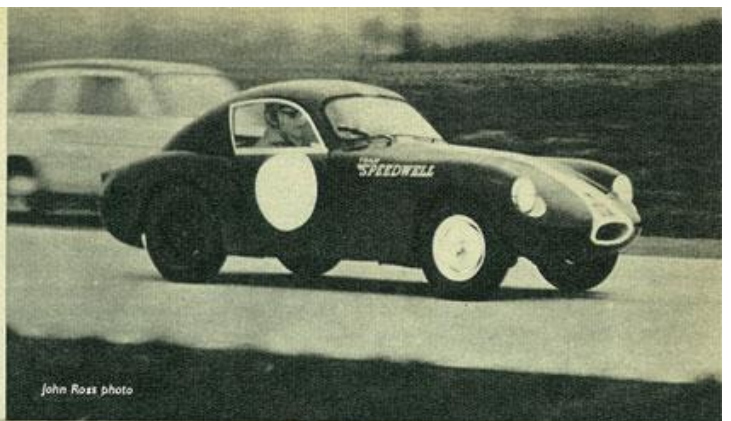




## BELGIAN NATIONAL CAR RECORDS

Early in 1960, Team Speedwell set out to show what one of their Grand Turismo Sprites could achieve and, also, just how fast a streamlined Austin-Healey Sprite could travel. They impressed more than a few people with the results.

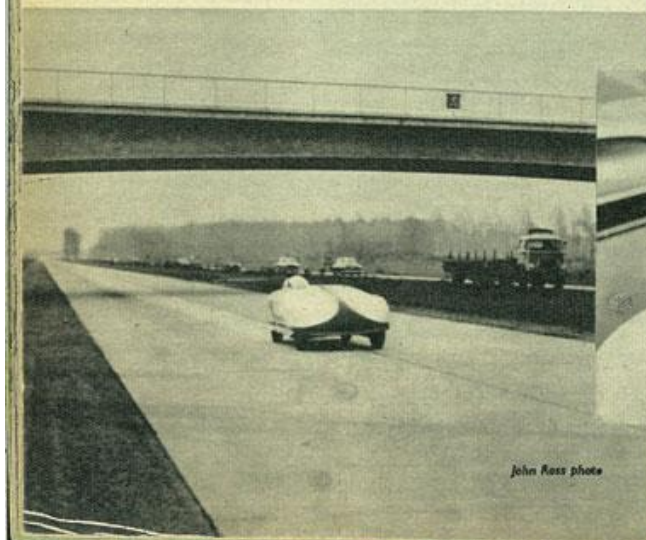
BELOW. The special, streamlined Sprite comes down the highway at over 130 m.p.h. Both Graham Hill and fellow Director, George Hulbert, made runs in this car—average speed from a flying start: 132.206 m.p.h.



John Ross photo

ABOVE. Early morning on the Antwerp-Liege Autoroute. A customer's car, not extensively modified but in racing trim. Driver, Graham Hill. Average speed over the kilometre—110.903 m.p.h. Conditions: cross-winds gusting to gale force.

Speedwell Director, Graham Hill, cocks a knowing smile as the record attempt nears.



John Ross photo







## Tribute to Pat Moss and Ann Wisdom

*LADY CHAMPIONS FOR THE 2nd TIME*

Name the foremost ladies' rally team in the world and Pat Moss and Ann Wisdom spring instantly to mind. Ladies' Rally Champions for the second time, the first women to win an International Rally outright, the first women to be awarded the B.R.D.C.'s Cobb Trophy, the Gold Brooches of the B.A.R.C., and—the final, glittering accolade of 1960—their election by that most knowledgeable and critical body of writers, the International Guild of Motoring Writers as "Drivers of the Year".

It has been our good fortune and pride to have been associated with so many young drivers, and to have helped them make their mark on the Sport. In the pages which follow we pay a small tribute to this brilliant rally team and to the splendid B.M.C. cars that carried them to their most successful season to date.

**R.A.C. RALLY 1955.** ■■■■ An early success with an M.G. TF—3rd place in the Ladies.







**R.A.C. RALLY 1956**

3rd in the Ladies again with the M.G.A. and a well driven "finisher" in the Monte Carlo Rally.



BMC photo

**LIEGE — ROME — LIEGE 1957** Experience is now beginning to tell; an excellent 2nd place in the Coupe des Dames.

**ALPINE RALLY 1958** With the Ladies Cup in the Alpine, the R.A.C. Rally, the Liege, and a 2nd in the Tulip, Pat Moss and Ann Wisdom won the Ladies European Rally Championship for the first time.



