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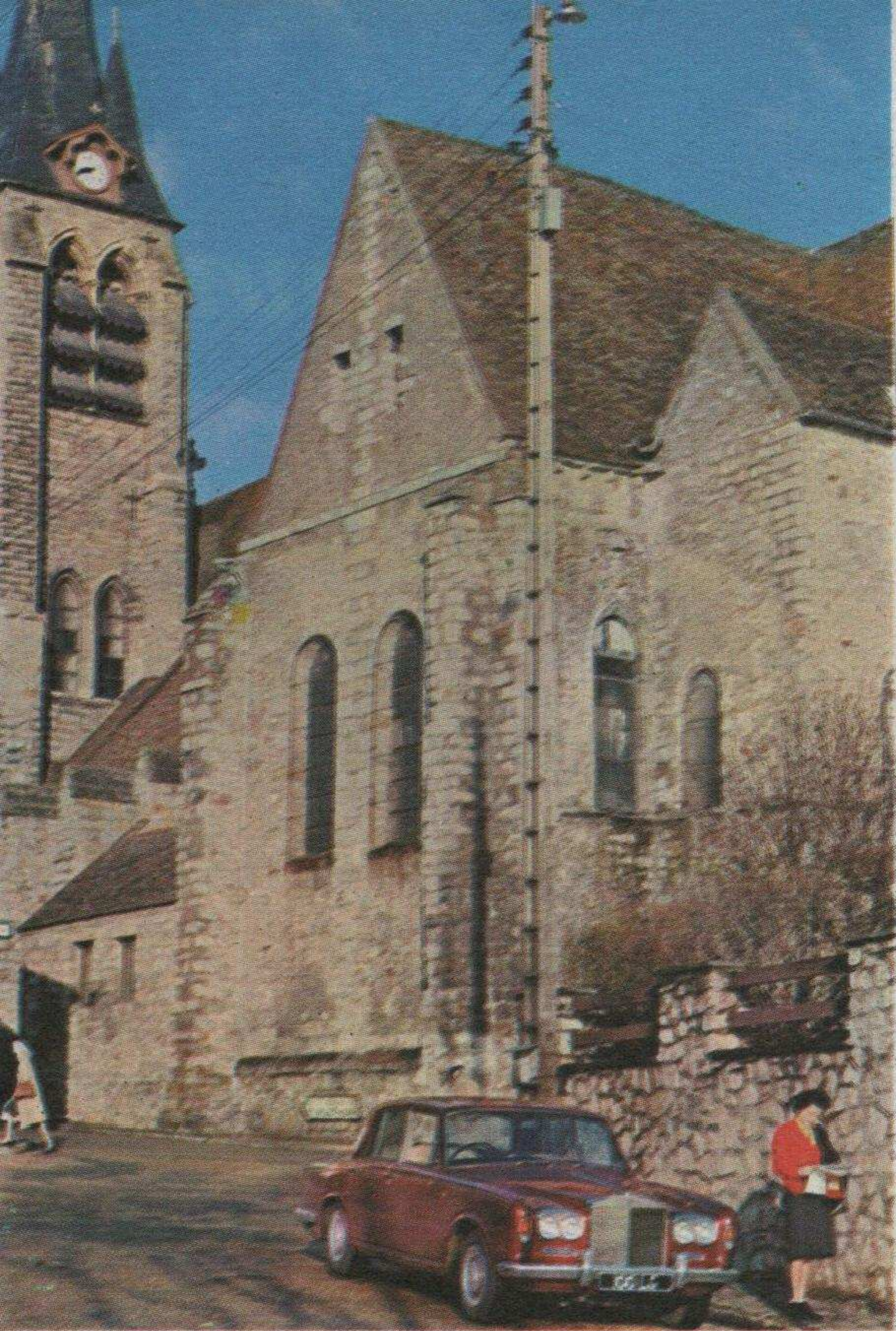


