



# Liège-Brescia-Liège

## 1958 - 2018

**Authentic: up to 500cc pre-'59**

**Spirit: up to 700cc pre-'69**

**Newsletter: May 2017**



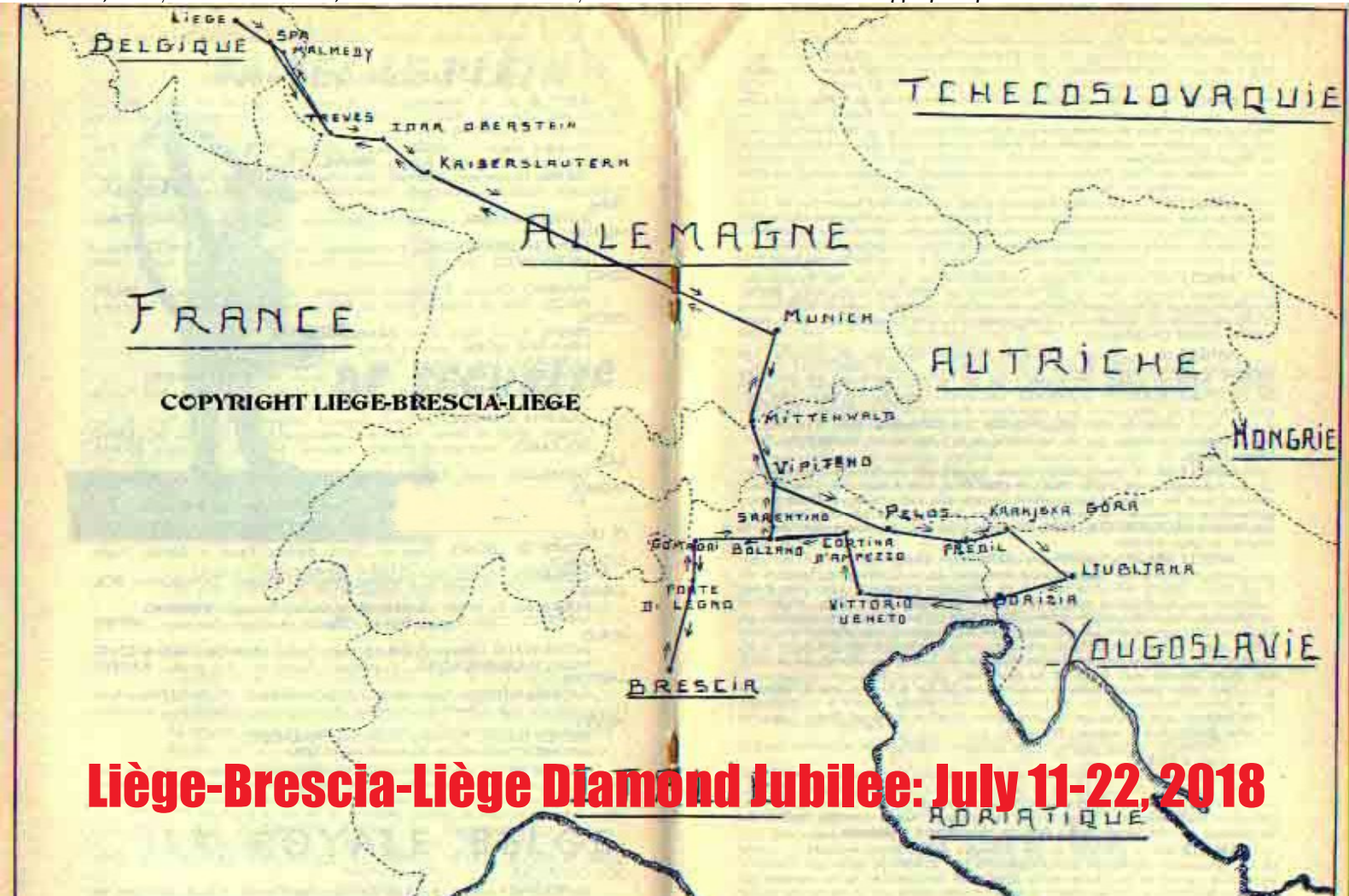
It's time! There has been a terrific response to our initial announcement, and now it's time to really crack on with the organisation and marketing of the Diamond Jubilee edition of Liège-Brescia-Liège. Our initial mailing went only to a small number of people: we wanted to give priority to those who took part in 2008, where we still had contact details for you, and to others who have expressed interest in the event during the intervening years. Now it's time to spread the net wider and also to invite you all please to confirm your interest by paying a deposit. This will be refundable if for some reason you are forced to withdraw, but it will hold a place for you and help us to plan the best possible event for those who are really serious about taking part.

