

1958



# LIEGE-BRESCIA-LIEGE AND MICRO MARATHON

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

2009



July 17-20, 1958 ★ July 11-20, 2008 ★ July 10-19, 2009 ★ September 4-12, 2009

### MM & LBL NEWS: NOVEMBER 2008

**T**ime to get those Liège-Brescia-Liège entries in, folks! Remember, the end of this month is the deadline for the discounted entry fee and, with the pound weaker now than when we did our costings, we really can't justify extending the deadline any further. We know that the current economic climate isn't particularly conducive to spending lots of money on classic rallying, but we reckon we offer the best value around – after all, just look what you're getting:

At £2950, the entry fee includes 11 nights' accommodation for TWO people in superb hotels, ALL meals including lunches (that's some 64 meals in total!) from the evening of Thursday, July 9 (arrive for signing on/scrutineering from 2pm) until breakfast on Monday, July 20, a full set of maps to plot the route, mechanical back-up and assistance, luggage transport between hotels, entry to museums and private collections specified in the road book, the road book itself, rally plates and door number panels, finishers awards and, potentially, some very fine trophies if you win! BUT, please note, that entry fee will only be held until 30 November, after which it starts to go up (full details in the Regulations), so get your entries in soon...

Those of you who don't know us may be wondering what security there is for your money. The truth is that no classic rally organisers we know have any travel bonding or security and people have had their fingers burnt in the past. It's not going to happen with us – not just because we say it isn't, but because we're spending our own money getting our organisation backed up by one of the biggest travel associations in the business, which puts all entry fees into a Trust Fund that will pay out in the event of supplier or organiser failure. In the current climate, we feel it's the least we can do – aside from which, those who claim that their events don't fall under the requirements of the Package Travel, Package Holidays and Package Tours 1992 legislation are sailing very close to the wind and, if Trading Standards decided to investigate, could be fined or even shut down. Certainly anyone who sells you a package including a flight is breaking the law if they're not registered and bonded. Enough said.

#### FIAT backs us again!

We're delighted to announce that our 2009 events will once again have the support of FIAT. Their assistance with LBL 2008 was immense, far more behind the scenes than most of you realised (for example, they applied the political pressure that allowed us to get into the Preseren Square in Ljubljana, which has been closed to cars for years). For 2009 they will assist with vehicular back-up for both rallies, providing transport for the marshals, mechanics and luggage crew. We're not asking them to provide back-up cars for competitors this time, because it was clear on the 2008 event that the most effective way of dealing with cars beyond repair is for competitors to take out European Breakdown Recovery Insurance (it's included with some insurance policies), which will ship your car home and provide a hire car to follow the rest of the event if the car is beyond repair, or cover the cost of emergency accommodation and repairs if you need to stop where you are for a day or two to get the car fixed. The



**The Organising Team for Micro Marathon & Liège-Brescia-Liège is led by Malcolm McKay**  
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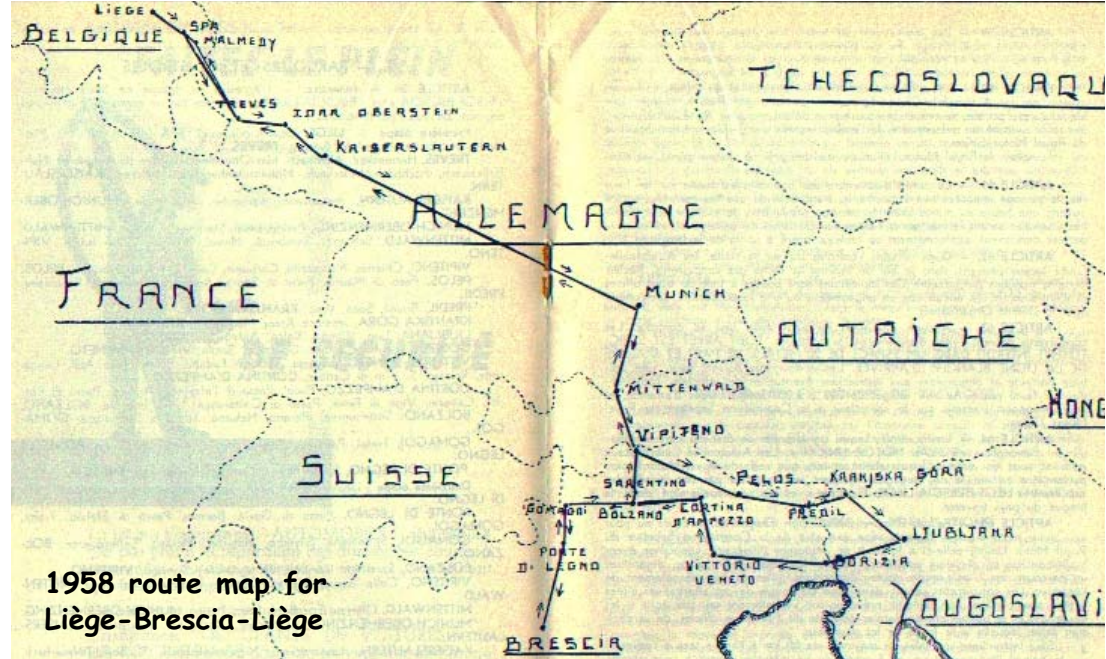


We're very grateful to the Isetta Owners Club and LBL competitors Alastair Caldwell, Mark Smith and Mike Webster for helping us to promote our rallies at the International Classic Motor Show at the NEC in November, which expanded the mailing list considerably!

three-point route of LBL and elliptical route of Micro Marathon mean it's usually easy on either event to lose a day or two and rejoin without having to drive hundreds of miles to catch up; LBL runs through the same central Dolomite region three times!

