



Liège-Brescia-Liège July 11-21, 2019

TR2-TR8

Newsletter: June 2019

* * **Just one month to go** * *

* * **Final Instructions enclosed!** * *

With just a month to go, we are really looking forward to the start of the 2019 Liège-Brescia-Liège Rally for Triumph TRs. And to give a feel for where we're going, today was the first day that tarmac was visible, rather than packed snow, at the top of the Stelvio Pass – while on the Passo di Gavia the packed snow remains. Eleven years ago when we ran our first Liège-Brescia-Liège Rally, the Stelvio was impassable due to landslides from rapidly melting snow – it's been open every year since, however, so we hope it will be ready for us this July!

We've just had a couple of unexpected cancellations for health reasons, and we wish all the best and a speedy recovery to those who cannot join us after all. This does mean that we might be able to take a couple more entries, so if you know anyone who'd like to join us, please get them to contact us urgently. Numbers have now been allocated on the Final Entry List at the end of this Newsletter and we have divided the entry into Authentic and Spirit categories, reflecting the models that were available in 1958 when the original Liège-Brescia-Liège

Participants said of our last events:

"An amazing event. The work involved must be mind-boggling and to do it so well without a hitch was simply brilliant"

"Thank you and your whole team for yet another superb event. It contained a fair balance between competition, astounding scenery and interesting visits"

"Organisation was immaculate and the choice of routes was inspired..."

Supported by:



The spectacular Vrsic Pass in Slovenia - known as Passo della Moistrocca in 1958 - is steep and twisty on the ascent and still has cobblestoned hairpins on the descent...

Rally ran (TR2-3A), and models introduced after that date.

We're delighted that Mark and Jane Smith, the winners of Liège-Brescia-Liège 2018 in their FMR (Messerschmitt) TG500, have agreed to be your Chief Marshals on this year's rally. Having won the rally with an incredible total of just six penalty points – three seconds lost on tests – last year, they clearly understand the event well and look forward to sharing tips over a beer or two!

Signing On will open at the Ramada Plaza Hotel in Liège at 2pm on Thursday, July 11 and you can sign on any time up to 6pm – but we recommend signing on earlier rather than later, to give yourselves time to get the hang of the Route Instructions and start plotting the maps: the first two days are the most complex because there are far more roads to choose from in Belgium and Germany than there are once we get into the Alps! All maps are provided but you will need to bring your choice of pens, pencils or highlighters to mark the maps; and bear in mind we'll be using some of the maps again on the way back, so you'll need to look after them and have a different marking system for the return to avoid confusion!

The names and addresses of all the hotels are listed on the final page of this newsletter. Driving to Liège, for UK entrants crossing to Calais, we recommend Eurotunnel for speed, followed by motorway E42 via Lille, Tournai, Mons, Charleroi, Namur. Satnavs often try to route you via Brussels, claiming it's quicker, but the Brussels ring motorway is definitely best avoided for two reasons – (1) traffic jams build suddenly and (2) it is now within the Brussels low emission zone for which permits are required.

In the past we have provided detailed instructions to get crews from the outskirts of Liège to the hotel. You can still see these in past newsletters on the website (try the June 2013 newsletter), but as you're all coming from different directions and as virtually everyone has Google Maps on their phone these days, or a satnav, we suggest you use these for the last time, before putting them away for the duration of the rally! The hotel address is below, but if you Google 'Ramada Plaza Liège' it will of course take you straight there...

Do make sure you have taken out full European Recovery cover (including for Slovenia, which is additional to the basic zones) for those occasions when Simon and Mike in the RAC van can't get to you, or parts aren't available, or they are busy with someone else: that cover should enable your car to be recovered back home while you follow the rest of the event in a hire car, or give you a hire car to follow the rally while your car is repaired and you pick it up later. Those with UK-registered cars can get discounted cover from the RAC exclusive to the rally,

by emailing shewitt@rac.co.uk.

It is important to have a digital camera and a stopwatch with you: the ones on virtually all mobile phones are perfectly adequate. A compass is also tremendously useful when navigating from maps.

