dinner overlooking the circuit, and start the next day with breakfast while watching each other tackle the slightly shorter championship circuit. A few days earlier we will have the first kart circuit test of the event at the Circuito de Olaberria, a lovely swoopy challenging track that's also over 1km long.

A few days later we visit the Classic Motor Club del Bages in Cataluña, and we can't thank enough Club President Toni Tachó, has not just arranged the visit to a superb collection of microcars, but has also, with Club Secretary Dolors, helped enormously



www.classicrallypress.co.uk



**THANKS to all our sponsors
and partners
on Micro Marathon 2009...**



Toulouse Ramonville

The Organising Team for **Micro Marathon & Liège-Brescia-Liège** is led by Malcolm McKay, ClassicRallyPress Ltd, 9 Sycamore Leys, Steeple Claydon, MK18 2RH, England.
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NH Aranzazu, San Sebastián



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in securing the official permits we need to take the rally through Spain. We also visit the private collections of Jaume Jubert and Claudi Roca; very kindly, Jaume has cancelled plans to be overseas at the time so that he can welcome us to his collection.

Fiat is providing the support vehicles for the rally (two 500s for marshals and photographer, Scudo for the mechanics, Ducato for the luggage) as well as the start location at Fiat Toulouse (Someda, 123 Route de Revel, 31400 Toulouse).

For the first night of the event, Rob and Emma at Mountainbug.com in the little town of Bareges have worked tirelessly to arrange a great evening for us, despite numbers being a good deal lower than we'd initially hoped.

You can't drive through La Rioja, home of one of the finest red wines known to man (though always excellent, it is susceptible to climatic variations - the very best years for Rioja can be 20 years apart, and its growers are commendably honest about that). So on day three of the event, to relax after the Olaberria circuit test and some spectacular drives, we drop down from the astounding vista of the Balcon de la Rioja to the warm plains where the vines

thrive, and have our finish control at the very impressive Bodegas Heredad Ugarte, where we've arranged a tour of the underground caves and a wine tasting for all participants (and marshals too!). And yes, the luggage van will be stopping there, in case you want to take home a case or two!



The town council (Ajuntament) of the glorious historic town of Morella in Spain, a fortress town since pre-Roman times, has kindly agreed to open the gates and let us park in a central square so we can explore the city and visit the stunning castle.

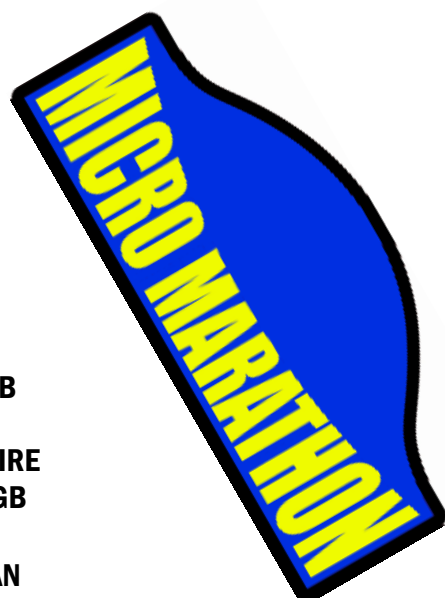
Bodegas Heredad Ugarte

In Andorra we will enjoy an evening visit to the National Automobile Museum thanks to Guillem Salvadó of the Associació Andorrana de Vehícles Antics; we will have the finish control of the day there, so there's no pressure to rush on.

Michelin has generously agreed not just to help us with the maps that competitors will use on the rally, but also, and highly appropriately, to sponsor the Navigator's Trophy, which will be presented at the Prizegiving Dinner in Carcassonne. Bring it on!

