



# Liège-Brescia-Liège July 11-21, 2019

**TR2-TR8**

## Newsletter: March 2019

\* \* **Just four months to go!** \* \*

\* \* **All hotels booked - few more spaces available!** \* \*

Triumph TR drivers have taken the 2019 Liège-Brescia-Liège Rally to their hearts and we can't wait for the event to start - we have a really terrific entry encompassing every TR model from TR2 to TR7, even including a Le Mans-spec TRS replica alongside a healthy crop of works and private period rally cars, some of which actually competed on the Liège rallies in period.

We now have all the hotels booked, and have just managed to secure some extra rooms in great hotels for two nights that we spend in the mountains - the nights before and after Brescia - where the finest hotels normally only take bookings for a week or more. Our best persuasive techniques, stressing the historical importance of the event to the region, eventually won through and we can now take five more cars (provided all are happy with double or twin-bed rooms). It's very unlikely we will be able to find rooms for any more, so if you haven't entered yet, or you have friends who'd like to come, get those entries in NOW, before it's too late!

### 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 Passo di Gavia is one of many superb driving roads on LBL. As in 1958, we tackle it twice, once in each direction: the difference is that they did it each time in darkness, on gravel: we do it in daylight on tarmac...

Another good reason to get those entries in without delay is that the entry fee goes up for late entries on March 31. For those that have already entered, the second instalment of your entry fee also falls due this month: if you're unsure how much you need to pay, just drop us a line.

For UK entries, Brexit is causing some concerns at present and we were hoping the fog would have cleared and we could give some definite advice by now – but no, chaos continues. Current advice in the event of a no-deal Brexit is that we will need to carry insurance green cards, international driving permits, MoT certificates (yes, even if exempt in UK) and health insurance (EHIC cards will no longer be valid). However surely by July we will know definitively what is and isn't required!

Far better news for UK entrants, however, is that our great supporters at the RAC are not only providing us with the fully-equipped RAC Rescue van and its super-experienced crew, Simon and Mike, who have been with us on five past events and helped keep countless competitors on the rally. Now they are offering great 20% discounts on RAC European Breakdown cover – our advice is, grab it quickly before the Brexit increases! The discounts are available on the RAC Comprehensive and Comprehensive Plus cover, either single-trip or annual, and represent a saving of up to £65. Comprehensive cover single-trip is down to £113.38 from £141.72, annual to £208.63 from £260.79; Comprehensive Plus (which we recommend for ultimate peace of mind) is down to £141.72 for single-trip from £177.72 and £260.79 annual from £325.99. These prices are already geared to LBL dates and coverage for all zones required, including Slovenia. You will ONLY get these prices by emailing our RAC contact Simon Hewitt on shewitt@rac.co.uk. And for anyone reading this who hasn't entered LBL yet – sorry, these prices won't be available until you do, as the RAC has specified this is only for confirmed rally entrants (and Simon has a list!). This cover is only available for UK-registered cars – the RAC have tried to find a way to extend it, but it cannot be done.

We've been asked a few times about car preparation and what equipment you need to bring with you – the Regulations give a lot of information so do make sure you read and digest them (and ask us if anything's unclear). We have a great mix on this event from complete novices with standard road cars to highly experienced rally crews with cars prepared for serious competition and stacked with rally kit. Well, Liège-Brescia-Liège is a great leveller! Because of our unique competitive format, there's really no advantage in having complex rally kit or a highly-tuned car – you really should be able to do just as well in a standard car with just a stopwatch, a compass and a handful of 4B pencils or highlighter pens! For ease of reading the maps, a magnifier may also be useful when eyes are getting tired – but that really is all you need.

Our RAC crew will be carrying a package of spares kindly furnished by Revington TR, but with careful preparation and a small emergency kit you should be able to avoid the need to trouble them. Careful preparation comes down to making sure every key part of the car is in good working order with no parts in an advanced state of wear. Avoid the temptation to make major changes just before the event, and get as

## The stunning Dolomites, and the superb Passo di Pordoi



**Circuit tests like this lap consistency test at the superb Franciacorta circuit near Brescia are great fun: all you need is a stopwatch!**



many miles on the car as possible to chase out any faults in reproduction components. Particular areas to look at are:

### Cooling

It will be hot and the engine will be working hard: if your radiator is more than 10 years old and you're not sure what corrosion inhibitor levels have been like, consider getting it re-cored (better than fitting a new pattern part, usually). If an electric fan has been fitted, make sure it's wired to blow the correct way (yup, we've had that more than once!) and if it's an aftermarket fitment, be prepared with wire and terminals to bridge the thermostatic switch when it fails... If you have an early TR that has been converted to a narrow fanbelt, carry a spare water pump – the extra load required to tension the narrow belt knocks out water pumps on rallies. Run it as loose as you dare – if you can't turn the pulley with your hand, it's probably tight enough. Check hoses are in good condition. If you have silicone hoses, make sure they are reinforced with internal or external nylon netting – if not, replace them as they can fail catastrophically. Consider carrying spare hoses.

