



*Sig Mon*  
LIMITED EDITION

# Sig Mon

LIMITED EDITION

1954

Goodwood

25 September 1954, Goodwood (GB)

1958

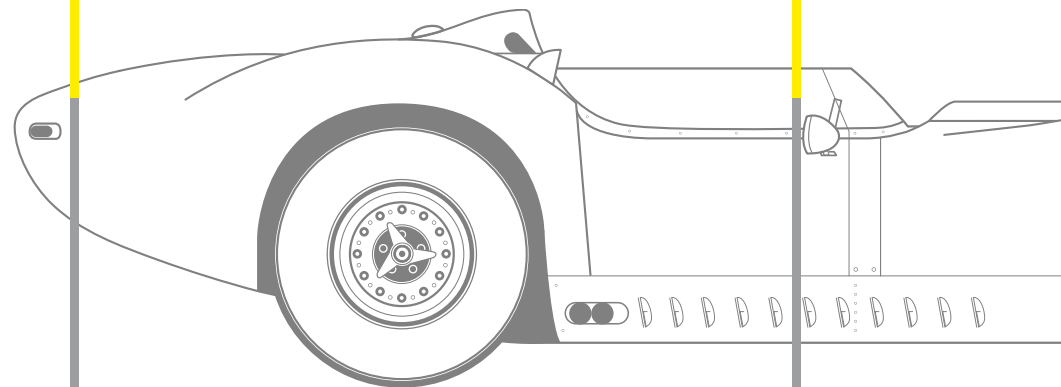
Silverstone

19 July 1958, Silverstone (GB)

RACE 284

RACE 414

1953

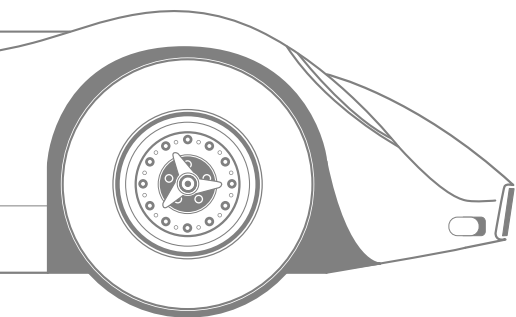


1959

Sebring

21 March 1959, Sebring, Florida (USA)

RACE 435



Brian Lister invited Stirling Moss to drive for Lister on three separate occasions. At Goodwood in 1954, Silverstone in 1958 and at Sebring in 1959.

To celebrate these iconic races, the Lister Motor Company are proud to announce the build and sale of **ten** very special edition lightweight Lister Jaguar Knobblys.

The Lister Jaguar Knobbly **Stirling Moss**

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# A Winning Combination

SIR STIRLING CRAUFURD MOSS OBE  
MR BRIAN HORACE LISTER

Stirling Moss met Brian Lister in the summer of 1954 at one of the many British races they both attended. They hit it off immediately and that same year Brian invited Stirling to race a Lister Bristol at Goodwood on September 25th, 1954.



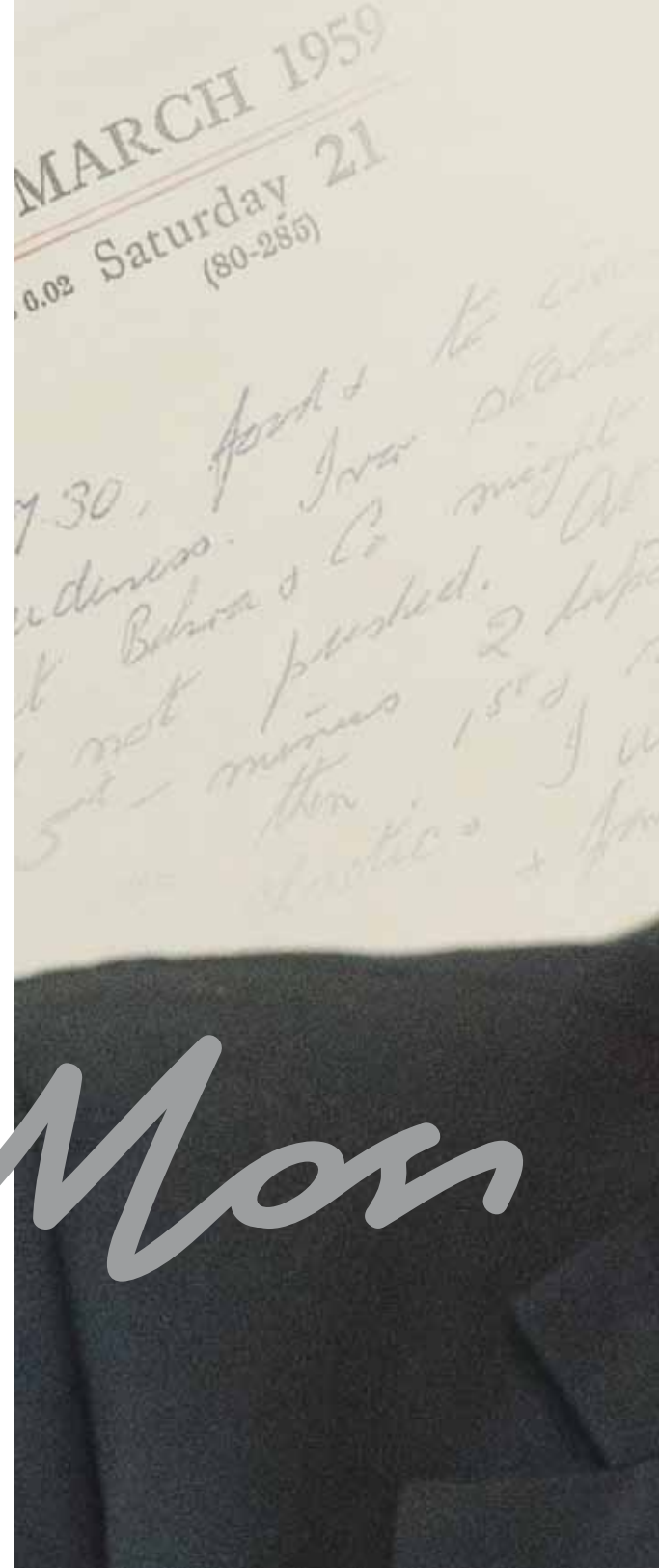
Brian Horace Lister  
1926 - 2014

Although Stirling finished second, he famously said: "Better to lose honourably in a British car than win in a foreign one."