"The Autocar"

4

**RIGHT.** John Sprinzel and M. Hughes' Morris Mini-Minor which claimed a 2nd place in its Class.

**BELOW.** 3rd in Class B, the Morley Bros.' Austin-Healey 3000 leads the Pat Moss team-mate through sunny Clamecy. Pat and Ann Wisdom were as high as 8th overall, 1st in Class B, won the Coupe des Dames and the Best British Competitor award!



"The Motor"



"The Motor"

9



"The Autocar"





## ALPINE RALLY

No. 76 edges through a typical Silverstone crowd! This was the Pat Moss-Ann Wisdom Austin-Healey which was 2nd overall—a staggering success. It was at this stage of the International Rally Championship that John Gott, Team Captain, BMC Rally Team, said in "The Autocar"—'an outright victory cannot long elude Pat Moss and Ann Wisdom.'



ABOVE. Tommy Gold whips his Morris Mini-Minor round Ventoux, 1st in Class 1.



**ACHIEVEMENT!** Coupe des Alpes, Coupe des Dames, Autocar award for best British Competitor, 2nd General Classification Grand Touring. 1st, Class 5, Grand Touring. The Austin-Healey 3000 team also won 5 of the 6 Team Prizes. Drivers, Pat Moss and Ann Wisdom, John Gott and Bill Shepherd, D. and E. Morley.

## LIEGE—ROME—LIEGE RALLY

The outright winners—Pat Moss and Ann Wisdom, Austin-Healey 3000. The first time that this Rally has been won by a British crew in a British car and the first women, ever, to win a Championship Rally. The greatness of their achievement is hard to appreciate. The Liege is accepted as the most gruelling of all the Championship rallies; Pat and Ann were competing against the might and the determination of Europe's most brilliant men drivers and they had to cover 3,100 miles in 4 days and nights, without any organised rest halt.

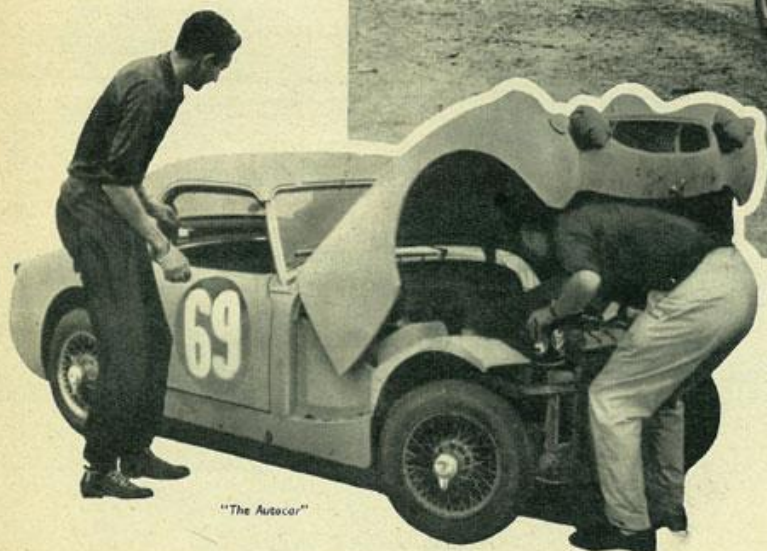


THE ROUTE: Only 12% of the starters finished the course.





BELOW. "Somewhere in the middle of Europe," Jim Hill, Castrol Competitions Manager, renders a personal service for John Sprinzel, Austin-Healey "Sebring" Sprite, which not only won its Class but was also 3rd in General Classification!



"The Autocar"



BMC photo

Pat leads the victorious and immaculate Austin-Healey 3000 team at the finish (the cars were washed down three times as they neared Liege!). The Belgians broke out in a storm of happy cheering as the cars arrived and many a cafe proprietor descended into his champagne cellar for a toast with his patrons to 'Les Filles'. The 2nd and 3rd winning team cars were handled by D. Scigle-Morris and V. Elford, J. Gott and R. Jones.



"The Autocar"



"The Autocar"

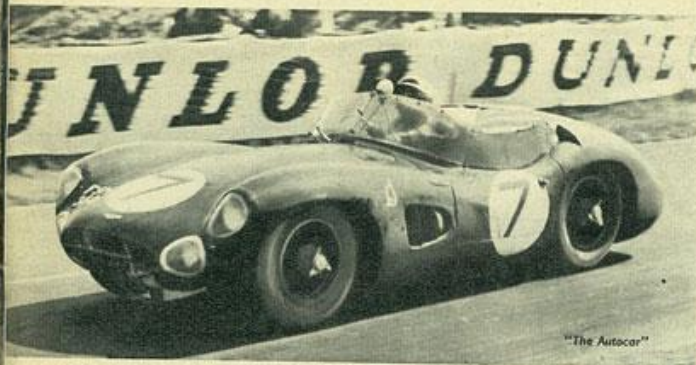
ABOVE. John Sprinzel, Austin-Healey "Sebring" Sprite. Skilfully navigated by R. Bensted-Smith, this car was 2nd overall in the Rally and the Class 6 winner.

