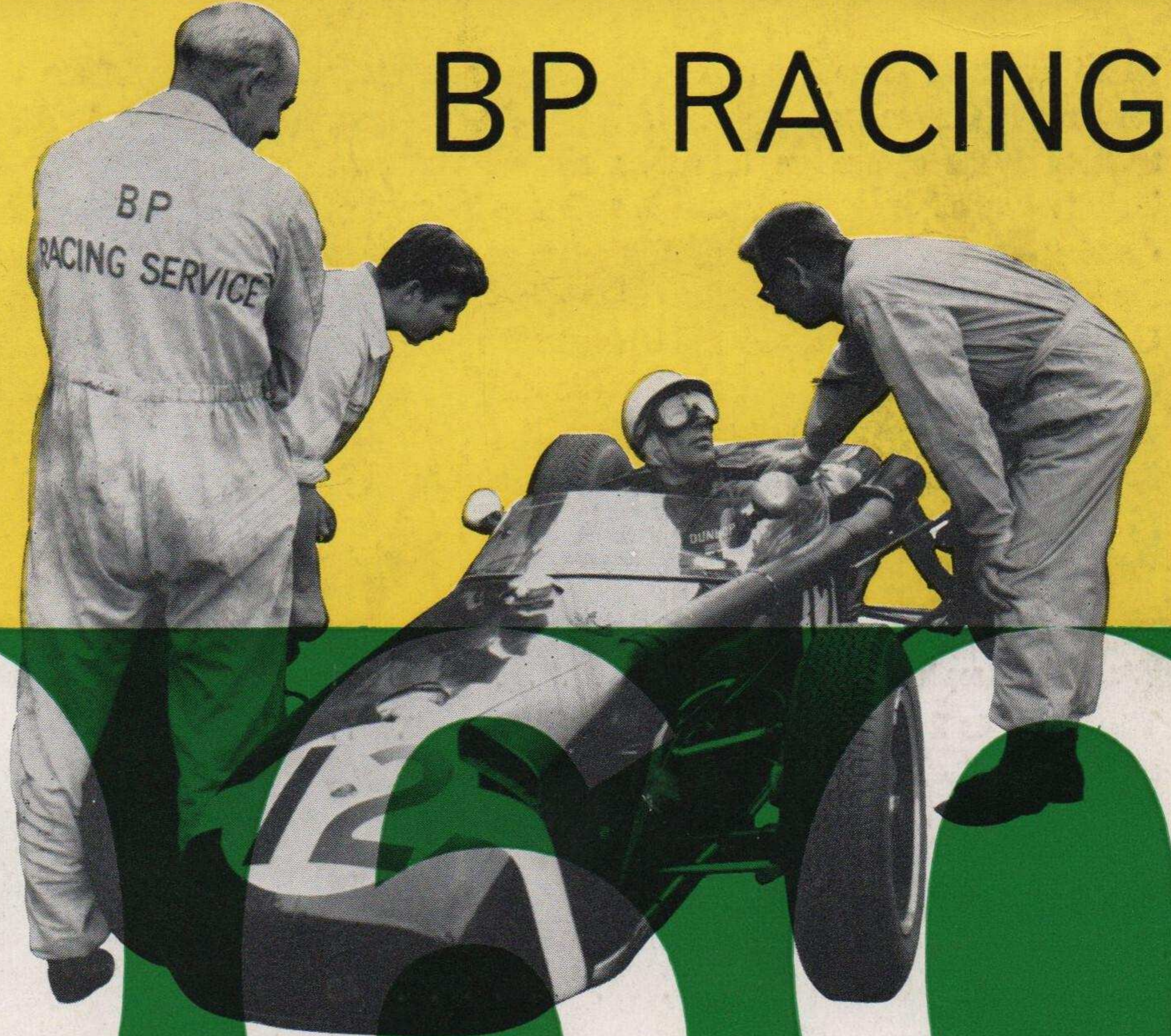


BP RACING

BP
RACING SERVICE



1960

EDITED BY MAXWELL BOYD

In all forms of motoring sport the BP success story continued throughout 1960. Using BP products, Stirling Moss scored no less than sixteen victories, including two impressive Formula 1 Grand Prix wins, despite his serious accident during practice at Spa at the beginning of the World Championship season. The German works Porsche team also used BP to become co-winners of the Formula 2 Championship. On two wheels those remarkable riders, Mike Hailwood and Scotsman, Bob McIntyre, either won or scored high placings in a succession of events, both long and short.

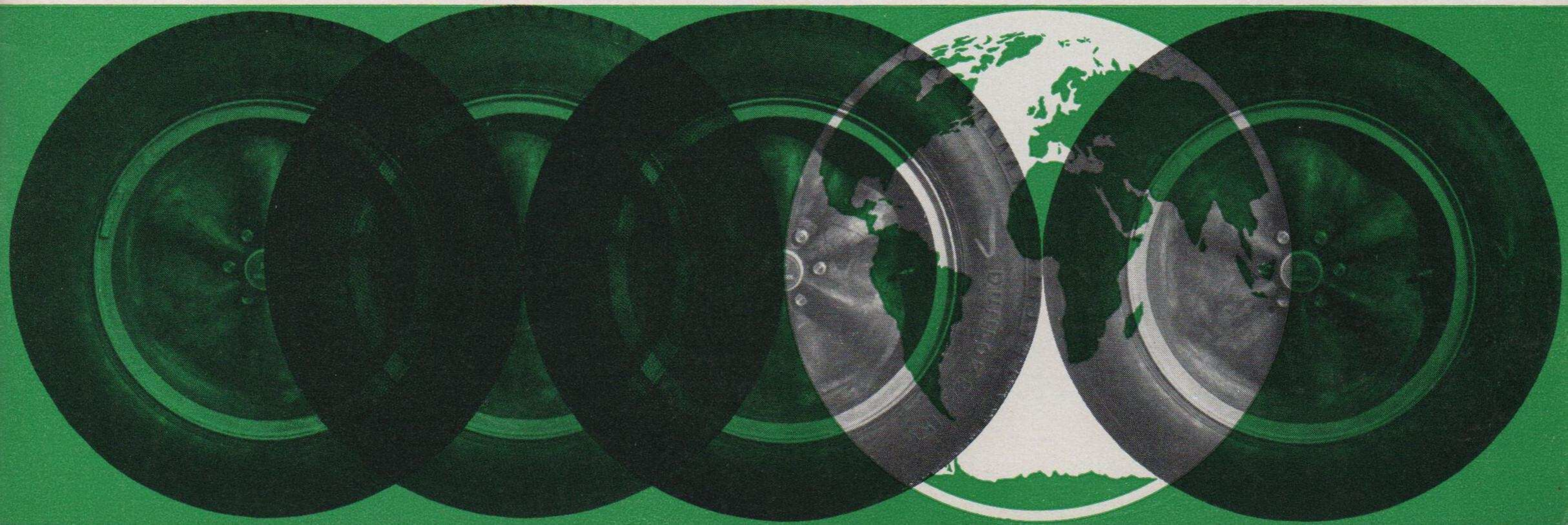
And on three wheels the German BMW pair, Helmut Fath and Alfred Wohlgemuth, won the World Championship for that most spectacular of sports, motor-cycle sidecar racing. Without doubt their most impressive victory was in the Isle of Man TT event, which was run over the 37 $\frac{3}{8}$ -mile Mountain Circuit for the first time since the 1920s, and during which they put in a record lap at 85.82 mph. Now BP goes forward into 1961 and its products will no doubt play as important a part in the running of the new Grand Prix Formula as they did in the old one.

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WORLD CHAMPIONSHIP



GRAND PRIX OF --- **Argentina** ---

7th February 80 laps 192 miles

3rd MAURICE TRINTIGNANT/STIRLING MOSS
(Cooper-Climax)

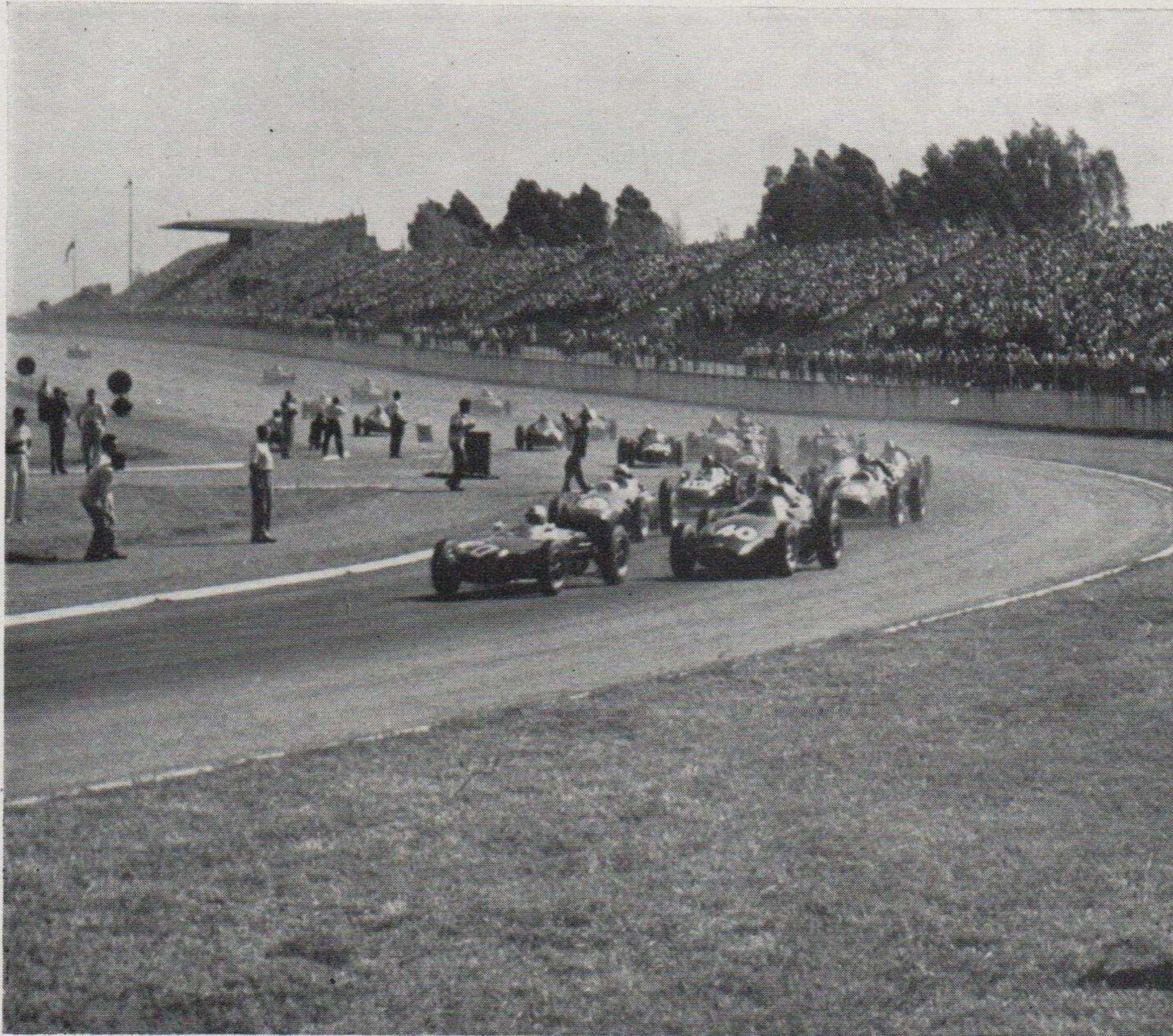
4th CARLOS MENDITEGUY (Cooper-Maserati)

7th JOAKIM BONNIER (BRM)



Once again the Argentine Grand Prix returned to the motor racing calendar to become the first event of the 1960 World Championship series. And, as usual, the race was held in the broiling heat of the Autodrome at Buenos Aires, over a circuit measuring 2.43 miles. As *Autosport* recorded, 'the Grand Prix started in a five-lap-heat fashion with Bonnier and Moss duelling for the lead at a record-shattering pace. . . .' Moss did, indeed, set a new lap record of 88.49 mph before his car's suspension broke, while Bonnier was forced to slow down by engine trouble when it looked as though he had the race in the bag. Eventually, Moss took over his team-mate Trintignant's car to finish third, 16 seconds in front of the Argentinian, Carlos Menditeguy.

Maurice Trintignant



Joakim Bonnier who took seventh place in the BRM

The start of the Argentine Grand Prix

GRAND PRIX OF

Monaco

29th May 100 laps 198 miles

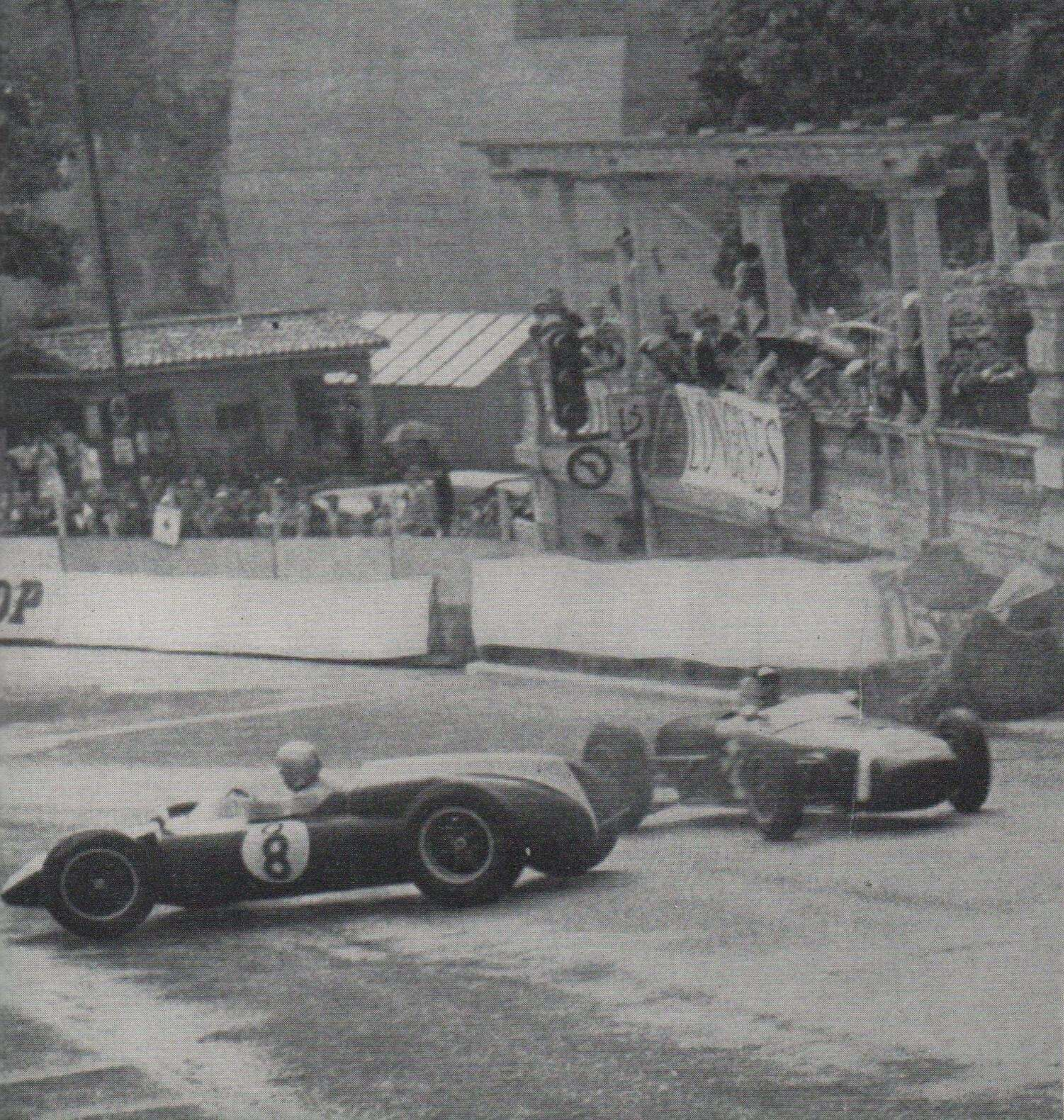
Driving Rob Walker's newly-acquired Formula 1 Lotus for the first time, Stirling Moss showed all his consummate skill in winning the opening European round of the World Championship on the twisting Monte Carlo circuit. It was a race of duels and at various times Moss lost the lead to Joakim Bonnier (BRM) and Jack Brabham in a works Cooper. Bonnier drove as brilliantly as he had in Buenos Aires until his car's rear suspension broke under the strain. Brabham spun soon after rain began falling. But Moss, playing it softly in a new machine, outdrove them all, led from 68th lap to the end, and won by almost a minute. Tony Brooks's Yeoman Credit Cooper was the last race-worthy car to finish after a Grand Prix with an unusually high motor mortality rate.

1st STIRLING MOSS (Lotus-Climax), 2 hrs 53 min 45.5 sec; 67.68 mph

4th TONY BROOKS (Cooper-Climax)

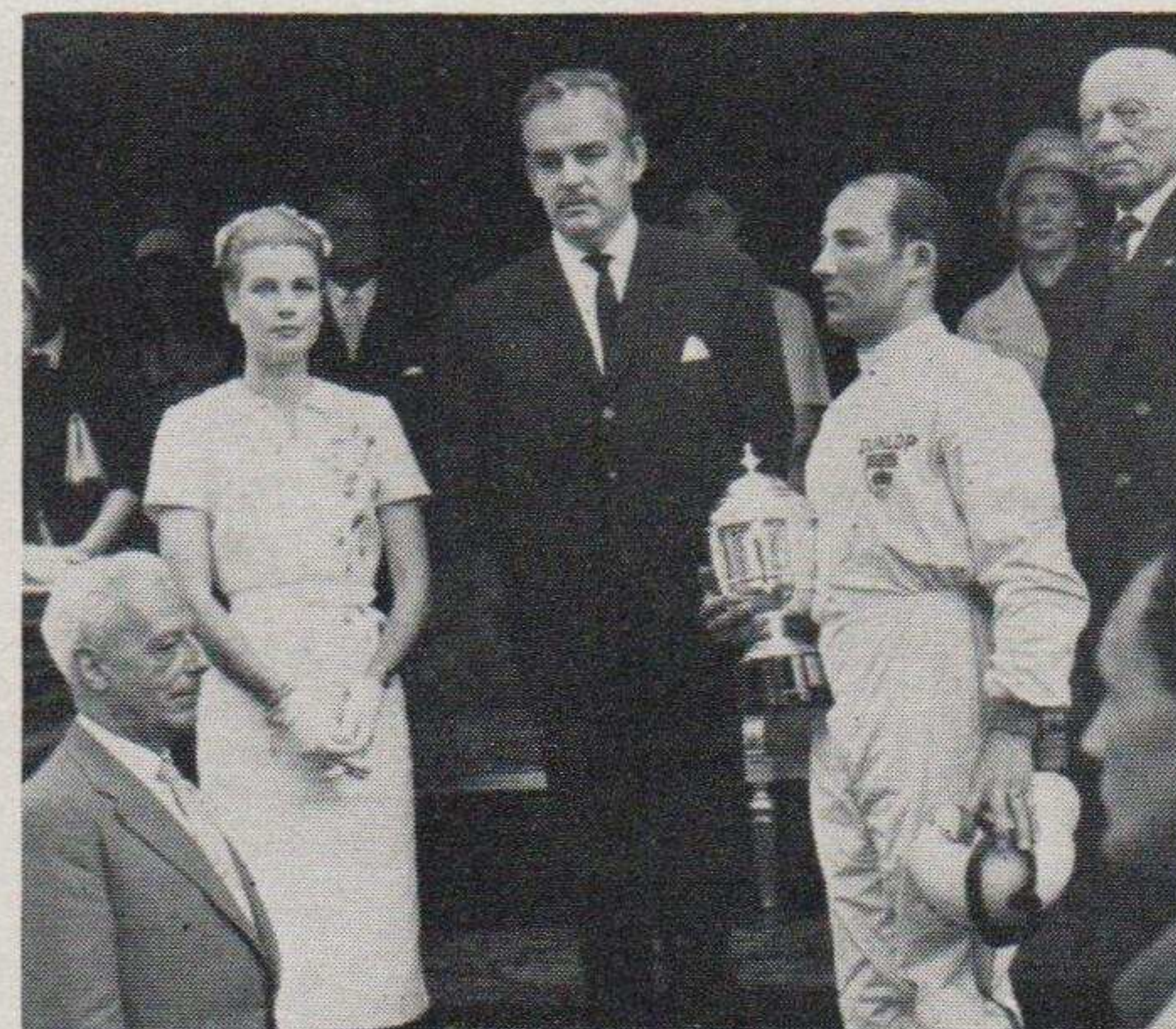


Stirling Moss (Lotus) on his way to victory



Moss passes the spinning Brabham to retake the lead

Stirling Moss stands for the National Anthem after receiving the winner's trophy from Prince Rainier and Princess Grace