Fortunately for both men, they didn't need to worry about losing the next time Stirling raced a Lister. In 1958 he was at the wheel of a super lightweight Lister Jaguar Knobbly, complete with magnesium body and lightweight chassis - weight saving technology that Brian reserved only for works Listers to ensure they were competitive against cars he'd sold to third parties. With this unbeatable car and driver combination victory at Silverstone was assured.

When asked later if he thought the 1958 Lister Jaguar Knobbly was a competitive car, Stirling replied simply: "Well, who was going to beat you?"

*Sir Moss*





MARCH 1959

Sunday 22  
(81-284)

John Sunday

at 8:45, packed by  
to Miami, Fla.  
at 9:15, left by  
at 11:00, left by  
at 1:30, left by  
at 2:30 am

# Sir Stirling Moss

BRITISH LEGEND

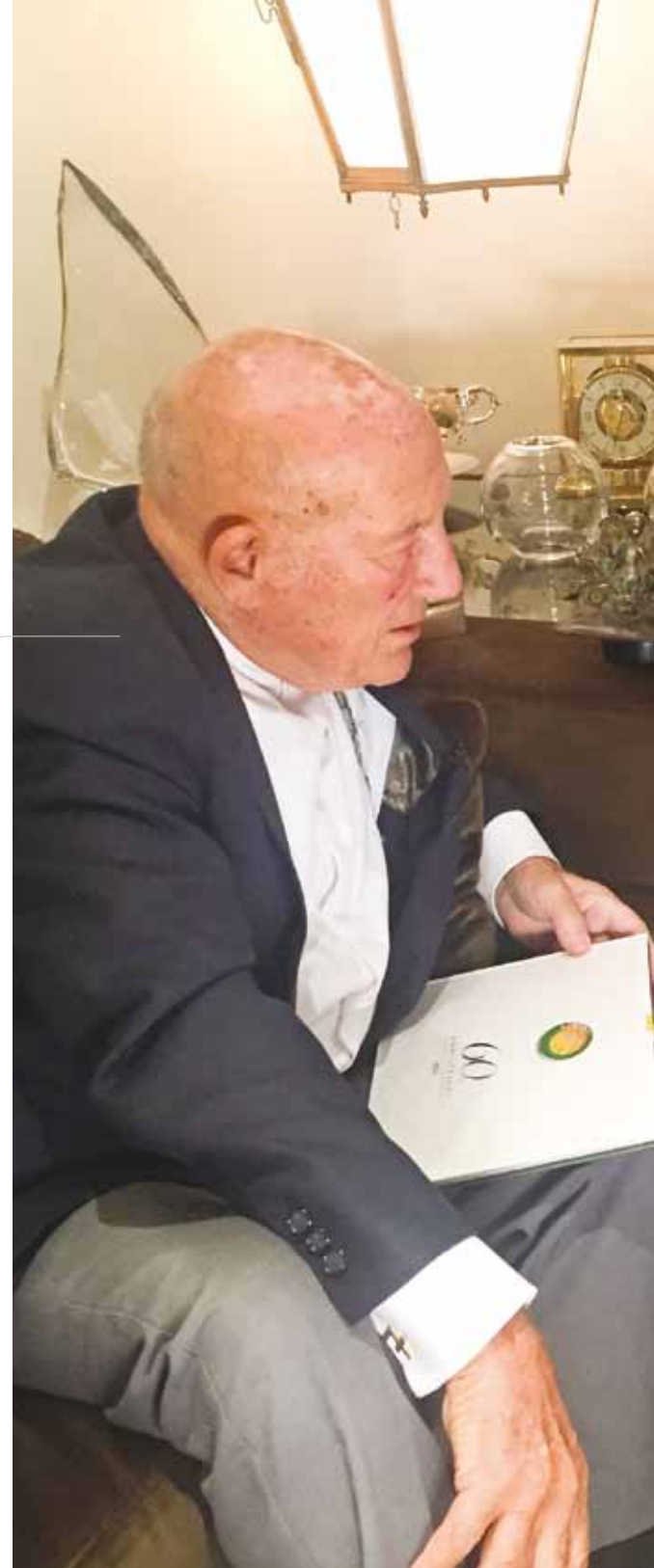


Sir Stirling has been a significant and hugely loved figure of motorsport for over half a century and rightly deserves his place in the International Motorsports Hall of Fame. Between 1947 and 1962 he entered 529 races and won 212, including 16 Formula One Grand Prix. He achieved success in several categories of competition and is one of the very few people for whom the word 'legend' is not overstated.

In the foreword to a new biography - "Stirling Moss - My Racing Life" - Formula One World Champion Lewis Hamilton writes: "Ever since I became fascinated by motor sport as a young boy I knew, as everybody else did, the name of Stirling Moss. He is considered by many to be the greatest British racing driver of all time. Of course I was never able to see him race during his professional career, but that didn't stop him from being one of the motivations that drove me on to reach the top of the motor racing tree for my country."



Sir Stirling Moss





Quentin Willson



## Quentin Willson

Motoring Journalist

Quentin Willson is one of the UK's most successful motoring journalists and graciously agreed to interview Sir Stirling for the Lister Motor Company.

"Stirling Moss is that rare thing – a true British hero who showed impossible courage on racing circuits all over the world. He helped make Lister all conquering in the '50s and still speaks about the legendary Knobby with great affection and respect. He modestly praises the Knobby's engineering excellence but his epic and fearless driving skills played an enormous part in Lister's success in those race-winning years. Listening to his racing experiences in the magnesium bodied car and passion for all things Lister was a great personal honour for me."



