



1958

LIEGE-BRESCIA-LIEGE AND MICRO MARATHON



2012

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NEWS: JUNE 2012



UNIQUE, INNOVATIVE & UNMISSABLE RALLIES



Liège-Brescila-Liège, July 2012: Full Recce Completed!

Liège-Brescila-Liège, July 2012: Exciting NEW Circuits & Visits Added!

We had a hectic but very rewarding route recce for **Liège-Brescila-Liège 2012** at the start of this month, driving the entire route on exactly the same daily schedule as the rally will follow in July. We have refined the route with some great new sections and passes (one is depicted in the photo below), that are very much in the spirit of the original, historic **Liège-Brescila-Liège** of 1958, whose route we follow very closely. We have also added some exciting new tests and visits.



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Our hard-working
Jaguar X-type Estate
during the full route recce



A fun and very twisty test is planned at the Blagomix circuit in Slovenia

First, the 'day off' in Ljubljana, Slovenia, will be more structured than was first planned: rather than leaving you to your own devices all day, we have added a competitive circuit test in the morning, followed by a visit to Slovenia's fascinating – and beautifully-located – Technical Museum. As well as a range of impressive cars from the days of Yugoslavian dictator Tito and other cars with local associations, the Museum covers a huge range of industry from forestry to electrical engineering, printing to hunting – all housed in a glorious range of buildings that was a Carthusian monastery from 1260 to 1782, and then a manor house.

There's a good restaurant beside the Technical Museum, so you can enjoy lunch

there if you like, or head back to the hotel and stroll into central Ljubljana to enjoy lunch at one of the many riverside cafés if you prefer: the rest of the day is free until dinner, back at the hotel in the evening.

For the next day, we have made our biggest changes yet to the original 1958 **Liège-Brescia-Liège** rally route. The vast majority of that route is still, 54 years on, absolutely superb and a delight to follow, but the section from Slovenia back into Italy and up to Cortina d'Ampezzo has become busy and industrialised. We had added a visit to the superb private car collection and factory museum of the Tonutti agricultural machinery empire, located a little to the north of the old route, so it made sense to move that whole section of the route north, into quieter regions.



Impressive armoured Russian Zis from Marshall Tito's regime

We found some absolutely delightful roads, including 10km of superbly smooth, fine gravel through a beautiful Slovenian forest. You'll love it, we promise, though there will be a main road alternative for those who prefer not to venture off tarmac. The



Delightful gravel section through a Slovenian forest: look out for bears!

new route has also taken the sting out of what was the longest and toughest day of the event, allowing you more time to enjoy the outstanding hospitality of the Tonutti family and the beautiful new roads and passes we've found for you.

Wildlife was much in evidence on this year's recce, with eagles flying overhead, deer spotted in the distance and several appearances of mountain marmots, one even entertaining us in the middle of the road near the summit of the Stelvio.



Marmot leads us up the Stelvio...

Two days later, we've added another special treat: a circuit lap consistency test at the magnificent new Circuito di Franciacorta racetrack outside Brescia. This will be the first time we've incorporated such a test in the rally, but it is entirely consistent with our policy of keeping the event fun, and simple to enjoy without specialist equipment. If you've not done one before, let's explain. You drive out onto the circuit and drive around at a speed you feel comfortable at – you don't have to drive fast, or slow, and you don't have to drive at the same speed all the way around, just at what you feel is a safe speed for you on the circuit. When you cross the start/finish line, your navigator starts the stopwatch. Drive a complete lap, at your comfortable speed and, as you cross the start/finish line again, you've set your target time for the next two laps – the challenge is to complete them in, as near as you can, exactly the same time as your first full lap. Hard braking before the line (and of course stopping) is absolutely forbidden – you must drive consistently. It's a great test for both driver and navigator – the navigator has to operate the stopwatch correctly and, for the second and third lap, try to count the

driver down for the last 20 seconds or so to help him cross the line spot-on time; the driver has to assess consistently his comfortable speed on the circuit and repeat it as closely as possible, while keeping a wary eye for other competitors travelling at different speeds. It's safe – because it would be senseless to go fast and risk a spin, or risk being caught in traffic on the next lap and be unable to match your first time, and there will only be a handful of cars on track at any one time. And it's huge fun, because it's a driving and navigating challenge on a great new race circuit. You don't need special equipment, just a stopwatch: most mobile phones have one that can do lap timing. Enjoy!



