



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



**Authentic: up to 500cc pre-'59  
Spirit: up to 700cc pre-'69**

## Newsletter: November 2017

- \* \* **First payment due this month** \* \*
- \* \* **Entry List filling up fast!** \* \*
- \* \* **Co-drivers Needed!** \* \*

Apologies to those who haven't been following our Facebook page, [www.facebook.com/LBLRallies](http://www.facebook.com/LBLRallies). We've been so busy keeping it updated and seeing a good response from quite a few of you, that we've neglected to keep those that don't follow Facebook up-to-date with newsletters! And there has been SO much news since the last one....

First, Co-drivers. If you're keen to do the event but don't have a suitable car, why not team up with someone else? There are still quite a few single names on the Entry List: some may already have a co-driver in mind but by no means all - and all must have two names before the start. It's a great way to enjoy the event, spread the cost and make new friends - lifelong friendships have been made on our events! So, don't be shy, contact us NOW at the Rally Office if you're interested to take part, or know someone else who might be. And, if you know someone with a suitable car who's not already on the entry list, please tell them about the rally - we're still coming across owners who haven't heard about the event and would love to come. If you don't have a car, there are plenty of great candidates coming on the market, or our Trabi is still available to rent. It would be a great shame to miss out: remember, Liège-Brescia-Liège for microcars only happens once every 10 years...

Second, payment - just a reminder that the first 50% is due by the end of this month, if you want to take advantage of the cheapest entry fee (it goes up if not paid by 30 November). If you've already paid a deposit to hold a place, you can subtract that from this first payment. And on that point, thanks to the significant number



**Micros leaving the Preseren Square in Ljubljana in 2008, which was opened to vehicular traffic for the first time in several years, exclusively for us. Other rallies have copied since, and we will return, this time with a new hotel closer to the square...**

who've already made the first payment. Hotels are requiring larger and earlier deposits than ever these days, so it all helps the cashflow.

Among questions we are often asked are, **how do we navigate the event, and what special equipment do we need?** Well, no special equipment is required – just a stop-watch and a compass are useful on some sections – and no advantage is gained by having special equipment, or performance tuning the cars for that matter. It's a long way, durability is important and standard spec generally works best!

Navigation is by maps, but you don't need to buy any as they will be provided, along with the Route Instructions. The Route Instructions include a list of place names which you then plot on the map, and follow. That's exactly how it was done in 1958 and we use the same format, but to make life easier we 'talk you through' awkward towns and villages – there's nothing more frustrating than getting lost in a town that you just have to pass through, it takes away all the enjoyment of the lovely country roads you've been



**Some of the charming and rare micros in the hugely welcoming Automuseum Engstingen, one of several museums visited en route**



**Now that's some coincidence! At the top of the glorious Passo Pennes on the recce, we found 2008 competitor Michael Ramspott, leading a group of Ducatis: he now hopes to join again in 2018...**

zooming along up to that point and runs the risk of upsetting locals if cars are tearing around town in all directions doing U-turns etc...

We don't have time checks as such – instead, we have 'photo controls'. In the Route Instructions are a series of photos of our car in highly recognisable spots along the route. You simply stop your car in the same spot, jump out and take the matching photo on your phone or digicam. At the end of the day, you show the photos to us and we tick them off – if you've missed any, there's a penalty.

The only time guidance required is a half-hour window at the start of the day when you need to register with our marshals (usually, but not always, at the main hotel) so we know you've started the day OK, and an hour window at the end of the day when you need to register with us again so we know you've arrived safely. Locations are specified in the Route Instructions / Route Card and there are penalties for missing these.

At intervals during the event there will be special tests on circuits, in most cases with an achievable target time that you aim to hit as near as possible to the second (without slamming the brakes on just before the line and

trickling across!) - for these you'll need a stopwatch.

The idea is that you don't need any special equipment beyond what is available on mobile phones (but please don't use their satnav/Google maps!). A car compass is useful and acceptable, as of course is a handheld stopwatch if preferred to the phone option. You DO need to be able to read maps (or one of you does!).

Among the many **new entries** since the last newsletter, we're particularly delighted to welcome veteran rally co-driver Willy Cave. A professional co-driver for the likes of Paddy Hopkirk and John Sprinzel from the 1950s on, Willy has taught rally navigation for decades and gave us the greatest compliment after taking part in 2008, when he said

that of all historic rallies, ours came closest to giving the authentic feeling of those 1950s events: with the emphasis on pure map navigation and accurate driving. Willy will be 91 next year and is still a formidable navigator: as in 2008, he will accompany Christian Vaslin, this time in a 1961 Citroen 2CV.

For more details, Regulations and Entry Form, 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. If you're not already on the list below, please tell us as soon as possible to secure you a place!

To make a payment, please make an online transfer to our Business Account with Santander:

Sort Code: 09-01-50

Account number: 05807379

Account name: ClassicRallyPress Ltd

For payments from outside UK, use IBAN: GB88 ABBY0901 5005807379

BIC: ABBYGB2LXXX

or make a Paypal payment to [classicrallypress@yahoo.co.uk](mailto:classicrallypress@yahoo.co.uk) (if making a commercial payment through Paypal, please add 4.4% to the total to cover Paypal fees).