# Lister Rebirth

## THE WHITTAKER FACTOR

In 2013 The Lister Motor Company was acquired by father and son team Andrew and Lawrence Whittaker.

2013 marked 60 years since the first Lister racing car and to celebrate this landmark the Whittakers' first major venture was to announce ten Lister Jaguar Knobbly continuation cars. These iconic tool room copies were manufactured using the same techniques, jigs and bucks as the originals and all ten cars had secured deposits within just four weeks of their release.

Financial stability and an ethos of extremely high production build quality has led to the Lister brand once more burning brightly, with values of original cars increasing significantly since the Lister Motor Company was reborn.







JULY 1958

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Saturday 19  
(200-160)

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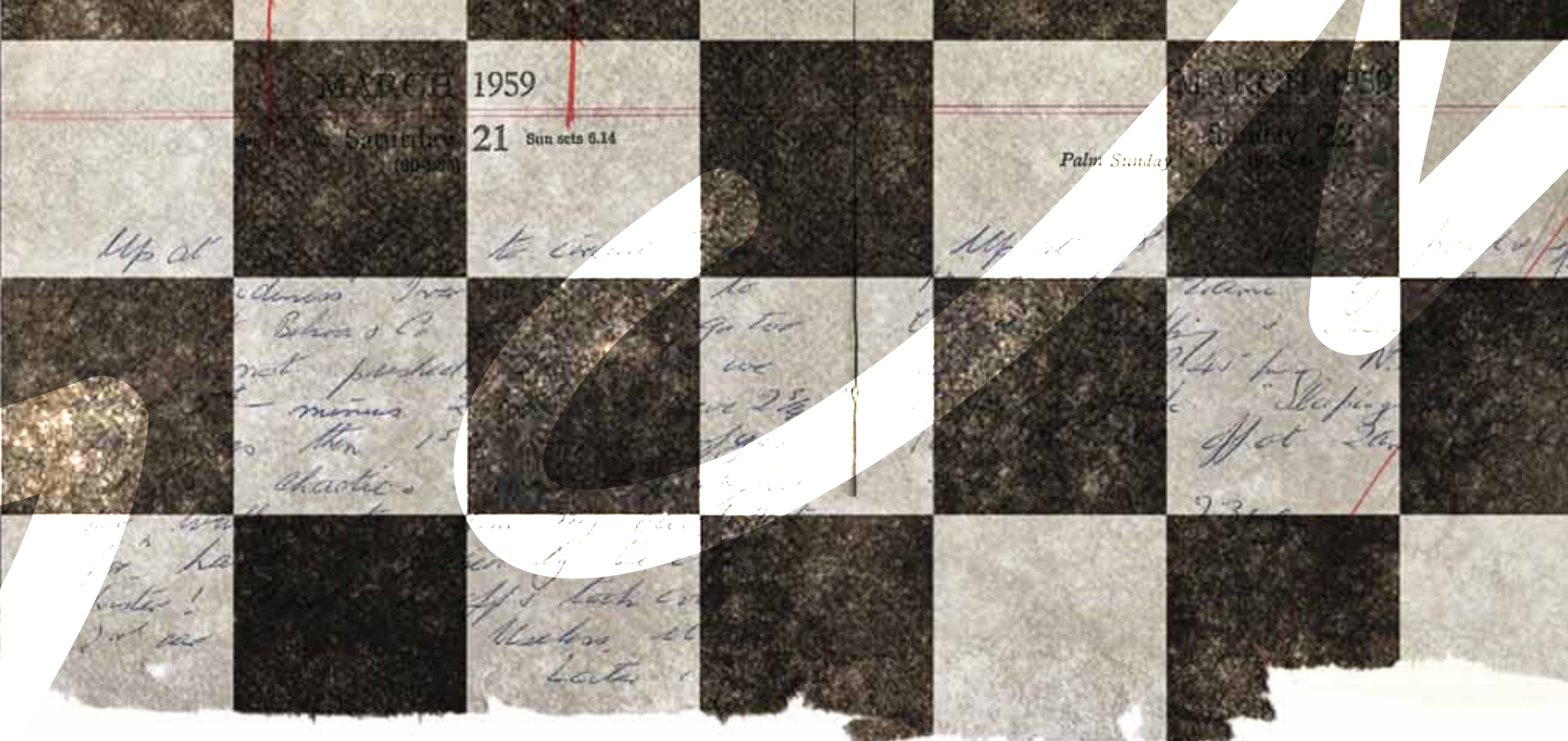
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JULY 1958

Saturday 20  
(200-164)

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 I had  
 8. At  
 Pass





# RACE 284 | 414 | 435

Goodwood

Silverstone

Sebring

## Goodwood Race

25 September 1954, Goodwood (GB)

**Race Distance:** 5 laps of 2.4-mile circuit

**Race Time:** 8m 46.6s

**Fastest Lap:** 1m 43.2s, 83.72 mph

**Car No:** 87 **Entrant:** Works

## Goodwood International Raceway



Goodwood Circuit is an historic venue for both two and four-wheeled motorsport in the United Kingdom. The 3.8 kilometres (2.4 mi) circuit is situated near Chichester, West Sussex, close to the south coast of England on the estate of Goodwood House, and completely encircles Chichester/Goodwood Airport. This is the racing circuit dating from 1948, not to be confused with the separate hillclimb course located at Goodwood House and first used in 1936. The racing circuit began life as the perimeter track of RAF Westhampnett airfield, which was constructed during World War II as a relief airfield for RAF Tangmere.