BRITISH GRAND PRIX

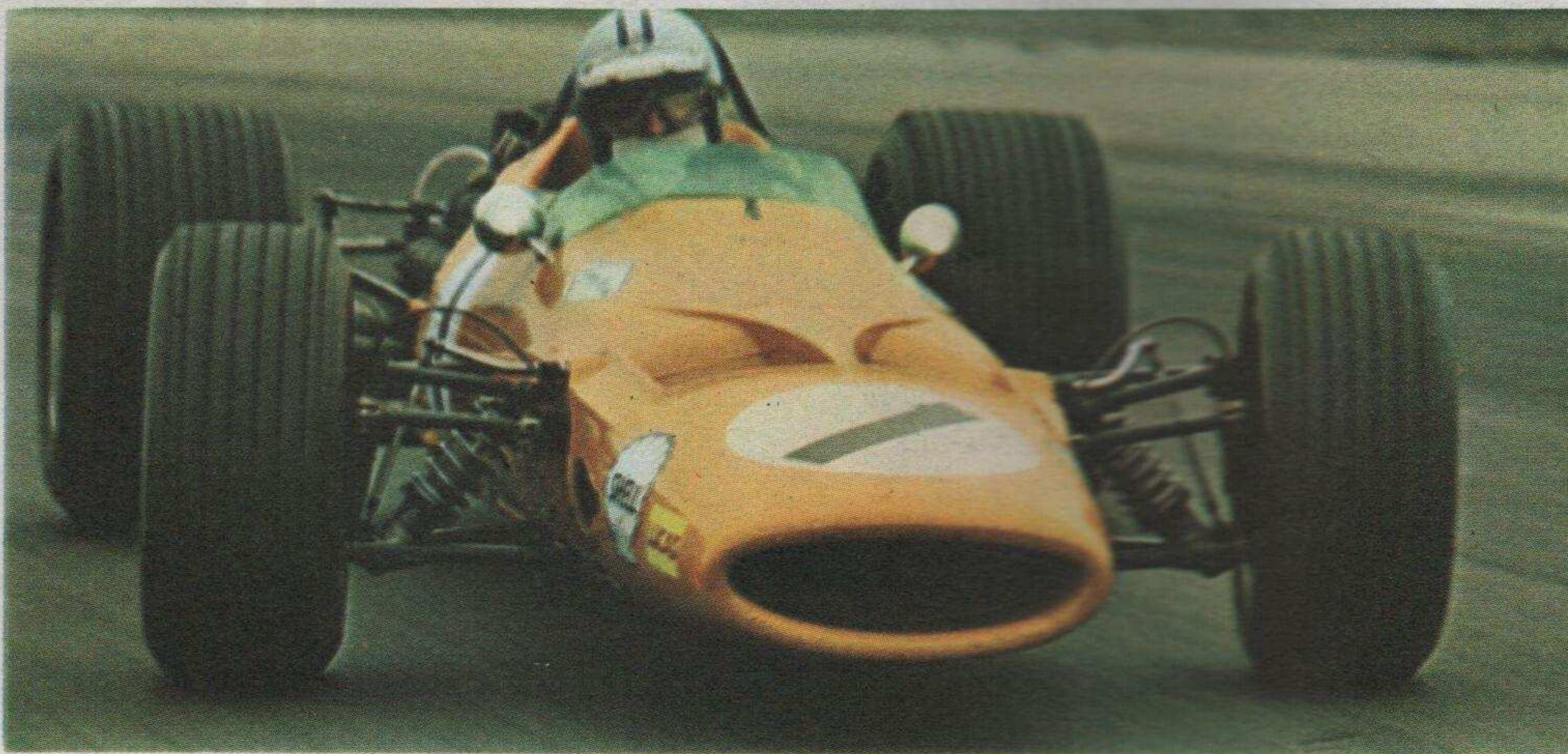
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BRANDS HATCH