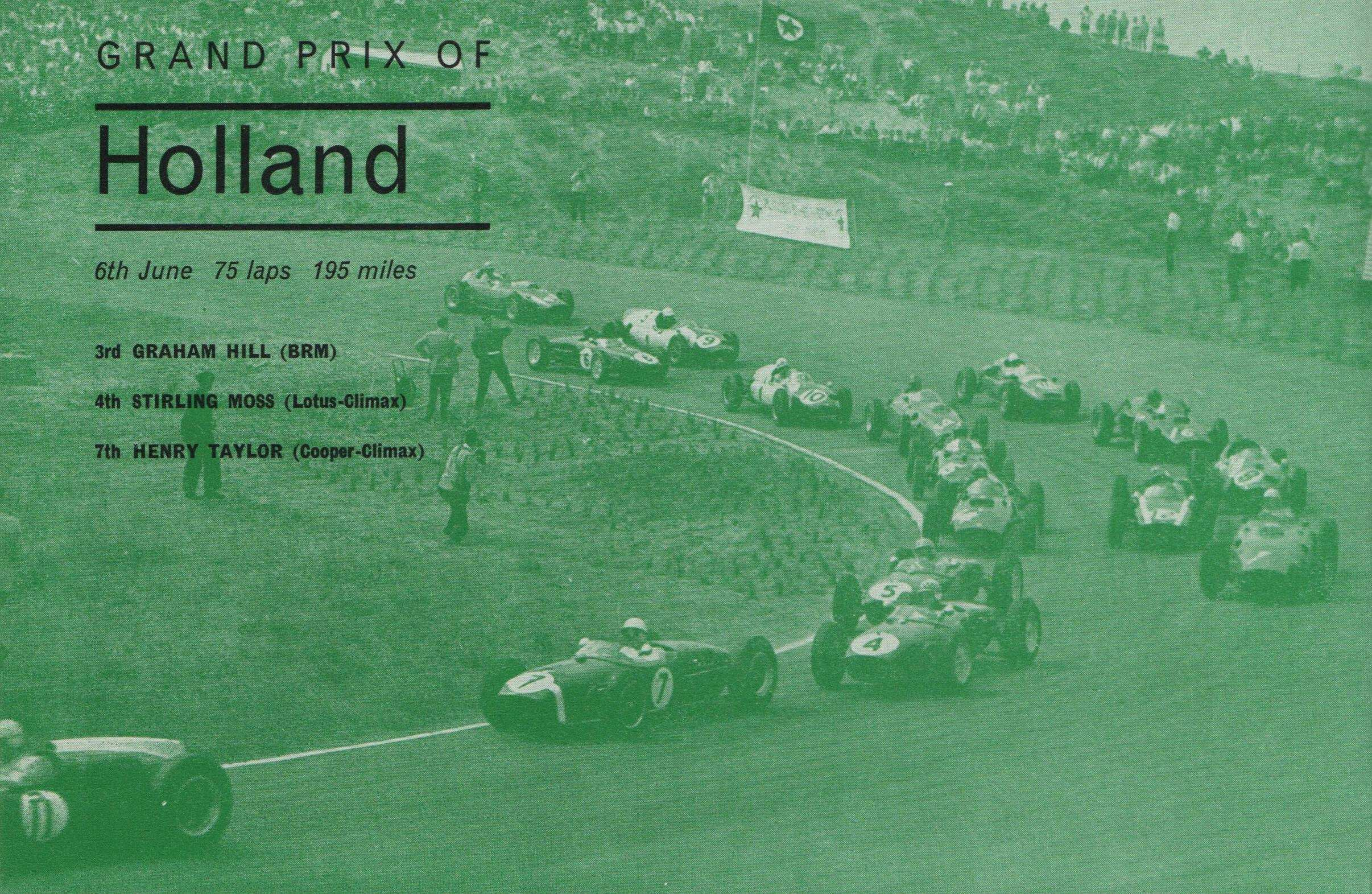
GRAND PRIX OF --- **Holland** ---

6th June 75 laps 195 miles

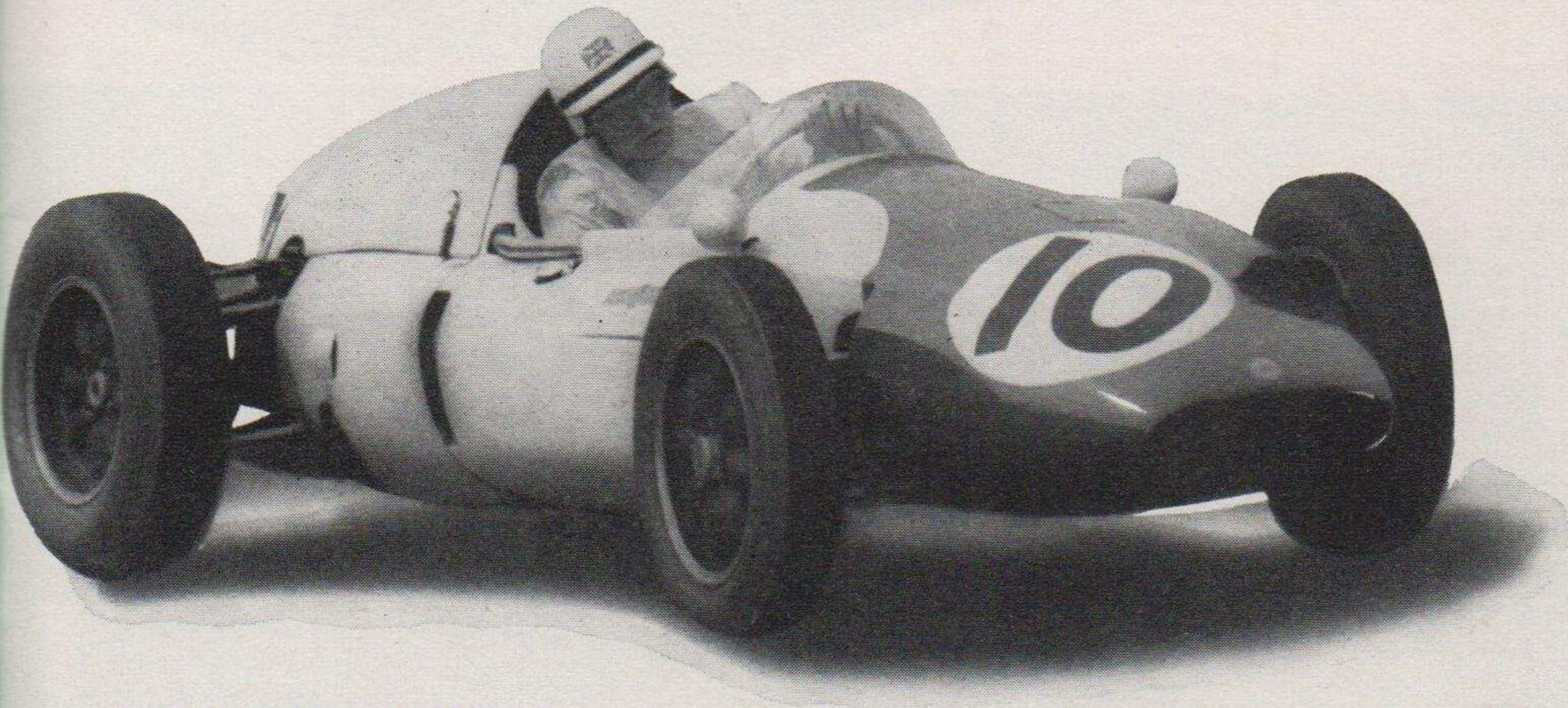
3rd GRAHAM HILL (BRM)

4th STIRLING MOSS (Lotus-Climax)

7th HENRY TAYLOR (Cooper-Climax)



Barely a week after Monaco, the Grand Prix 'circus' had moved a thousand miles north to Zandvoort for the Dutch *grande épreuve* on Whit Monday, where a record crowd turned out to watch the cars race over the sand dunes. From the outset Brabham and Moss streaked away in front of the field, and after fifteen laps the Australian was little more than half a second in front of Moss's dark blue Lotus. Then, just as Moss was ready to pounce, a rear wheel of the works Cooper threw up one of the stone setts bordering the track. This hit one of the Lotus's front wheels and the ensuing pit stop cost Moss ten places and nearly two laps. Nevertheless, after some fifty laps of inspired driving, during which he put the lap record up to 99.98 mph, Moss regained fourth place by the end, only a second behind Graham Hill in the sole remaining BRM. Henry Taylor, making his Yeoman Credit debut, drove steadily into seventh place with hardly a gear left in the Cooper's box.



Henry Taylor (Yeoman Credit Cooper)



Moss's pit signals that he is 47 seconds behind Graham Hill with 14 laps to go

GRAND PRIX OF Belgium

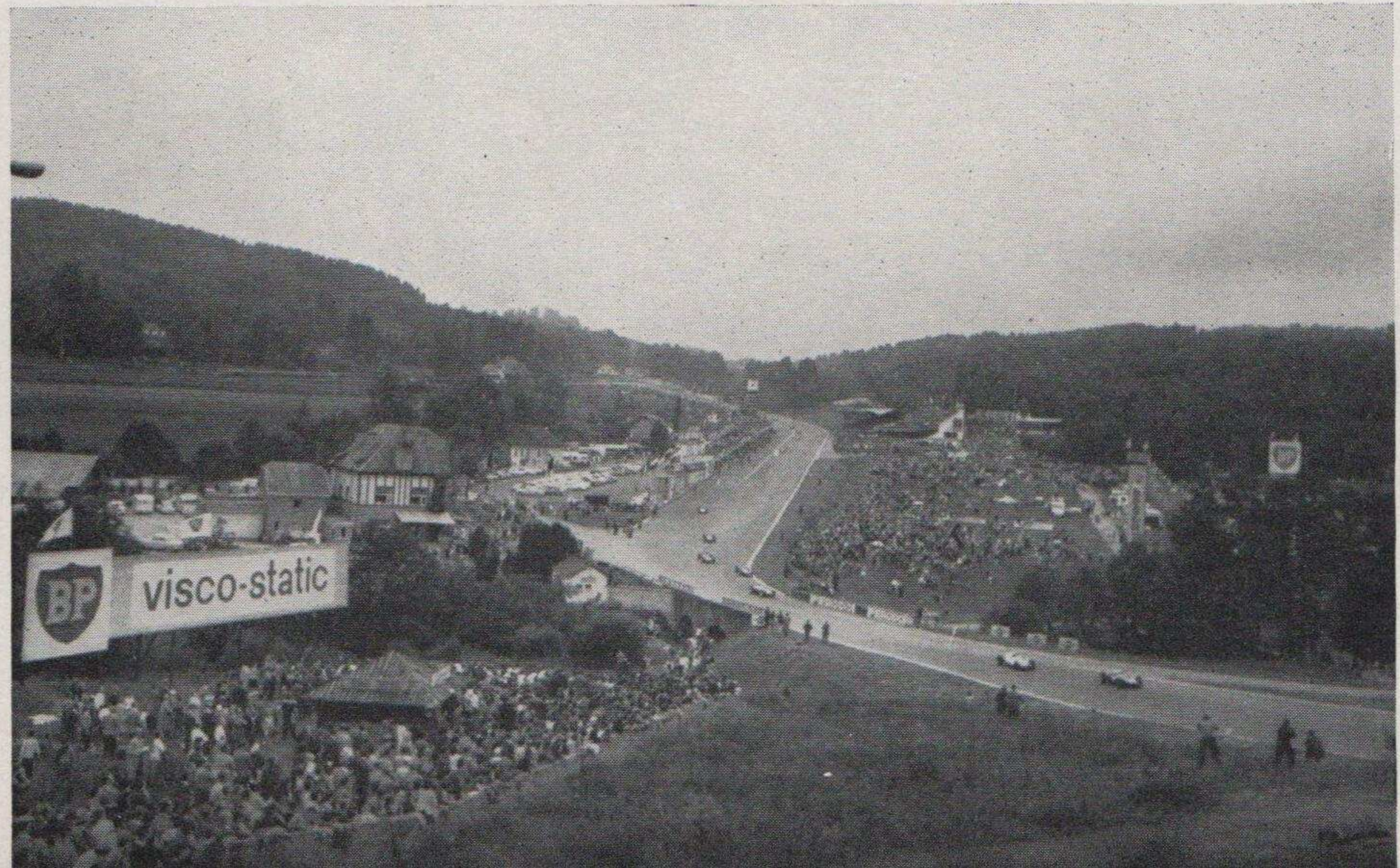
19th June 36 laps 315 miles

3rd OLIVIER GENDEBIEN (Cooper-Climax)



With two drivers killed during the race and two, including Stirling Moss, injured in practice, tragedy marred the season's longest and fastest *grande épreuve*. It was run over the 8.76-mile Spa circuit in the rolling, wooded hills of the Belgian Ardennes, and was won by Jack Brabham at an average speed of over 133 mph. The BRMs of Bonnier and the American, Dan Gurney, went out before half distance. But the third, Graham Hill's, motored beautifully in second place – until it blew up just before the end. An impressive *début* was made by the Belgian driver, Olivier Gendebien, driving a Yeoman Credit Cooper for the first time. However, Gendebien's gearbox failed with only a few laps to go. But he managed to stop just short of the line, and pushed the car over into a well-earned third place. Only six cars finished out of seventeen starters.

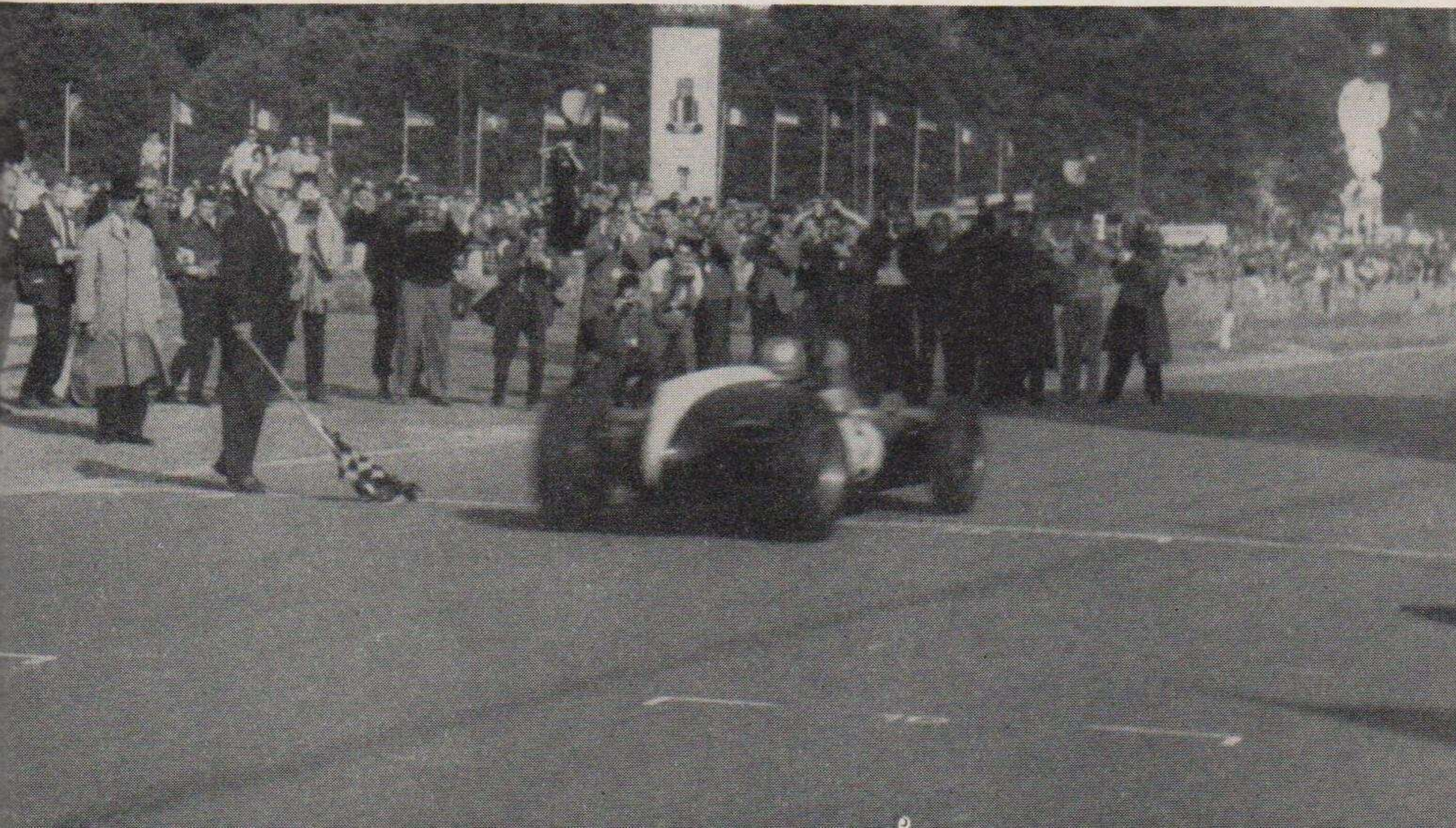
The start and grandstand area of the magnificent Spa circuit





Olivier Gendebien (Yeoman Credit Cooper)

Gendebien (right) rolls his car over the line into third place as Brabham passes the chequered flag to win



GRAND PRIX OF

France

3rd July 50 laps 258 miles

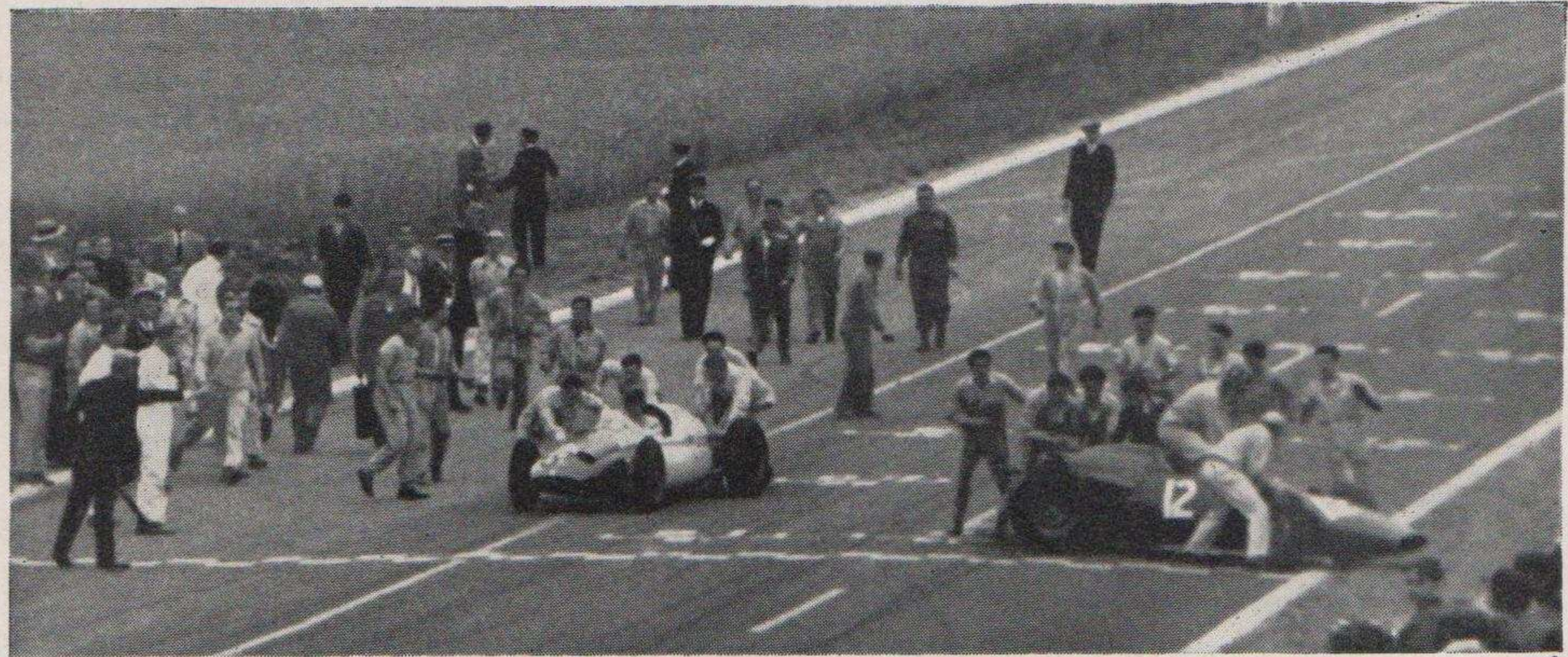
2nd OLIVIER GENDEBIEN (Cooper-Climax)

4th HENRY TAYLOR (Cooper-Climax)

8th BRUCE HALFORD (Cooper-Climax)

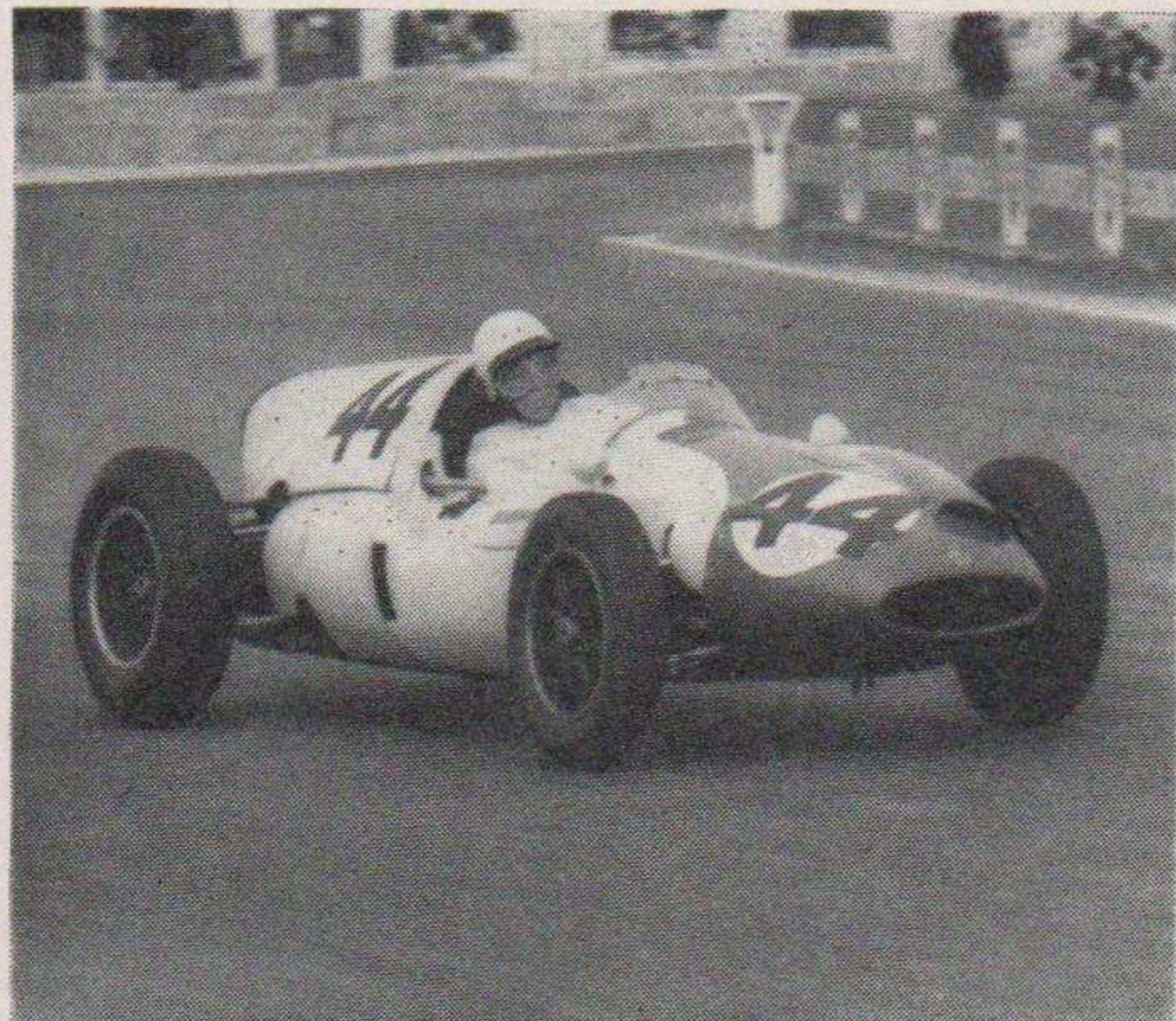
Normally, the result of the Grand Prix of the Automobile Club of France over the bullet-fast triangle of the Rheims circuit is regarded as a foregone conclusion for Italian cars. But this year British machines filled the first eight places. Graham Hill's BRM was eliminated at the start, being rammed from behind by another car as the field left the grid. The other BRMs both retired before half-distance. But at the end of the 31st lap, Olivier Gendebien,

driving brilliantly in a Cooper of the Yeoman Credit team, came round in third place, the Ferraris of Phil Hill and von Trips having wrecked their transmissions in their pursuit of the leader, Brabham. The Australian was safely out in front, but a nose-to-tail duel for second place soon developed between Gendebien and Bruce McLaren, which the former won. With their other cars finishing fourth and eighth, it was a successful day for Yeoman Credit.