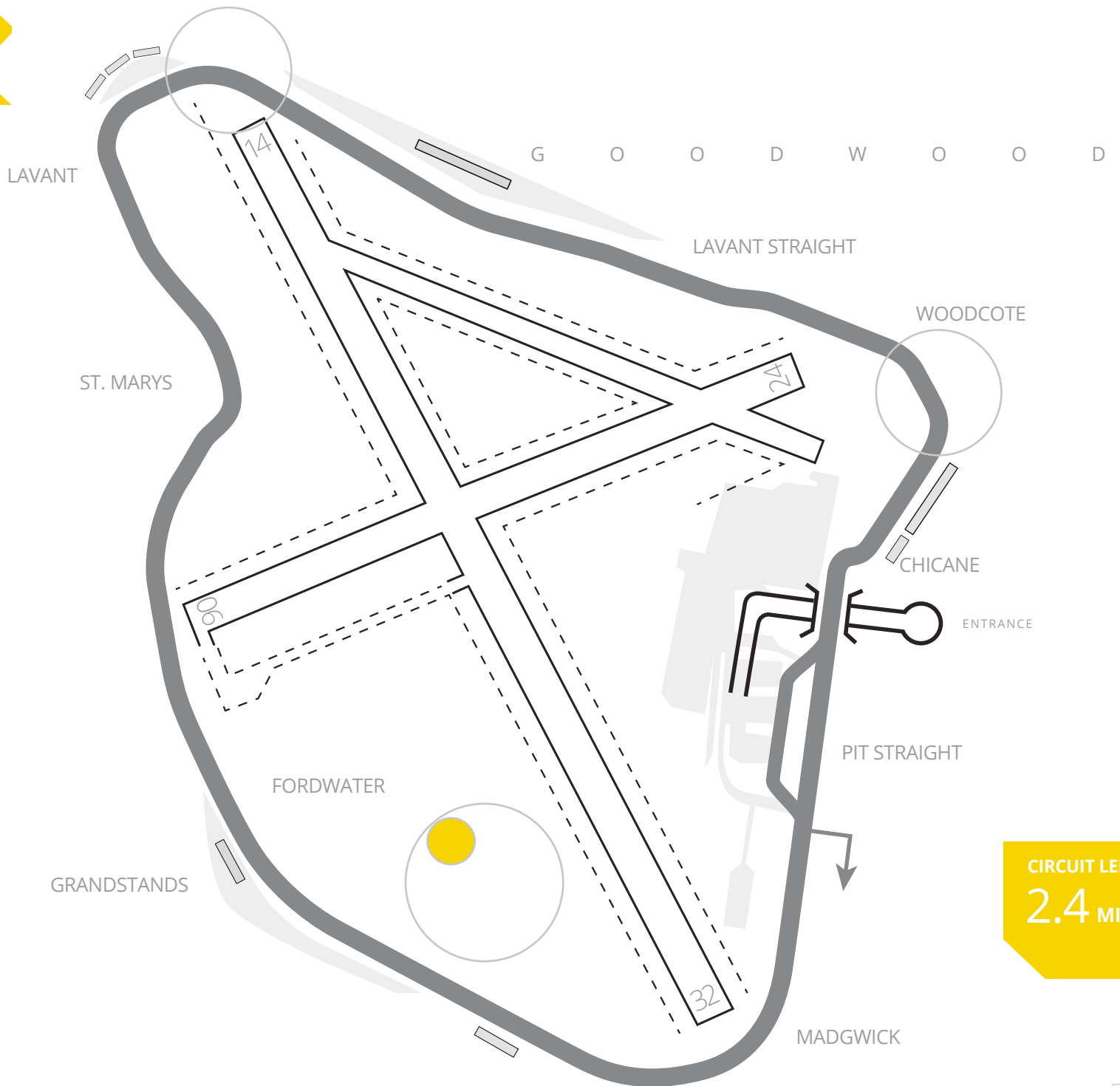
The first race meeting took place on 18 September 1948, organised by the Junior Car Club and sanctioned by the Duke of Richmond and Gordon. The winner of the first race was P. de F. C. Pycroft in his 2,664 cc Pycroft-Jaguar at 66.42 mph. Stirling Moss won the 500 cc race (later to become Formula 3), followed by Eric Brandon and "Curly" Dryden, all in Coopers.

The Goodwood Revival is a three-day festival held each September since 1998 at Goodwood Circuit for the types of road racing cars and motorcycles that would have competed during the circuit's original period, from 1948 to 1966.



### FACT:

The Lister Motor Company still holds a permanent sign above the pit lane at Goodwood since they were one of the very first companies to race competitively at the circuit.



## Goodwood Race

25 September 1954, Goodwood (GB)



**Stirling Moss in big race**

**RACE DRIVERS RATHER TO-DAY**



STIRLING'S WIFE CAME TO ALL THE RACES  
KATIE MOLSON



## Silverstone

19 July 1958, Silverstone (GB)

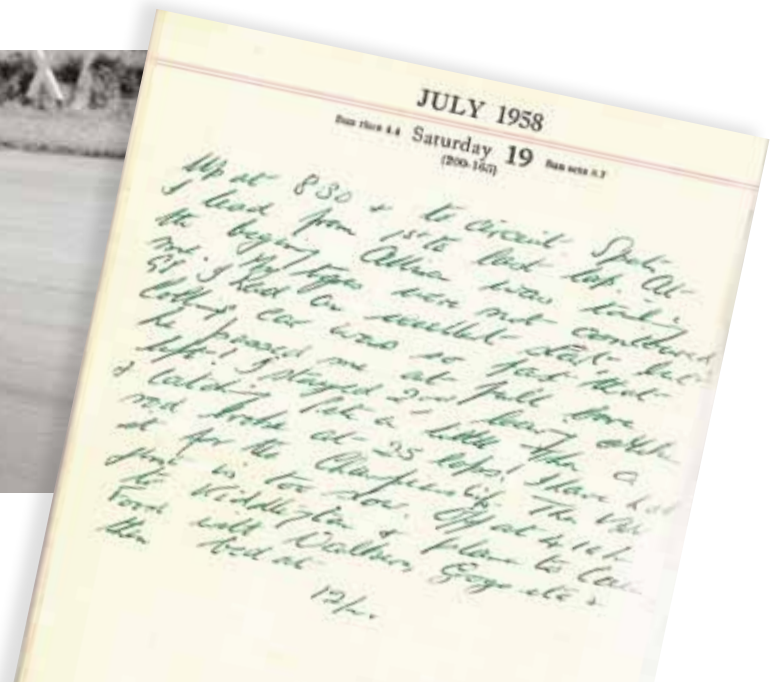
Race Distance: 25 laps of 2.9-mile circuit  
 Race Time: 44m 50.8s  
 Fastest Lap: 1m 46s, 99.41 mph (shared with Cliff Allison)  
 Race Speed: 97.92 mph Car No: 29 Entrant: Works