Many of you will have driven extensively in Europe before, but it's worth brushing up on the legal requirements in the different countries, to avoid nasty surprises. The most recent addition has been the requirement, if you're passing through France, to carry an NF-certified disposable breathalyser in the car.

The delightful mediaeval central square of Bretten in Germany, lined with bars serving those wonderful huge German beers, welcomes the rally every year. For the first time, guarded parking in the square overnight means that we can stay in the superb Hotel Krone, at the back of this photo



The Piazza Mercato in Brescia hosts the rally, with a police escort in

Documents: Driving licence; vehicle registration document; insurance certificate; passports; country sticker; European Health Insurance Card (EU residents); European Recovery insurance; Travel insurance (recommended).

Compulsory Breakdown/Emergency Kit:

Requirements vary between countries, but between all the countries we will travel through you are required to have: Warning triangle, First-aid kit, Reflective Jackets (in car, and worn by anyone who steps outside in a breakdown/emergency situation), Spare Bulb set. Right-hand drive cars' headlamps must be adjusted or fitted with converters to avoid dazzling oncoming motorists. A fire extinguisher is recommended (we also strongly recommend you carry one).

Speed Limits:

Austria: Motorway 130kph, outside built-up areas 100kph, built-up areas 50kph, some towns 30kph.

Belgium: Motorway/dual carriageway 120kph, outside built-up areas 90kph, built-up areas 50kph (officially, though 60kph is also common in villages), occasionally at entrance to built-up areas 30kph.

France: Motorway 130kph (110kph if wet), dual carriageway 110kph (100 if wet), outside built-up areas 90kph, built-up 50kph. NB EU licences are confiscated on the spot if exceeding limit by more than 40kph.

Germany: Motorways unlimited or 130kph; outside built-up areas 100kph; built-up areas 50kph (sometimes lower as marked).

Italy: Motorway 130kph (110 if wet), dual carriageway 110kph (90 if wet), outside built-up areas 90kph, built-up areas 50kph.

Slovenia: Motorway 130kph, dual carriageway 110kph, outside built-up areas 90kph, built-up 50kph.

Permitted Alcohol limit: All, 0.049% in blood (just over half Britain's 0.08% limit).

Motorway vignettes: Austria & Slovenia (buy in petrol stations before/after border) – though the official rally route avoids motorways in these countries.

Radar detectors: are prohibited in all countries; in France and Germany you can also be severely fined for having a sat nav showing fixed camera points (this facility can be disabled on most sat navs).

Low Emission Zones: The question of low emission zones has been giving classic car owners palpitations. France has yet to introduce any between Calais and the border except at Lille, where there is a possibility of restrictions applying over an area including the motorway if air quality falls beyond limits, though to date this has not been required. Our French entrants may have to negotiate other zones, but will know the rules.

Belgium: Apart from Brussels, as already mentioned, the five zones in Belgium should not affect you.

Germany has 58 'umweltzonen', affecting several areas on the rally route, but we are assured that foreign-registered historic cars are exempt (and the rally has passed through these zones many times since their inception in 2008 without any problems).

Austria has only one zone in the area through which we pass, and it only applies to the motorway, which the rally route already avoids.



Mike and Frances Grace are shipping their lovely TR2 all the way from USA for the rally

Andrew Kirkham and Katrina Mackay will bring this lovely TR4...



Italy only has winter restrictions in cities on the rally route, so no problems there.

Slovenia's only restrictions are in the centre of Ljubljana: Slovenia's representative on FIVA is a TR5 owner and good friend of the rally, who is organising the required permits for us.

Additional points:

France, Germany: E10 fuel with 10% ethanol best avoided – it may affect your fuel lines.

Slovenia: Use of dipped headlights during the day is compulsory, as are hazard lights when reversing. Indicators should not be used when joining a roundabout, only when leaving it.

Italy: Daytime running lights compulsory outside built-up areas.

See you in Liège!