Our provisional schedule will take you through all the splendid passes tackled by those early pioneers as they thrashed little engines for 2000 miles over mountain pass after mountain pass in search of glory - but this time, instead of non-stop for 64 hours, you can enjoy the authentic route over 11 days, with luxury hotels, all meals, fun special tests, fascinating visits, mechanic back-up - and the chance for the competitive to win superb trophies! Every finisher will receive a special, exclusive, Diamond Jubilee replica of the original enamel plaque awarded to the finishers on that historic 1958 rally.

In 1958, entries included Berkeley SE328 & SE492, BMW Isetta, Citroën 2CV & UMAP, Fiat 500 & Abarth, Frisky, Goggomobil, Isard, Lloyd, Messerschmitt TG500, Panhard, Vespa 400 and Zundapp Janus.

In 2008 for the 50th Anniversary, entries included Berkeley SE328, SE492 & T60, BMW Isetta, Citroën 2CV & UMAP, Fiat 500 & Abarth, Goggomobil, Heinkel, Messerschmitt KR200 & TG500, Vespa 400 and Zundapp Janus - plus in the Spirit Category, Berkeley B95, BMW 600 & 700, Fiat 600, Abarth 695SS & Gamine, NSU Sport Prinz, Steyr-Puch 650 & Subaru 360. All hugely enjoyed the event's innovative, unique format.

For the 2018 Diamond Jubilee, entries already include two marques that could have entered in 1958 - Autobianchi and Velorex - and we'd love to welcome more: driving the original route through Belgium, Germany, Austria, Italy and Slovenia, this time with a day off mid-event in stunning Ljubljana.



# Liège-Brescia-Liège Diamond Jubilee: July 11-22, 2018

In 1958, after setting the early pace, the Berkeleys (whose crews included Pat Moss and Anne Wisdom, fresh from winning Liège-Rome-Liège in a big Healey) lost too much time on the mountain passes, handing the overall win to the Fiat 500s – but the Zundapp Janus team battled through to win the team prize. The factory-entered Fiat 500 Sport, which had only just been announced, took first place, closely followed by an Abarth 500 – but splitting the top three Fiats was the privately-entered Lloyd, a real left-field entry from Belgian boffins. A Lloyd



**Bill Cowing has entered this superb 1958 Autobianchi Trasformabile 500: a brilliant option, eligible for the Authentic Category but not seen on the 1958 event**

600 with its four-stroke engine modified to bring the capacity down to 500cc, it achieved a very worthy third place overall. While many microcars these days are fetching very high prices, you can still pick up a sound, 'barn find' Lloyd 250, 400 or 600 in Germany for around £1000... There are plenty of other options too, so if you don't already have a car suitable for the event, get in touch – we can give you some ideas and suggest cars for sale within almost any budget! We are particularly keen to encourage entries within the Authentic Category, to make the Diamond Jubilee event as true to the 1958 original as possible.

In 2008 the Berkeleys made it to the end, but the Messerschmitt Tigers grabbed the team prize. The Authentic Category overall win went to a Vespa 400, while a BMW 700 won the Spirit category. If you are thinking of entering and know anyone who took part in that event, do talk to them. It was an amazing experience and everyone at the end was buzzing, hugely excited to have taken part in and completed something really special. Though in reality it was far gentler than the incredible original event, it felt like we had taken part in a real marathon and made history. We had comfortable hotels every night whereas they just kept going – but we had to cope with modern traffic levels and 50-year old machinery, whereas they had quiet roads and new cars.

For those entrants who'd competed in historic rallies before in bigger cars, it was a real eye-opener – competing in microcars was so much more fun and challenging due to their low power-to-weight ratio. To be competitive, drivers had to be focused all the time, to get the best from their tiny machine – and navigators had to be on the ball because if you missed the turning for a pass in the Dolomites, by the time you'd crawled up the wrong one at 12mph in first gear (with the smallest engines) and found the wrong sign at the top, it was a long, long way back down and up the correct one...!