## Silverstone International Raceway

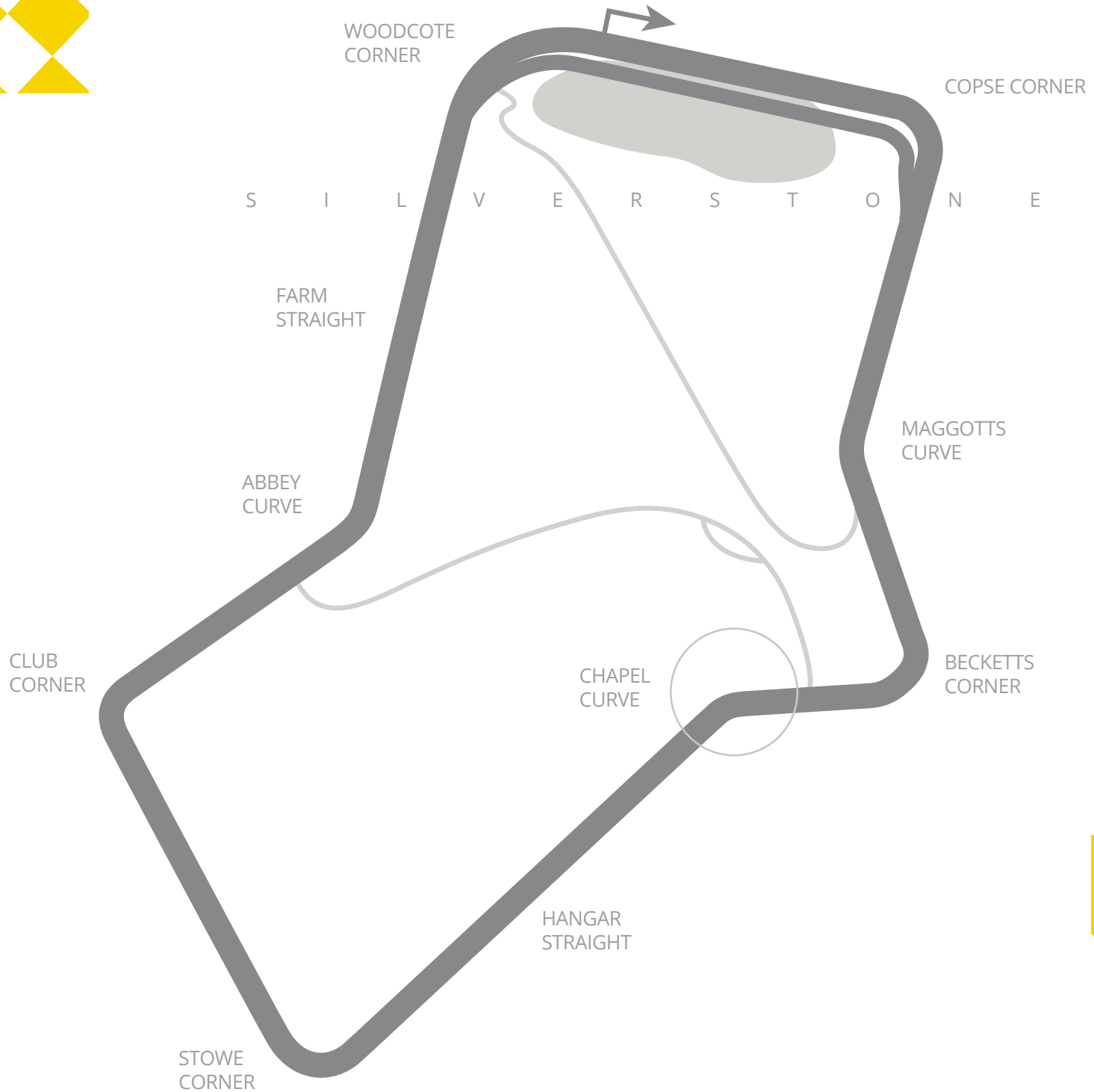
The 1950 British Grand Prix at Silverstone was the first race in the newly created Formula One World Championship. The race rotated between Silverstone, Aintree and Brands Hatch from 1955 to 1986, but relocated permanently to Silverstone in 1987. Silverstone was first used for motorsport by an ad hoc group of friends who set up an impromptu race in September 1947. One of their members, Maurice Geoghegan, lived in nearby Silverstone village and was aware that the airfield was deserted. He and eleven other drivers raced over a two-mile circuit, during the course of which Geoghegan himself ran over a sheep that had wandered onto the airfield. The sheep was killed and the car written off, and in the aftermath of this event the informal race became known as the Mutton Grand Prix.

The track underwent a major redesign between the 1990 and 1991 races, transforming the ultra-fast track (where in its last years every corner was taken in no lower than 4th or 5th gear, depending on the transmission of the car, except for the Bridge chicane which was usually taken in 2nd gear) into a more technical track.

Following the deaths of Senna and fellow Grand Prix driver Roland Ratzenberger at Imola in 1994, many Grand Prix circuits were modified in order to reduce speed and increase driver safety. As a consequence of this the entry from Hangar Straight into Stowe Corner was modified in 1995 so as to make its entry less dangerous.