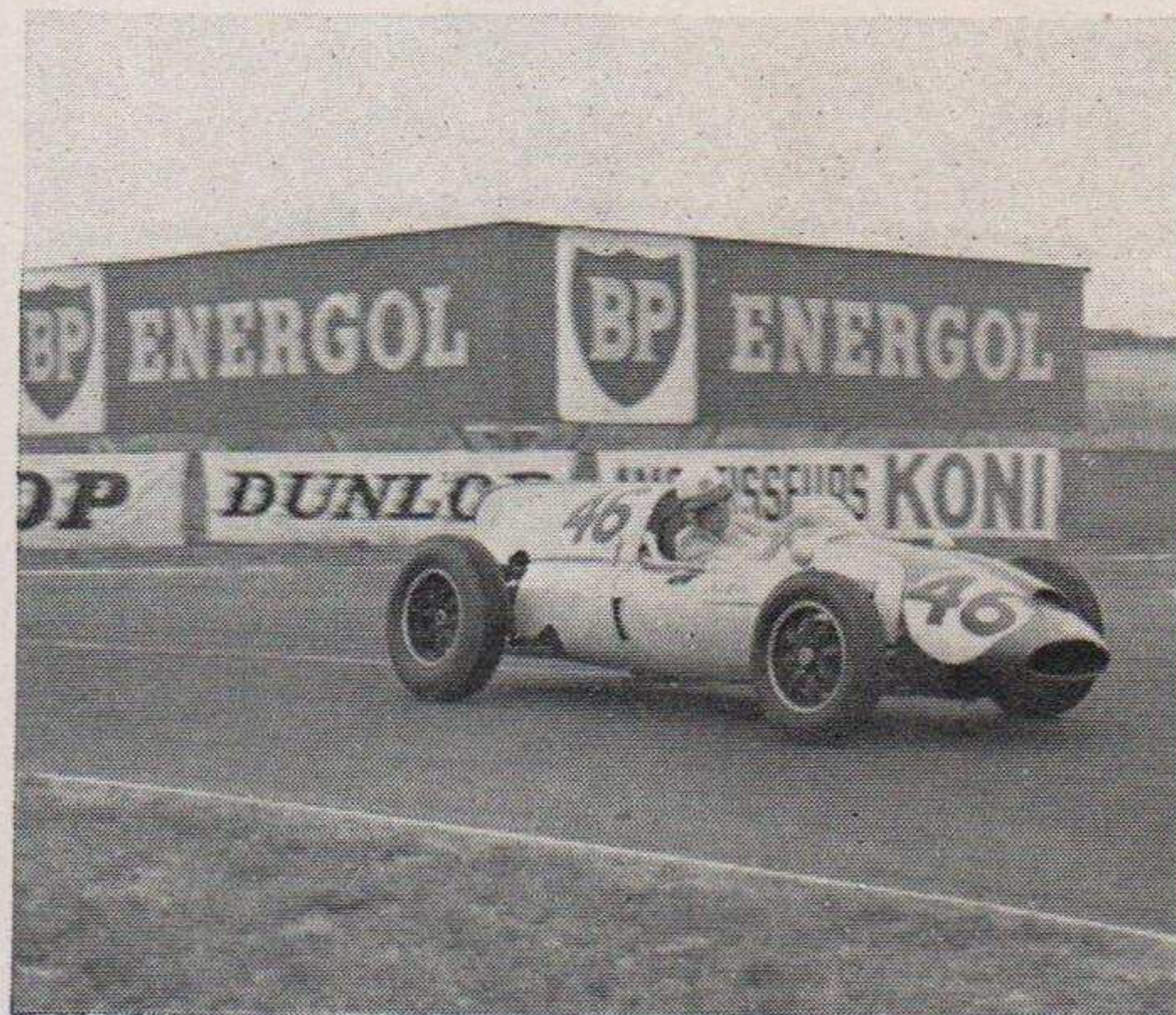


1 The fracas at the start. Mechanics rush to aid Graham Hill (right) whose BRM has been hit from behind by another car. On the left, Bruce Halford (Yeoman Credit Cooper) is restarted after stalling

2 Yeoman Credit group. On either side of drivers Henry Taylor (left) and Olivier Gendebien are the brothers Fabian, William and Paul Samengo-Turner



3



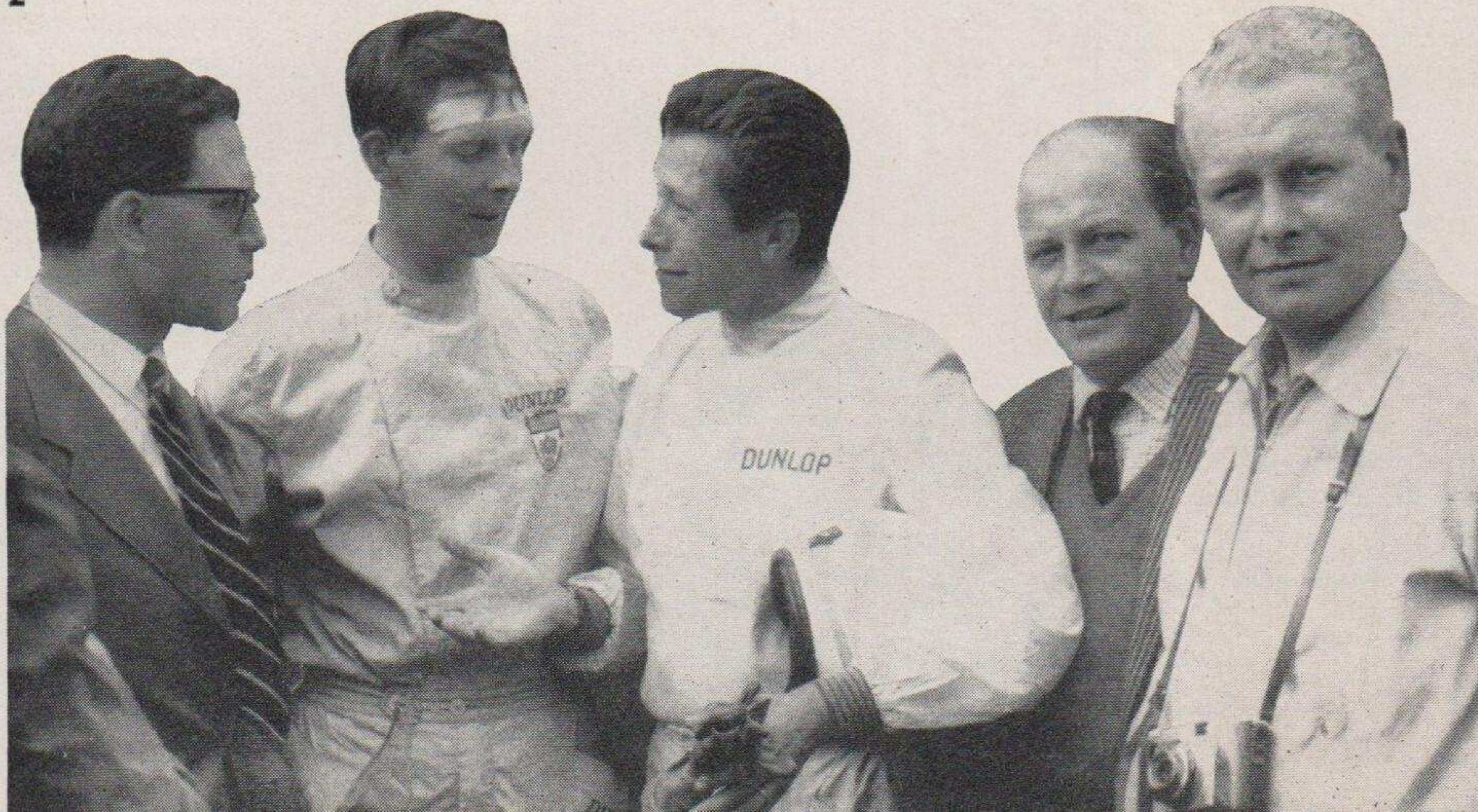
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3 Olivier Gendebien (Yeoman Credit Cooper) at Thillois Hairpin

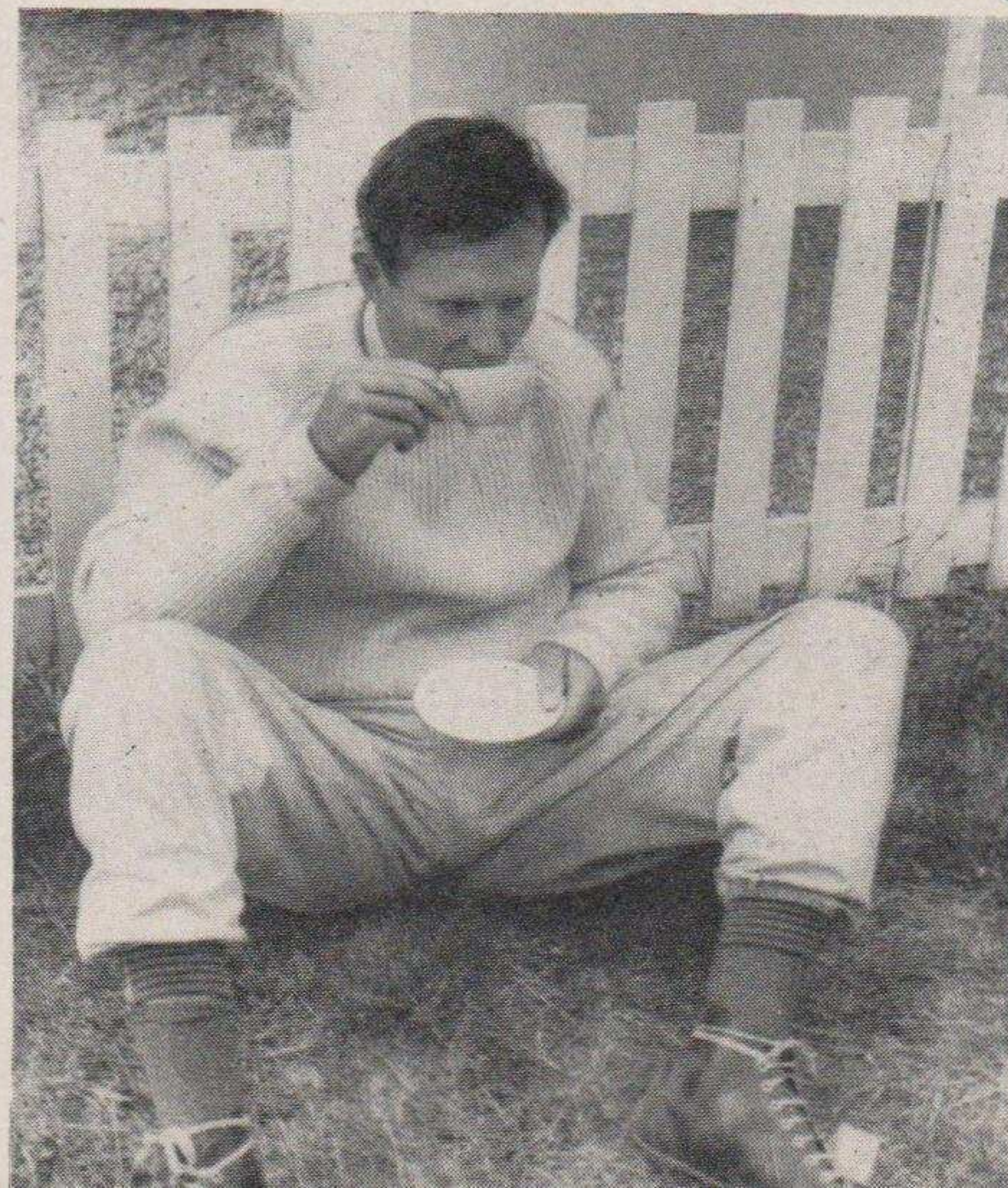
4 Henry Taylor (Yeoman Credit Cooper) who gained fourth place

5 After the race: a nice cup of tea for Henry Taylor

2



5



GRAND PRIX OF

Portugal

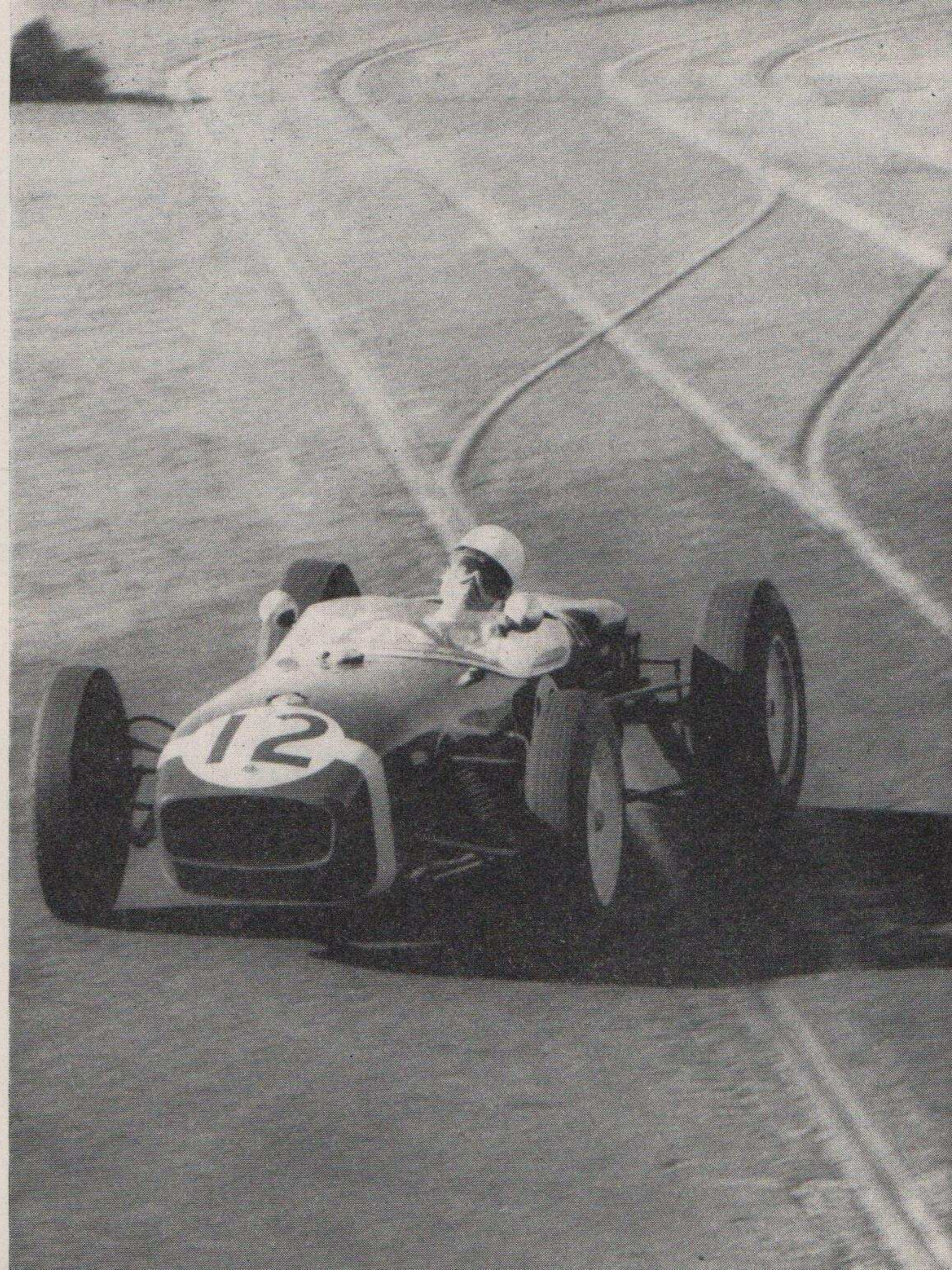
14th August 55 laps 253 miles

5th TONY BROOKS (Cooper-Climax)

7th OLIVIER GENDEBIEN (Cooper-Climax)

The Portuguese Grand Prix, over the cobbles and tramlines of the Boavista circuit in the suburbs of Oporto, marked Stirling Moss's amazing return to the World Championship fray, less than two months after his accident at Spa. As he was, to a great extent, running himself in again, few expected him to score a runaway victory, or anything like that. But, as it turned out, it was the car rather than the driver which was off form. While the Rob Walker Lotus behaved itself, Moss held second and third places. But engine bothers kept intervening, as they had during practice.

1





2

1 Stirling Moss (Lotus) crossing the tramlines of the Oporto circuit

2 Moss at the pits with engine trouble

3 Fuelling a BRM before the race

3



GRAND PRIX OF the USA

20th November 75 laps 246 miles

**1st STIRLING MOSS (Lotus-Climax),
2 hrs 28 min 52.2 sec; 99.0 mph**

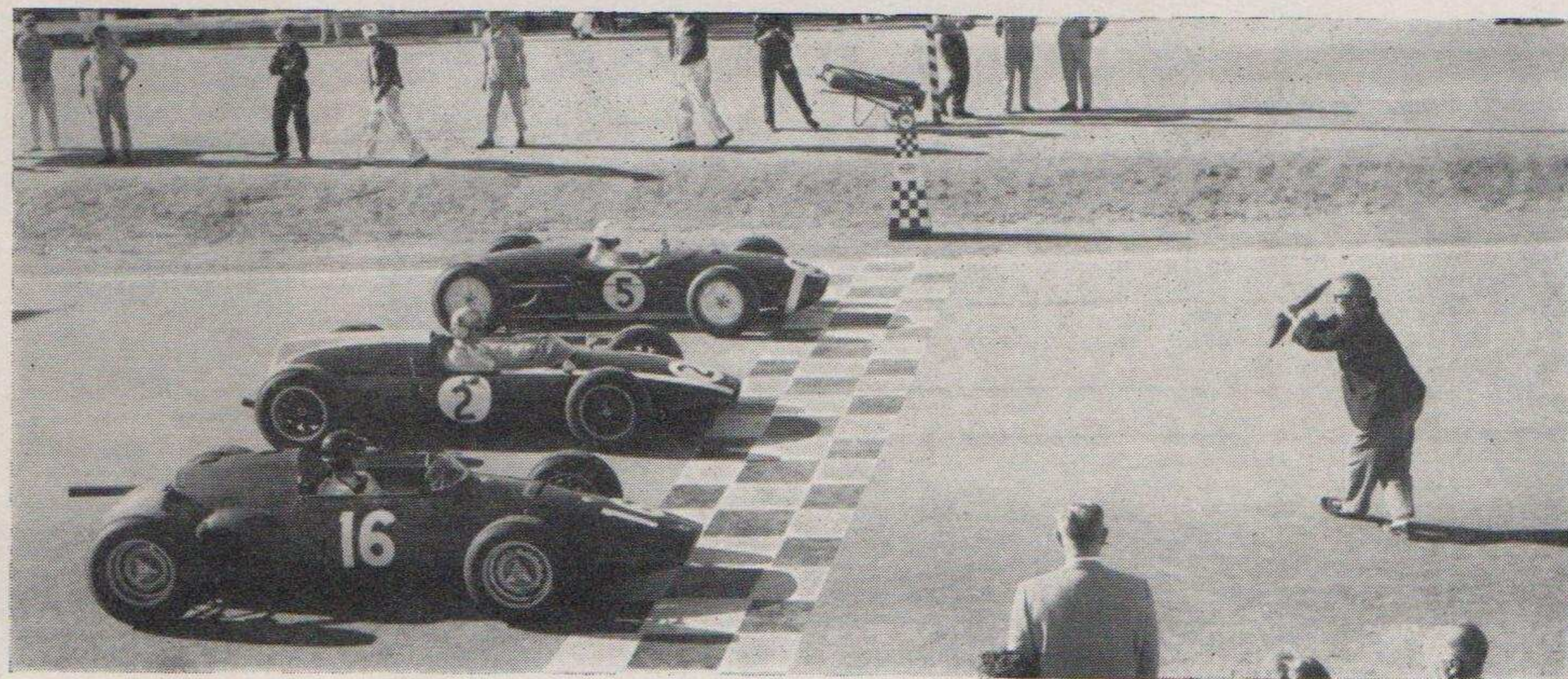
Stirling Moss finished his most unlucky World Championship season with a magnificent victory in the United States Grand Prix, held this year for the first time on the 3.27 mile Riverside circuit, some 60 miles from Los Angeles, California. As usual, he drove Rob Walker's Climax-engined Lotus, and the race was the last to be held under the 2½-litre Grand Prix Formula 1 which came into force in

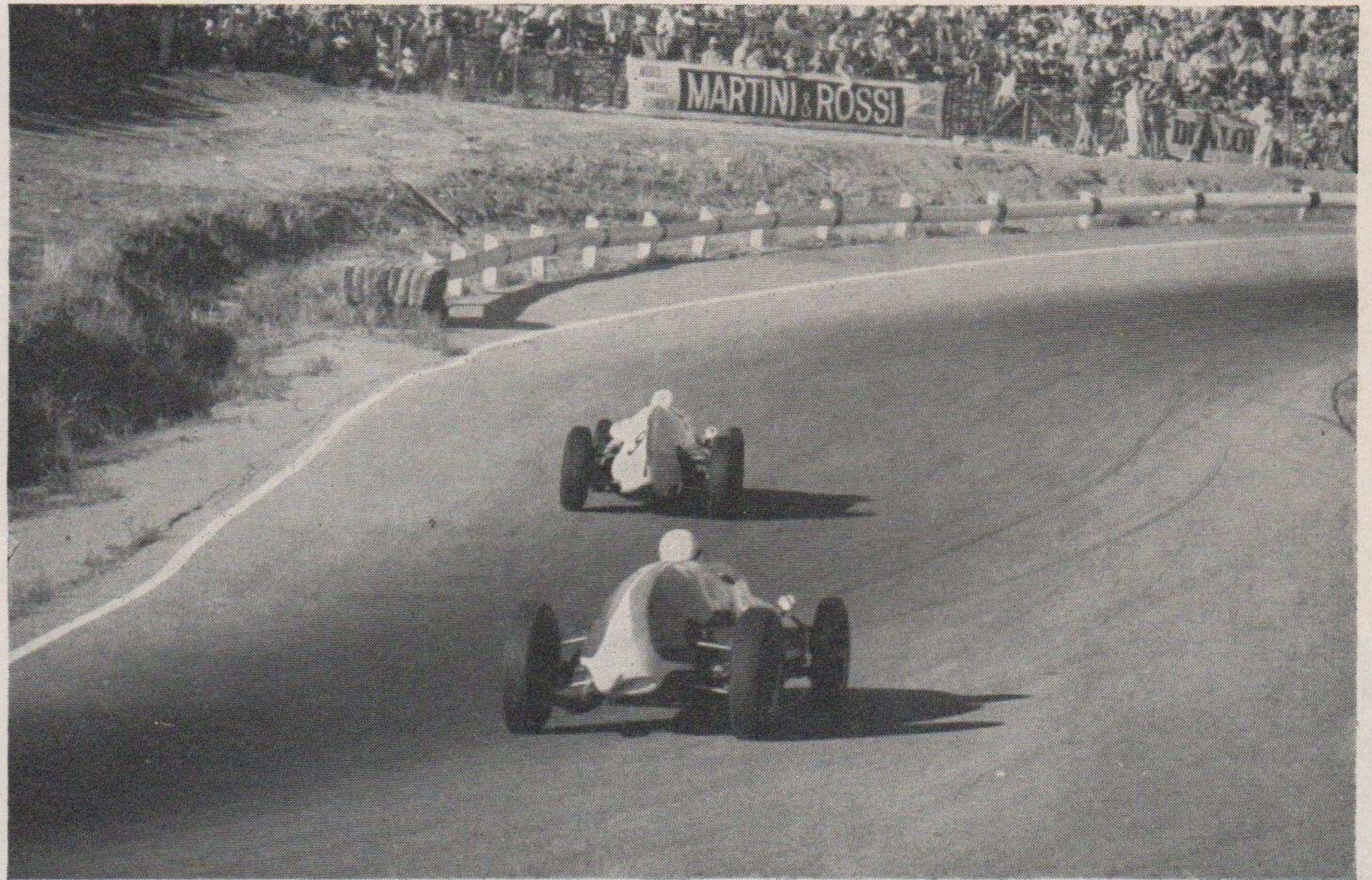
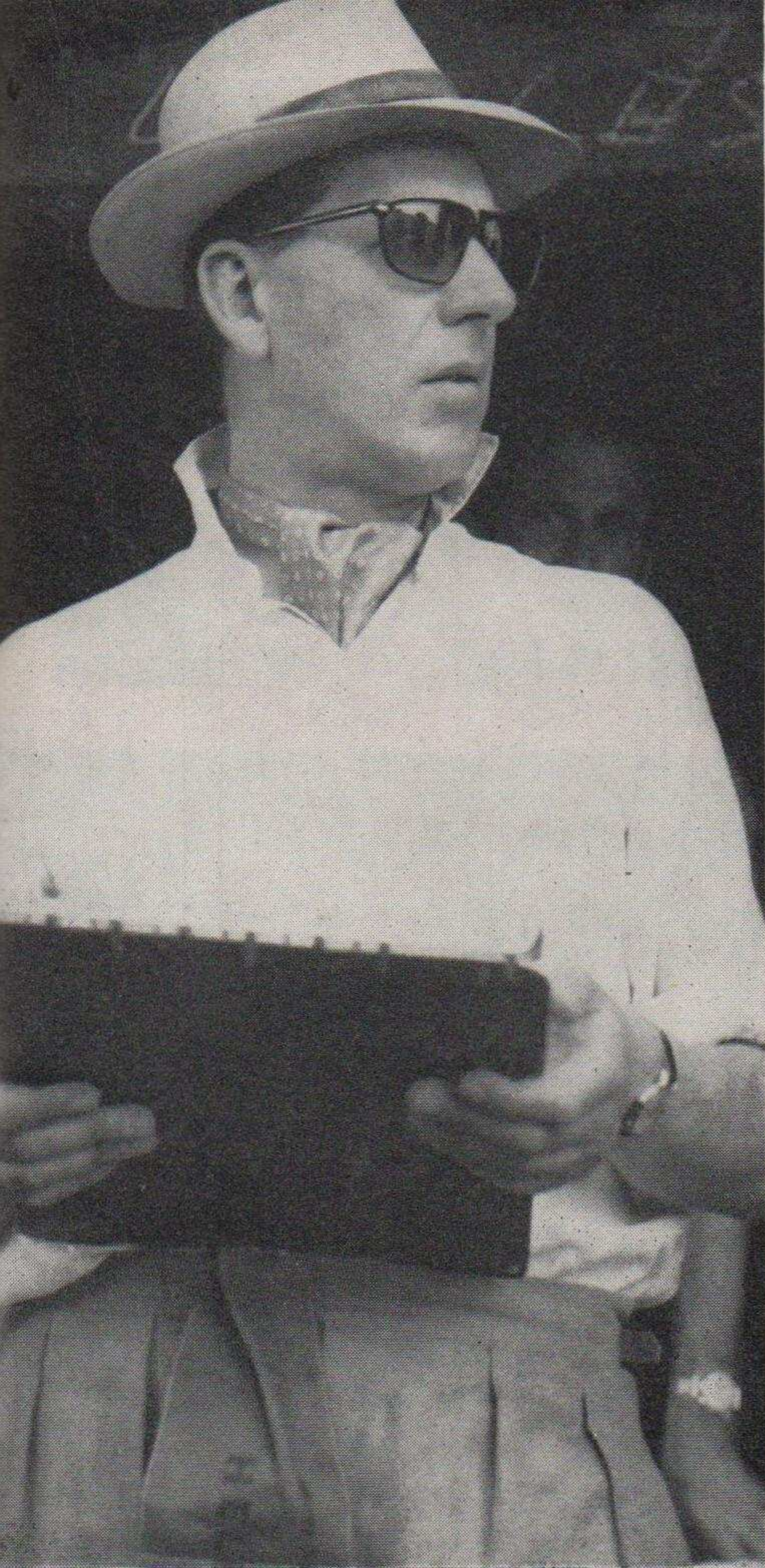
1954. Apart from the first five laps or so, Moss was never out of the lead and finished over half a minute ahead of Innes Ireland's Lotus. For some time Bonnier managed to hold second place to Moss, but eventually his car's engine broke a valve spring and he was compelled to run the last half of the race on three cylinders. In view of this his fifth place, in front of Phil Hill, was extremely creditable.