For those who'd never done anything like it before, and in many cases were used to trailering their microcar to shows and just driving a short road run, it was a baptism of fire. Lack of confidence in their cars' and their own ability to pack in 200-mile days (longer if the navigation went haywire!) led to some worried faces at the end of the first day or two. But as the event went on, and the cars showed their resilience and ability along with their drivers and navigators, the feeling of doing, and achieving, something really special grew. NOW it's time to experience that again!

The current provisional entry list is at the end of this newsletter, but I'd like to pick out a few entrants for special mention. There are quite a few who took part in the 2008 event, which is great. Mick and Sara Bell in their bright blue Isetta 300 really typified the spirit of that event. Heading down out of the mountains towards Ljubljana, a death rattle began from the little BMW's engine: main bearing gone. Stopped at the side of the road to inspect, they were joined by a local, who immediately offered them the use of his workshop in Ljubljana next day. They would need a bearing, but those are usually standard sizes; and an oil seal – more difficult. At dinner that night, the Belgian Isetta team gave them the vital oil seal, so next day as the rally headed back to Italy, they set to work. At 3pm, the engine was running again, and they set off. It was the longest, toughest day of the event (that's one part of the route we've now changed, finding a glorious smooth gravel road through a forest in Slovenia that cuts a big corner and takes us over a delightful, little-used pass in Italy back onto the route, replacing a boring industrialised road and extremely busy long climb). They reached Cortina d'Ampezzo, with three major passes yet to go, around midnight, only to have a puncture in the rear wheel – the most difficult one to change. But change it they did and, ignoring the many tempting hotels in Cortina, they pressed on through the night, taking the passage control photos in the dark and arriving in our Bolzano hotel at around

4am. A few hours' sleep, and they were back on the rally next day, going on to win their class.

Hugely experienced historic rally competitor (and McLaren F1 Team Manager in the James Hunt days) Alastair Caldwell bought his BMW 700 to compete in 2008, and commented after winning the Spirit Category that he loved the event but would have preferred it to be more competitive. I responded that he should have bought a smaller-engined car! This time he's done exactly that, and is rebuilding a Velorex 350 to take part in the Authentic Category. Neville Stevens has entered his Velorex too, so we only need one more for a team of these brilliant Czech-built fabric-bodied two-seaters.

Lifelong microcar fan Ian Danaford brought his T60 last time, in which he'd fitted the potent 3-cylinder 492cc engine from an SE492. It was the only 492 engine on the event that hadn't benefited from modern bearing upgrades and he did brilliantly to get it through the whole event. However the T60 doesn't quite qualify for the Authentic Category as the three-wheel Berkeley wasn't introduced until 1959, so this time he's pledged to bring his AC Petite, which certainly does qualify! I helped Ian literally dig the remains of this sad machine out of a garden over 30 years ago and it will be brilliant to see it on the road - and interesting to see how its 350cc Villiers two-stroke single performs alongside the 300cc Isettas...

We already have a good entry from outside Europe: first of all, Laurie Stanton who plans to bring his Berkeley SE328 all the way from New Zealand, then a great entry from USA including Patty Schwarze's team of three 2CVs and Kevin Kalman's two Berkeleys (one of which is pictured on the first page). The 2CVs of course should be among the most reliable cars on the event and it's strange they didn't do better in 1958; it seems most likely that they had been tuned so much in a bid to ensure they would be competitive, that they lost the 2CV's traditional reliability. Two of the four entered in 1958 were actually UMAPs - a fascinating glassfibre-bodied Coupe on 2CV running gear - and we were delighted to have one with us in 2008: we are trying to track down the owner now to invite him again next year!