SILVERSTONE  
PRIOR TO 1991

CIRCUIT LENGTH  
**2.9** MI

## Silverstone International

19 July 1958, Silverstone (GB)

25 LAPS - 72.5 MILES  
START 10.45AM

# Silverstone Highlights

**MOSS AND HAWTHORN ENDS  
FEATURES 218 MILES  
SILVERSTONE GRAND PRIX**

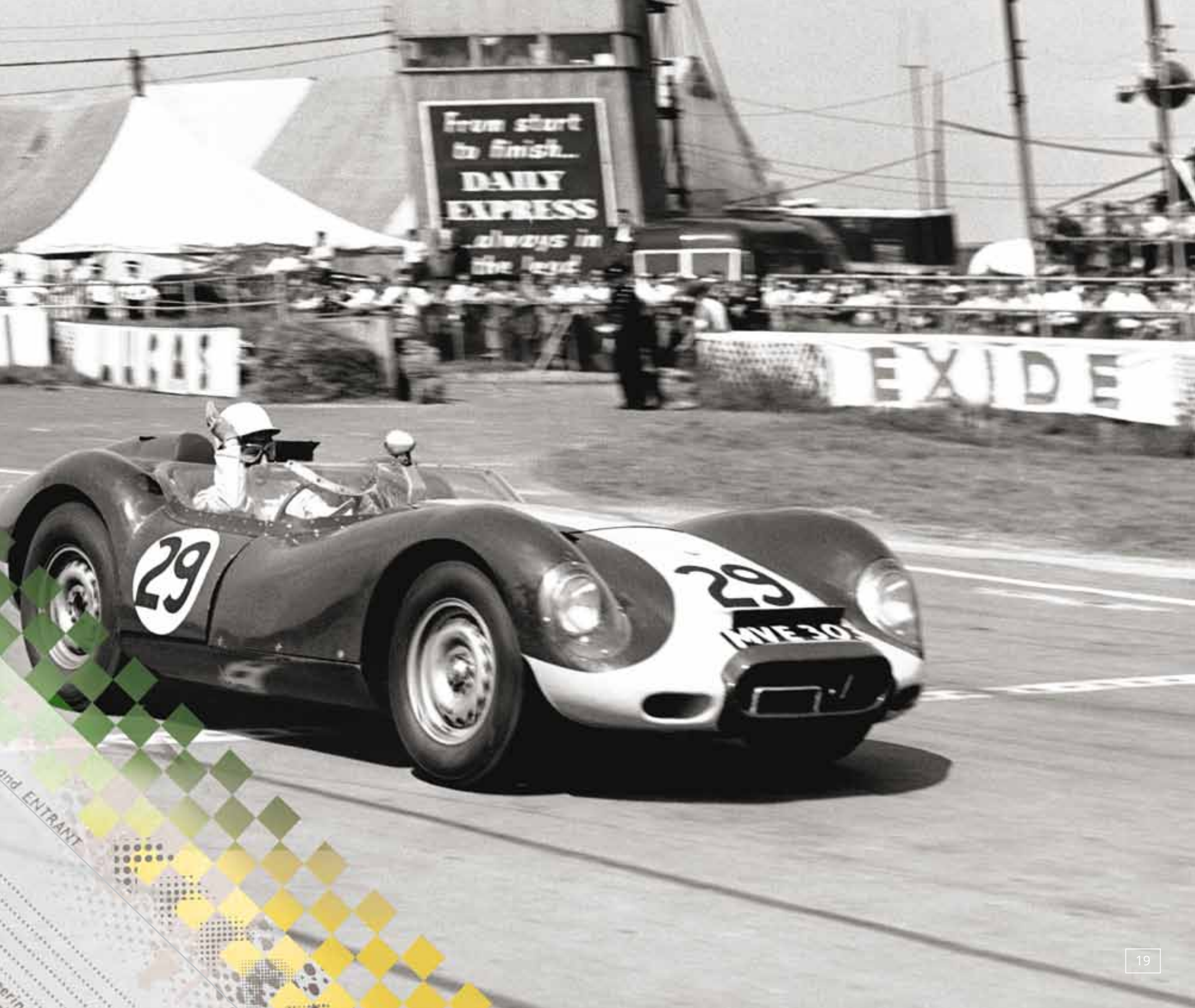
### THE RIVALS

for the world driving championship, Moss and Mike Hawthorn laugh over an incident at a practice session for to-day's Grand Prix.

JULY 1958  
Saturday 19  
(200-160)

## Race Entries

NO.	DRIVER	CAR
Over 2,000 c.c.		
23	MASTEN GREGORY	Lister
24	IVOR BUEB	Toyota
25	BRUCE HALFORD	Lotus
26	J. BEKAERT	Lotus
27	WALTER HANSGEN	Lotus
	STIRLING MOSS	Lister-Jaguar
	A. N. WHITEHEAD	Lister-Jaguar
	G. WHITEHEAD	Lister-Jaguar
		Ecurie Ecosse
		Ecurie Ecosse
		Speedwell Garage
		Lister (Light Engine)
		Lister (Light Engine)
		Crowder



From start  
to finish...  
**DAILY  
EXPRESS**  
always in  
the lead!