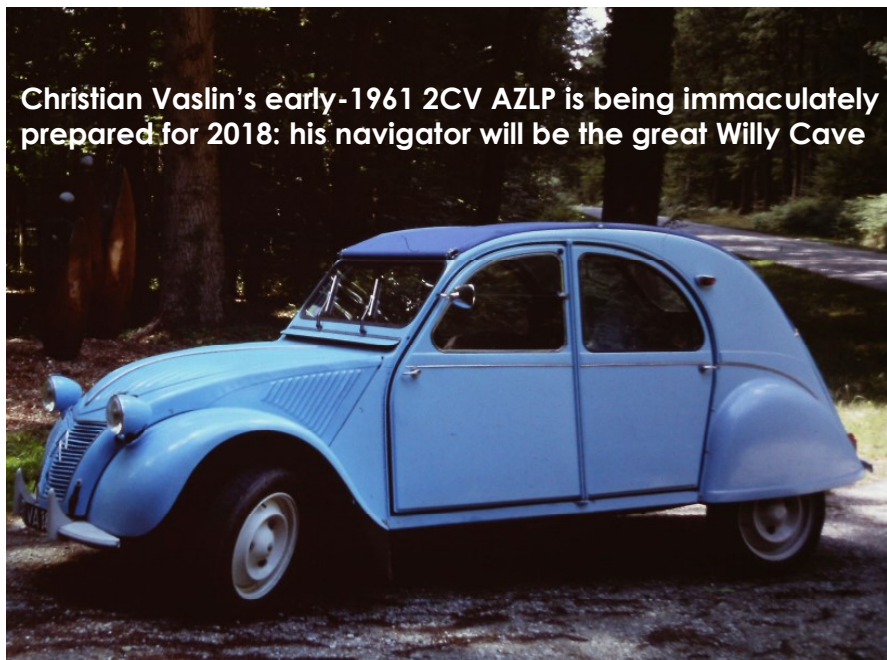


We were very happy to be asked to check over this lovely Fiat 500D for US entrant Dan Bockmier before he bought it

**Dwarfed by a vast forklift truck at Immingham docks, Kevin Kalman's Berkeley B95 recently arrived from Norway to be fettled for the rally**



**Christian Vaslin's early-1961 2CV AZLP is being immaculately prepared for 2018: his navigator will be the great Willy Cave**



# PROVISIONAL ENTRY LIST Liège-Brescia-Liège 2018

Car	Name	Country
<b>AUTHENTIC Up to 250cc</b>		
Heinkel 200	John Ducker	UK
Zundapp Janus	Brendan Coyle/David Ronaldson	Ireland
<b>251 to 350cc</b>		
AC Petite	Ian Danaford	UK
Berkeley SE328	Geoff Toyer/Thomas Lueck	UK
Berkeley SE328	Xavier & David Kingsland	UK
BMW Isetta	Mick & Sara Bell	UK
BMW Isetta	Andrew Meynckens	Be
Velorex 350	Alastair Caldwell	UK
Velorex 350	Neville Stevens	UK
<b>351 to 425cc</b>		
Citroën 2CV	Patty Schwarze/D Dansberger	USA
Citroën 2CV	Carter Willey/Gabrielle Isenbrand	USA
Citroën 2CV	Ed & Eddie Holden	USA
Citroën 2CV	Christian Vaslin/Willy Cave	Fr/UK
Goggomobil Dart	Anne Benthem	NL
Vespa 400	Phil Tetley/Martin Archer	UK/Fr
Vespa 400	Patrick Pellen	NL
<b>426 to 500cc</b>		
Autobianchi Bianchina	Bill Cowing/Richard Seeley	UK
Berkeley SE492 STM 982	Wolfgang Kraus	D
Berkeley SE492	Nigel Halliday	UK
Berkeley SE492	Graham Higgs	UK
Berkeley SE492	Kevin Kalman	USA
Berkeley SE492	Melanie Danaford	UK
Berkeley SE492	Andrew Isherwood/H Farbowski	UK
Fiat 500 Abarth	Goy & Catherine Feltes	Lux
Fiat 500D	Gigi Petrini/Beppe Ferrarotti	I
Messerschmitt TG500	Mark & Jane Smith	UK
Messerschmitt TG500	Andy Woolley/Roger Adams	UK
Steyr-Puch 500	Edi & Theres Tomek	Austria
UMAP Citroen 2CV	Jaap vd Broek/Roel Dijkstra	NL
<b>SPIRIT: Up to 500cc</b>		
Fiat 500 Giardiniera	Paul Dye/Mark Horne	UK
Fiat 500	Peter Sharples/Mike Bell	UK
Fiat 500F	Andy Sparrow	UK
Fiat 500 Giardiniera	Silke Wedekind/Ted Prenzel	D
Fiat 500	Dan O'Brien/Bernie O'Connor	Ireland/US
Fiat 500	Tony Maybury	Ireland
<b>501 to 700cc</b>		
Berkeley B95	Kevin Kalman	USA
BMW 700	Howard Atkins	UK
CAP Scioattolo 650	Kurt Peetermans/Erna Surinx	Be
Fiat Abarth 595	Adrian Turner/Susanne Westgate	UK
Fiat Gamine	John Rondeau/Steve Gipson	UK
Messerschmitt TG601	Marc vd Broeck/ Kris v Looveren	Be
NSU Prinz 3	Josef & Erika Krotil	D
NSU Sport Prinz	Christoph & Maria Mylius	Austria
Steyr-Puch 650	Norbert & Judy Mylius	Austria
Steyr-Puch 650	Michel Thomas	F
Trabant P601	Klaus v Deylen/John Noble	D/GB



**Liège-Brescia-Liège 2018**  
 is led by **Malcolm McKay**  
 Tel: 0044 (0)7711 901811  
 Email: [LBLrally@aol.com](mailto:LBLrally@aol.com)  
[www.classicrallypress.co.uk](http://www.classicrallypress.co.uk)