5th JOAKIM BONNIER (BRM)

6th PHIL HILL (Cooper-Climax)

The start of the US Grand Prix. Winner Moss is on the far side. Dan Gurney (BRM) is nearest the camera





**American driver Phil Hill leads through a corner
in a Cooper of the Yeoman Credit team**

R.R.C. 'Rob' Walker

GRAND PRIX OF

Great Britain

16th July 77 laps 231 miles

GRAND PRIX OF

Italy

4th September 50 laps 311 miles

6th HANS HERRMANN (Porsche)

7th EDGAR BARTH (Porsche)

5th TONY BROOKS (Cooper-Climax)

The outstanding feature of the British Grand Prix at Silverstone was, without doubt, Graham Hill's fantastic drive in a BRM. After a bad start which left him in 23rd place at the end of the first lap, Hill scythed his way through the field and on lap 55 went into the lead, putting in a lap of 111.62 mph *en route*. But, with barely five laps to go, the Londoner 'lost' it and spun into the ditch. However, to all who saw it, this was the drive of the year.

BRM driver Graham Hill



The 1960 Italian Grand Prix, also the year's European Grand Prix, was marred by arguments and a boycott of the race by all the British factory teams. This arose over the organiser's insistence on including the notorious Monza bankings in the circuit. Consequently the race turned out to be a Ferrari festival. However, two works Formula 2 Porsches came from Germany to help make up numbers, and these finished in sixth and seventh places.

Arthur Owen (Cooper) temporarily leads the Porsches of Herrmann and Barth in the early stages of the Italian Grand Prix



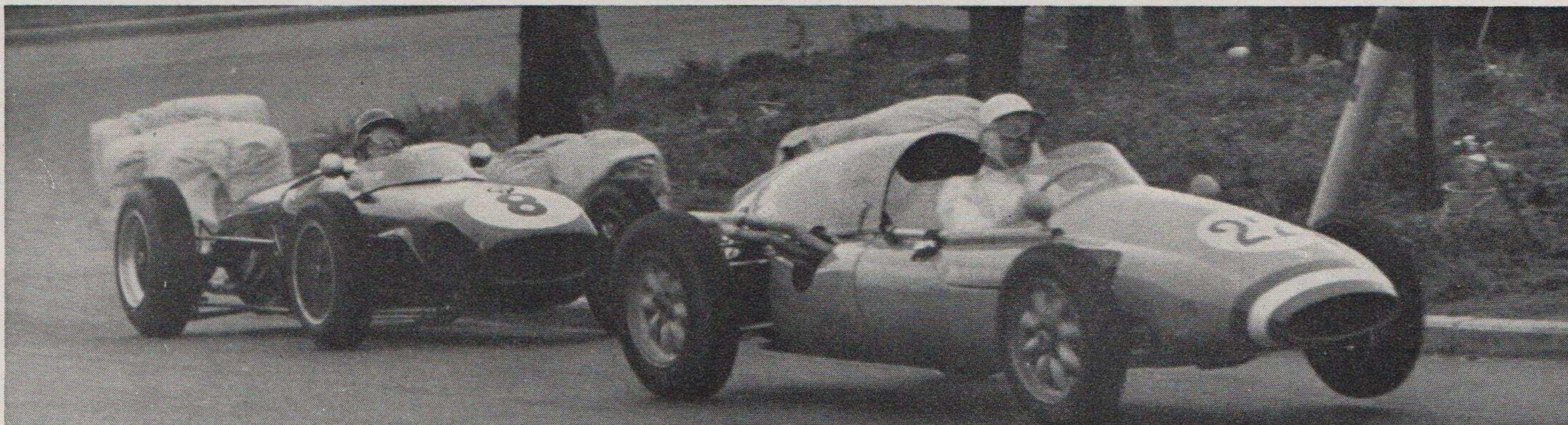
FORMULA 2

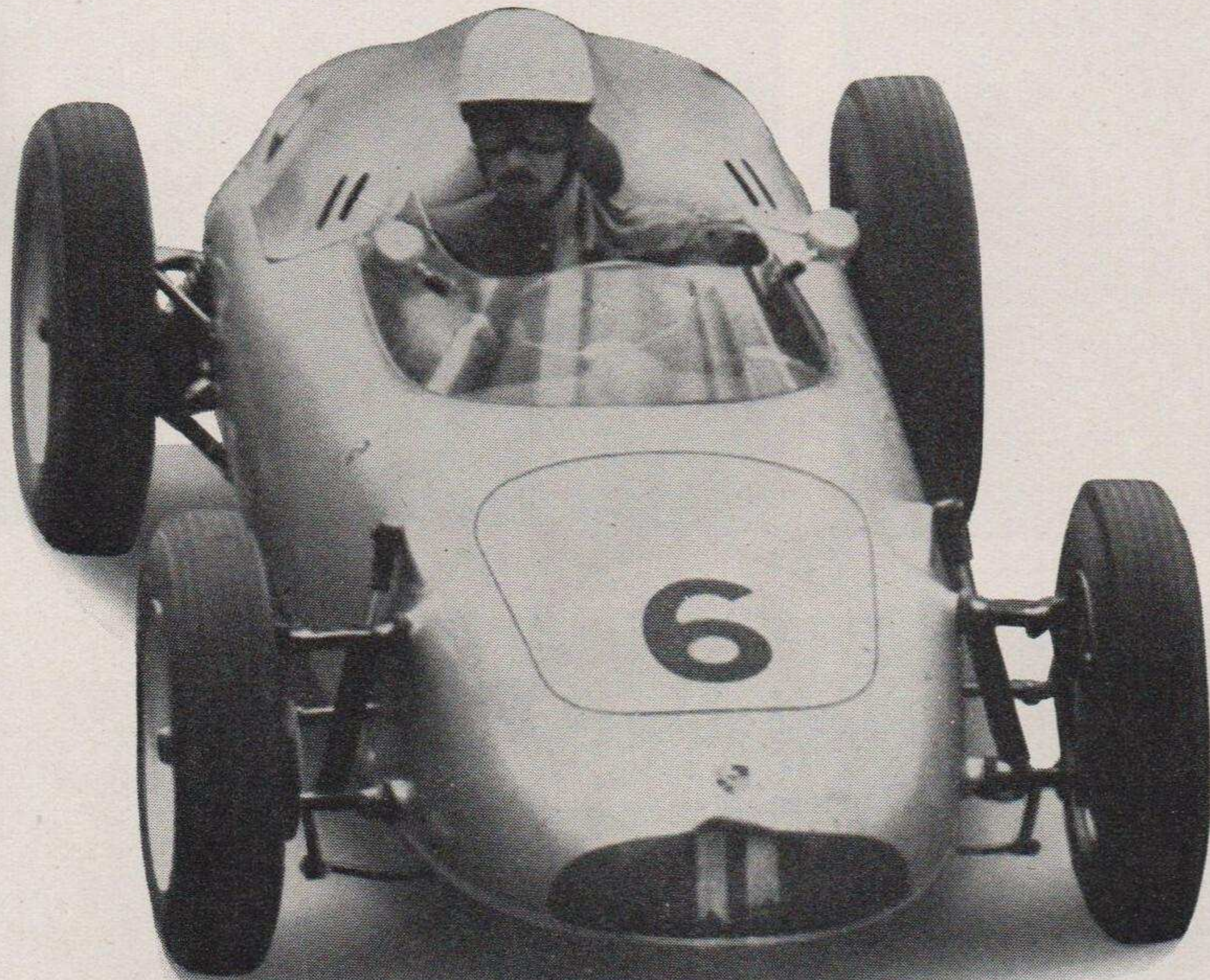


Formula 2

Porsche had a very successful year in 1960, being declared co-winners with Cooper of the International Formula 2 Championship. Some of the credit for Cooper's share of the title must go to the French driver Maurice Trintignant, who was second at Syracuse and Pau, and third at Brussels, using BP products. Despite his accident, Stirling Moss won two of these 1500 cc events in Rob Walker's Porsche, while the official team of the Stuttgart factory filled five of the first six places in the German Grand Prix and four of the first five in the Solitude Grand Prix. Moreover, works Porsches took the first three places in the Aintree '200', were second and third to Moss in the Austrian Grand Prix, and first (Bonnier) in the Modena Grand Prix at the tail end of the season.

Maurice Trintignant (Cooper) leading a Lotus during the Brussels Grand Prix in which the Frenchman finished third

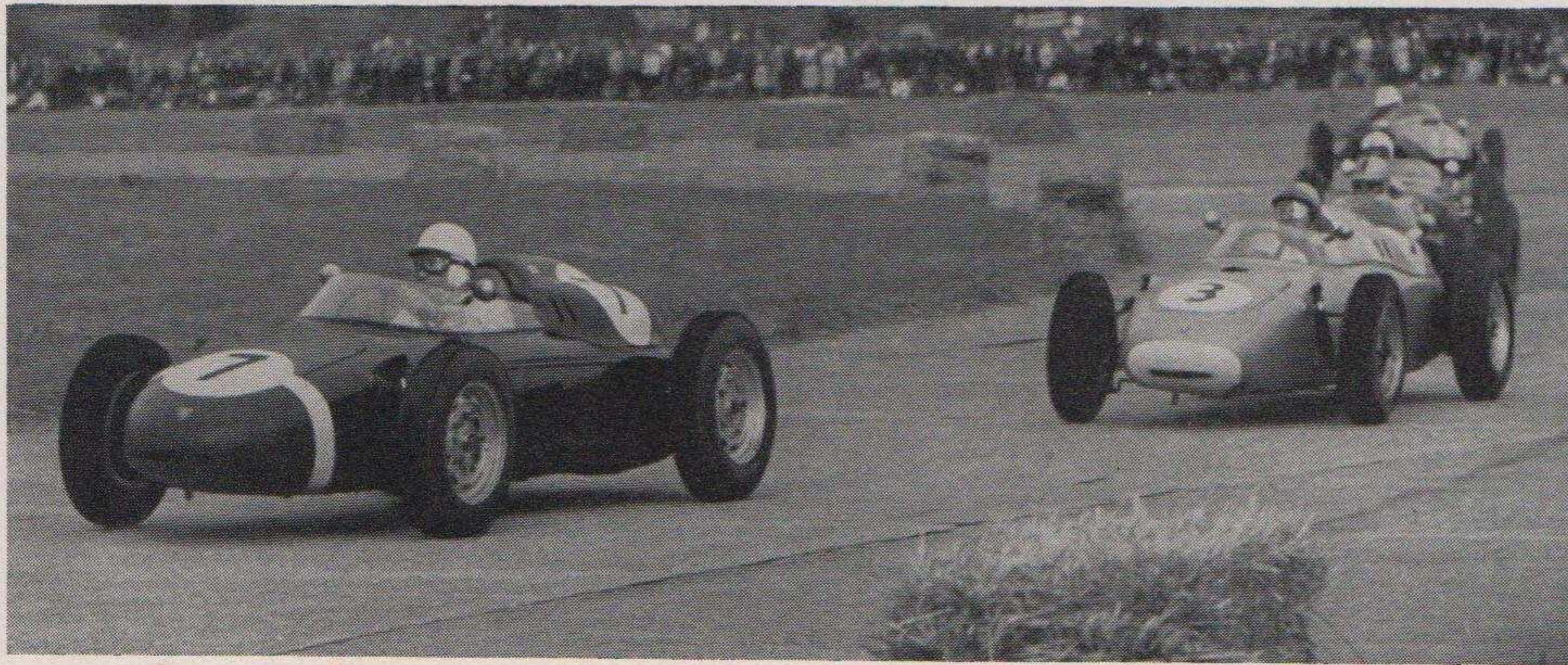




Joakim Bonnier (Porsche), winner of the German Grand Prix

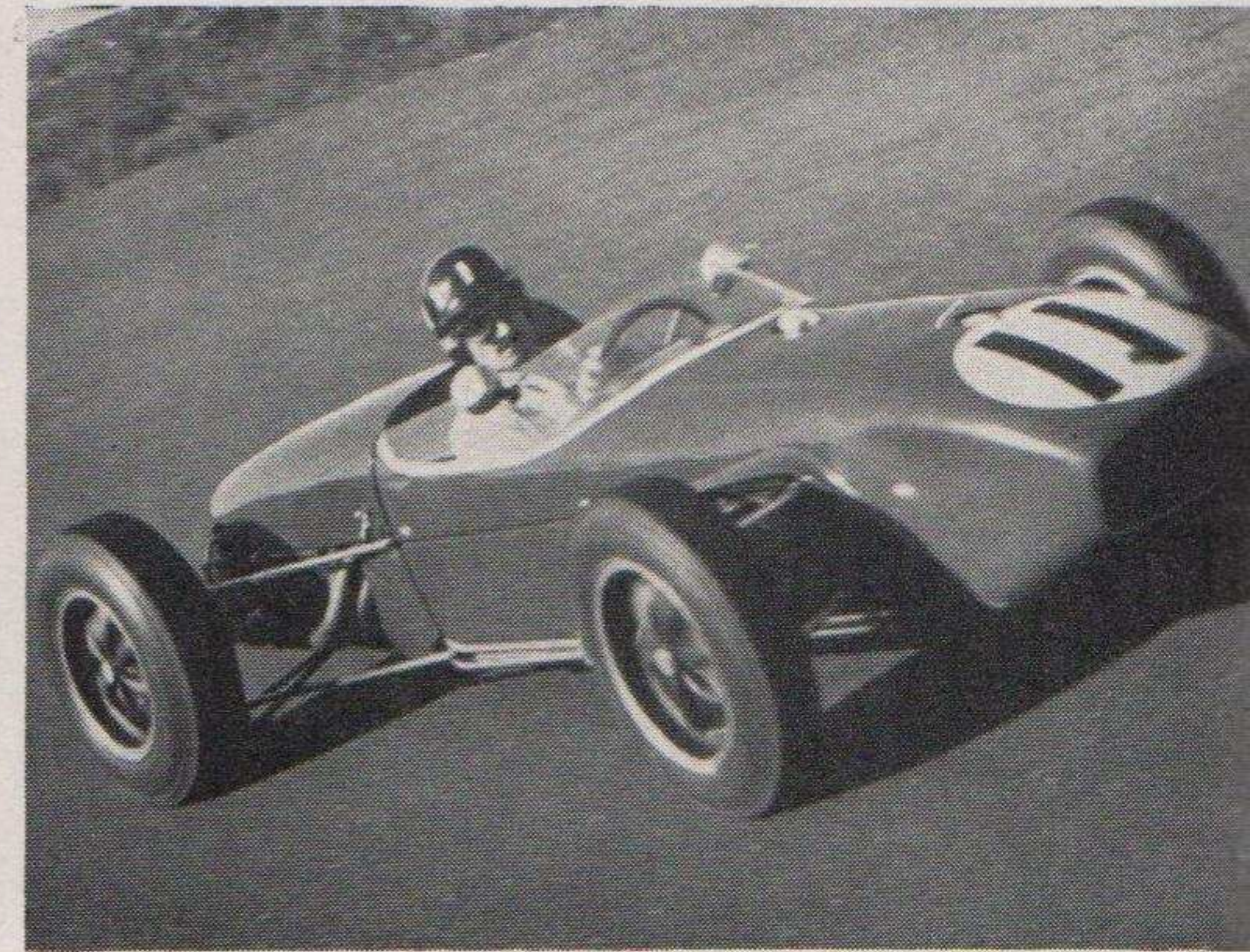
Hans Herrmann (Porsche) on his way to second place in the Solitude Grand Prix





1

1 Stirling Moss's Porsche leads a group of cars, headed by a works Porsche, in the Austrian Grand Prix on the Zeltweg circuit



2

2 Graham Hill, in a Lotus, finished second in the Copenhagen Grand Prix

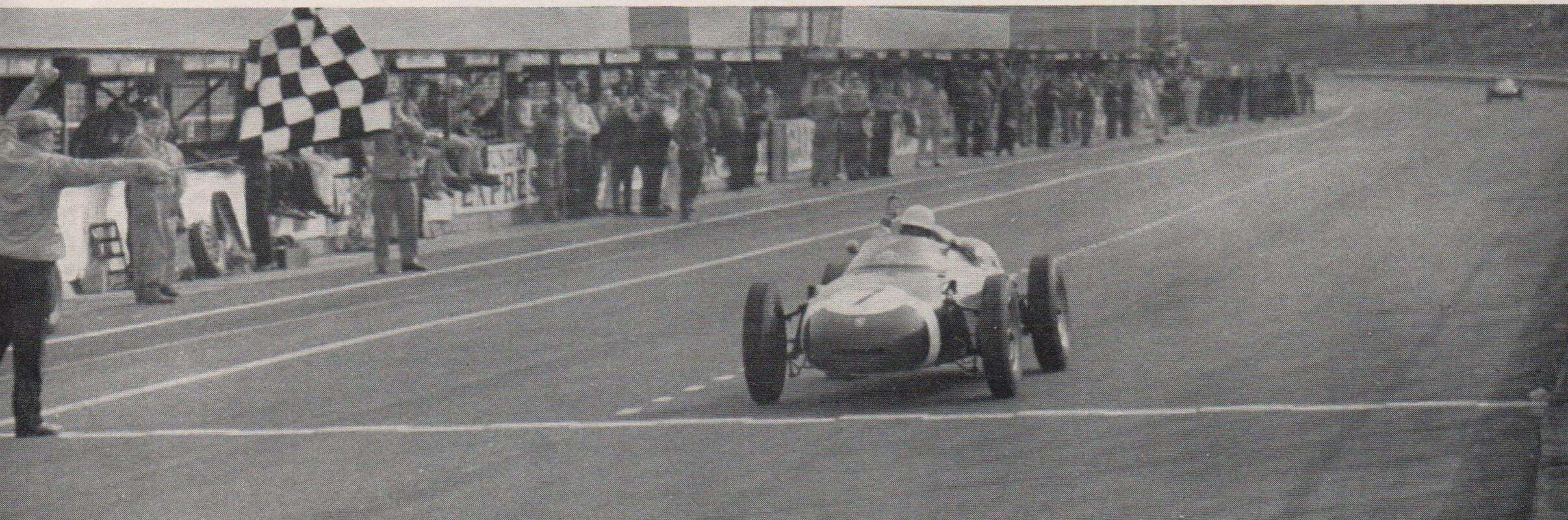
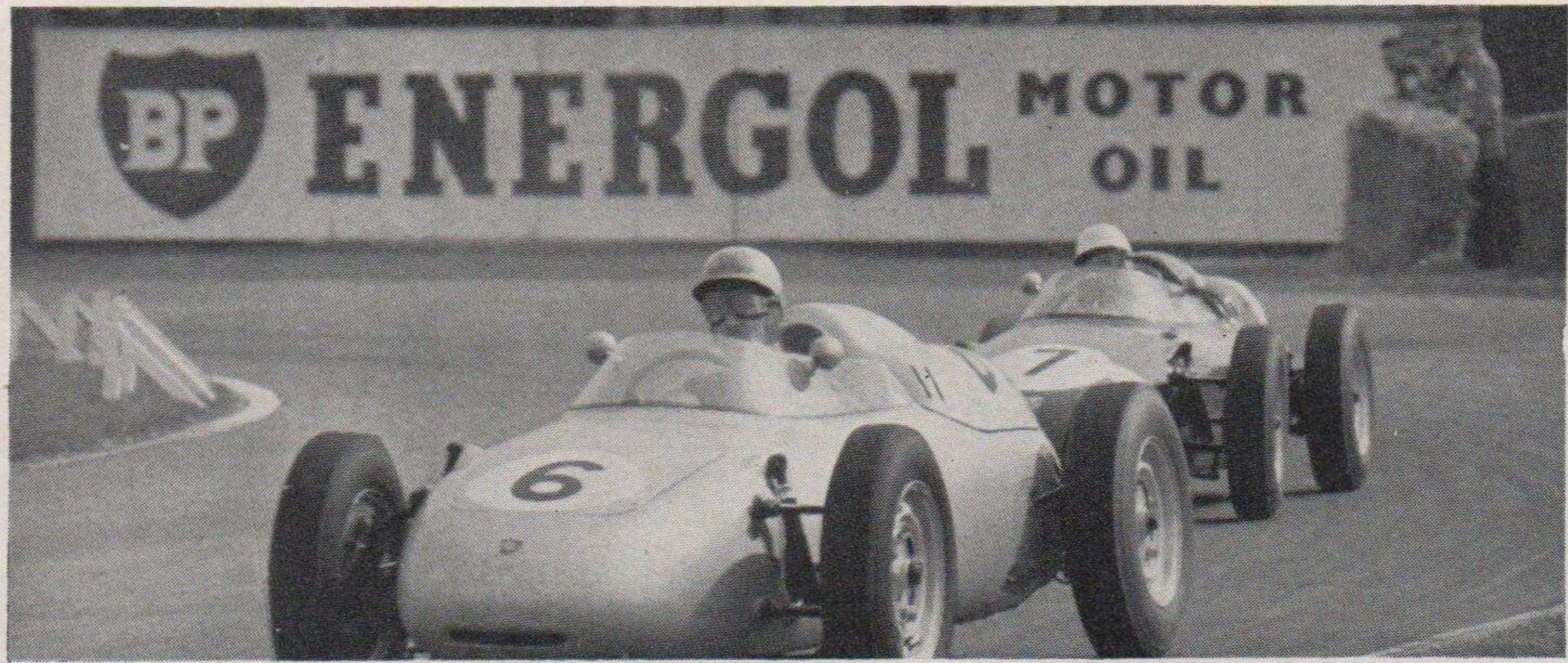
3 Moss and Hans Herrmann after their 1-2 victory in the Austrian race