### Engine

Check tappets to make sure they are correctly set: if you find the exhaust valve clearances are too small, consider getting hardened seats fitted. Check compressions are good and even, and make sure the bottom end isn't knocking under load. Replace a rattly timing chain and tensioner with good quality components. If the engine pinks (top end knock) when accelerating hard from low revs, retard the ignition or swap to high octane fuel and carry octane booster for when you can't get super unleaded. Obviously, change the oil and filter! A carb gasket set is worth carrying, as is a fuel pump rebuild kit and/or complete fuel pump.

### Clutch & Gearbox

This will also come in for a fair amount of abuse, so change the gearbox oil or at least top it up, and consider changing the clutch if you don't know its age (definitely change it if you suspect it's on its last legs). If you have overdrive, especially on 2/3/4, lucky you – 2nd overdrive is brilliant for mountain passes! Make sure it's working smoothly with no sign of slippage. Top up the rear axle too.

### Brakes

Obviously a key factor. TRs were THE first volume-production cars to get disc brakes for a reason: if you have a TR2 with all-drum brakes, you will need to take it a little easier down the passes but even all-disc systems can be quickly overheated by insensitive use in the mountains. Use engine braking (change down), resist the temptation to accelerate hard between the hairpins when descending passes, carry as much speed as possible around the hairpins so you don't use the brakes too much – and let faster cars pass, as their brakes may already be failing and you don't want them running into you! Most importantly, don't hold the brakes on for long periods, even lightly – it's better to use them firmly for short bursts, coasting in between to let

them cool. If you do feel the brakes failing, remember you still have the hand-brake: change down as low as possible and bring speed right down, stop and let the brakes cool. Provided a TR braking system is in good condition with plenty of meat on the shoes and pads, and all hydraulic cylinders working, you should be able to have just as much fun descending the passes as you did climbing them, by following the guidance above. Take a look at our recce videos on YouTube (search ClassicRallyPress) and you'll hear the TR3's brakes squeak a bit when hot descending the Stelvio and Gavia in spirited fashion, but they still held up well!

### Suspension and steering

Having had my TR2's steering box fail on a rally (I repaired it with a section



Paul Gerring's fabulous TRS Le Mans Replica

Delightful roads in southern Germany for a testing navigational exercise...



cut from a scaffold pole) I can tell you the steering does work hard on those hairpins, as does the suspension. Especially if you've fitted wider wheels and tyres than standard. I've seen a TR6 suspension collapse on a hairpin due to making full use of the grip afforded by huge wide wheels and low profile tyres - if you've uprated the grip then make sure all the other components have been uprated to cope. Better to slide controllably than grip until it collapses! And obviously, do the basics and go through checking no joints are worn or seized, and make sure all are well lubricated.

### Electrics

Make sure you carry spare points, rotor arm, condenser, distributor cap and at least one lead and plug cap, plus a spare set of spark plugs. If you have electronic ignition, carry a spare module - they DO fail on rallies and if you have an electronic distributor, bring the old points-one you took out just in case. Check dynamo/alternator bearings are not worn out and lubricate if possible; on dynamos, check the brushes aren't badly worn and take a spare set (bearings too if possible, likewise brushes and bearings for the starter motor). Don't be tempted to carry a complete spare dynamo or starter motor, they are too heavy - just brushes and bearings are fine. A spare bulb set is mandatory and make sure your headlights dip the correct way or you have tape to correct them. Take at least one spare coil - that was the only component that failed on the TR3 on the recce! Carry plenty of wire, fuses and connectors too, along with an assortment of cable ties.

Be prepared, and you'll almost certainly have a trouble-free rally!

