

1958



**LIEGE-BRESCIA-LIEGE**

**AND**

**MICRO MARATHON**

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

2011



★ July 15-24, 2011 ★



**LBL/MM NEWS: AUGUST 2010**

**UNIQUE, ONE-OFF AND UNMISSABLE RALLIES!**



**Liège-Brescia-Liège, July 2011: Entries Open**

**W**hat a great time we all had on **Liège-Brescia-Liège 2010**! The weather was kinder to us than in 2008, still with a few rain showers mostly in Germany but not the relentless downpours for the first four days that our intrepid microcar competitors fought through two years ago. The route was a little easier too, with four shorter days and only one slightly longer, and – best of all – at last both Stelvio and Gavia were open so we really could retrace the steps of those incredible pioneers in their Fiat 500s, Zundapp Januses, Lloyd, 2CVs, UMAPs, Berkeleys, Messerschmitt, Isettas, Panhard and Isard back in 1958.

We're deeply grateful for the support of **FIAT**, **Michelin**, Touring Club Liedolsheim, Francorchamps Karting, Comune di Brescia, Akomi and the Musical Watch Veteran Car Club of Brescia, Office du Tourisme Spa, REIS and all our other partners and supporters,

Day 4, Vrsic,  
Slovenia



**The Organising Team for Liège-Brescia-Liège** is led by Malcolm McKay, ClassicRallyPress Ltd, 9 Sycamore Leys, Steeple Claydon, MK18 2RH, England Tel: 0044 (0)7711 901811 [www.classicrallypress.co.uk](http://www.classicrallypress.co.uk) Email: [LBLrally@aol.com](mailto:LBLrally@aol.com)

museums and hotels. All did their utmost to give us a really enjoyable rally with minimal hiccups and hassles – always a great relief for us organisers! Of course, no rally is ever going to be completely free of the unexpected and, once again, competitors were faced with some challenges to their initiative, not least the photo controls where, in one case the road to it was closed, in another the solid wooden tourist information display board had been demolished and in a third, the town sign had been taken down...

Competitors rose to the challenge admirably and the small field meant all were firm friends before long. The rally began with Signing On at the Holiday Inn Liège (itself a challenge to find after the recommended exit off the motorway was closed). Trailers were safely stowed behind the hotel and rally cars in the underground car park, while we all enjoyed an excellent Welcome Dinner at the Palais des Congrès. 1958 LBL veteran Remo di Cocco, who finished seventh in a Fiat Abarth and enjoyed the rally again in 2008 in another Abarth, entertained us with his recollections of both events, and generous comments about the latter. Remo kindly returned next morning to flag all the cars away, with a huge Belgian flag provided by the hotel!



Day 1, Remo flags off



Day 1, Francorchamps Karting

All found the route out of Liège and were soon lining up to get their Route Cards stamped at the Spa Tourist Office, which just happens to be in the magnificent building at the gates of the Parc des Sept Heures where the 1958 event had its timed start, 52 years (less one day) before... Thanks to Jean-Luc Troquette for opening up early, and to the Ville de Spa for giving us permission to park in Place Royale.

From Spa it was down to the gates of the legendary Francorchamps circuit, via the Route du Malchamps where in 1958 the cars competed in a hillclimb: the Berkeley 492s really went for it and were 40sec quicker than the Messerschmitt Tiger and 57sec quicker than the Fiat that went on to win the rally... We can't close public roads now, but we lined up a great alternative with a bogey time test – that turned out to be a flat-out blast – around the wonderfully twisty Francorchamps Karting circuit.