The raison d'être of LBL is to follow the exact route chosen by those brilliant route planners of 1958 as the ultimate test for small economy cars. Back then it was non-stop, with a time schedule so tight as to be almost unachievable, which is why only 13 cars finished out of 27 starters: if you fell too far behind schedule, even if the car was still running well, you were out of the rally. Not so us: we have an 'out' hour and an 'in' hour each day, but otherwise your time is your own to follow the route, record your passage at control points along the way (some by stamps, most by taking photos) and enjoy the stunning scenery, kart circuits and museum visits laid on for you. We only differ from the 1958 route where they slogged down autobahns through Germany: that's no fun and dangerous for slower cars, so we have a great route through the Swabian Alps and Black Forest to entertain drivers and navigators alike. We've managed to find hairpin bends every day, to prepare you for the real mountains!

The total distance is around 2200 miles, an average of 220 per day, all of it remarkably scenic: enjoy, but don't waste time, because one small navigational slip can soon drop you behind. That said, if you're running late, you've got the maps: just plot a faster route and head for the hotel. You may lose some points, but there's a long way to go! There's more detail and a provisional entry list on the website, so you can see who you may be up against, and it looks as if we should have several pre-war and post-war classes with potential marque teams of pre-war MGs, Frogeyes, Turners, DKWs, Renault 4s, Honda S800s and more. If you've any questions, don't hesitate to call or email us: we'll be more than happy to answer your questions.



1958 route map for Liège-Brescia-Liège

# MICRO MARATHON

September 4-12, 2009



DID YOU HAVE TO BUY ALL THAT GOAT CHEESE?

**J**amie Pfeifer has excelled himself again with this superb cartoon, admirably capturing the spirit of Micro Marathon – you’d almost think he’d been on the recce himself! We hope we’ll see you on the rally, Jamie... We’ve actually had a lot of interest from USA and Canada this year and hope to see quite a few microcar enthusiasts coming over in September. Several have asked about the possibility of hiring microcars over here to drive, so if anyone has a reliable micro that they won’t be driving themselves and they’d be interested in renting out to a caring enthusiast, let us know as soon as possible.

We told you all about the route and rally plans in the last newsletter, so let’s enjoy a few more photos from the recce and just confirm that we’re aiming for an entry fee as near as possible to £2250 plus Motorail fees. We will confirm the entry fee in the December newsletter and give you until the end of January to pay at the lowest rate – after that it goes up because we have to start paying the hotels...

The format of the rally will be exactly as LBL in terms of scoring, navigational challenge, endurance and the provision of top hotels and all meals including lunches. As before, there will be a luggage van and mechanical back-up, maps will be provided as well as rally plates, side stickers and full route instructions.

If you’re thinking of coming, please tell us so we can get you on the waiting list (see it now on the website).

No other cars, just the occasional cyclist...



...and warm sunshine is (almost) guaranteed!



**LBL reports**

They keep coming in! A superb four-page report by Markus Stier, who joined us for a couple



We're hoping for a 'night' test on this superb 2km kart circuit, with dinner in the elevated restaurant

of the wettest days of LBL, has just come out in Germany's *Motor Klassik* magazine (December); there were two pages by *Daily Telegraph* writer Andrew English (who will join us on LBL09 in his newly-built Triking) in the October issue of in-house Fiat Group magazine *Illustrato Fiat*; and in December's *Classics Monthly*, five pages focus on Andy and Pete



Roadside wildlife...

Woolley's epic adventure in the Messerschmitt KR200. Historic Motor Racing News gave us a page in their September issue and there's more on the web too, including a Belgian television report from the scrutineering day on [www.rtc.be/content/view/5552/166](http://www.rtc.be/content/view/5552/166).



Lightweight microcar trailer for sale, ideal for Fiat 500, £300. Chris Bèrens, 01285 653924

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**PAT MOSS R.I.P.**  
It is with deep regret that we record the passing of 1958 LBL driver Pat Moss, who passed away on October 14. Pat was one of Britain's greatest ever drivers. She beat the men on the world's toughest rally, Liège-Sofia-Liège, in a man's car, the Austin-Healey 3000: what a star. And she had been just as successful as a showjumper before she took up rallying. She was delightful when we interviewed her in August 2007 and our deepest sympathies go to husband Erik Carlsson and daughter Suzy, and of course brother Stirling. By coincidence, her co-driver Ann Wisdom's LBL regalia turned up recently:



Thanks to Colin Archer, who found them, for the photo