3

Bonnier's Porsche is followed by Moss's Porsche in the Aintree '200'. They finished second and first respectively

The chequered flag falls for Moss at Aintree



FORMULA 2 Results

JOINT CHAMPIONS: Porsche and Cooper

(Porsche and M. Trintignant used BP products throughout)

PAU GRAND PRIX

18th April 90 laps 155 miles

**1st J. Brabham (Cooper)
2nd M. Trintignant (Cooper)
3rd O. Gendebien (Porsche)
Fastest lap: Trintignant, 64.78 mph**

GERMAN GRAND PRIX

31st July 32 laps 153.9 miles

**1st J. Bonnier (Porsche)
2nd W. von Trips (Porsche)
3rd J. Brabham (Cooper)
Fastest lap: Bonnier, 81.98 mph**

SYRACUSE GRAND PRIX

19th March 56 laps 193 miles

**1st W. von Trips (Ferrari)
2nd M. Trintignant (Cooper)
3rd O. Gendebien (Cooper)
Fastest lap: Moss (Porsche), 104.33 mph**

AINTREE 200

30th April 50 laps 150 miles

**1st S. Moss (Porsche)
2nd J. Bonnier (Porsche)
3rd G. Hill (Porsche)
Fastest lap: Surtees (Cooper), 90.0 mph**

AUSTRIAN GRAND PRIX

18th September 53 laps 117 miles

**1st S. Moss (Porsche)
2nd H. Herrmann (Porsche)
3rd E. Barth (Porsche)
Fastest lap: Moss, 93.90 mph**

BRUSSELS GRAND PRIX

10th April Two 35-lap heats 166.6 miles

**1st J. Brabham (Cooper)
2nd S. Moss (Porsche)
3rd M. Trintignant (Cooper)
Fastest lap: Moss, 82.12 mph**

SOLITUDE GRAND PRIX

24th July 20 laps 142 miles

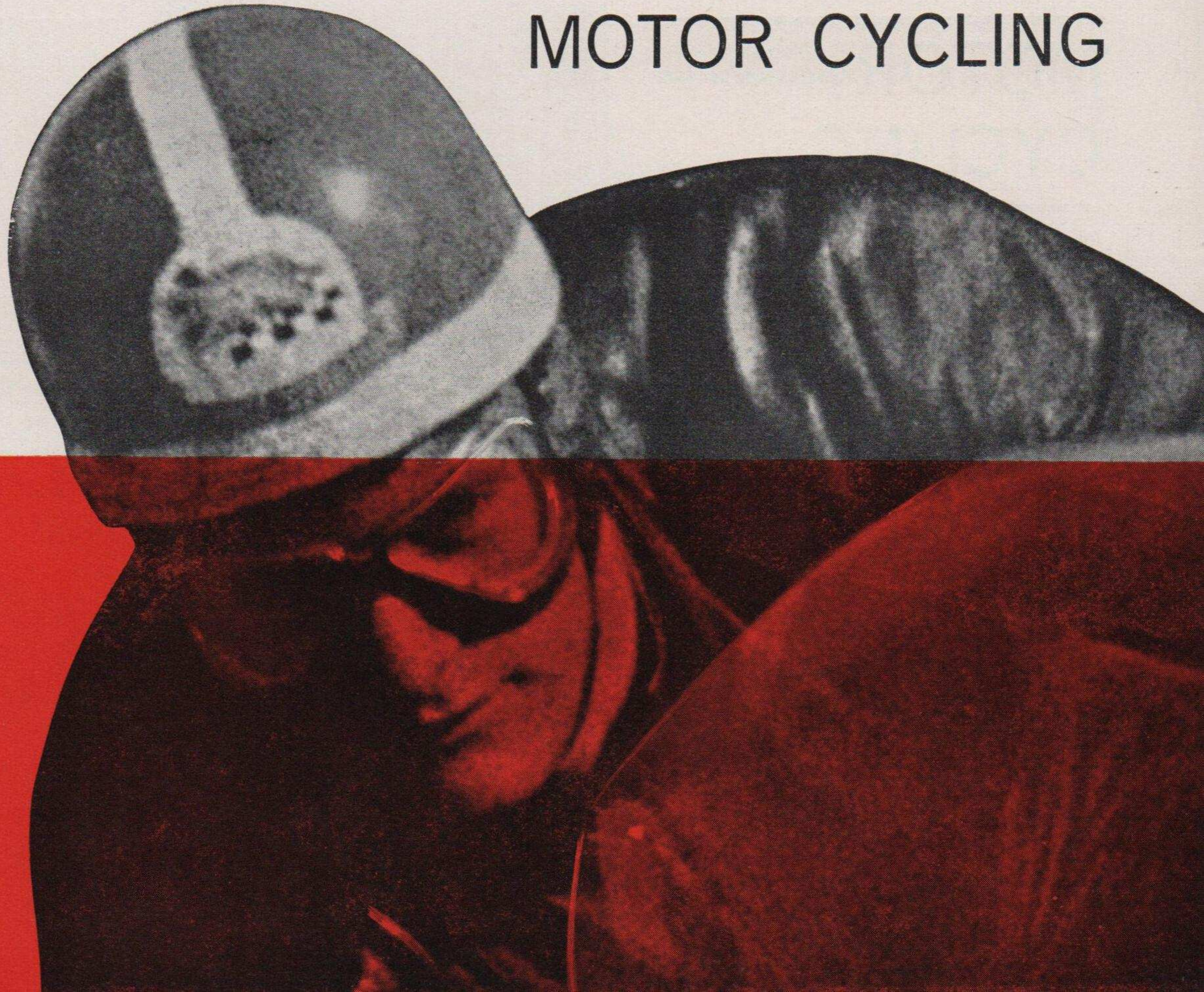
**1st W. von Trips (Ferrari)
2nd H. Herrmann (Porsche)
3rd J. Bonnier (Porsche)
Fastest lap: von Trips, 104.35 mph**

MODENA GRAND PRIX

2nd October 100 laps 147 miles

**1st J. Bonnier (Porsche)
2nd R. Ginther (Ferrari)
3rd W. von Trips (Porsche)
Fastest lap: Bonnier, 89.70 mph**

MOTOR CYCLING



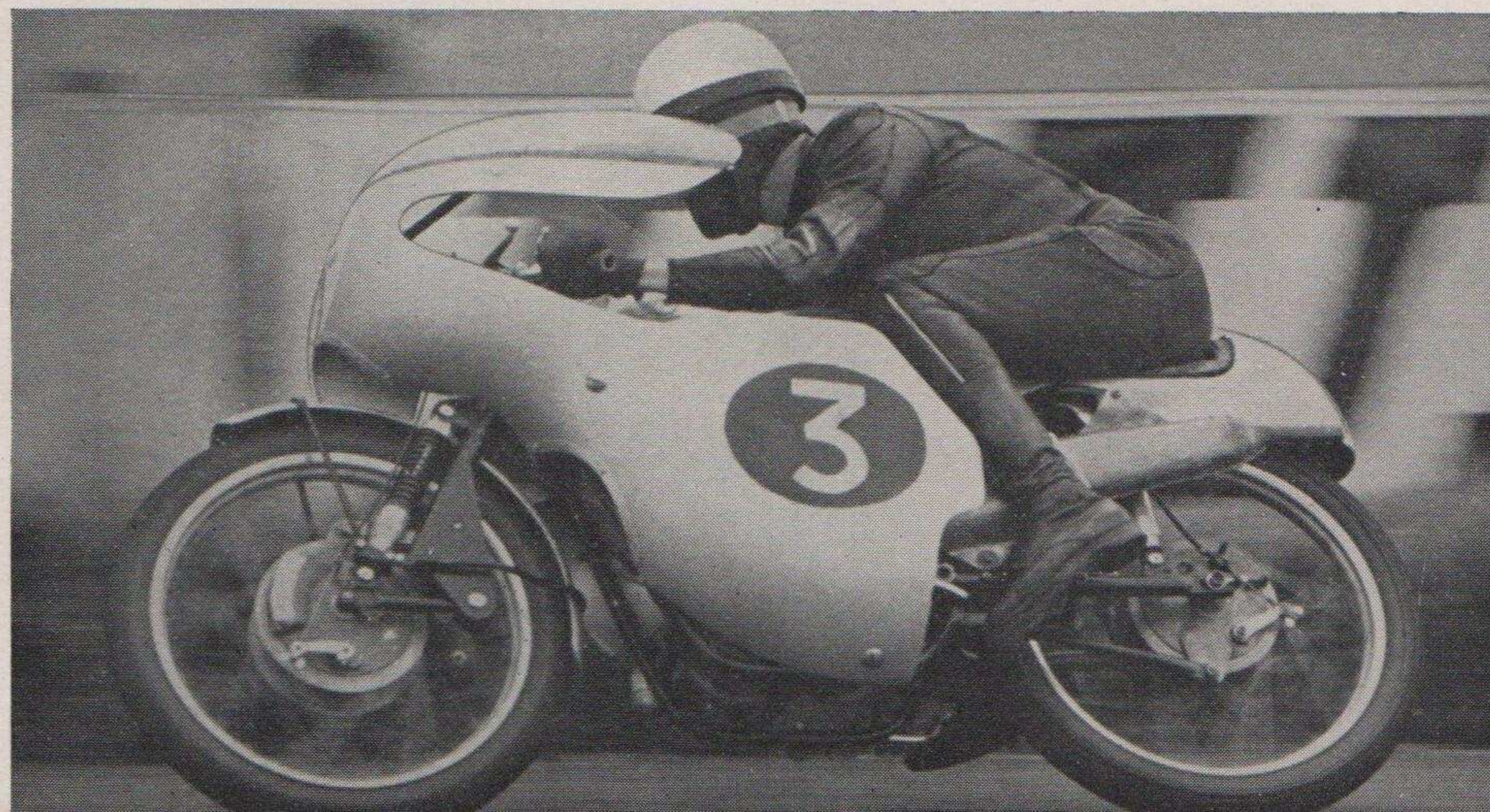
MOTOR CYCLING

On two wheels, as on four, competitors using BP products excelled during 1960. The exploits of those two star riders, Mike Hailwood and Bob McIntyre, are well known to every motor cycling enthusiast. Both walked away with race after race almost everywhere they went. Then there were the German World Champion sidecar partners, Helmut Fath, astride his BMW, and Alfred Wohlgemuth, the 'chairman', who won the Sidecar TT over the intimidating Isle of Man Mountain Circuit. And Ernst Degner, of the MZ team, who was first in the 125 cc event at the Belgian, and third in the Ulster and Italian Grands Prix. And Don Rickman, second in the British round of the World Moto Cross Championship. A few of BP's many 1960 victories are noted on these pages.



Ernst Degner

**Ernst Degner (125 cc MZ) at Wheeler's
Corner during the 125 cc Ulster Grand Prix**





Fath



Wohlgemuth

World Champions Helmut Fath and Alfred Wohlgemuth on their way to winning the sidecar event at Scarborough

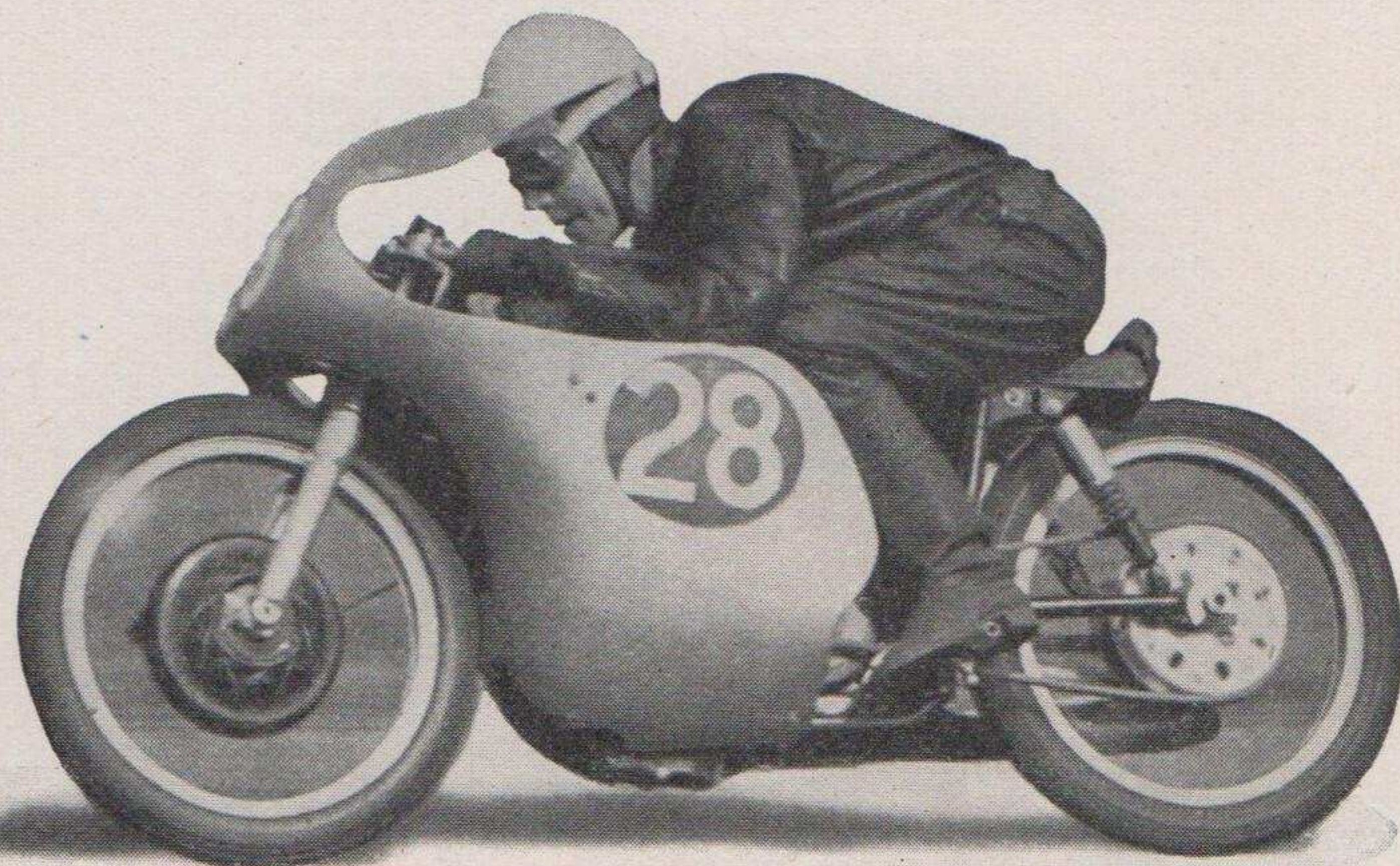


BP **SUPE**



2

1



1 Charlie Bruce, Scottish 250 cc Speed Champion, on his 250 cc Velocette at Oulton Park in April

2 Mike Hailwood (AJS) at the opening meeting on the new Brands Hatch circuit. He won all four solo events

3 Don Rickman

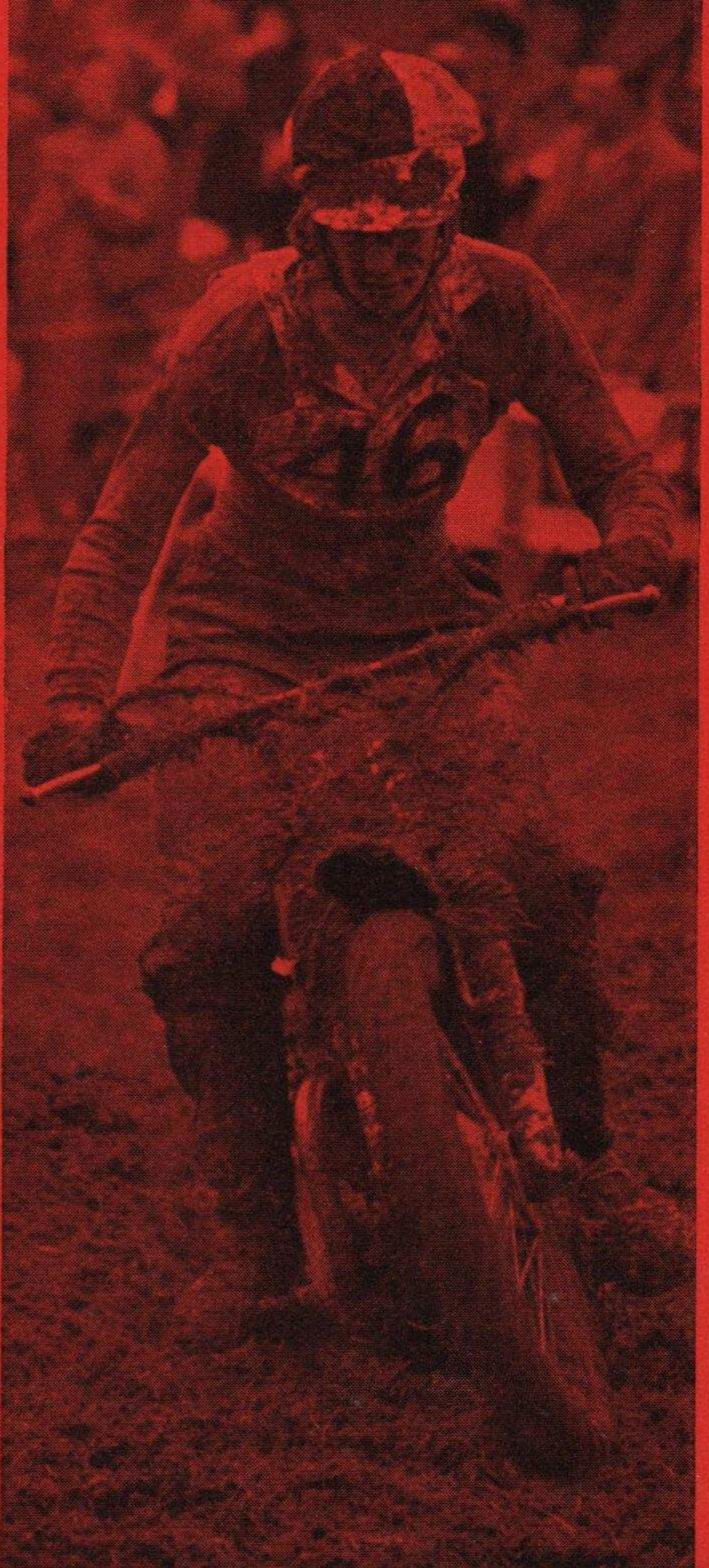
4 and 5 Two action shots of Rickman on his 500 cc Metisse. He was second in the British round of the World Moto Cross Championship

3





4



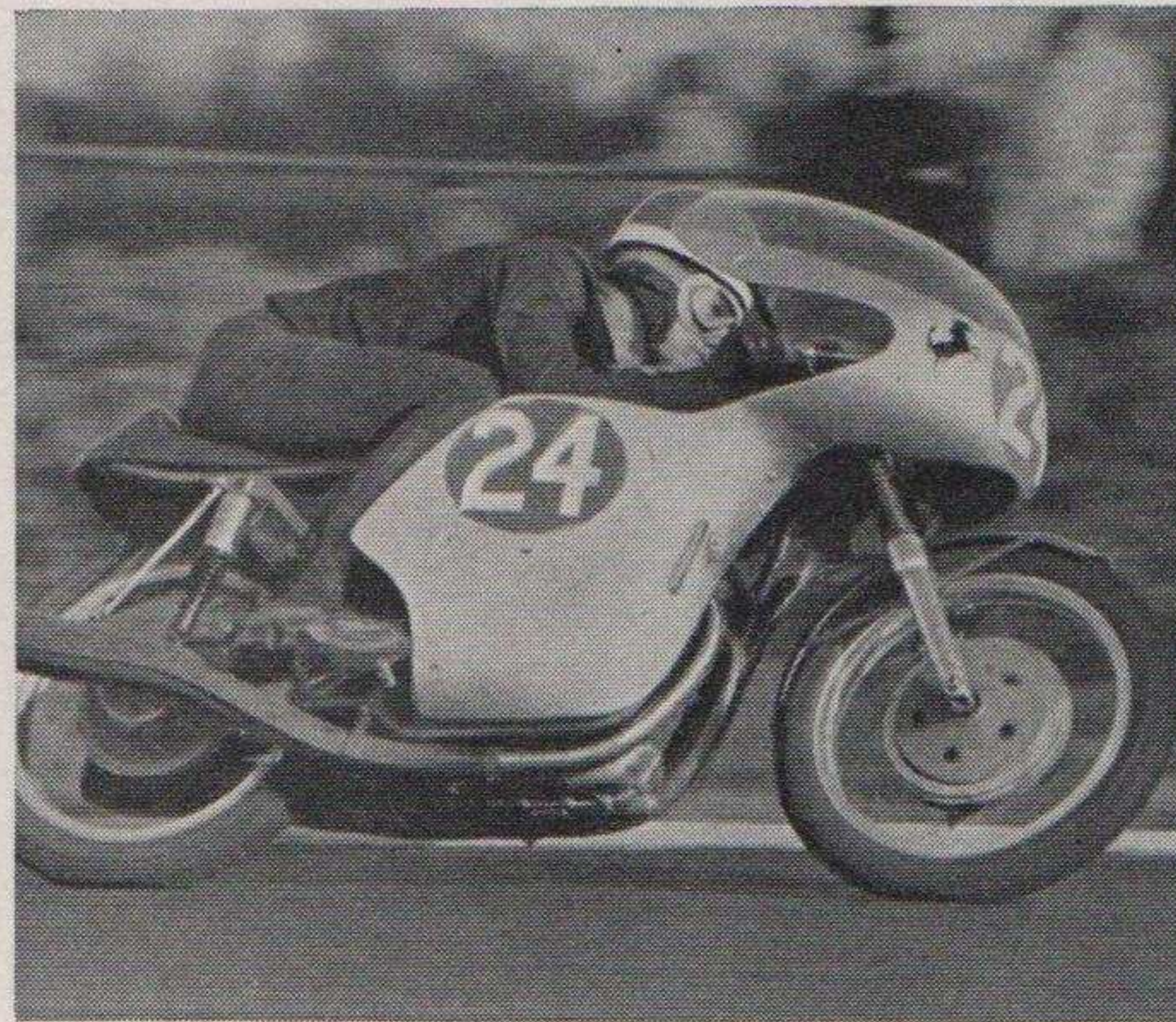
5

MIKE HAILWOOD

'Although only just out of his teens Mike Hailwood already numbers his successes in hundreds, whilst before him lies the prospect of becoming the most successful rider in the history of motor cycle racing.' Thus is the remarkable progress of this young Berkshire rider summed up in the BP Book of Motor Cycle Racing.