Circuito di Franciscorta: venue for a lap consistency test

That brings us around to the question we're always asked: what special equipment do you need on this rally? We always get pained looks when we say, "None," but that really is true!

The only thing you need that you won't automatically have with you, is a compass. It's not compulsory, but when you come up to a junction unexpectedly and need to make a snap decision on which way to turn, or if you're not absolutely sure you're on the right road, a glance at a compass and a knowledge of which general direction you should be going that day will almost invariably keep you from driving miles in the wrong direction. Those inexpensive spherical car compasses that attach to the windscreen with a sucker will do the job.



Mark Gordon is planning to join us for the first half of LBL in this gorgeous Eagle E-type

Beyond that, you need a digital camera to take the Route Check photos (and Chief Marshals Ron & Jill suggest that, if you plan to take a lot of snaps of scenery etc along the way, you use a different camera for the rally route checks, otherwise you won't be popular with other competitors waiting behind you at Check In while you sift through, trying to find the rally shots). A mobile phone camera is perfectly adequate. You will need pencils and/or highlighter pens to mark the route on the maps. You will need a well-prepared car. You will need patience with the person who has kindly agreed to share 10 days cooped up in

that car with you. And you will need a sense of adventure, a sense of humour and a determination to have a great time. Get all that right, and we can promise you a trip of a lifetime!

To attach the rally plates (which measure 43x19cm, by the way) we recommend using Sellotape Outdoor Sticky Fixers. The plates are plastic and these double-sided sticky foam pads are ideal – they are not 'high tack' so they won't pull your paint off (unless it was about to fall off anyway) but, if you use half a dozen per plate, they are strong enough to hold it securely to any reasonably flat surface. They also peel off cleanly and easily at the end of the event. We've tried a wide range of similar fixers and these are the only ones we'd recommend. The rally door stickers are also low-tack. In keeping with the car numbers provided for the original 1958 event, they are 45cm high, which means E-type owners will have to cut them to fit part on the door and part on the sill – we'll try to design them to make this neatly achievable! The best way to apply them is to spread plenty of soapy water on the door first, then slap the sticker on top of it. If you've got enough water underneath, it will be really easy to smooth out air bubbles and position the sticker: it will literally slide into place. Once it dries, it will be securely stuck, and will peel off easily at the end of the rally.



Among the Carver entries will be Monty and Jen in this fab matching pair

Some of you have asked about dress code. Well, we don't plan to be too formal – it's just not practical when you're travelling for 10 days in a small car and you will be welcome in whatever you're comfortable wearing – but we would respectfully suggest ties (with jackets if it's chilly) for the 'chaps' at the two Liège dinners, and for the ladies, well, whatever you feel appropriate to accompany your 'chap' when he's wearing a tie! This brings us neatly on to laundry, and we have confirmed that you can get your clothes laundered at our 5-star hotel in Ljubljana: provided it is handed to the housekeeping dept by 9am on the Monday morning, you will have it back in the evening. Dry cleaning and ironing are also available.

Before coming on the rally, do inform your car insurance provider that you are taking part. Past competitors have never had

The stunning Villa Fenaroli Palace Hotel at Brescia



objections from their insurers, but if you ask, stress that, though it incorporates elements of competition, this is primarily a touring event with no timed sections on public roads. The only timed sections are on private circuits where, with the exception of the aforementioned Circuit Consistency Test, there is only one car on the track at a time and in all cases, they are not outright speed tests but target time challenges with low average speeds and equally high penalties for arriving early as late.