EXIDE

29

29

MVE 301

and ENTRANT

## Sebring International

21 March 1959, Sebring, Florida (USA)

WORLD SPORTS CAR CHAMPIONSHIP, ROUND 1

**Race Distance:** 12 hours of 5.2-mile circuit

**Reason for disqualification:** Not walking to and from car

**Co-drivers:** Ivor Bueb, Lake Underwood, Briggs  
Cunningham

**Car No: 2 Entrant:** Cunningham

### Sebring International Raceway

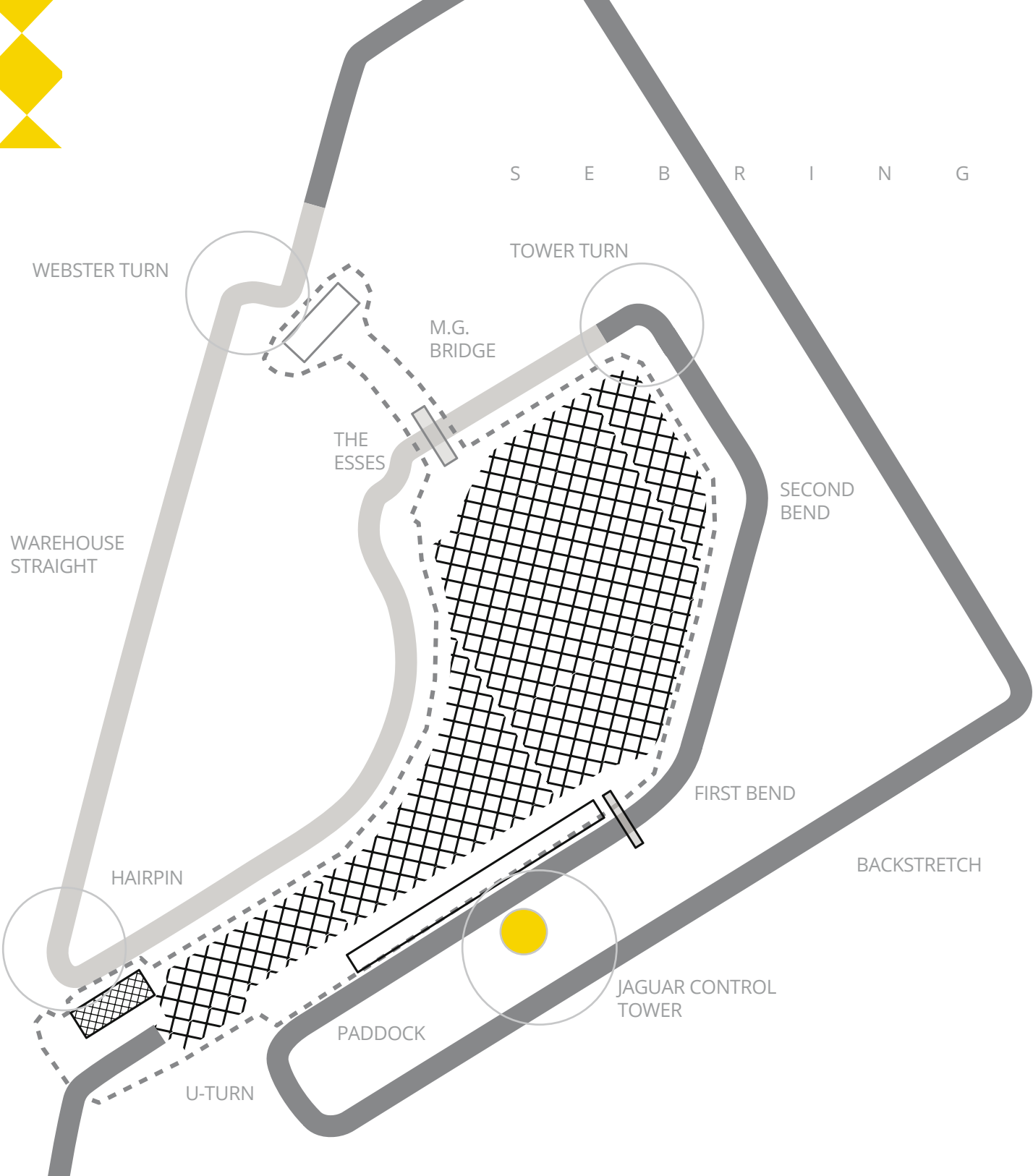
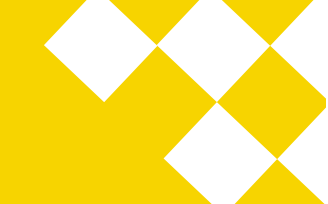


Sebring (pronounced “sea bring”) Raceway is one of the oldest continuously-operating race tracks in the United States, its first race being run in 1950. Sebring is one of the classic race tracks in North American sports car racing, and plays host to the 12 Hours of Sebring. The raceway occupies a portion of Sebring Regional Airport, an active airport for private and commercial traffic that was originally built as Hendricks Army Airfield, a World War II training base for the U.S. Army Air Forces. Sebring started life as a United States Army Air Forces training base. From 1941 to 1946, pilots learned to fly the B-17 Flying Fortress.

The first 12 Hours of Sebring was held on March 15, 1952, and the event would grow to become a major international race. In 1959, the racetrack hosted the first Formula One Grand Prix in the United States. Due to the poor attendance and high costs, the next United States Grand Prix was held at Riverside.

The course is a seventeen-turn road course with long straights, several high-speed corners, and very technical slower corners. Many of the turns and points along the track are named for the early teams and drivers. There is very little elevation change around the track and little camber on the surface, providing a challenging track for drivers, especially when it rains.





CIRCUIT LENGTH  
**5.2 MI**

4.35

Disqualified

## Sebring International

21 March 1959, Sebring, Florida (USA)



MOSS RAN OUT OF GAS ABOUT A MILE FROM THE PITS  
STIRLING'S FATAL FLAW WAS TO ACCEPT A LAMBRETTA RIDE TO THE PITS  
THE RULES SAY 'ON FOOT'









# Sir Moss

LIMITED EDITION

WE ARE DELIGHTED TO ANNOUNCE THE RELEASE OF TEN LIMITED EDITION LISTERS

## The Lister Jaguar Knobbly **Stirling Moss**

Personally endorsed by Sir Stirling himself, each one of these iconic Listers will be an instant collector's item. They will be available in race form with HTP for historic race events. All ten cars will be built to the exact and original specification of the Lister Jaguar which Sir Stirling raced at Silverstone in 1958.