In 1960 Mike Hailwood continued his meteoric rise to the top. At the BMCRC meeting at Silverstone in May he won three Solo Championships, 125 cc, 250 cc and 500 cc, all in record time. At the Brands Hatch July meeting, when the new extended circuit was used for the first time, he mopped up all four solo events (125 cc, 250 cc, 350 cc and 500 cc) one after another, and mostly in the wet. At Mallory Park in September, he won the Race of the Year on his Norton and came away with a cheque for £1,000. And in the Senior TT on the Isle of Man Mountain Circuit in June, he rode into a magnificent third place.

Backed by a first-class racing organisation which most private owners could only dream of, and which is managed by his father, Stan, a genius when it comes to organisation and tactics, Mike Hailwood's fantastic climb up the ladder of success will take him to even greater heights during 1961. And all on BP fuel and oil.

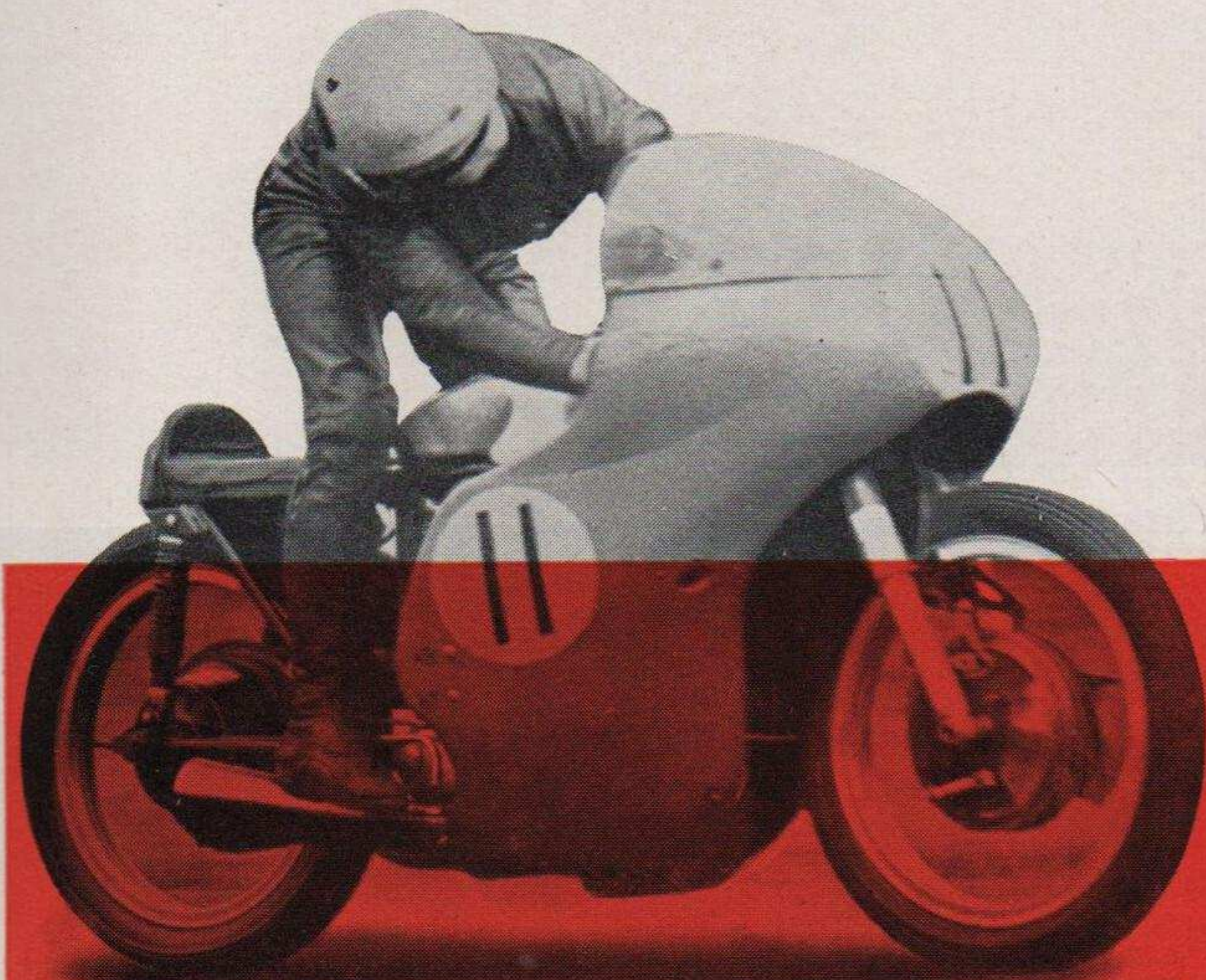


Mike Hailwood sweeps through Chapel Curve at Silverstone on his 250 cc Ducati during the Hutchinson '100' meeting. On this machine Mike retained the Mellano Trophy he won in 1959

Mike Hailwood with his father, Stan (centre), and his mechanic, Jim Adams, after winning the £1,000 Race of the Year at Mallory Park in September

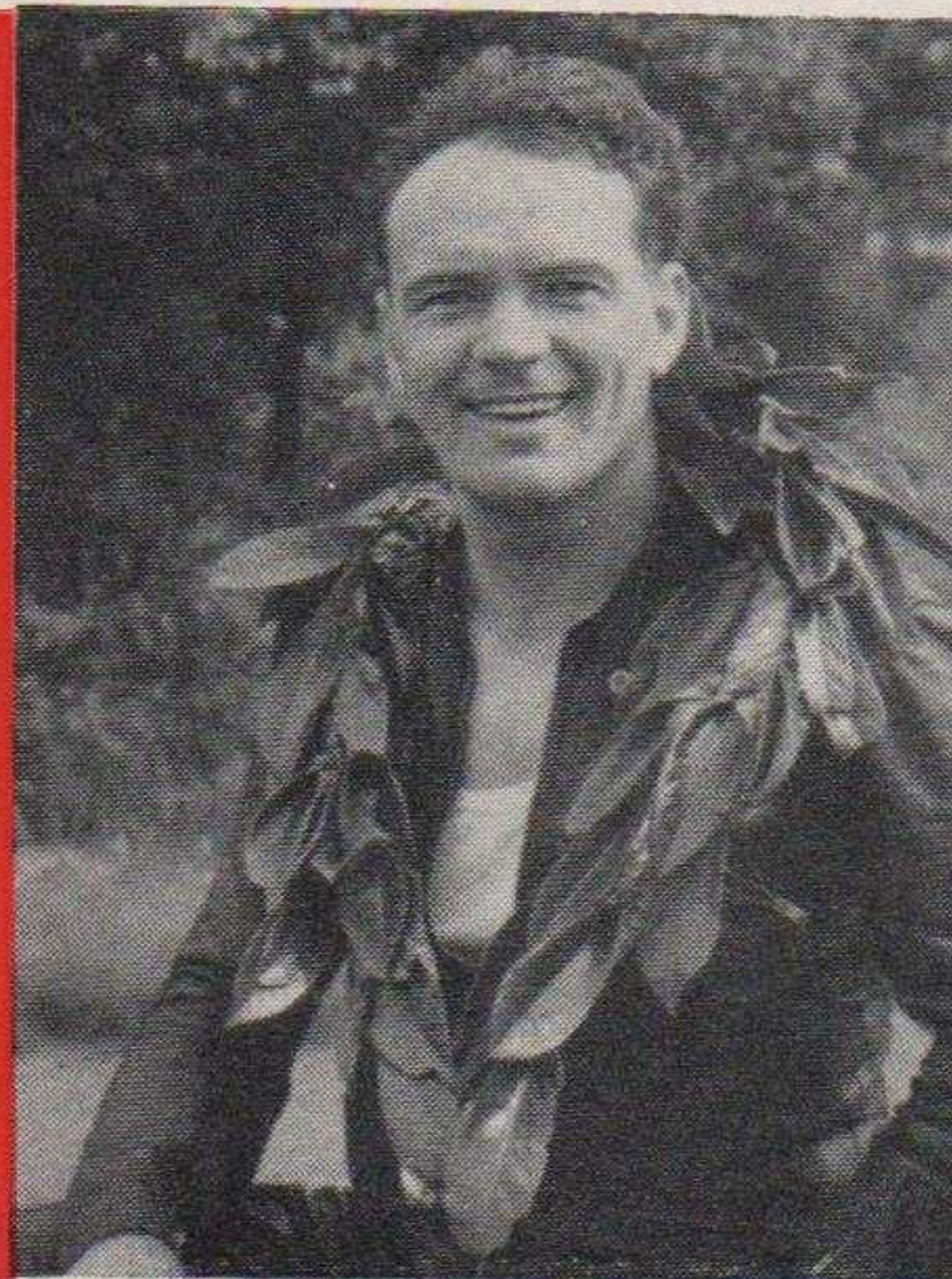


BOB McINTYRE



'Which way did they go?' McIntyre, Norton-mounted, looking for the opposition at Oulton Park

A smiling Bob McIntyre photographed after his victory in the 350 cc British Championship at Oulton Park in August

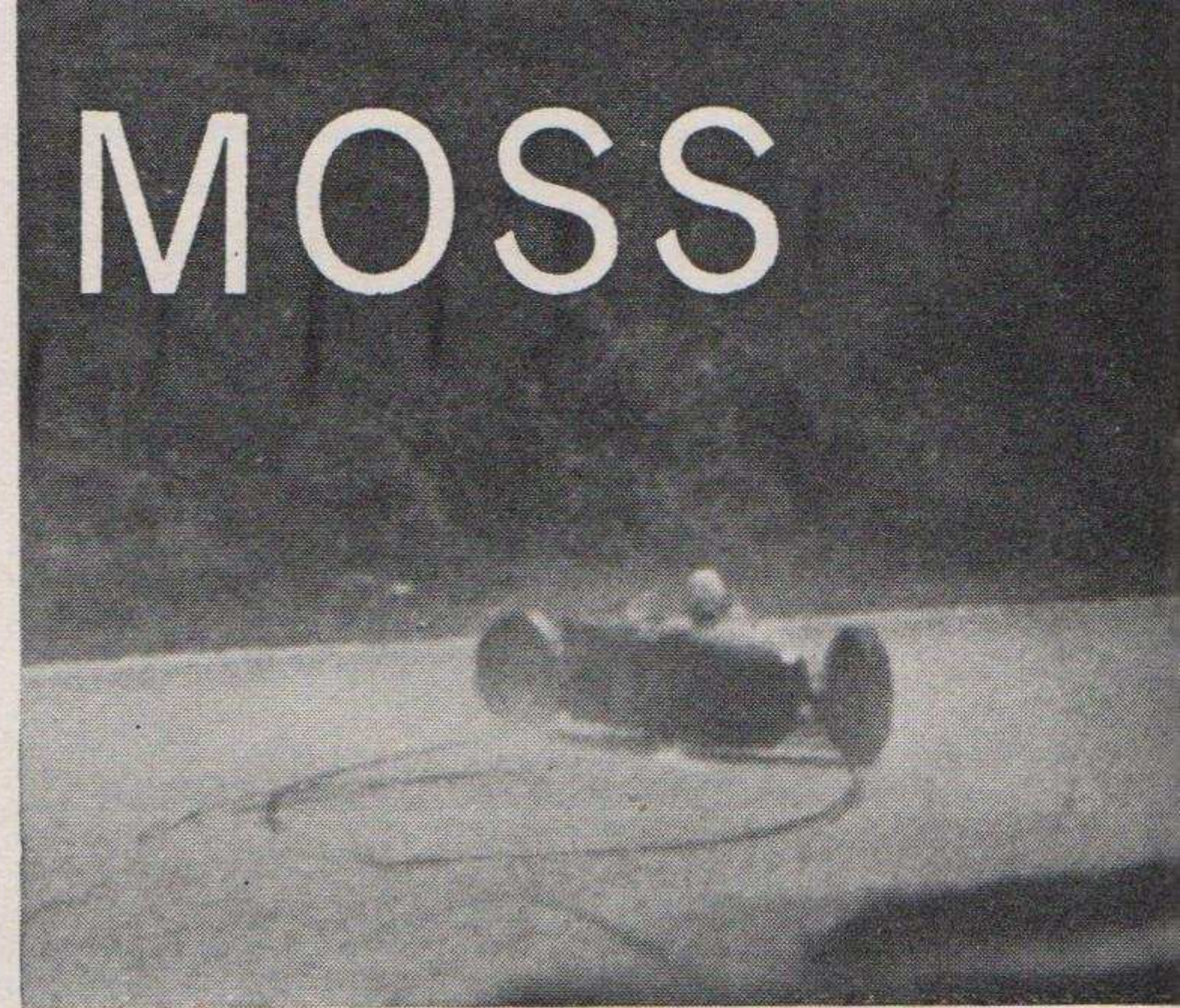


If Scotsman Bob McIntyre had never done anything else, he would still go down in the history of motor cycle racing for being the first rider to lap the Isle of Man Mountain Circuit at over 100 mph. But the fact that he achieved this feat (in 1957) not only while winning the Senior TT, but having just won the Junior race a few days earlier as well, makes him one of motor cycling's all-time 'greats'.

Apart from a season with AJS in 1954 and his fabulous year as Gilera team-leader in 1957, Bob McIntyre has raced for almost a decade as a private entrant – and an extremely successful one at that. For this, much of the credit, as Bob would be the first to admit, must go to his entrant and sponsor, the expert tuner Joe Potts, at whose garage at Bellshill, near Glasgow, Bob has his racing headquarters. But an expert's machines (Nortons these days) are no good without an expert to ride them, and McIntyre is certainly that.

During 1960 he won both the 500 cc and 350 cc races at the Hutchinson '100' meeting at Silverstone, was first of the 350s at Oulton Park in April and August and first of the 500s as well in August. In addition, he was second in Ulster's North-West '200' in May, and the following month he came in third in the Junior TT against full works opposition.

this amazing man MOSS



This dramatic photograph of a wildly gyrating racing car was taken at the Spa circuit, Belgium, on Saturday, 18th June 1960, during practice for the Belgian Grand Prix. The car is Rob Walker's Lotus. At the wheel: Stirling Moss. And the shutter clicked a bare instant before the car smashed into the earth bank in the background, throwing Moss out before it ricocheted across the road into the ditch.

Moss's injuries, it was said, would keep him in hospital for three or four months, and he would be out of racing for the rest of the year at the very least. But everyone grossly underestimated Moss's amazing determination and powers of recovery.

A bare month after the accident he took a BP-chartered helicopter to Silverstone to start the British Grand Prix. And three weeks later he was back on the circuit again, winning. None of the old Moss form was missing as he drove his brand-new 2½-litre Lotus Monte Carlo sports car to victory in the main event of the Kanonloppet races at Karlskoga, Sweden.

Subsequently, he capped a remarkable season by winning the United States Grand Prix, the South African Grand Prix and races in Britain, Europe, the United States and the Bahamas. What a man – this man Moss!



Spinning off the track at Spa

The wrecked Lotus. Note the bent steering wheel, which is now one of Moss's most prized souvenirs

On the way to victory in the Lotus Monte Carlo in the Swedish Kanonloppet races at Karlskoga in August

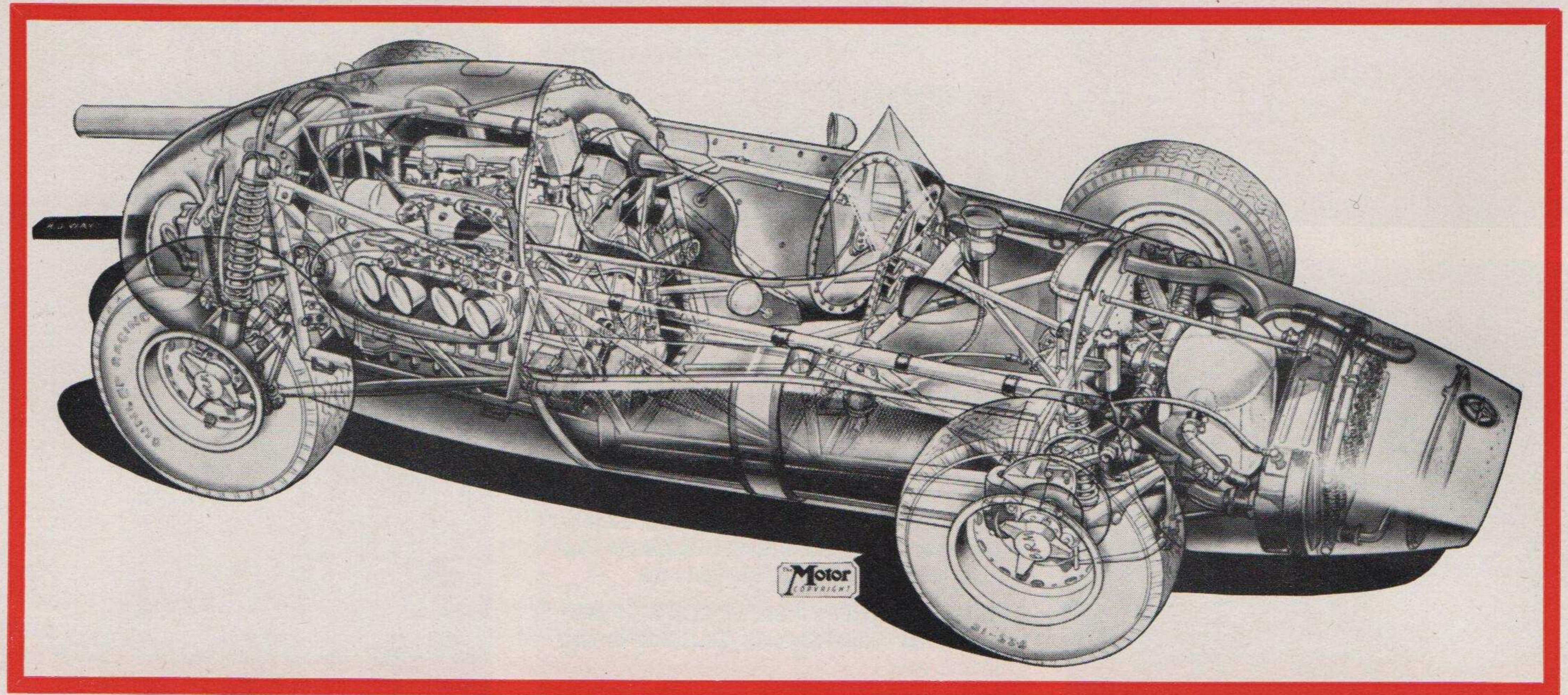
With Karlskoga Motor Club chief, Gunnar Olsson, and the BP Energol Challenge Cup after winning the Kanonloppet race

Moss about to board the BP-chartered helicopter for Silverstone to start the British Grand Prix



The 1960 2½-litre formula 1 BRM

Having raced for several years in front-engined form, the BRM appeared in 1960, in line with current fashion, with its engine mounted behind the driver and with independent rear suspension. Designed by Peter Berthon and entered by Mr Alfred Owen's Owen Organisation, with the team under the control of Raymond Mays, the car showed considerable



speed, but inconsistent reliability. Its finest hour was certainly in the British Grand Prix when, in the lead and with victory within its grasp, Graham Hill had the misfortune to spin off. BRM have pioneered the use of collapsible fuel tanks, which are now a requirement of the current 1½-litre Grand Prix Formula.



SPECIFICATION

Engine. BRM 4-cylinder, mounted vertically ahead of rear axle. Bore, 103 mm; stroke 75 mm; 2499 cc; Piston area, 51.5 sq ins; 275 bhp at 8,000 rpm. Dual ignition from Lucas magnetos driven by cogged belts. Twin gear-driven overhead camshafts. Two twin-choke Weber carburettors, fed from 30-gallon side-mounted flexible fuel tanks.

Transmission. Four- or five-speed all-

indirect gearbox located behind rear axle. Triple-plate clutch. Limited slip differential. Splined coupling and two universal joints to each drive shaft.

Chassis. Four-tube space frame. Independent front suspension by transverse wishbones, coil springs, telescopic shock absorbers and anti-roll torsion bar. Independent rear suspension by telescopic shock absorber struts incorporating coil springs, lower wishbone and anti-roll



A. G. B. Owen



Raymond Mays

A fine shot of the rear-engined BRM showing its smooth, efficient and attractive lines. At the wheel: Graham Hill

torsion bar. Rack and pinion steering.

Wheels and Brakes. Centre-lock Dunlop disc wheels with 5.25-15 front and 6.50-15 rear tyres (7.00-15 optional on rear). Dunlop hydraulic disc brakes, mounted outboard at front, single internally-cooled disc on transmission at rear.

Dimensions. Wheelbase, 7 ft 5¾ ins. Track, 4 ft 8½ ins (front), 4 ft 3¼ ins (rear). Length, 11 ft. Width, 5 ft. Height, 3 ft 1 in. Dry weight, below 10 cwt.