HOTEL SCHEDULE Liège-Brescia-Liège 2019

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	Grand Hotel Misurina	Via Monte Piana 21, 32041 Misurina, Cortina BL, Italy
14, 15	Grand Hotel Business	Miklošičeva 3, 1000 Ljubljana, Slovenia
16	Sporthotel Alpenrose also Hotel Adler & Castel Latemar at Carezza and Al Piccolo Hotel at Vigo di Fassa	Karerseestraße, 161, 39056 Welschnofen, Bozen, Italy
17	Villa Fenaroli Palace Hotel	Via Mazzini 14, 25086 Rezzato – Brescia, Italy
18	Hotels Marlena & Marlingerhof	Via Panorama 6 & Via Palade 6, 39020 Marlengo, Italy
19	Hotel Marina	Am Yachthafen 1-15, 82347 Bernreid, Germany
20	Hotel Krone	Marktplatz 2, 75015 Bretten, Germany
21	Ramada Plaza Hotel Liège City Centre	36 Quai St Leonard, 4000 Liège, Belgium

FINAL ENTRY LIST Liège-Brescia-Liège 2019

No. Car Name Country

AUTHENTIC CATEGORY

TR2-3

1	1953 TR2	Vincent & Arthur Paccellieri	F
2	1954 TR2	Mike & Frances Grace	USA
3	1956 rally TR3	Jeff & Lesley Roberts	GB
4	1957 TR3	Andrew & Gill Heywood	GB
5	1957 TR3	Mike Wing/Caroline Metcalf	GB

TR3A

7	1957 Wrks TR3A	Iain Paul/James Butler	GB
8	1959 TR3A	Jeff & Jeffery Givens	USA
9	1959 TR3A	Ian Vincent/David Wilson	GB
10	1959 TR3A	Eleanor & Graham Goodwin	GB
11	1960 TR3A	Andy English/John Smallwood	GB
12	1960 TR3A	Andy Jackson/John Broadley	GB
14	1960 TR3A	Nick Sharp/Kate Handley	GB

SPIRIT CATEGORY

TR4/S

S1	1960spec TRS	Paul & Jan Gerring	GB
S2	1961 TR4	David Hankin/Karl Boulton	GB
S3	1962 Works TR4	Neil & Sue Revington	GB
S4	1962 TR4	Simon Hendra/Nigel Kendall	GB
S5	1963 TR4	Andrew Kirkham/Katrina Mackay	GB
S6	1963 TR4	Mark Rachet/Alain Lacroix	F

TR4A

S8	1965 TR4A	Catherine & Graham Hills	GB
S9	1966 TR4A	Liz Wakefield/Mike Jones	GB
S10	1967 TR4A	John & Jane Hicks	GB

TR6

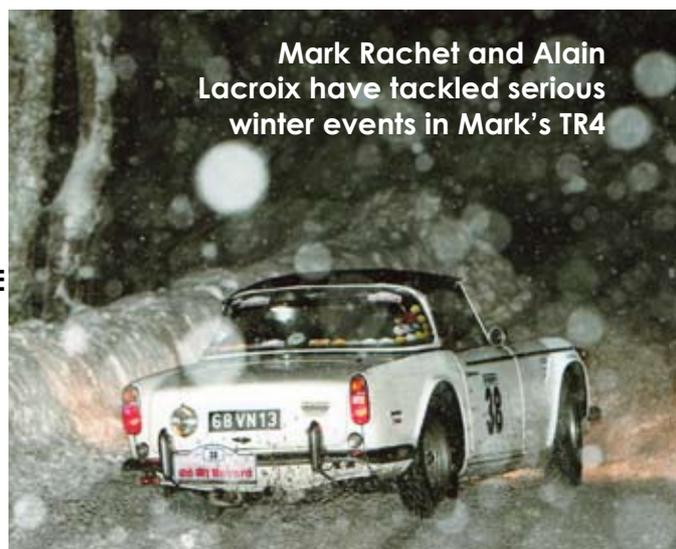
S11	1972 TR6	Ian Barker/Sheila Hutton	UAE/E
S12	1972 TR6	Dave Burgess/Wayne Scott	GB
S14	1973 TR6	John & Kim Durden	GB
S15	1976 TR6	Martin & Dorothy Goodall	GB



Andrew English's TR3A has an illustrious competition history



David Hankin and Karl Boulton will be in David's much-rallied TR4



Mark Rachet and Alain Lacroix have tackled serious winter events in Mark's TR4

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