Do not forget to take out European Rescue & Recovery Insurance: although we hope you won't need it, and our RAC Rescue crew, Simon and Mike, will do all they can – with the help of parts from SNG Barratt – to keep you on the road and in the rally, it is vital that you have that cover 'just in case'. There may be occasions when Simon and Mike are busy

fixing someone else's car 50-100 miles away, and you can get help much more quickly from your own service; or if your car is not easily repairable and you have to wait several days for repairs or have the car recovered home, then your Insurance will provide you with a hire car so that you can continue to follow the route and enjoy the event.

If you experience car problems on the way to Liège (we hope you don't break down before the start, but anything can happen!), try calling Jean-Francois and Yann of Retro Cars in Nannine, Belgium (Tel: 0032 8158 8870, or mobile 0032 478 790 085). They are Jaguar specialists who gave fabulous service to an *XK Club* member when he broke down on holiday last month.

Find the hotel in Liège!

It always helps, when starting a rally, if you can find the hotel for the start... Joking apart, our hotel in the centre of this historic Belgian city can be a bit of a challenge to find, despite its apparently straightforward location on the west bank of the river Meuse – because it's on a one-way street amid a fearsome network of one-way streets, tunnels, bridges and several branches of the river that are guaranteed to confuse, even if the traffic authorities don't shut one of the roads for repairs (they usually do). If you're approaching from the north-east, it's not too difficult; from any other direction, try our suggested route, below. If nothing else, it will give you a flavour of the route instructions that you will be following to get you through quite a few more towns and cities as the event goes on...

KEY: SP = SignPosted, Rbt = Roundabout

Approach Liège centre from the west side, on the A602/E25.

Take exit AVROY / LAVEAU

Follow SP Centre under motorway bridges and through underpass

Take Right lane, follow SP Centre

Follow sharp LEFT, SP Centre.

Follow to end of Parc d'Avroy, where

turn RIGHT

Follow north-north-east along river bank, passing under Pont de

Kennedy, footbridge, Pont des

Arches

1st exit at Rbt: stay on river bank

300m Rbt, 1st exit (SP Herstal)

300m LEFT SP Pont St Leonard

100m RIGHT at Rbt, pass 1st road

on Right, take next available

RIGHT, RIGHT at end into

service/slip road, filter onto main

one-way street - CARE, hotel immedi-

ately on Right, 20m turn RIGHT

into narrow entrance marked Hotel

Parking. Take ticket and drive

through

second set of gates, right, right,

right into underground car park.

We look forward to seeing you!



Delightful setting of the Slovenian Technical Museum



Dietary Requirements

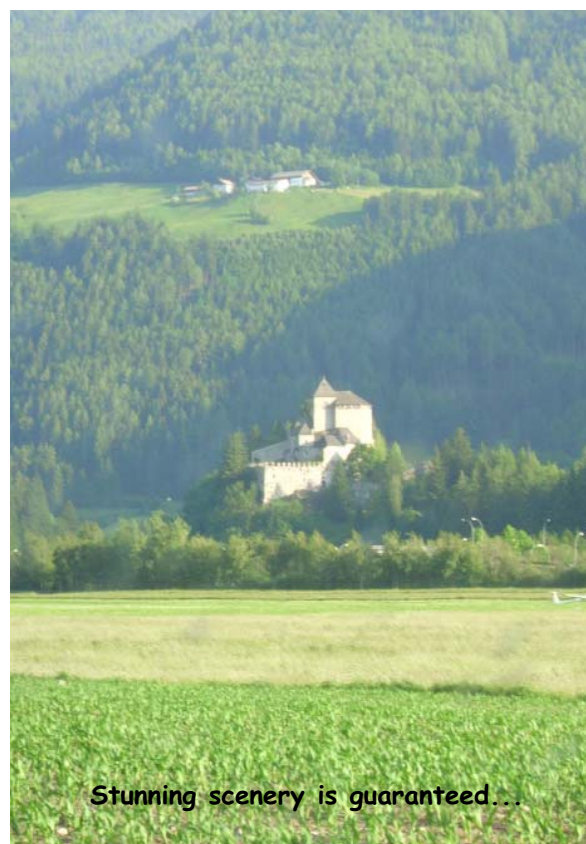
We can't guarantee to cater for all dietary requirements, but we - or rather, our hotel partners - will try, if you let us know in advance! It's amazing how often people come on a rally where all meals are included without thinking to let us know, for example, that they are vegetarian. Please do let us know as soon as possible if you have any special dietary requirements, we will give the hotels advance notice and they will do their utmost to cater for your needs. Please don't just expect there to be a 'veggie' option at all times, especially with packed lunches, if you've not warned us in advance.