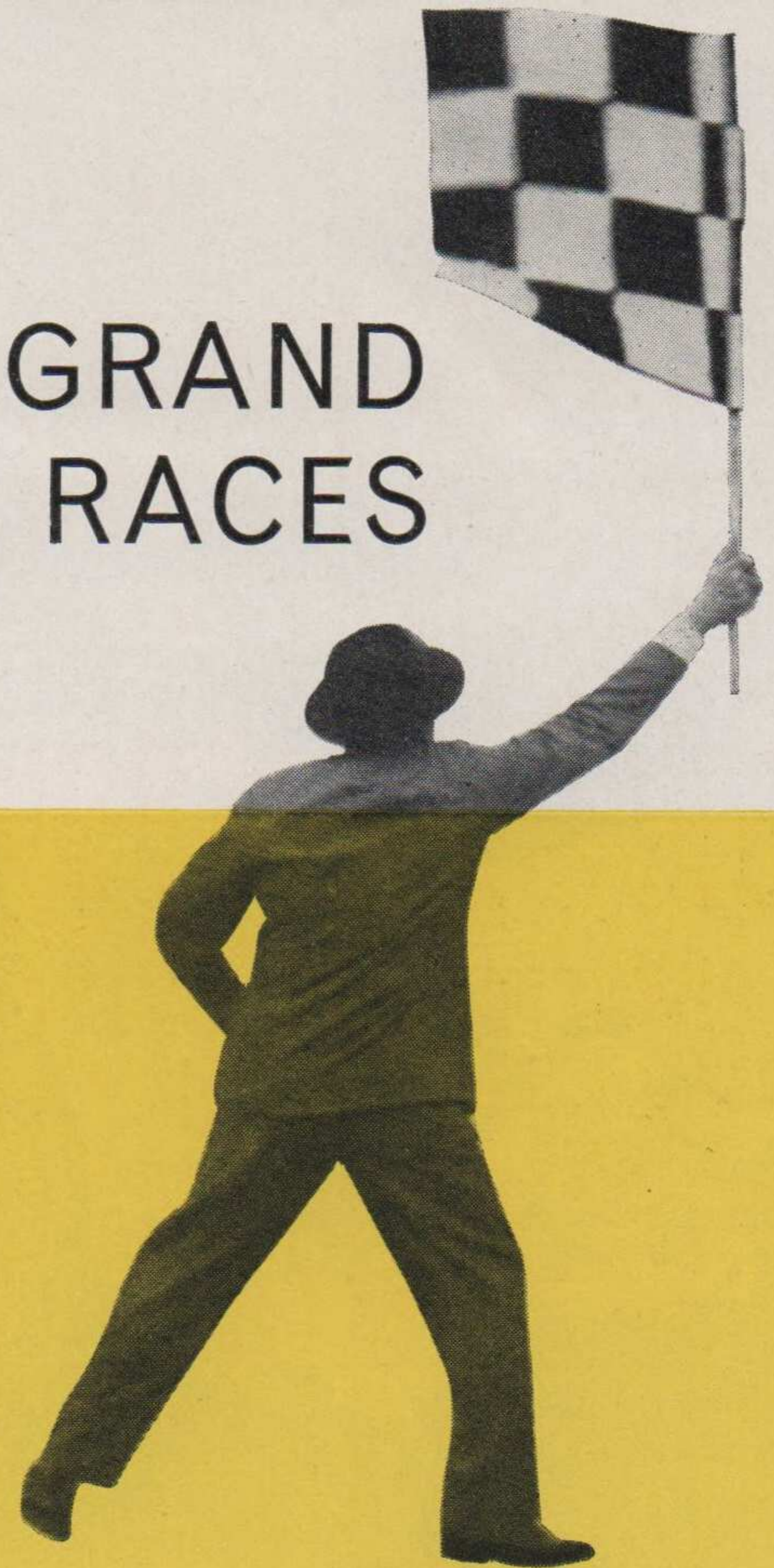
BP mobile workshops

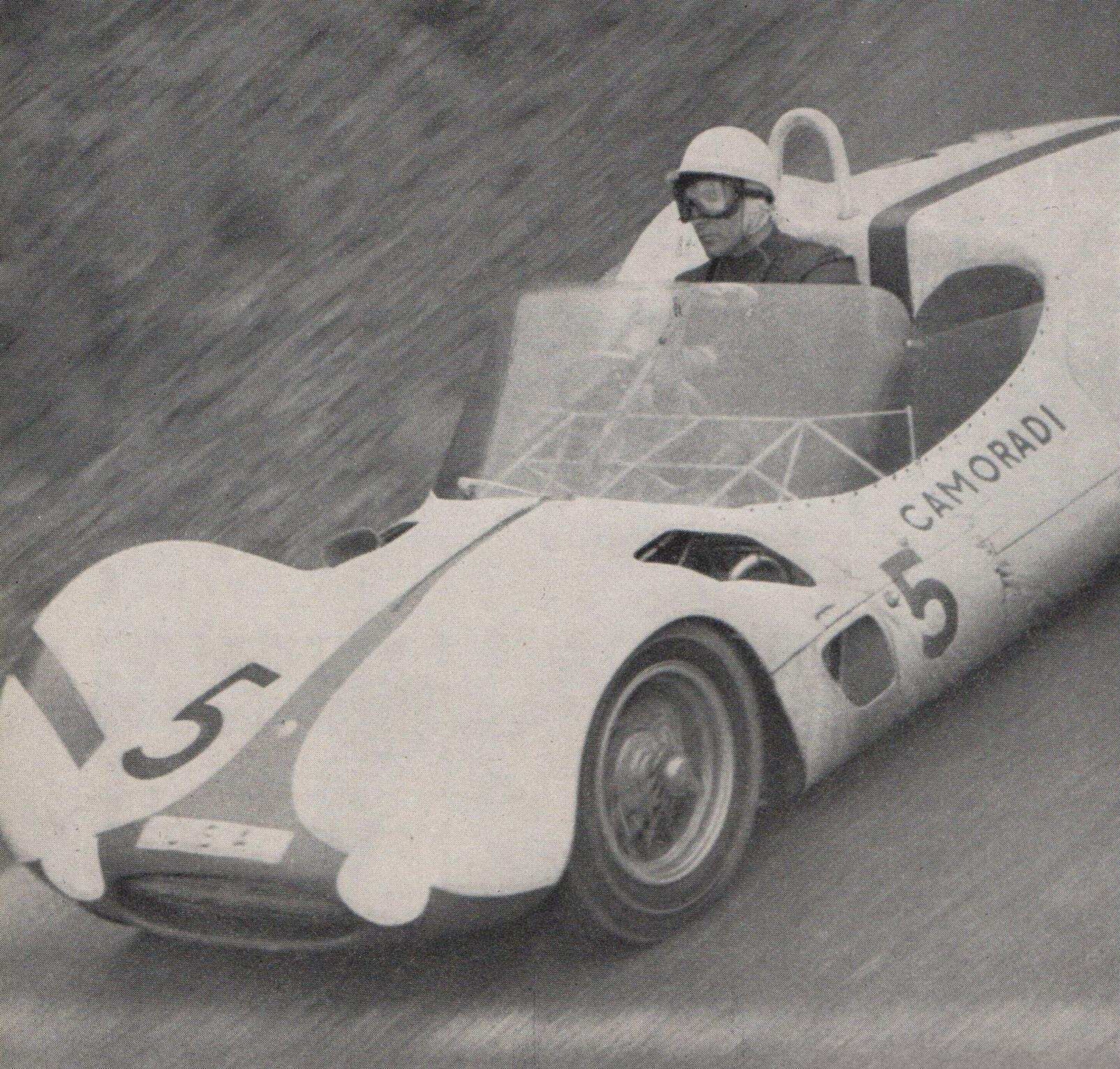


Amongst the facilities offered to motor and motor-cycle competitors by the BP Racing Service are the Mobile Workshops operated by BP Germany. These workshops are fully equipped with workshop machinery, lathes and so on, are staffed by qualified, skilled mechanics and offer complete service, repair and refuelling facilities. They are a familiar sight in the paddock at car and motor-cycle race meetings all over Germany, and are also much in evidence at all other important events to give help whenever it is required.



SPORTS AND GRAND
TOURING CAR RACES

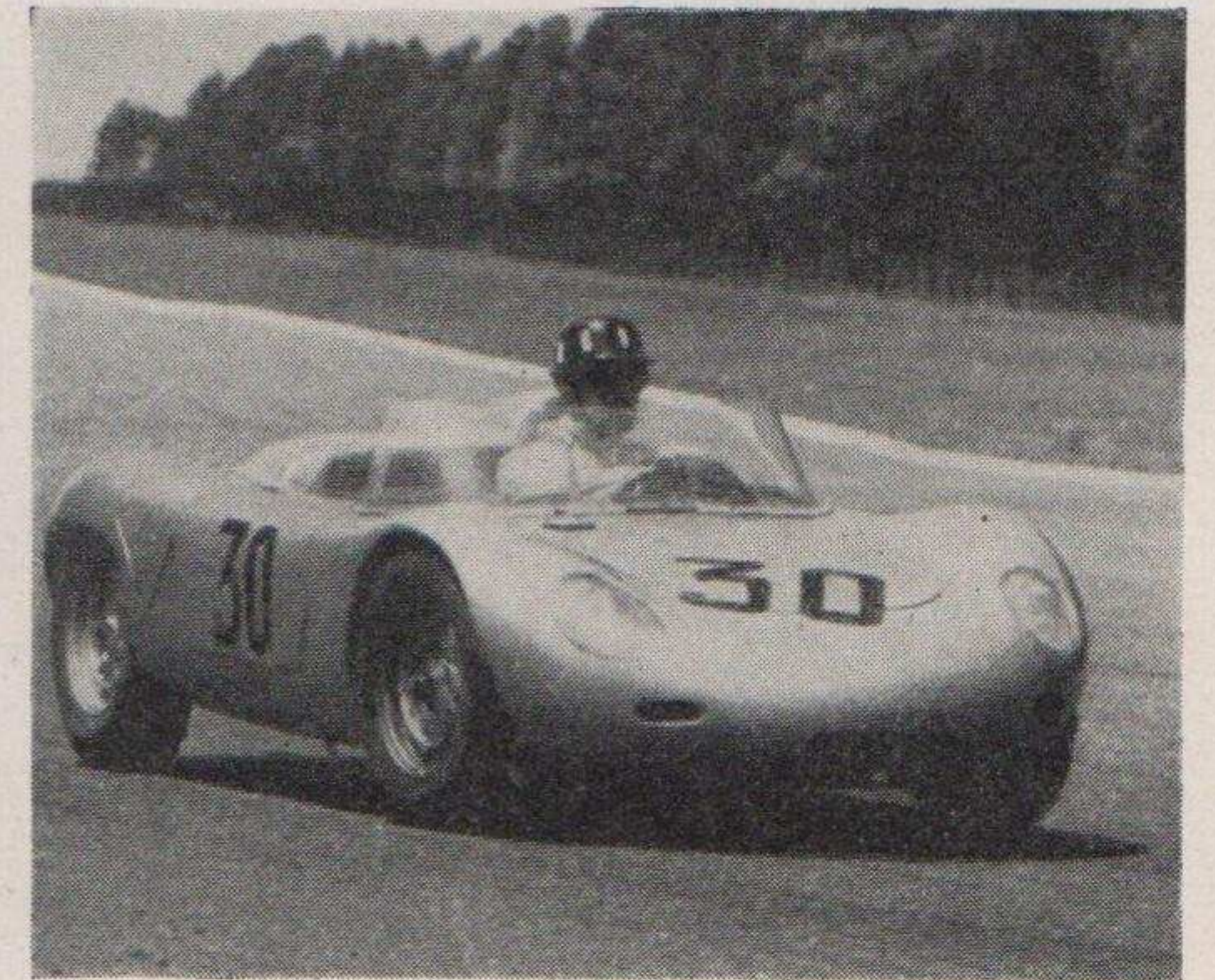




1

1 Stirling Moss en route to victory in the Nürburgring 1,000 km for the third time in succession. His car: the Camoradi Racing Team's 'birdcage' Maserati

2 Graham Hill (Porsche) who, with his co-driver Bonnier, finished third in the Argentine 1,000 km and won his class



2



3



4



5

3 The Bonnier/Herrmann Porsche crossing the finishing line to win the gruelling Targa Florio race in Sicily

4 Bonnier after winning the Targa Florio. On the right is Porsche driver Edgar Barth and (holding ciné camera) Porsche Team Manager von Hanstein

5 Refuelling the winning Bonnier/Herrmann Porsche with BP products during the Targa Florio



The Barth/Seidel Porsche which gained first place in the 1600 cc class at Le Mans

Fourth overall in the Tourist Trophy and winner of his class, was Graham Hill in a Porsche coupé





The new BP 'musical tower' at Le Mans

Supporters push the Laureau/Armagnac DB-Panhard after its Index of Performance win in the Le Mans 24-hour Race

Stirling Moss is flagged in to win his 'hat trick' Tourist Trophy at Goodwood. His car is Rob Walker's 250GT Ferrari

European Rally Championship

TULIP RALLY

2nd-7th May

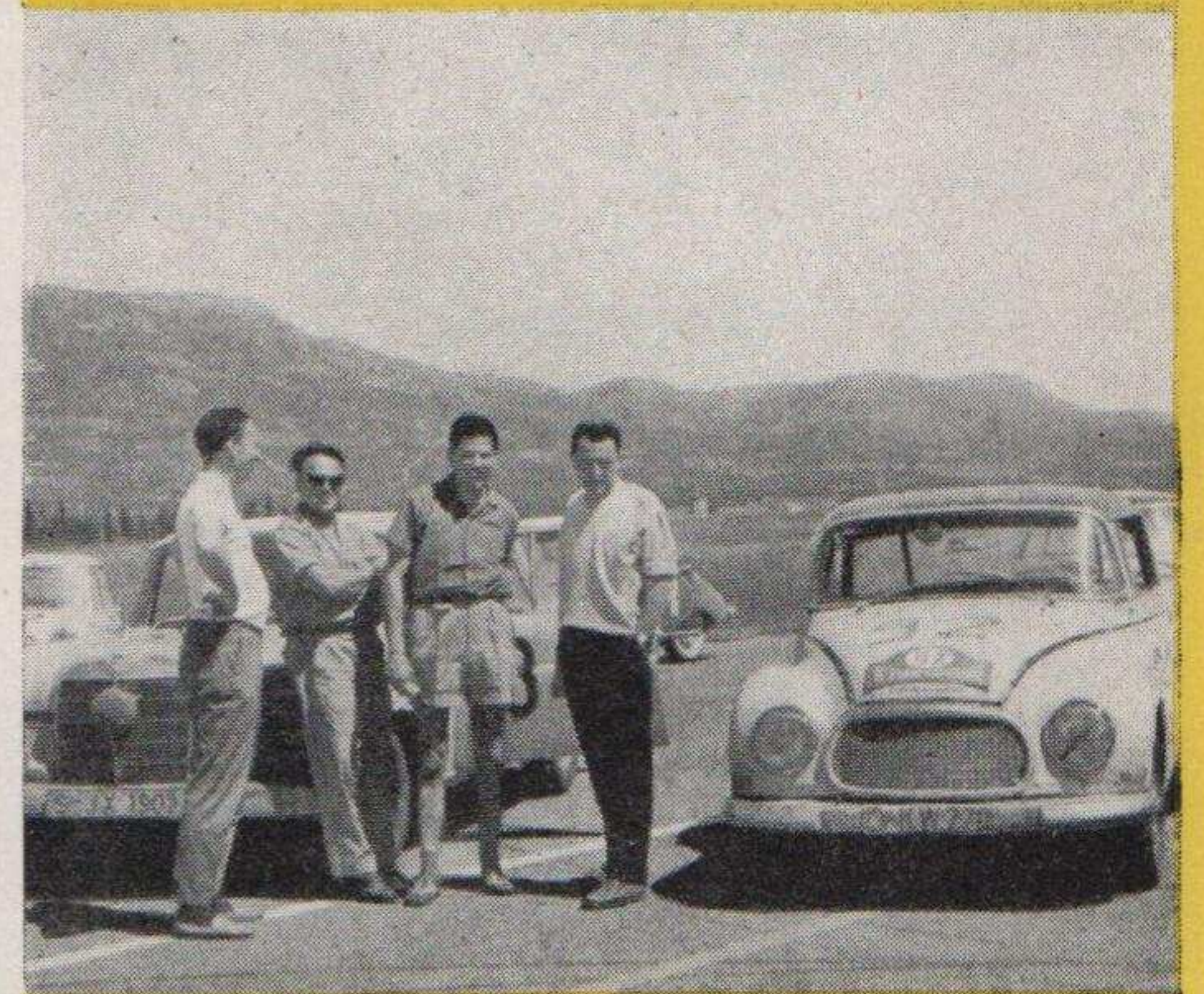
2,100 miles 114 finishers out of 165 starters

Overall

2nd Orrenius/Dahlgren (Saab 96)

4th Ingier/Hagen (Volvo)

**The end of the first stage of the Tulip Rally
at Monte Carlo**



ACROPOLIS RALLY

19th-22nd May

1,900 miles 35 finishers out of 65 starters

Overall

(and 1st in Grand Touring 1000 cc Class)

3rd Levy/Linzenberger (Auto Union 1000)

Ladies Prize

1st Miss E. Rosqvist/Miss A. Rosqvist (Volvo)

ALPINE RALLY

27th-30th June

2,200 miles 42 finishers out of 66 starters

Overall

(and 1st in Unlimited Modified Touring Class)

3rd Behra/Richard (Jaguar 3·8)

1000 cc Modified Touring Class

1st Nicolas/Devaux (Renault Dauphine)



G. and W. Sander with an official after the rally

LIEGE-ROME-LIEGE

31st August-4th September

3,100 miles 13 finishers out of 82 starters

Overall

(and 1st in Grand Touring 1600 cc Class)

2nd G. Sander/W. Sander (Porsche S90)

The Behra/Richard 3·8 Jaguar (left)

POLISH RALLY

8th-12th September

2,100 miles 43 finishers out of 77 starter

Ladies Prize

(and 1st in 1600 cc Class)

1st Miss E. Rosqvist/Miss A. Rosqvist (Volvo)

VIKING RALLY

16th-19th September

1,050 miles 59 finishers out of 64 starters

Nine of the first ten places overall were taken by drivers using BP products. In addition, four classes were won on BP

GERMAN RALLY

28th September–2nd October

1,500 miles 45 finishers out of 69 starters

Ladies Prize

1st Miss E. Rosqvist/Miss A. Rosqvist (Volvo)

RAC RALLY OF GREAT BRITAIN

21st–26th November

2,000 miles 138 finishers out of 172 starters

Overall

(and 850 cc Class)

1st Carlsson/Turner (Saab 96)

RAC Rally winners, Eric Carlsson and Stuart Turner, driving through the Highlands of Scotland in their Saab on the route to the Braemar control. Carlsson used BP Super-Plus petrol



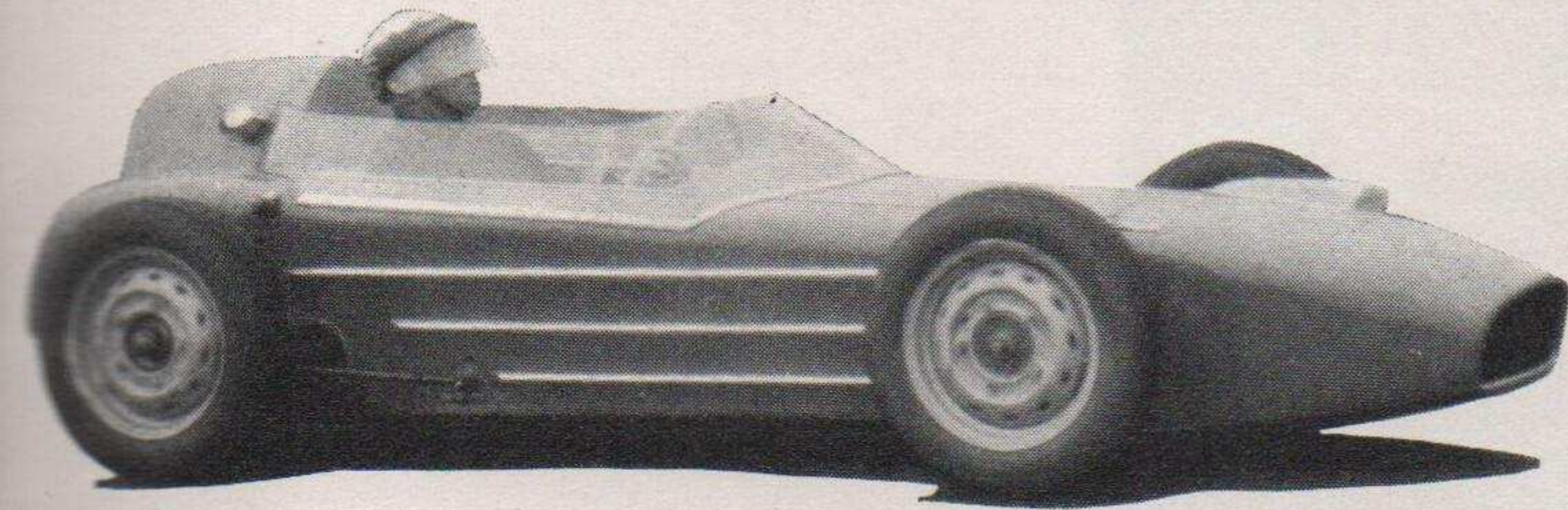
Eric Carlsson, the burly Swedish driver with the crew-cut hair who looks almost too big to be able to fit into the small cars he drives so brilliantly, is 31 years of age and is employed by Saab at Trollhättan.

In 1947 he started his competition career riding motor cycles – Norton and Royal Enfield 500 cc. In 1953 he changed over to racing with cars, at first with Volvo and since 1954 with Saab, the make he has continued to drive ever since.

He takes part in all types of event – ice and circuit racing, navigation and reliability runs and, of course, international rallying, at which he excels. Not only did



ERIC CARLSSON



Carlsson tests the Saab Formula Junior car

he win outright the 1960 RAC Rally of Great Britain (with, he would be the first to admit, a good deal of help from his team-mate, Britain's foremost rally navigator, Stuart Turner), he was also the only one of the 173 starters to finish the difficult 2,000-mile road section 'clean'.

There is no doubt that Eric Carlsson and his little two-stroke Saab are a formidable combination when it comes to the sport of rally driving. And for relaxation? Carlsson still sticks to speed, for winter sports and ski racing are his other great interests in life.