This set the pattern for the event, with Jean Sirdey in the Fiat 500 fastest in the Authentic category and the two Mini father-and-son teams – the Hicks in their immaculately-prepared 850 all the way from New Zealand and the Nortons in their gleaming 998 Cooper from England – battling for fastest time in the Spirit category, with the O'Connors from Australia in the 105E Anglia chasing hard. Most spectacular, though, had to be Hugo Willmars opening the door of the Reliant Regal to lean right out on the corners as Wally Liles drove with verve to beat both Morris Minors. Sadly the Reliant's gearbox wouldn't last the day, the pair swapping it en route for Hugo's lovely 1275cc Austin-Healey Sprite (sadly ineligible this year, but eligible in 2011!).

The rest of the day saw competitors faithfully following the original 1958 route, through the Ardennes hills of Belgium into Germany, via Trier with its Roman bridge and amphitheatre, then through the forests to Kaiserslautern. Here in 1958 they took to the autobahns for an endurance test of a different kind, non-stop averaging 60kph. One of the Citroëns had already retired before Trier and the Isard (Belgian Goggomobil) was out too after hitting a deer before Kaiserslautern. Here the Messerschmitt Tiger retired too, its driver too ill to continue. The autobahn put paid to another Citroën ("melted conrod"), the Berkeley 328 of Fenton/Loudon-Cox (gearbox) and the 492 of Wheeler/Murland, but the rest of the field battled on through the night to arrive penalty-free at Vipiteno.

Our route was a little more leisurely: once the right route out of Kaiserslautern had been found (one aspect of the event a lot more tricky than it was in 1958, as many towns have grown massively), all enjoyed a lovely winding road through the Naturpark Pfälzer Wald and then a ferry across the remarkably fast-flowing Rhine before checking in at the luxurious Novotel in Karlsruhe – the only city to break the autobahn monotony back in 1958 and for us, time for dinner, car fettling and a well-deserved drink or two before a good night's rest. This year the last car rolled in half an hour late, quite a change from 2008, when Phil Tetley's Berkeley T60 came in – both crew members with beaming smiles – after 1am... A relief for us organisers, who were actually able to get some sleep this year!

An early start on day 2 took us out of a sleepy Karlsruhe to the north, for another

Day 2, Kartbahn Liedolsheim



rapid kart circuit test at the splendid 1.1km Liedolsheim track. With longer straights than Spa and a flying start and finish, this one was definitely achievable for the faster cars, Ben Norton hitting it on the nose less than half a second off the 45kph target and Jean Sirdey less than 10sec off. Jeff Payne in the Smart Brabus Roadster set fastest time of the day, aiming at a tougher target than the non-turbo cars. Then it was off through glorious countryside and small villages to visit Rainer Klink's delightful Boxenstop museum at Tübingen, where Rainer and his lovely wife looked after us all again (two years ago he was rushing to and from his workshop with replacement pipework for a leaky Berkeley). This museum really is a hidden gem, packed with immaculately presented period detail and loved by all. Back to the tiny roads and pretty villages, everyone battled on with the route, determinedly avoiding the nearby autobahn to arrive in torrential rain at the BMW Museum at Munich, where guides awaited us for an in-depth tour of this spectacular tribute to the rise of the company from building Austin Sevens and Isettas under licence to the executive car market leader it is today. Unfortunately our hotel for the night, though comfortable and conveniently walking distance from BMW, struggled to find enough food for hungry rally crews: we expect better from a Four Points Sheraton.

Central Munich is a magnificent sight on a quiet Sunday morning, though roadworks – the bane of the event in Germany this year – made it more of a challenge than it should have been; but soon, cars