## PROVISIONAL SCHEDULE Liège-Brescia-Liège 2018

### July Route Outline

- 11 Arrival & Signing On, Liège, Belgium
- 12 Liège to Karlsruhe, Germany
- 13 Karlsruhe to Munich, Germany
- 14 Munich to Misurina, Italy (via Austria)
- 15 Misurina to Ljubljana, Slovenia
- 16 Ljubljana
- 17 Ljubljana to Nova Levante, Italy
- 18 Nova Levante to Brescia, Italy
- 19 Brescia to Merano, Italy
- 20 Merano to Bernreid, Germany
- 21 Bernreid to Bretten, Germany
- 22 Bretten to Liège, Belgium

### Planned Highlights

- Welcome Dinner, speech from 1958 LBL competitor
- Spa circuit test, the Ardennes, Liedolsheim circuit test
- Germany at its finest, museums including BMW Museum
- Into the stunning mountains, Austria, Brenner Pass
- Glorious Dolomites, superb passes inc Vrsic in Slovenia
- DAY OFF! Explore this delightful, cosmopolitan capital city
- Super-smooth gravel road, fab passes, private museum
- The Stelvio and the Gavia, civic reception in Brescia
- Mille Miglia Museum, Franciacorta circuit, Gavia & Stelvio
- Beautiful Passo Pennes, through Austria, German lake
- Black Forest and multiple museum visits, civic reception
- Liedolsheim & Spa circuit tests, Prizegiving Dinner

NOTE: Route and Highlights are provisional and subject to change.

The Diamond Jubilee event will be strictly limited to 60 microcars – one for each year since the amazing, original, 1958 Rally – and priority will be given to cars that could have taken part in 1958.

Back-up is planned to include a fully-equipped RAC Patrol van with hugely-experienced crew, as well as a luggage van crewed by two back-up mechanics with microcar experience. All participants will be required to take out European Recovery Insurance, so that if a fault occurs that cannot be repaired, they can ensure that their car is recovered home and a rental car is provided for them to complete the event.

We are determined to limit the Entry Fee to £3600 for a crew of two – that's just £1800 per person, the same price as in 2008 when adjusted for inflation. As before, the entry fee includes all accommodation – 12 nights – and ALL meals: that's 12 dinners, 12 breakfasts and 10 lunches. It includes maps, route book, rally plates and entry to all pre-arranged visits along the way. Additional fees will be payable if single rooms are required. A £300 deposit now will secure your place on the event and is deductible from the full payment.

Entries are NOW OPEN for the 2018 event and the 60 places *will* be filled very rapidly – we are already half way there! Email Malcolm McKay now at [LBLRally@aol.com](mailto:LBLRally@aol.com) or [classicrallypress@yahoo.co.uk](mailto:classicrallypress@yahoo.co.uk), or phone 0044 7711 901811, for Regulations and an Entry Form. If you're not already on the list below, please tell us as soon as possible to secure you a place!

## PROVISIONAL ENTRY LIST Liège-Brescia-Liège 2018

Car	Name	Country
<b>AUTHENTIC</b>		
<i>Up to 250cc</i>		
Heinkel 200	John Ducker	UK
Heinkel 200 (or Steyr P)	Edi Tomek	Austria
Messerschmitt KR200	Pete Woolley + Ali	UK
Messerschmitt KR200	Andy Woolley	UK
Zundapp Janus (or Steyr P)	Norbert Mylius	Austria
Zundapp Janus	Brendan Coyle/D Ronaldson	Ireland
<i>Up to 350cc</i>		
AC Petite	Ian Danaford	UK
BMW Isetta	Mick & Sara Bell	UK
BMW Isetta	friends of " "	UK
BMW Isetta	Andrew Meynckens	Belgium
Goggo 300 (or SP or Prinz)	Cristoph Mylius	Austria
Velorex 350	Alastair Caldwell	UK
Velorex 350	Neville Stevens	UK
<i>Up to 500cc</i>		
Autobianchi Bianchina	Bill Cowing / Richard	UK
Berkeley SE492	Kevin Kalman	USA
Berkeley SE328	Laurie Stanton	NZ
Berkeley SE328	Geoff Toyer	UK
Berkeley SE492	Nigel Halliday	UK
Berkeley SE492	Graham Higgs	UK
Citroën 2CV	Patty Schwarze	USA
Citroën 2CV	Carter & Gabrielle Willey	USA
Citroën 2CV	Ed & Eddie Holden	USA
Fiat 500	Paul Dye	UK
Messerschmitt Tiger	Mark Smith	UK
TBC	Robert Mills/Chris Berens	UK
<b>SPIRIT: 700cc</b>		
Berkeley B95	Kevin Kalman	USA
Berkeley B95	Ian & Gina Forrester	UK
BMW 700	Howard Atkins	UK
Fiat Gamine	John Rondeau	UK
Messerschmitt TG601	Marc van den Broeck	Belgium