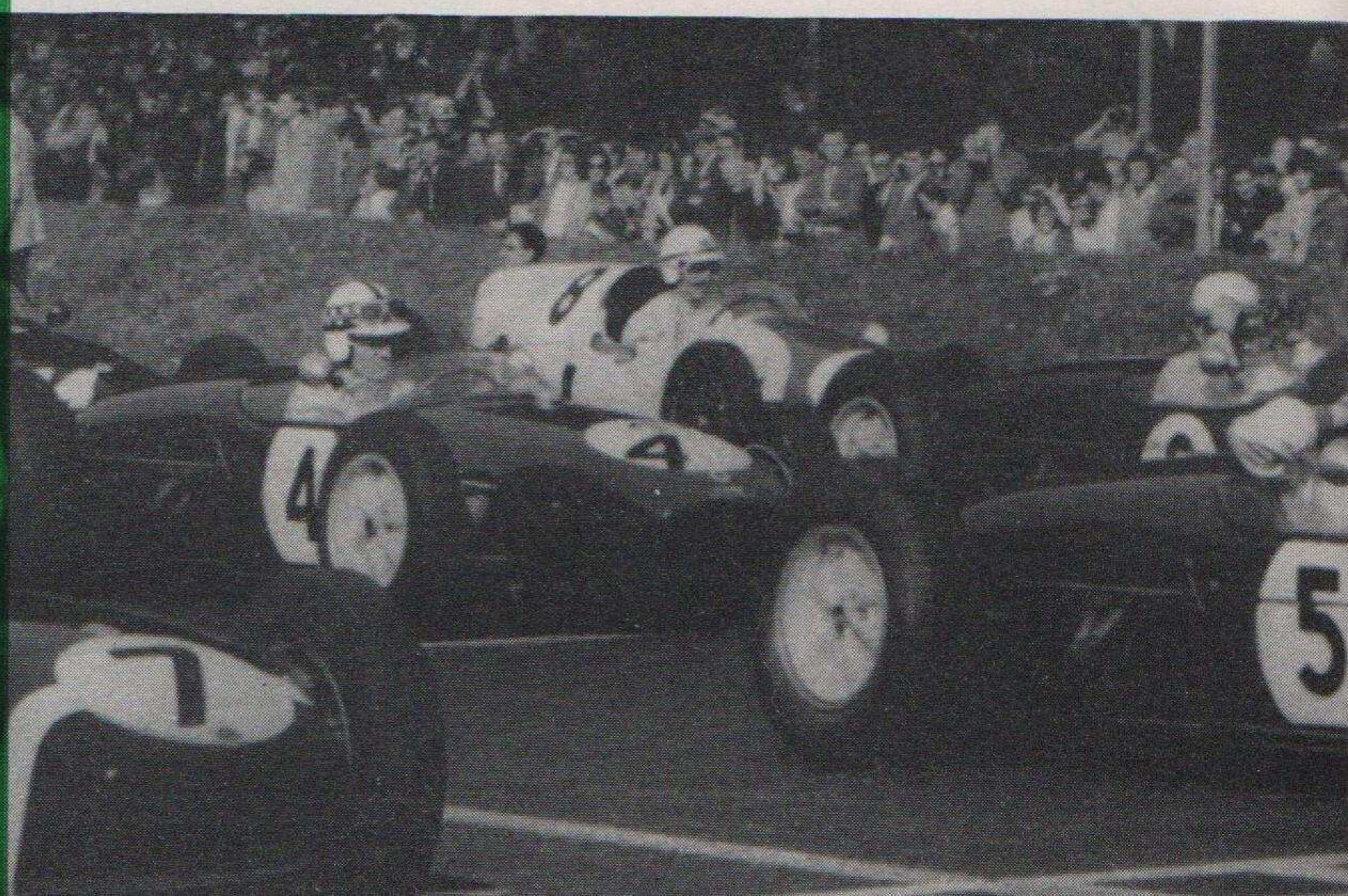


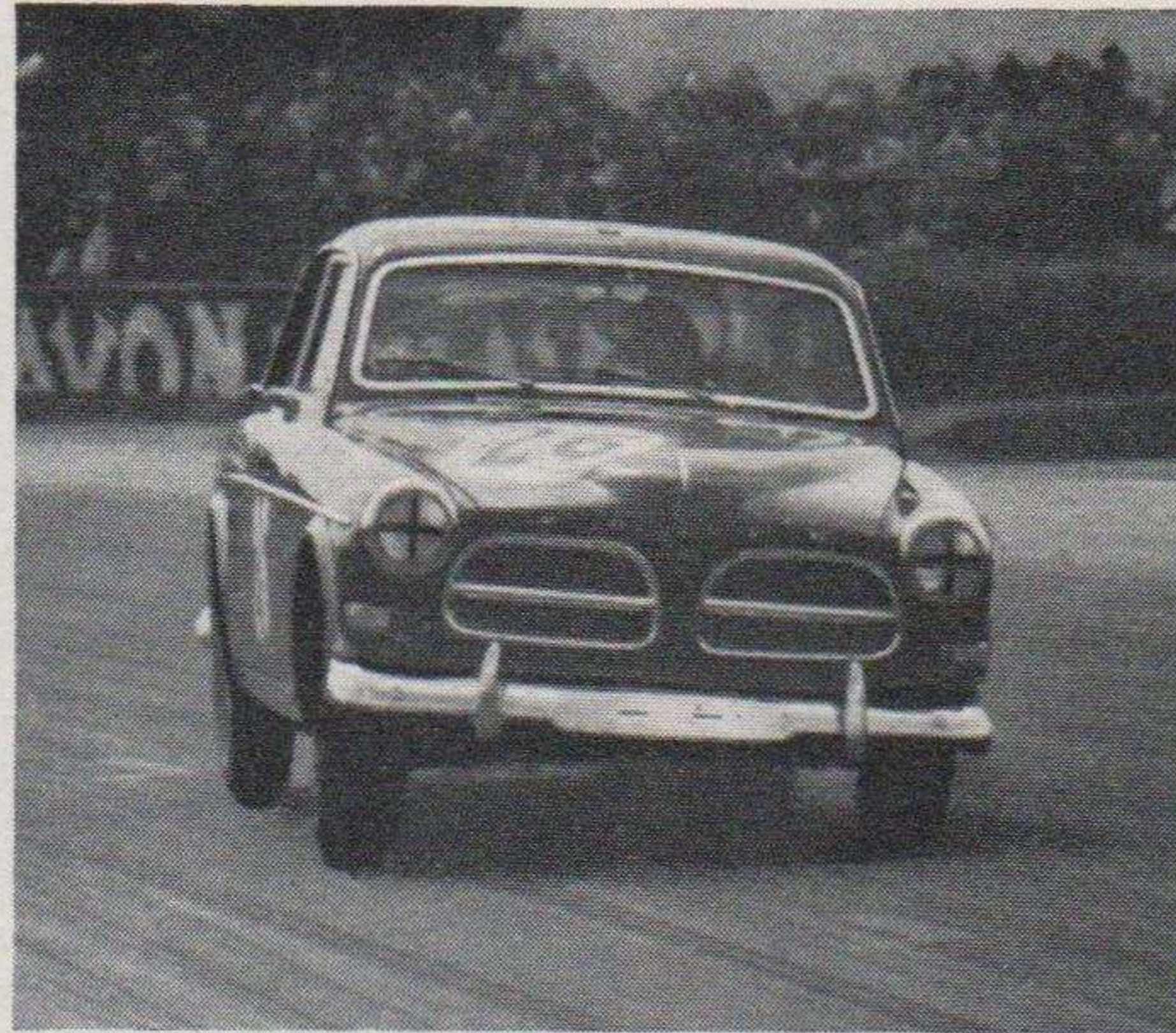
Major Successes in 1960 (all with Saab)

MONTE CARLO RALLY	2nd in Class
LYONS-CHARBONNIERES RALLY	2nd in Class
TULIP RALLY	6th Overall and Class Winner
ACROPOLIS RALLY	2nd Overall and Class Winner
1,000 LAKES RALLY	2nd Overall and Class Winner
RAC RALLY OF GREAT BRITAIN	1st Overall and Class Winner
1960 Swedish Champion on dry-land course with Saab 850 cc	

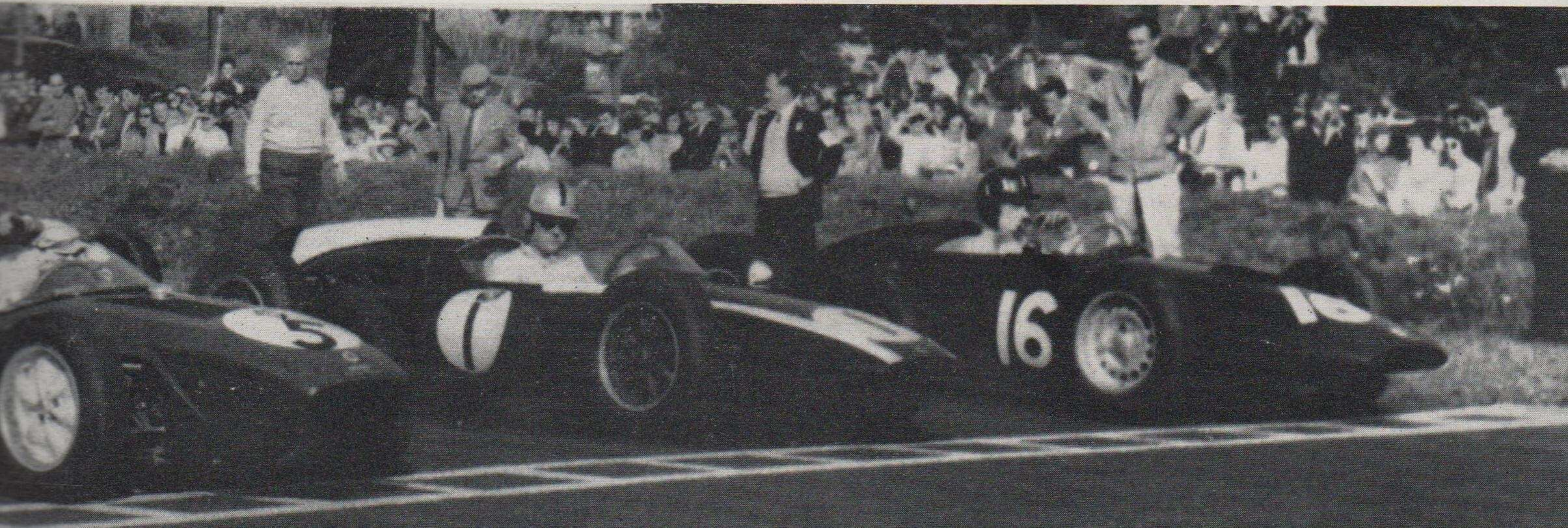
Some other races

From pole position on the grid, Stirling Moss in Rob Walker's Lotus (on left in photograph) won the Gold Cup race at Oulton Park in September. Graham Hill (BRM) on far right, was third





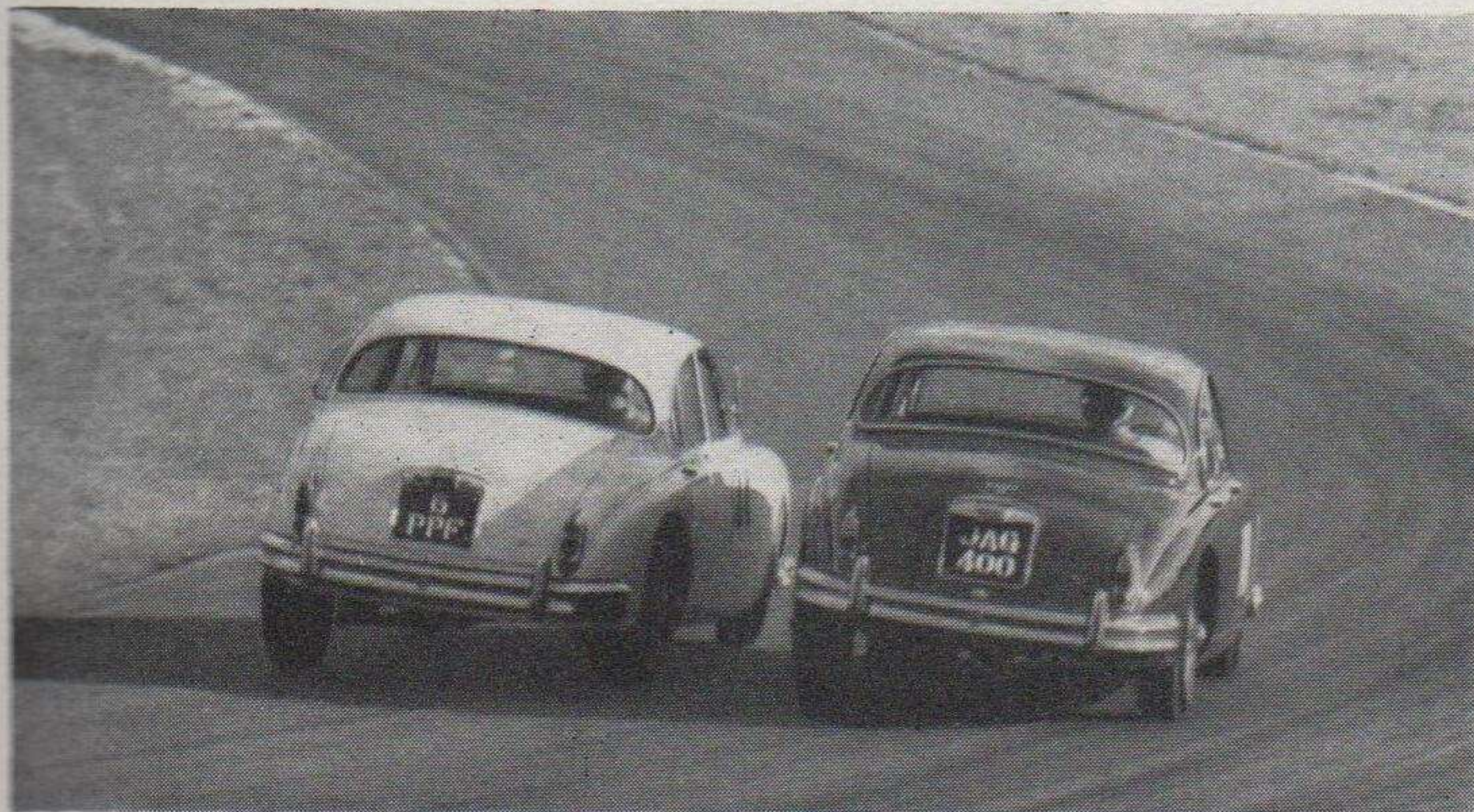
Les Leston (Volvo) won the over 1000 cc class of the Production Touring Car race at Silverstone in May





At the Easter Monday meeting at Goodwood, Stirling Moss gained second place in both the Formula 1 and Formula 2 races and won the event for closed cars. Here he is (above) in the Rob Walker F2 Porsche and (left) in the Equipe Endeavour Aston Martin DB4

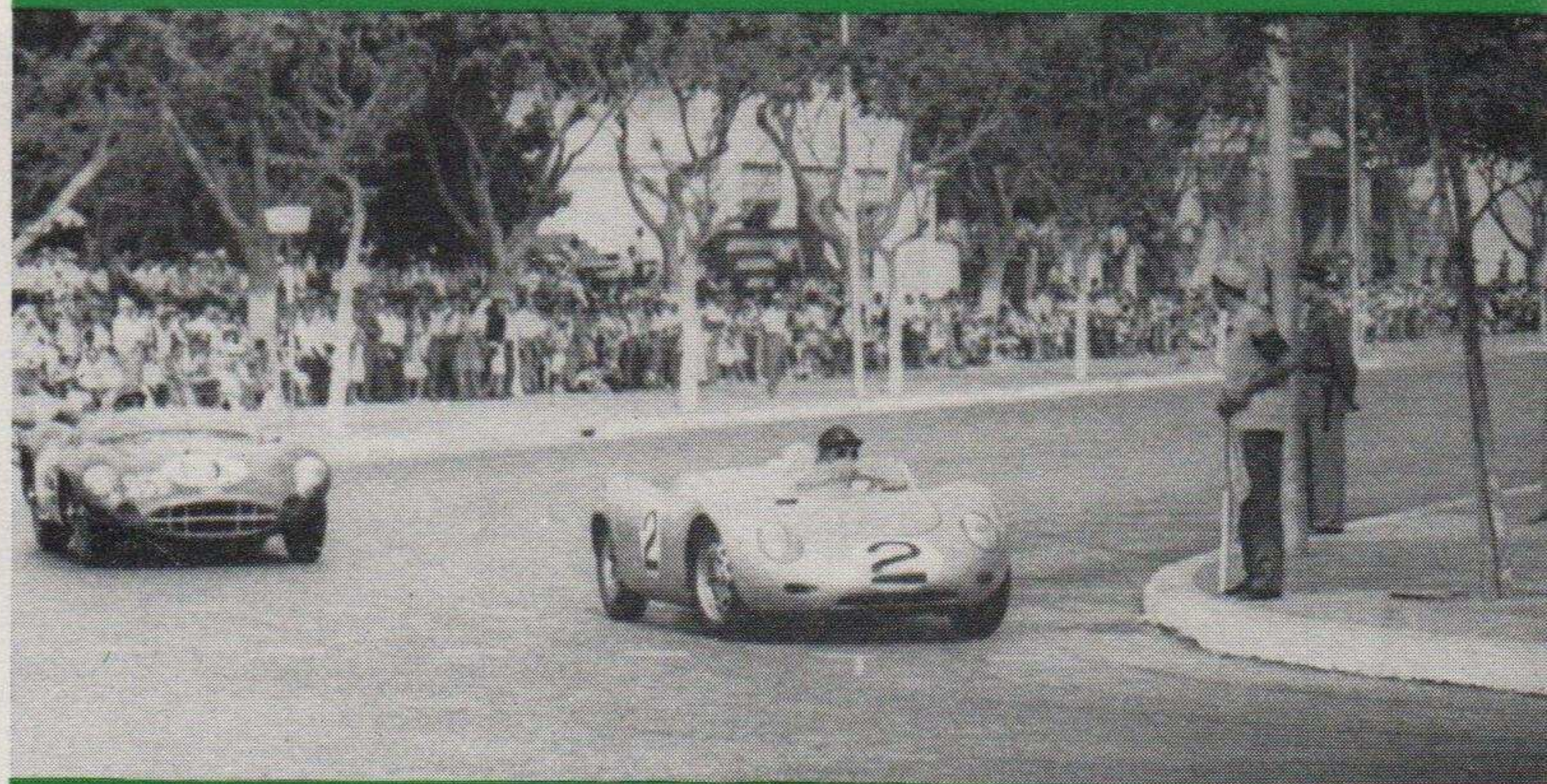
In Rob Walker's Cooper, shown on the right, Maurice Trintignant drove into first place in the Buenos Aires Grand Prix in February



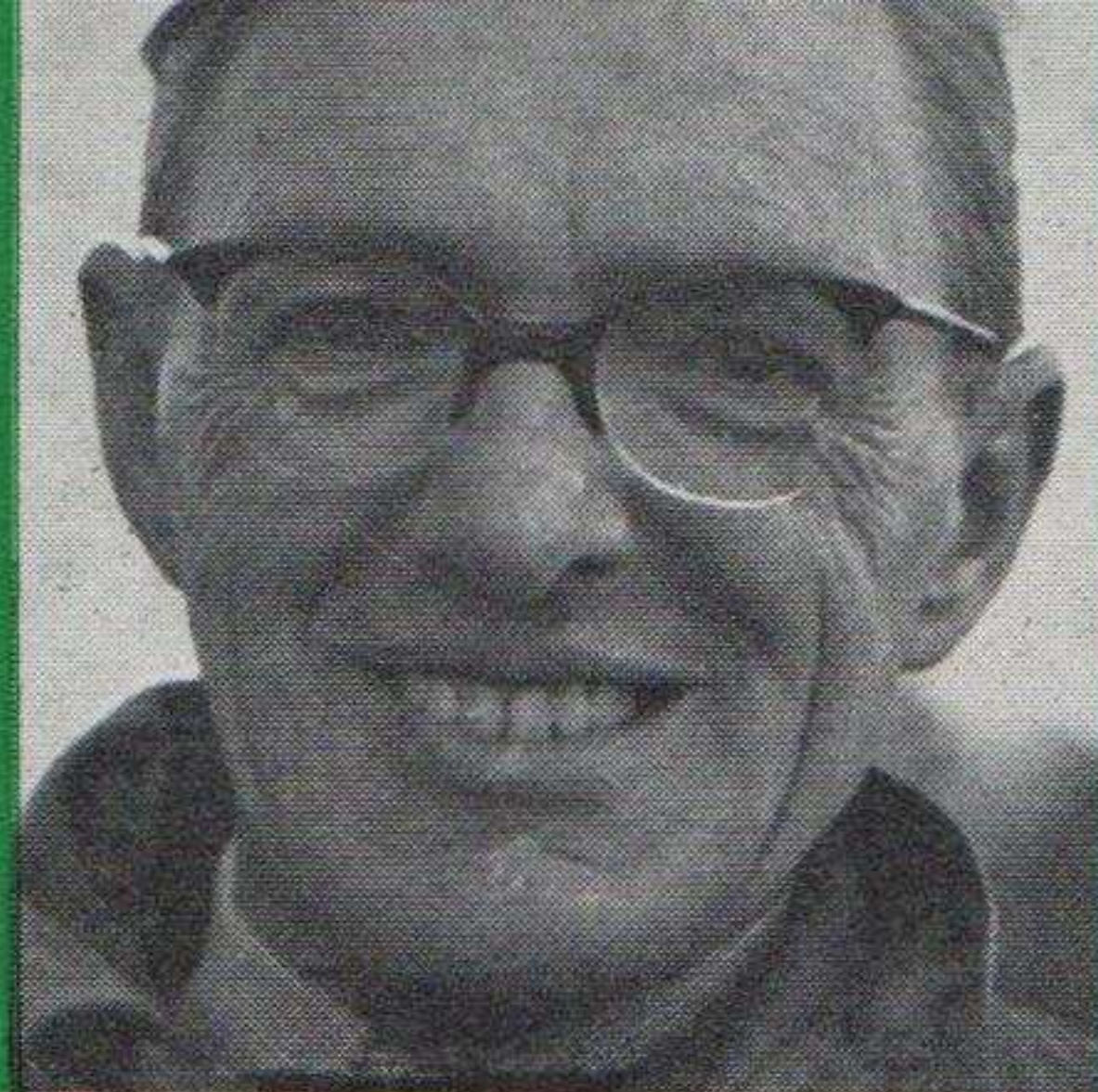
At Brands Hatch on August Bank Holiday, Jack Sears won the Grand Touring race in the Equipe Endeavour Aston Martin DB4. In the Touring Car event his dark blue Jaguar, belonging to the same team, finished second



In September's Angola Grand Prix for sports cars, the Porsche driven by Seidel (seen here leading an Aston Martin) finished second and won its class



WATER SPEED RECORD



In the latter part of the year, Manchester solicitor Norman H. Buckley regained the German-held one hour speed record for 1,200 kg motorboats. On Lake Windermere, he recorded a speed of 84.83 mph in his boat 'Miss Windermere IV', which was fuelled with BP products.

'Miss Windermere IV' rounding a marker buoy at speed during the run



In a quarter of a century of motorboat racing, Smith Churchill of Silverstone, Northamptonshire, has become a familiar winner at various London and East Coast Racing Club events. There is little about handling boats and engines that he doesn't know. But in 1960 he did learn something new – about an old and persistent problem. This is what he had to say about it:

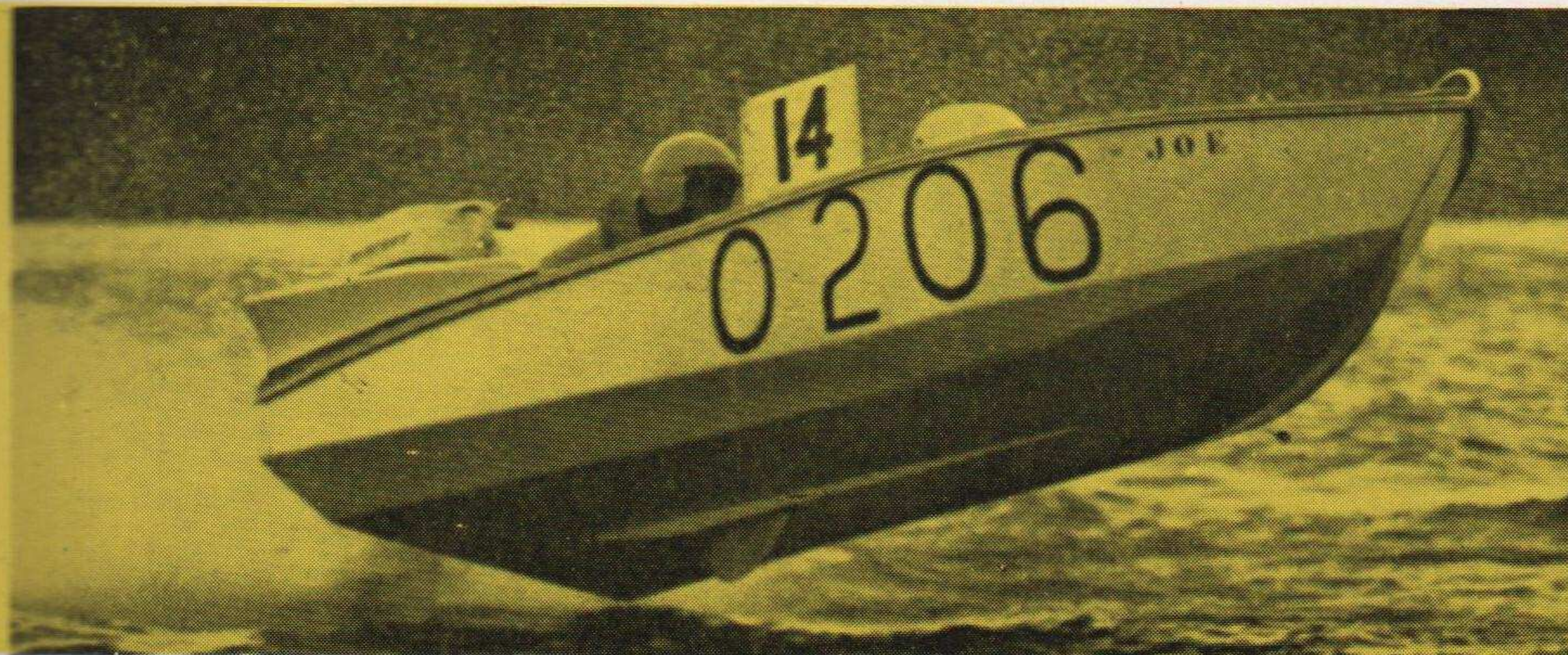
'Last year I switched to BP Energol Two-Stroke Oil. And for the first season in my twenty-five years of racing, I had not a trace of fouling of the

sparkling plugs. Clean plugs make all the difference in racing – and in cruising, too. After a full season of testing, I'm sure there's nothing else like BP Energol Two-Stroke Oil on the market today – and I've tried the lot.'

MOTOR BOAT RACING

The camera catches Smith Churchill's Mead Craft airborne at the 1960 'Daily Mirror' meeting

Smith Churchill





SUPER-PLUS



DU