Day 3, Austria

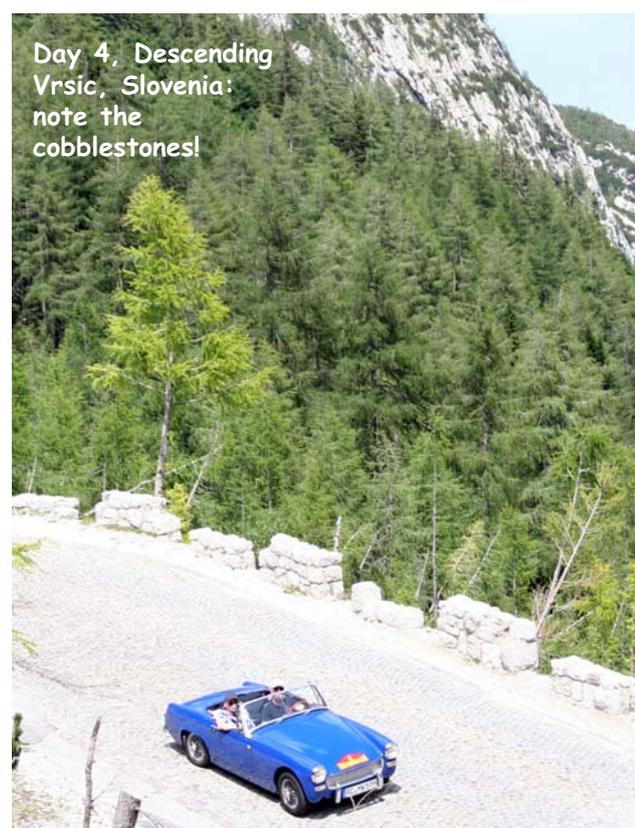
were heading south, back on the original 1958 route, to the peaceful lakeside drive beside the Starnberger See and the first glimpse of the Alps as we climbed to Garmisch-Partenkirchen and the first passes of the event, the 968m Schmalenhohe (bypassed by the modern road and those competitors who hadn't yet learned that this rally follows the old road, not the modern one!) and the 948m Scharnitz, entering Austria. Brakes were tested by the steepest descent of the whole rally, on the main road down to Innsbruck, before the route climbed again to the 1375m Brenner Pass, closed for 25 minutes by snow back in 1958.



Day 4, leaving Misurina

No such problems for our cars, just magnificent mountain scenery and a series of photo controls to keep everyone on the old road and off the boring motorway that bypasses the villages now. Spectacular castles reminded us of the border fighting that has taken place along these mountains for centuries, as we headed east – in Italy now – then south to a night in breathtakingly beautiful surroundings and a fine old hotel at Lago Misurina.

Day 4 dawned sunny for a beautiful run east through glorious mountain scenery; around 10am, we passed through Pelos di Cadore, a time control 1013km into the route back in 1958, where cars were due at 3.23pm on Friday, having left Spa just 18 hours 23 minutes earlier: certainly puts our three days into perspective! The Isetta 300 retired here in 1958 with drive-shaft failure, and the Panhard also dropped out. It's worth noting that the tiny cars had 4hrs 45min to get from here to Ljubljana, on roads in a far worse state than today with rough gravel on some of the passes; we had almost twice as long, hopefully enough time to stop and enjoy the views as we crossed first Passo di Mauria (1298m), then Passo di Nevea (1190m), then Passo del Predil (1156m) on the border into Slovenia, then the big one, Vrsic (Passo della Moistrocca) that climbs almost 1km to 1611m in a seemingly endless



Day 4, Descending Vrsic, Slovenia: note the cobblestones!

series of hairpins that, with a 60km target speed in 1958, left several cars Over Time Limit and out of the rally at Kranjska Gora, including the two remaining Berkeley 328s of Pat Moss/Ann Wisdom and Ian Westwood with BBC commentator Robin Richards, along with the Isetta 250 whose clutch had failed.

Slovenia is changing fast with EU membership, as the many new roads baffling those searching for the old ones show, but the capital city of Ljubljana is a real gem on a sunny evening like the one we enjoyed there, replete with history and beautifully restored ancient buildings – plus excellent riverside bars!

