



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



**Authentic: up to 500cc pre-'59
Spirit: up to 700cc pre-'69**

Newsletter: August 2017

* * **Full recce completed in Authentic-period car!** * *
* * **ALL main hotels now confirmed** * *

First, clarification about the nature of our Rally: the one point I would stress is that the event is designed to be enjoyable. While the competition can and does get serious among the front-runners, there is absolutely no need to be intimidated by the competitive side – plenty of people come along just for the route and the camaraderie, which is tremendous on an event full of tiny cars, and dip in and out of the competitive side as it suits them. We've worked hard to make it equally as much fun for the relaxed touring types as for the keen competitors!

One of the most important tasks in preparing the best possible rally for you is to carry out a full route check, a year in advance of the rally, to ensure Liège-Brescia-Liège 2018 is as special, enjoyable and memorable for you as we can make it. This recce has to be carried out to the same schedule as the rally, staying in the same hotels on the same nights of the week – and it inevitably includes covering ground two or three times to ensure instructions are correct, taking time out to meet hotel representatives, etc – so a rapid and reliable car is needed. This time I decided to take our 1957 Triumph TR3 – imported from USA a couple of years ago, where it had been 90% restored, it's gone through a lengthy completion and proving period, was nicely run in and ready to prove itself! As this car was supplied new to France in 1957 (albeit intended for USA), it just might have been close by when the first LBL was run. It was an absolute joy for Helena and me to take the TR over the superb routes of the rally and the car performed admirably. It's now for sale, if anyone's interested – though of course its 2-litre engine is too big to be eligible for LBL2018!

There are points on the rally where the route takes us through towns and map navigation gets a bit too complex. Getting through isn't a test – in fact we want to get you through as cleanly and easily as possible, so you



The spectacular Villa Fenaroli Palace Hotel will host the rally on arrival in Brescia, on July 18 next year. Like many of the hotels we've reserved, it marks a big step up in accommodation since the 2008 event: enjoy!

can get on with enjoying the country roads in between. I'm pleased to say we now have these sections the most refined they have ever been, so you should not get lost or delayed in any towns. In fact on the recce, the only significant delay we experienced was on the main road into the Alps at Garmisch-Partenkirchen, where roadworks meant switching off for five minutes or so. We sailed through all the towns and even central Munich on Saturday morning (and entering Munich on Friday evening) without any hold-ups at all.

All the mountain passes were open on the recce and the weather was superb - we only raised the hood on the TR once all recce, and then only for a short sharp shower in Germany - it was soon down again. It was fantastic to find that the 10km smooth gravel section we'd discovered in Slovenia, to replace a slow, busy and boring road into Italy, is still gravel and still smooth (even for three-wheelers!): so we can cut out all that boring and dangerous road up through Cortina d'Ampezzo, linking you straight into the Route des Cols via a quiet and impressive pass rarely used on Historic rallies.

1958 IBL veteran Remo di Cocco, wife Stella and Malcolm meet to discuss next year's rally, at the Ramada Plaza Liège



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One of the most evocative locations in European Rallying history, the Piazza Loggia at Brescia was the ONLY stop on the 1958 rally, where the cars went into parc ferme for up to 8 hours after driving non-stop for 37 hours, before setting off again for another 23 hours non-stop...



We had a terrific meeting with the new management at the superb Franciacorta circuit, near Brescia, and have confirmed that we will have a lap consistency test there, which will be terrific fun. Unfortunately it's hugely expensive for us, so we really need more entries to justify the investment, please!

As explained last month, we're going for smaller hotels outside city centres as much as possible, to avoid adding to your stress at the end of the day. We have some really gorgeous hotels, quite a few of which you'll probably want to return to later for a week or more with your family, and we are very lucky that they are prepared to take the rally for just one night.

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 16 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 Marlina in the idyllic settlement of Marling, above Merano in Italy, is only able to let us have 25 rooms. So the next 9 people to pay their deposit will get rooms in the Marlina (yes, entrants get priority over organisers!).



Gian Luigi Petrini and Giuseppe Ferrarotti will bring this delightful 1954 Fiat 500D from Italy next year

Later entries will get rooms in hotels of as similar a standard as we can get, as close by as we can find them - but the later you commit, the further away you may end up staying. The Marlina and quite a few other hotels that 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. Some of our hotels have been incredibly generous - the superb Sporthotel Alpenrose at Carezza only has 45 rooms, yet they have agreed to give us 40, because they like the rally so much. We're incredibly grateful.

With deposits in mind, 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 down side 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 puts 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 than an international bank transfer.

Some competitors are looking for a co-driver: places are potentially available in a Heinkel 200 and a Fiat 500D, both with entrants based in Scotland. If you know someone who might like to co-drive, please let us know and we'll put you in contact.

And 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 our own Trabant P50, below.

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 Up to 250cc		
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
251 to 350cc		
AC Petite	Ian Danaford	UK
Berkeley SE328	Laurie Stanton	NZ
Berkeley SE328	Geoff Toyer	UK
Berkeley SE328	Xavier & David Kingsland	UK
Berkeley SE328	Diane & Mike Stringer	UK
BMW Isetta	Mick & Sara Bell	UK
BMW Isetta	friends of " "	UK
BMW Isetta	Andrew Meynckens	Be
Goggo 300 (or SP or Prinz)	Cristoph Mylius	Austria
Velorex 350	Alastair Caldwell	UK
Velorex 350	Neville Stevens	UK
351 to 425cc		
Citroën 2CV	P Schwarze/D Dansberger	USA
Citroën 2CV	Carter Willey/G Isenbrand	USA
Citroën 2CV	Ed & Eddie Holden	USA
Citroën 2CV	Christian Vaslin	Fr
Vespa 400	Phil Tetley	UK/Fr
Vespa 400	Patrick Pellen	NL
426 to 500cc		
Autobianchi Bianchina	Bill Cowing/Richard Seeley	UK
Berkeley SE492 STM 982	Wolfgang Kraus	D
Berkeley SE492	Nigel Halliday	UK
Berkeley SE492	Graham Higgs	UK
Berkeley SE492	Kevin Kalman	USA
Berkeley SE492	Melanie Danaford	UK
Fiat 500 Abarth	Goy & Catherine Feltes	Lux
Fiat 500D	Gigi Petrini/Beppe Ferrarotti	I
Messerschmitt TG500	Mark & Jane Smith	UK
TBC	Robert Mills/Chris Berens	UK
TBC	Andrew Isherwood	UK
TBC	Adrian Turner/S Westgate	UK
SPIRIT: Up to 500cc		
Fiat 500 Giardiniera	Paul Dye/Mark Horne	UK
Fiat 500F	Andy Sparrow	UK
501 to 700cc		
Berkeley B95	Kevin Kalman	USA
Berkeley B95	Ian & Gina Forrester	UK
BMW 700	Howard Atkins	UK
Burton 2CV	Henk & Christel Mensink	NL
CAP Scioattolo 650	Kurt Peetermans/Erna Surinx	Be
Fiat Gamine	John Rondeau/Steve Gipson	UK
Messerschmitt TG601	M vd Broeck/ K v Looveren	Be
Steyr-Puch 650	Michel Thomas	F



Liège-Brescia-Liège 2018
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