Key points to the Lister Jaguar Knobbly Stirling Moss:

- Complete Body Shell manufactured from magnesium alloy. This has a weight saving of approximately 33% over a standard aluminum body shell.
- Engine Sump manufactured from magnesium alloy.
- Gearbox clutch casing manufactured from magnesium alloy.
- Long Wing Design
- Lightweight Tubular Chassis
- Solid Sterling Silver Numbered Plaque 1 to 10 with Sir Stirling's signature engraved.
- A personal letter from Sir Stirling welcoming you to your new Lister, with meet and greet.
- Classic Lister green and yellow paint to match the original car design.
- Available for historic race use.



Each car will be powered by Jaguar's wide-angle 3.8 litre D Type Racing Engine, producing 337 bhp at 5,000 rpm, linked to an original specification four-speed Jaguar D Type Gearbox, both produced by Crosthwaite and Gardiner.

Please see below for a more detailed specification:

### Jaguar D Type, Race Specification 3,781cc

**ENGINE TYPE:**

Jaguar D Type 3,781cc, Race Specification

**CYLINDER BLOCK:**

6 cylinders in line, C8610 cast iron block

**CYLINDER HEAD:**

35/40 degree wide angle D Type alloy

**CAMSHAFTS:**

Twin OHC, high lift racing 110° duration

**LUBRICATION:**

Full flow, twin oil pumps, dry sump with oil cooler

**WHEELS:**

Dunlop racing peg drive alloy 5" x 16"

**DIMENSIONS:**

Length 13ft 6", Wheelbase 7ft 6.3/4"

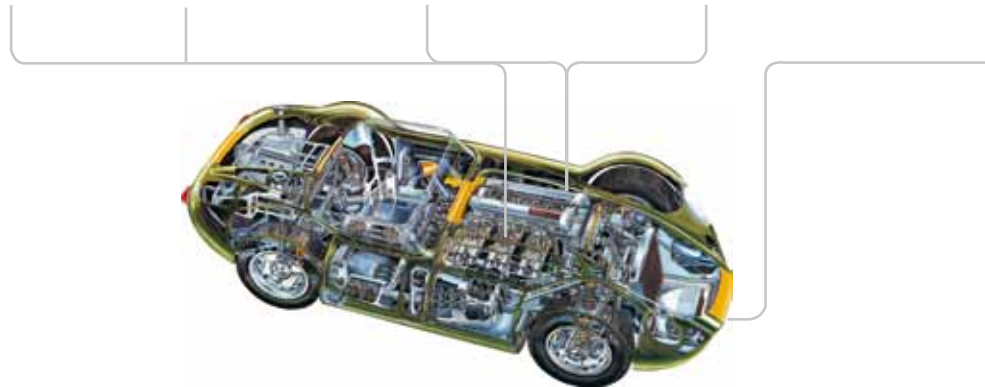
**WEIGHT:**

1,736 lbs (dry)

**FUEL TANK:**

38/42 imperial gallons

POWER	TORQUE	ACCELERATION 0-60 mph	ACCELERATION 0-100 mph	MAX SPEED
337 bhp at 6,750 rpm	295 lbs ft at 4,250 rpm	>4.0 Seconds	>9.9 Seconds	up to 184 mph







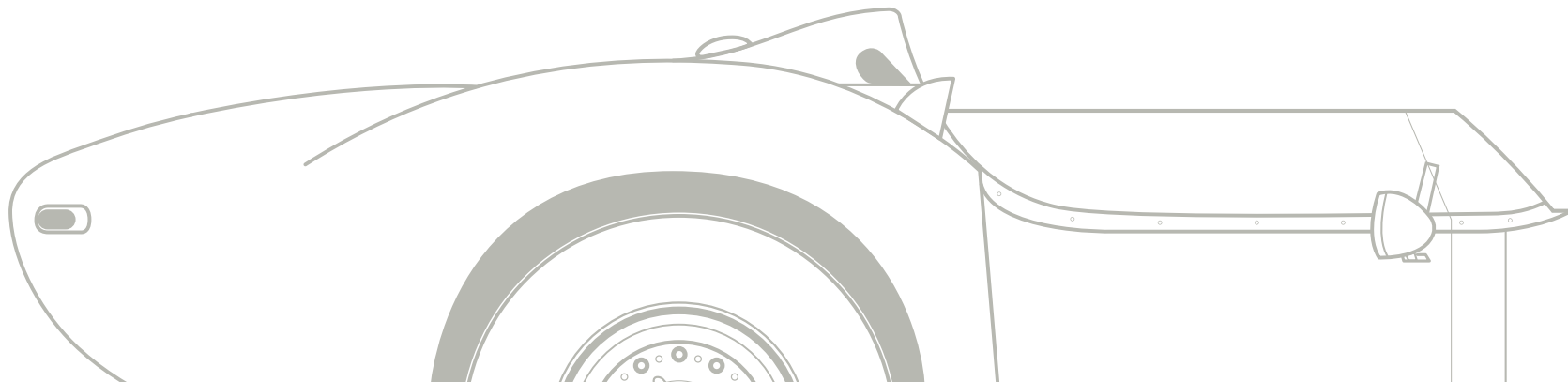




# Sanction Your Lister

There are currently a number of non-factory built cars in the market sporting Lister badges. Some of these cars are crude facsimiles but others may be classed as 'tool room copies' and may even have obtained FIA/HTP historic racing papers.

All non-factory built Listers can be brought to the Lister factory and sanctioned in order to **obtain a genuine BHL(S) chassis number** - the minimum requirement to obtain a sanction chassis number will be the supply and fitment of a genuine Lister chassis. All other renovation work can also be conducted at the Lister factory in Cambridge.





# Take your new Lister racing

Every new Lister Knobbly purchased from the factory will be suitable for all levels of historic racing. Each car will come with a FIA HTP passport and will be eligible for race series such as the prestigious Stirling Moss Trophy run by Duncan Wiltshire and Motor Racing Legends ([www.motorracinglegends.com](http://www.motorracinglegends.com)), amongst other races throughout the year.

Should you have any doubt about your driving skills, former Lister Storm driver **Tiff Needell** is also on board to offer track day training to every new Lister owner.



# Contact Us

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Warrantywise





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