Day 5 was still a long one, despite finishing a good half hours' drive before our 2008 hotel, so it was an early start from Ljubljana and out on the old road to Gorizia on the Italian border and through the old town where a time control was placed in 1958 (1hr 28min allowed from Ljubljana!). The remarkable private car collection of agricultural machinery magnate Gino Tonutti, near Udine, made a fabulous visit and once again we were entertained royally by the Tonutti family with plentiful local delicacies and beverages to supplement the daily packed lunches. Museo Gino Tonutti is a real 'must see', with a fine collection of unusual cars including Count Lurani's racing Berkeley, plus motorcycles and the original Tonutti farm equipment factory, preserved for posterity and quite fascinating.



Day 4, Enjoying a drink in lovely Ljubljana

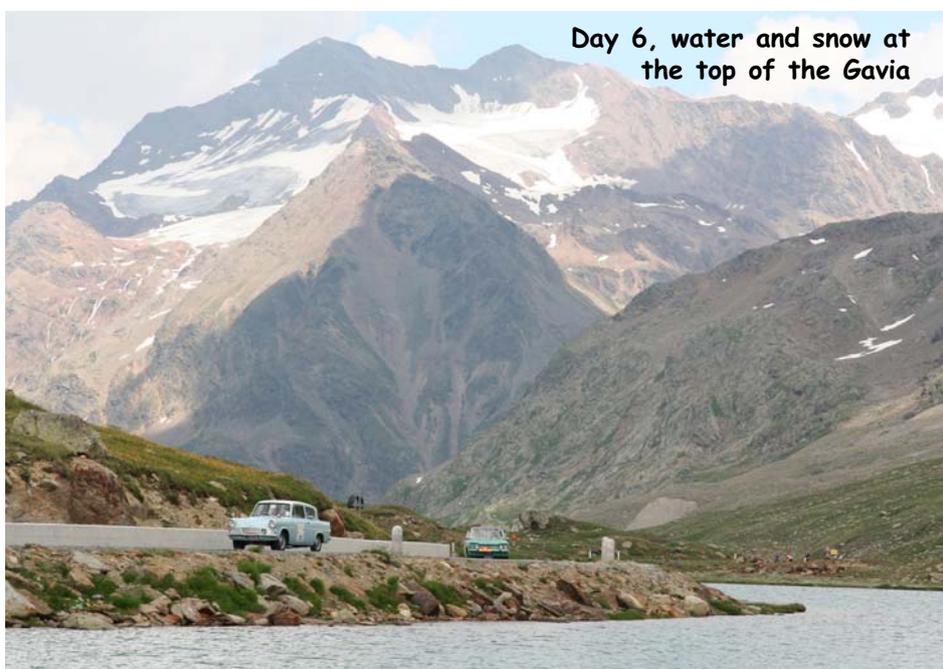


Day 5, descending Passo Pordoi

Back on the 1958 route, this part of Italy has seen a lot of industrial development, so it's a steady run for the cars as they get their breath for the next assault on the mountains, looming to the right. From Vittorio Veneto (where the Citroën of Pire/Jamotte retired in 1958 with alternator failure), the route climbs steadily up to Cortina d'Ampezzo, then strikes out over pass after pass, the Falzarego (2105m), Pordoi (2239m) and Costalunga (1745m). Incredibly, in 1958 they had 2hrs 9min to get from Cortina to Bolzano over these passes, in the middle of the night. It proved too much for the last two

surviving Berkeleys, Jameson/Farley out with a minor accident and Van Zalinge/Poll succumbing to gearbox failure. This day saw the only terminal failure of 2010 too, as Thoma Groot's Minor suffered a burnt valve: they left the Minor in Bolzano, took a hire car back to Liège, picked up towcar and trailer and rejoined after missing just two days of the rally: smart thinking!

Sporthotel Alpenrose at Carezza was a welcome addition to the event, a luxurious modern Alpine resort in majestic scenery (the only night of the whole rally when the cars rested in the open, rather than in underground hotel car parks). But the Stelvio and Gavia, Europe's highest and most spectacular mountain passes at 2757 and 2621m, beckoned for day 6 – and this time, both were open! Traffic volumes were high and, even with today's smooth tarmac surfaces (the Gavia was still gravel when I drove it in the 1990s), the 1958 target time – for cars under 500cc, remember – of 1hr 39min from Gomagoi before the ascent of the Stelvio to Ponte di Legno after the descent of the Gavia seems like fantasy: how on earth did they do it? Even the 250cc Zundapps managed it without going OTL...