Liège-Brescia-Liège 2012: Revised Timetable

Considering it's printed at the end of the Regulations, it's surprising how many people ask about the Timetable, the route and the hotels! Well, here's an update, which supercedes the one printed in your Regulations:

Provisional Timetable: This Timetable is provisional and may be amended.

Thursday July 12	14.00-18.00	Arrival and Signing On, Ramada Plaza Hotel, Liège
	20.00	Welcome Dinner, Ramada Plaza Hotel, Liège
Friday July 13	08.30-09.00	Check Out, Ramada Plaza Hotel Liège
	09.00-10.30	Checkpoint, Parc des Sept Heures, Spa
	09.30-11.00	Special Test, Francorchamps Karting, Spa Circuit
	17.30-18.30	Check In and Special Test, Kartbahn Liedolsheim
	Overnight	Novotel Karlsruhe Kongress, Karlsruhe
Saturday July 14	08.00-08.30	Check Out, Novotel Karlsruhe Kongress, Karlsruhe
	10.00-12.00	Checkpoint, Boxenstop Museum, Tubingen
	18.00-19.00	Check In, Grand Hotel Misurina
Sunday July 15	09.00-09.30	Check Out, Grand Hotel Misurina
	18.00-19.00	Check In, Hotel Lev Intercontinental, Ljubljana
Monday July 16	09.30-11.00	Special Test, Blagomix, Logatec
	10.30-12.30	Visit Slovene Technical Museum, Borovnica
	Afternoon	Explore beautiful Ljubljana
Tuesday July 17	08.00-08.30	Check Out, Hotel Lev Intercontinental, Ljubljana
	11.00-14.00	Checkpoint, Museo Gino Tonutti, Udine
	18.30-19.30	Check In, Sporthotel Alpenrose, Nova Levante
Wednesday July 18	09.00-09.30	Check Out, Sporthotel Alpenrose, Nova Levante
	18.00-19.00	Check In, Piazza Loggia, Brescia: celebratory party
	20.00-22.00	Visit and dinner, Museo Mille Miglia
	Overnight	Villa Fenaroli Palace Hotel, Brescia
Thursday July 19	09.00-09.30	Check Out, Villa Fenaroli Palace Hotel, Brescia
	09.30-11.30	Special Test, Circuito di Franciacorta
	18.00-19.00	Check In, Hotel Marlena, Merano
Friday July 20	09.30-10.00	Check Out, Hotel Marlena, Merano
	18.00-19.00	Check In, Marina Hotel, Bernried
Saturday July 21	08.00-08.30	Check Out, Marina Hotel, Bernried
	11.00-13.00	Checkpoint, Automobil Museum Busch, Wolfegg
	13.00-15.00	Checkpoint, Bachritterburg, Kanzach
	14.30-16.30	Checkpoint, Automuseum Engstingen
	16.00-17.30	Checkpoint, Schloss Lichtenstein
	19.00-20.00	Check In, Achat Hotel, Bretten
Sunday July 22	08.00-08.30	Check Out, Achat Hotel, Bretten
	08.30-10.30	Special Test, Kartbahn Liedolsheim
	18.30-19.30	Special Test, Francorchamps Karting, Spa Circuit
	18.30-19.30	Check In, Francorchamps Karting, Spa Circuit
	21.00	Prizegiving Dinner, Ramada Plaza Hotel, Liège
Monday July 23	Morning	Breakfast; departure



Stunning scenery is guaranteed...



Ljubljana at night