

LIEGE-ROME-LIEGE RALLY 1960

The British Motor Corporation proudly presents the winner . . .



Liege-Rome-Liege 1960. Pat Moss and Ann Wisdom take a corner in fine style in their Austin Healey 3000.

B.M.C. Results and Awards:

AUSTIN HEALEY 3000 — outright winner

1st, 5th and 10th in general classification.

1st, 2nd and 3rd, class for 2,500 to 3,000 c.c. cars.

COUPE DES DAMES.

Manufacturers' team prize.

Inter-Ecurie team prize. Ecurie "Safety Fast".

AUSTIN HEALEY SPRITE

3rd in general classification.

1st, class for 850 to 1,000 c.c. cars.

AUSTIN HEALEY

3000—Pat Moss/Ann Wisdom.

D. Seigle-Morris/V. Elford.

Sprite—J. Sprinzel/J. Patten.

INTERLAND TROPHY FOR GREAT BRITAIN.

Austin Healey

The 4th September 1960 saw the completion of the thirtieth Liege-Rome-Liege Rally.

This Rally has always been regarded as the rally for professionals—the rally drivers' rally. To quote Belgium's *Echo de la Bourse* (7.9.60) "Le Marathon demande des Marathonienens".

The toughest Rally in the calendar, it is not for frail cars or frail drivers. Only the strongest cars will finish. Only those drivers who know what they are doing and can get the best out of a car, driving at top pitch yet always mindful of the machinery under their hands, will get round the course.

To even finish a Liege-Rome-Liege Rally is a greater achievement than a class win in most other rallies. In 1960, eighty-two cars started, only thirteen finished.

In this Olympic year, the British Motor Corporation's achievement of an outright win, the Coupe des Dames, four cars in the first ten, two class wins and all the team prizes was equivalent to at least two Olympic Gold Medals for Great Britain.

LIEGE—ROME—L

18.00 hrs. Wednesday 31st August, and eighty-three bravely gleaming cars, embracing many of the best makes in Europe, leave Liege in convoy for Spa. Even before the official start, one car is out with electrical trouble.

22.00 hrs. and the first three cars line up across the main road of Spa, closed for the occasion, to await the starter's signal. The Clerk of the Rally drops his hand and they are away, to be followed at one minute intervals by the remaining seventy-nine cars, all in batches of three. Ten miles on and competitors are faced with the first test in the Rally. This is a sprint over 18 kms. of twisting road, $5\frac{1}{2}$ kms. of which are untarred. Only the fastest time of the day counts. The Moss/Wisdom Healey, already getting into its stride, makes fifth fastest time.

08.20 hrs. on 2nd September—of the original eighty-two starters, sixty-four cars cross the Italian border into Yugoslavia. 515 kms., most of it timed to the second, to be done at an average speed of 66 km.p.h.; cart track roads, stones, rocks and DUST; curtains of dust enveloping the cars, choking and blinding the drivers. Sixty-four cars go into Yugoslavia—thirty come out.

18.00 hrs. on 2nd September. Thirty cars start on the run back across Italy into France—thirteen arrive at Barcelonnette.

18.15 hrs. on 3rd September—Barcelonnette—the French

IEGE RALLY 1960

Alps and five speed-climbs are to come. Five speed-climbs over a selection of Alpine passes—the sort where the average driver slows up or looks for an alternative route. The thirteen cars are still running.

03.00 hrs. Sunday, 4th September and the last stage begins in the pouring rain. This last long haul up through France and into Belgium with weekend speed restrictions, Sunday traffic and encroaching fatigue to contend with is perhaps the worst part of the Rally. It is dull, slow going with nothing to keep tired crews stimulated. For four nights and four days the competing cars have been pushed over 3,000 miles of some of the worst roads in Europe, through weather which has varied from intense heat to blinding rain and violent thunderstorms. With very few easy sections there has been little opportunity for either driver or navigator to sleep. Food has become something of a dream.

17.30 hrs. Sunday, 4th September, Spa; briefly the sun comes out to shine on the waiting crowd and greet the winners, Pat Moss and Ann Wisdom, as they bring their proud Austin Healey 3000 in to the finish. Following them come the other two big Austin Healeys driven by David Seigle-Morris with Vic Elford and John Gott with Rupert Jones. As the three cars line up side by side, a band in this small Belgian town plays *God save the Queen* in honour of Britain's great victory.

LIEGE — ROME — LIEGE RALLY 1960



Liege-Rome-Liege 1960. Three team winning Austin Healey 3000's with crews—left to right—Pat Moss, Ann Wisdom, David Seigle-Morris, Vic Elford, John Gott and Rupert Jones.

- NEVER before has this Rally been won by a British crew in a British car—PROUD AUSTIN HEALEY.
- NEVER before in the history of the sport of International Rally driving have two women won a classic rally and a championship event—PROUD AUSTIN HEALEY.
- NEVER before has Great Britain won the Interland Trophy—the Trophée des Nations—PROUD AUSTIN HEALEY.
- NEVER before has any manufacturer achieved such a sweeping success in this or any other International Rally—PROUD AUSTIN HEALEY.



Liege-Rome-Liege 1960. John Sprinzel and John Patten with their amazing Austin Healey Sprite.

LIEGE — ROME — LIEGE RALLY 1960

<i>Make</i>	<i>Starters</i>	<i>Finishers</i>
Alfa Romeo Giulietta	10	—
Alpine (Renault)	2	—
Austin Seven	1	—
Austin Healey 3000	4	3
Austin Healey Sprite	3	1
Auto Union	3	1
B.M.W.	2	—
Borgward.	3	—
Citroen	6	3
Ford	3	—
Jaguar	2	—
Lancia	3	—
Lloyd	1	—
Lotus	1	—
Mercedes	3	—
MGA	2	—
Morris Mini-Minor	1	—
Panhard	3	—
Peugeot	3	—
Porsche	14	3
Renault	2	—
Simca	1	—
Triumph	4	1
Volvo	6	1
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