Day 6, water and snow at the top of the Gavia

They arrived in Brescia at 09:50 on Saturday

(having started at 9pm Thursday); we arrived at 6pm on day 6, escorted into the very same Piazza Loggia with police motorcycle outriders, to be greeted by a 1950s-style band, a crowd of well-wishers, journalists and TV crews, a welcome cocktail for all and a bottle of champagne for Hedwig and Nicole in the Morgan, leading the Authentic Category. The Musical Watch Veteran Car Club of Brescia – the club that started the Mille Miglia Retrospective – joined the escort into the Piazza and then led us all to the restaurant of the Mille Miglia museum for a splendid dinner: thanks to them, to Nicola of Akomi Brescia and to Mrs Paola Brembati of the Comune di Brescia for making the rally's arrival in Brescia such a fabulous experience: we loved it and can't wait to return!

Day 7 should've seen all return over the Stelvio and Gavia (which in 1958 they tackled between 20:21 and 22:00 after just 8hrs max in Brescia), but most took advantage of a slip in the Route Instructions to take an easier route at the cost of just one photo control: we've already tightened up the instructions for 2011! All started the day, nevertheless, with a visit to the fine Museo Mille Miglia and a very pleasant drive up the old road along the banks of Lago d'Iseo before heading back over the mountains to Bolzano.

Our last night in Italy preceded an absolutely superb drive over the

Day 6, Piazza Loggia, Brescia



Day 8, Passo Pennes



idyllic Passo Pennes. It starts from the outskirts of Bolzano with an extraordinary series of mediaeval castles among steep cliffs and tunnels, then opens out into gently sweeping roads through lush farmland. Gradually the scenery becomes more Alpine, before sweeping around a bend to reveal a truly challenging mountain pass, climbing all the way to 2215m with spectacular views back down the valley where cars can be seen climbing, miles below.

Before we know it, we're retracing steps over the Brenner Pass and through Austria, up that steepest road out of Innsbruck and back into Germany; in 2008 our final glimpse of the mountains was in

glorious sunshine at the Schmalensee photo control, but the weather had the last laugh this time, shrouding the mountains in cloud so it was hard to be sure you'd found the correct location for the photo. If it had to rain, I guess it's just as well it chose the shortest day of the rally and before long all were tucked up warm and dry in the superb luxury of Hotel Vier Jahreszeiten at Starnberg.

Staying outside Munich allowed us to plot an all-new route next day, through glorious German countryside to the outstanding Automuseum Fritz B Busch, the collection of Germany's leading motoring writer housed in the magnificent surroundings of Schloss Waldberg-Wolfegg. We could gladly have spent all day there, especially with the generous hospitality and welcome of Anka Busch, but the next checkpoint at Bachritterburg beckoned. This wonderful 'living reconstruction' of a mediaeval wooden castle fascinated all who ventured in. Further on we rejoined the 2008 route with a visit to Automuseum Engstingen, a large town museum again with a generous welcome and almost completely new exhibits from our last visit in 2008. The day of the museums was rounded off magnificently by the stunning spectacle of Schloss Lichtenstein, perched quite improbably over a 400ft sheer drop to the valley below.