Micro Marathon 2009 Final Entry List

No	Car	cc	Driver	Co-driver
Up to 360cc Class				
1	1959 Heinkel 200	198	John Ducker, GB	Theo Clift, GB
2	1960 BMW Isetta 300	298	Mick Bell, GB	Sara Bell, GB
3	1960 Berkeley T60	328	Phil Tetley, GB	Martin Archer, GB
4	1967 Subaru 360	356	Vic Sayer, GB	Craig Lawson, GB
5	1967 Subaru 360	356	Jane Puttock, GB	James Ewing, GB
360-500cc Class				
6	1960 Messerschmitt TG500	493	Mark Smith, GB	Jane Southgate, GB
7	1972 Fiat 500	499	Howard Atkins, GB	Jane Atkins, GB
8	1969 Fiat 500	499	Tony Maybury, EIRE	David McCarthy, EIRE
9	1974 Fiat 500 Giardiniera	499	Dan O'Brien, EIRE	Bernie O'Connor, GB
Over 500cc Class				
10	1977 Trabant P601 Combi	595	Loree Kalliainen, US	Kevin Clemens, CAN
11	1936 Morgan F2	933	Hedwig Rodyns, B	Nicole Rodyns-Vervloet, B



Liège-Brescia-Liège 2010: we need your help!

The great news is that we already have enough entries to be absolutely sure of running **Liège-Brescia-Liège 2010**: thank you to all of you who've committed so far in advance of the event. And we have a superb mix of cars: a team of Minis from New Zealand, and others from the UK, Reliant Regal convertible, Citroën 2CV, Fiat 500/650, Morgan 3-wheeler and several entries from Australia and Ireland currently without cars, for whom we're looking at Panhards, NSUs and 105E Anglias here in the UK that they could drive on the event. Ironically, having raised the cc limit to 1200cc, all entries so far are under 1000cc!

And now we need your help. You all know that our rallies are spectacular value for money compared to other competitive events over the same distance/time. Our policy is to pare costs to the minimum, wherever they will not detract from the experience that you will enjoy. One of the major areas of saving is advertising: we have no advertising budget whatsoever, we rely instead on word of mouth. That's where you come in!

16-25 July 2010

LIEGE-BRESCIA-LIEGE

Please spread the word to all your friends and, if they're at all interested, give us their email addresses to add to the mailing list. Even more important, if you're a member of an owners club that covers cars eligible for LBL 2010, please help us to get some editorial coverage.

The ideal route would be for you to write to the Club Magazine Editor and say that as a member, you're interested in competing in LBL 2010 and you would like to know if other members can be encouraged to join you to form a team. Contact us first, and we will send you a short piece of editorial about the event, specifically targetted at your Club, together with some photographs that could be used to illustrate the story. If



Myles Hicks' Mini 850, coming all the way from New Zealand for LBL 2010

the approach comes from you as a member, it will be much more effective than if we write to the Editor - we've tried that already and have been dismayed to find that most club magazine editors do not even bother to acknowledge our personal emails.

The big carrot for the Clubs - and this is how you 'sell' it to the Editor - is that we are now offering substantial entry discounts for members of clubs that publish details of the event. The official entry fee is now £3200 per car of two people, if paid by 30 November. But for members of clubs that publish the event info, there is a special rate of £2999. That's a saving of £201, over £100 each, for anyone who enters as a club member - it's well worth joining a participating club just to get the discount! One club that has just taken up the offer is Britain's biggest, the MG Owners Club: we look forward to lots of Midgets signing up...

WEBSITE: Don't forget to take a good look around our website, www.classicrallypress.co.uk, if you haven't done so for a while - there is so much to see and read on there that will help you understand how our rallies work and how much fun they are. We're especially proud of the two slideshows (MM Recce and LBL 2008): if they don't make you want to enter, nothing will!

SUBSCRIBER ADVERTS ARE FREE...

CO-DRIVER SOUGHT FOR LBL 2010 IN FAB 1964 MINI!

I have a lovely 1964 Mini that is my everyday car in London, so it is very well sorted. I need a co-driver for LBL - must be happy to share costs equally. Email me, giuseppe.spoto@ntlworld.com.

LBL MINI FOR SALE

Ideal Liège-Brescia-Liège mount: 1961 Morris Mini 998cc, currently getting full restoration but I've been tempted by a Cooper replica so the Morris could be yours for £3750.

Mike Norton, email miken@dentaladviser.demon.co.uk

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The organising team for Micro Marathon & Liège-Brescia-Liège is led by Malcolm McKay
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