## PROVISIONAL SCHEDULE Liège-Brescia-Liège 2019

### July Route Outline

- 11 Arrival & Signing On, Liège, Belgium  
Ramada Plaza Hotel
- 12 Liège to Karlsruhe, Germany  
Radisson Blu Hotel
- 13 Karlsruhe to Misurina, Italy (via Austria)  
Grand Hotel Misurina
- 14 Misurina to Ljubljana, Slovenia  
Grand Hotel Union, Ljubljana
- 15 Ljubljana DAY OFF!
- 16 Ljubljana to Carezza, Italy  
Sporthotel Alpenrose, Al Piccolo
- 17 Carezza to Brescia, Italy  
Villa Fenaroli Palace Hotel
- 18 Brescia to Merano, Italy  
Hotels Marlena & Marlingerhof
- 19 Merano to Bernreid, Germany  
Marina Hotel
- 20 Bernreid to Bretten, Germany  
Hotel Krone
- 21 Bretten to Liège, Belgium  
Ramada Plaza Hotel
- 22 Liège, Belgium

### Planned Highlights

- Welcome Dinner, speech from 1958 LBL competitor, Remo di Cocco; meet your fellow participants
- Formal start as 1958: Palais des Princes Evêques, then Spa, the Ardennes, Liedolsheim circuit test
- Black Forest to the mountains, Austria, Brenner Pass, fabulous final climb to lakeside hotel at 1752m
- Glorious Dolomites, superb passes inc Vrsic in Slovenia  
reception in the Prešeren Square, heart of Ljubljana
- Explore this delightful, cosmopolitan capital city
- Super-smooth gravel road, amazing private museum, great passes on the 'Route des Cols', Dolomite-top hotels
- The Stelvio and the Gavia, beautiful Lago Iseo, police escort to Brescia piazza, stunning historic palace hotel
- Mille Miglia Museum, lap consistency at Franciacorta circuit, Gavia & Stelvio 'the back way'
- Beautiful Passo Pennes, through Austria 'the old way', fun navigation test, lakeside hotel at Starnbergersee
- Black Forest sweeping roads, multiple car museum visits, Schloss Lichtenstein, mediaeval Marktplatz finish
- Delightful kart circuit test, Ardennes, finish at Spa circuit museum, Prizegiving Dinner with lots of trophies
- Breakfast; departure



Above, gleaming TR4A of Catherine and Graham Hills  
Left, TR Register Editor Wayne Scott will accompany  
Dave Burgess in Dave's stunning TR6

# PROVISIONAL ENTRY LIST Liège-Brescia-Liège 2019

Car	Name	Country
<b>TR2-3A</b>		
1953 TR2	Vincent & Arthur Paccelleri	F
1954 rally TR2	Neil Fender	GB
1954 TR2	Mike & Frances Grace	USA
1956 rally TR3	Jeff & Lesley Roberts	GB
1957 TR3	Andrew & Gill Heywood	GB
1957 Works TR3A	Iain Paul/James Butler	GB
1959 TR3A	Jeff & son Givens	USA
1959 TR3A	Ian Vincent/David Wilson	GB
1959 TR3A	Eleanor & Graham Goodwin	GB
1960 TR3A	Andrew & daughter English	GB
1960 TR3A	Andy Jackson/John Broadley	GB
1960 TR3A	Nick Sharp/Kate Handley	GB
1960 TR3A	Roberto & Sherane Bernasconi	CH
<b>TR Specials</b>		
1960spec TRS	Paul & Jan Gerring	GB
<b>TR4-4A</b>		
1961 TR4	David Hankin/Karl Boulton	GB
1962 Works TR4	Neil & Sue Revington	GB
1962 TR4	Simon Hendra & TBC	GB
1963 TR4	Andrew Kirkham/Katrina Mackay	GB
1963 TR4	Mark Rachet/Alain Lacroix	F
1965 TR4A	Catherine & Graham Hills	GB
1966 TR4A	Liz Wakefield/Mike Jones	GB
1967 TR4A	John & Jane Hicks	GB
<b>TR5-6</b>		
1968 TR5	Mike Wing/Caroline Metcalf	GB
1972 TR6	Ian Barker/Sheila Hutton	UAE/E
1972 TR6	Dave Burgess/Wayne Scott	GB
1973 TR6	John & Kim Durden	GB
197? TR6	Ken & Harrison Braithwaite	USA
1976 TR6	Martin & Dorothy Goodall	GB
<b>TR7-8</b>		
1980 TR7	Jim & Jayne Pickard	GB



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