After a comfortable night in Karlsruhe, our final day began with the second test at Kartbahn Liedolsheim, this time with a 40kph

Day 9, Automuseum Fritz B Busch



Day 9, inside Bachritterburg



Day 10, full tilt at Francorchamps Karting



Day 10, we finished!



average achievable by all. Ben & Mike Norton and Mark & Paula O'Connor were within a second and Hedwig & Nicole were only just over a second out. Then it was all together onto the



ferry across the Rhine: a fun way to start the day, before a scenic if showery run through the countryside and forests of western Germany and back into Belgium, culminating at Francorchamps Karting for a surprise test: the opposite way round the circuit with the finish line doubling as the final control of the rally. This time Myles and Gavin Hicks got it absolutely right in their Mini 850 with a superb performance; Ben and Mike were close to duplicating it but locked up and slid over the line, picking up a 10 point penalty.



Bruno Beulen's team at Francorchamps Karting laid on a fine Prizegiving Dinner for us, enlivened by speeches from both Remo di Cocco and Edouard Boucquey, our honoured guests for the evening. Edouard competed in 1958 in the Isetta 300, and shared BMW's Isetta in the 2008 re-run: his account of the challenges of 1958, and fond memories of the commemorative event, made a fascinating and appropriate end to another challenging, competitive, entertaining, fun and above all, we hope, unforgettable **Liège-Brescia-Liège**.



Hedwig & Nicole

## Liège-Brescia-Liège 2010 Results

### AUTHENTIC CATEGORY

Driver	Co-driver	Penalties	Car
1 Hedwig Rodyns (B)	Nicole Rodyns-Vervloet (B)	48	1936 Morgan F2, 933cc
2 Jean Sirdey (F)	Jenny Sirdey (RSA)	1198	1969 Fiat 500, 499cc
3 Wally Liles (GBE)	Hugo Willmars (D)	(522)	1957 Reliant Regal Mk3 Tourer, 750cc (swapped to 1967 Austin-Healey Sprite after 1 day)
4 Stephen Lloyd (GBW)	David Lockyer (GBE)	1296	1953 Morris Minor, 948cc
5 Thomas Groot (N)	Bjørn Tore Engene (N)	1404	1954 Morris Minor, 948cc

### SPIRIT CATEGORY

#### O'all Class

#### Up to 850cc

2	1 Myles Hicks (NZ)	Gavin Hicks (NZ)	44	1965 Morris Mini 850, 848cc
6	2 Roger Edwards (GBW)	John Webb (GBW)	300	1986 Citroën 2CV Special, 602cc
7	3 Michael Merkelbach (B)	Jolien Nijs (B)	310	1970 Fiat 500L, 650cc
8	4 Jeff Payne (GBE)	Jonathan Stewart (GBS)	410	2004 Smart Roadster Brabus, 698cc

#### Over 850cc

1	1 Ben Norton (GBE)	Mike Norton (GBE)	18	1962 Austin Mini-Cooper, 998cc
3	2 Mark O'Connor (AUS)	Paula O'Connor (AUS)	170	1965 Ford Anglia 105E, 997cc
4	3 John Huntington (GBE)	Wendy Huntington (GBE)	182	1967 Morris Minor Convertible, 1098cc
5	4 Peter Thorogood (AUS)	Nim Thorogood (THAI)	262	1969 Sunbeam Stiletto Coupé, 875cc
9	5 Steve Armitage (GBE)	Peter Wyles (GBE)	598	1973 Hillman Imp Super, 875cc

# Liège-Brescia-Liège 2011 for cars up to 1500cc Starts Here!

If you are reading this Newsletter as part of our monthly mailout, you should also have received the Regulations and Entry Form for **Liège-Brescia-Liège 2011**. We don't put the Regulations and Entry Form online, as we like to have direct communication with everyone who's interested enough to ask for them, so if you've not seen them yet, email us on [LBLrally@aol.com](mailto:LBLrally@aol.com) and we will send them straight out to you. If you don't hear back from us, phone or try another email address, [classicrallypress@yahoo.co.uk](mailto:classicrallypress@yahoo.co.uk), because email is not 100% reliable and we really do want to hear from you!