TOP LEFT. Jack Sears tries Peter Berry's Jaguar 3.8 on the Wolvey skid patch. Jack Sears and Willie Cave won Class 5 and were 4th overall.

"Formation break" at Paddock Bend by two of the winning Austin-Healey 3000 Team on the opening lap of the circuit races at Brands Hatch. Winning "teamsters": Messrs. D. and E. Morley, P. Riley and J. A. Ambrose, R. Adams and J. Williamson.







"The Autocar"



"Autosport"

TOP RIGHT. The Class 6 winning Austin-Healey "Sebring" Sprite of John Dalton—John Colgate; equipped with a somewhat non-standard body as a result of the complex Le Mans regulations. Result: 2,055.2 miles at 85.62 average, 6th British car home, 16th in General Classification.

RIGHT. Class 10 winner, 12th in General Classification, 3rd British car home, the Lund-Escott Twin Cam MGA leads a Swiss, Ace Bristol at White House. The MGA achieved no less than 2,188.8 miles at an average of 91.2 m.p.h. The car was then driven back home to Lancashire by Ted Lund.



"Autosport"

35

## "SEEN ON THE ROAD"

RIGHT. Switzerland's Heinrich Walter, the 1960 European Mountain Climb Champion driving Porsche cars. In this picture he is seen winning the Formula Junior event at Austria's Rossfeld Meeting on a Swiss built Sauter—D.K.W.

BELOW. Outright winners of the 2nd Ascari Trophy event at Monza: Rigamonti and Sala, Fiat Abarth. 2nd and 3rd places were also won by Castrol lubricated cars.



E. Jelinek



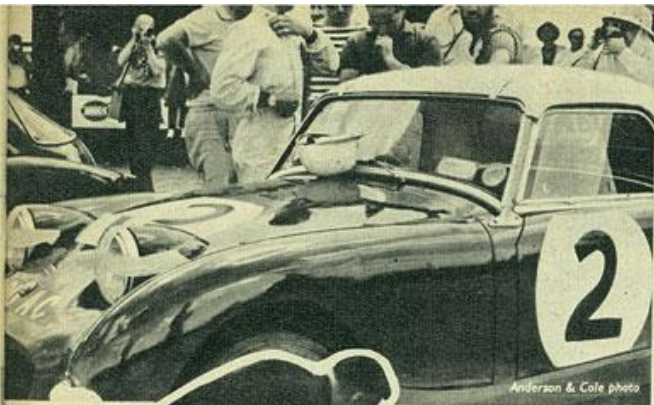
Publifoto

500 KILOMETRES RACE RIGHT. Paul Hawkins and Cyril Simson's Austin-Healey "Sebring" Sprite. The car that won its Class at the Nurburgring Race, following a Class win at Aintree in April at the "200" Meeting.

36







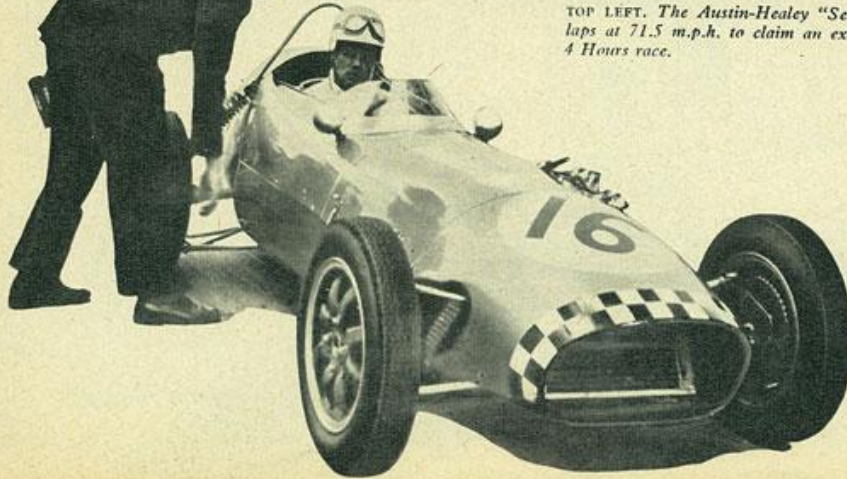
Anderson & Cole photo



Publifoto

TOP LEFT. The Austin-Healey "Sebring" Sprite which covered 56 laps at 71.5 m.p.h. to claim an excellent 2nd place in the Sebring 4 Hours race.

TOP RIGHT. This Lancia Da Grada driven by Baghetti won the 8th Vigorelli Trophy at Monza.



LEFT. Geoff. Duke's Gemini Ford. Handling experience during the season led to a later model with rear-mounted engine and a great improvement in performance.