For 2011, we have kept the entry fee again as low as we possibly can: £3300 per car is spectacular value compared to other comparable rallies. We achieve this by minimising advertising and minimising our operating costs, NOT by cutting back on what you, the competitors, experience. On the contrary, we provide so much more than most rally organisers do: four and five-star hotels for 11 nights, ALL accommodation and ALL meals included (plus some drinks), mechanical support, luggage van, secure covered parking almost every night, maps, rally plates, route books, entry to eight museums and castles, four kart circuit special tests and a team of dedicated, knowledgeable marshals to help you get the most from the event.

Our unique format makes our events suitable for all levels of experience and competitiveness – provided you and your co-driver can agree on the level at which you both want to approach the event! Because you are navigating from maps, if you fall behind or want to stop for a coffee then catch up, it's easy to find a bigger road on the map and take it. Sure, you may pick up 20 points for missing a photo control, but if relaxing and enjoying yourself is more important, what does that matter – there's a long way to go and you could miss one control a day every day and still finish in the top five in the event. The key is to have a consistent approach between the two of you. As organisers, we'd much rather see you enjoying yourselves than completely stressed out by trying to score 100% every day!

If you would like to join the rally but don't have a suitable car, or are far away and don't want to ship your car over, we are happy to assist you in sourcing a suitable car, either for you to buy (and then ship home or sell after the rally) or for you to hire for the event. This can be a cost-effective solution, as of course we know what makes a good rally car and will choose wisely for you. Also, if you'd like to do the rally but don't have a co-driver, let us know: there may well be an ideal person out there desperate for the opportunity.

We are already working on further refinements to the rally, including tweaking the route, changing many photo controls and one or two hotels, to keep it fresh and fun for both new and returning crews: don't miss out, get your entry in now!





# AWARDS 2010



BMW Classic



- Overall Awards, Authentic Category**  
 1st Overall – Hedwig and Nicole, Morgan F4  
 2nd Overall – Jean and Jenny, Fiat 500  
 3rd Overall – Hugo and Wally, Reliant and Sprite

- Overall Awards, Spirit Category**  
 1st Overall – Ben and Mike, Austin Mini-Cooper  
 2nd Overall – Myles and Gavin, Morris Mini-Minor  
 3rd Overall – Mark and Paula, Ford Anglia 105E

- Class Awards**  
 Up to 850cc, Spirit Category, 1st in Class Roger and John, Citroen 2CV  
 Over 850cc, Spirit Category, 1st in Class John & Wendy, Morris Minor Tourer

- Veteran's Sheld:** Hedwig and Nicole, Morgan F4  
**Concours Award:** Michael and Jolien, Fiat 500  
**Spirit of the Rally Award:** Thomas and Bjorn, Morris Minor  
**Navigator's Trophy by Michellin:** Mike Norton, Austin Mini-Cooper  
**Driver's Trophy (lowest penalties on special tests):** Jean Sirdey, Fiat 500  
**Team Prize:** The ANZACs: Myles and Gavin, Mark and Paula, Peter and Nim



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**FRESH FROM LBL 2010, SUNBEAM STILETTO COUPE FOR SALE:**  
 Peter and Nim Thorogood's trusty Stiletto, fully prepared by Roy Gillard and ready to run again on the next LBL. Original Stiletto Coupés are very rare and this one is unbelievably rust free, the shell has never been welded. You won't find better. £3750. Call Roy on 07973 717638, email [redwood@matraclub.org.uk](mailto:redwood@matraclub.org.uk)



**LBL-ELIGIBLE TRABANT P601 COMBI FOR SALE:**  
 'Pepsi', Kevin and Loree's trusty Trabi that ran so well round the Pyrenees and Spain, is for sale!  
 The finest Trabi Combi in the UK, 1977 model with the much prettier curvy bumpers, fully rebuilt in Poland a few years ago, just mechanically sorted by Roy Gillard, £2500ono. Located nr Bicester (M40 junction 9). To view, contact the rally office



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