20th **JULY** 1968



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Royal Automobile Club

21st BRITISH GRAND PRIX BRANDS HATCH 20th JULY 1968

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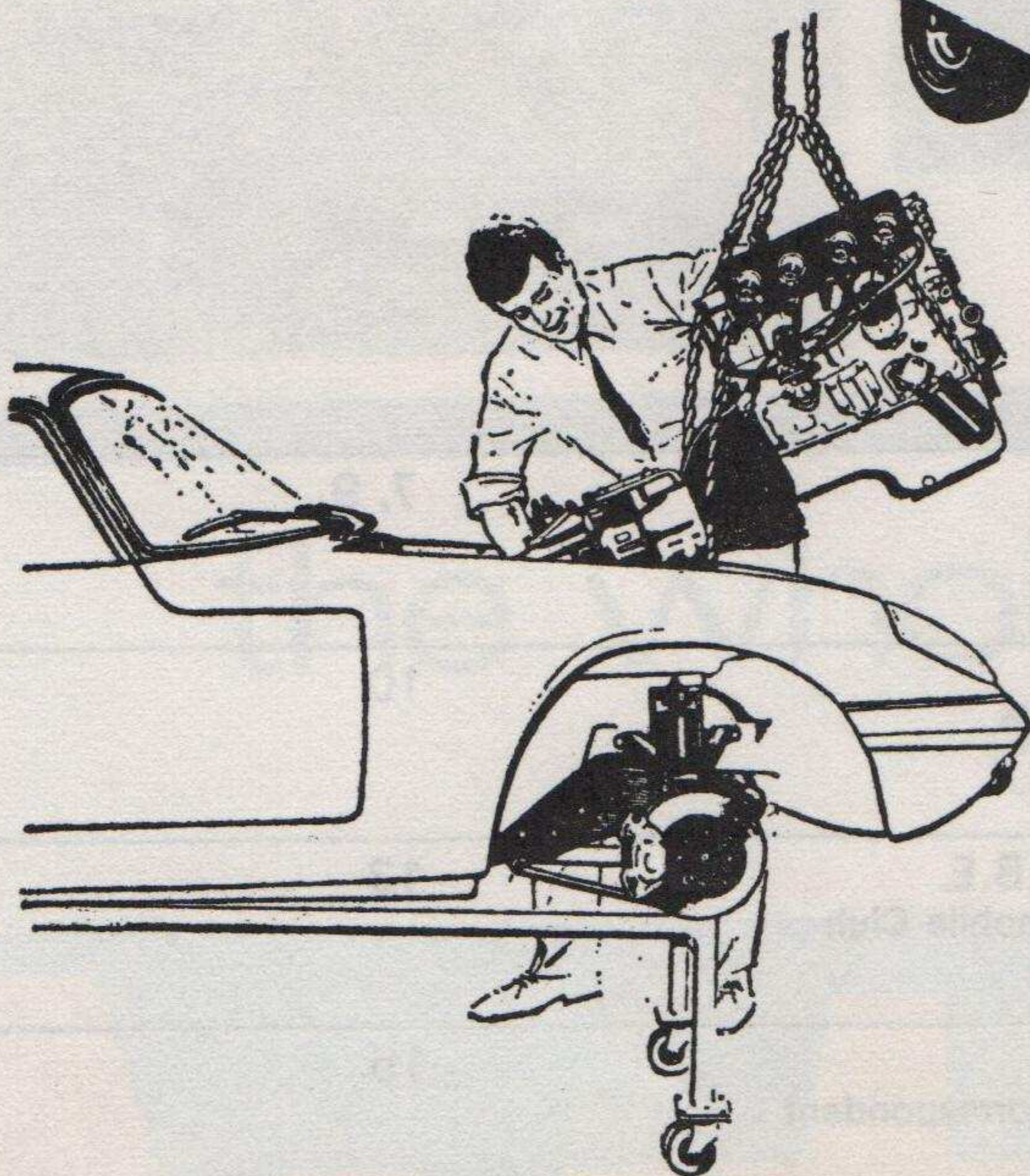
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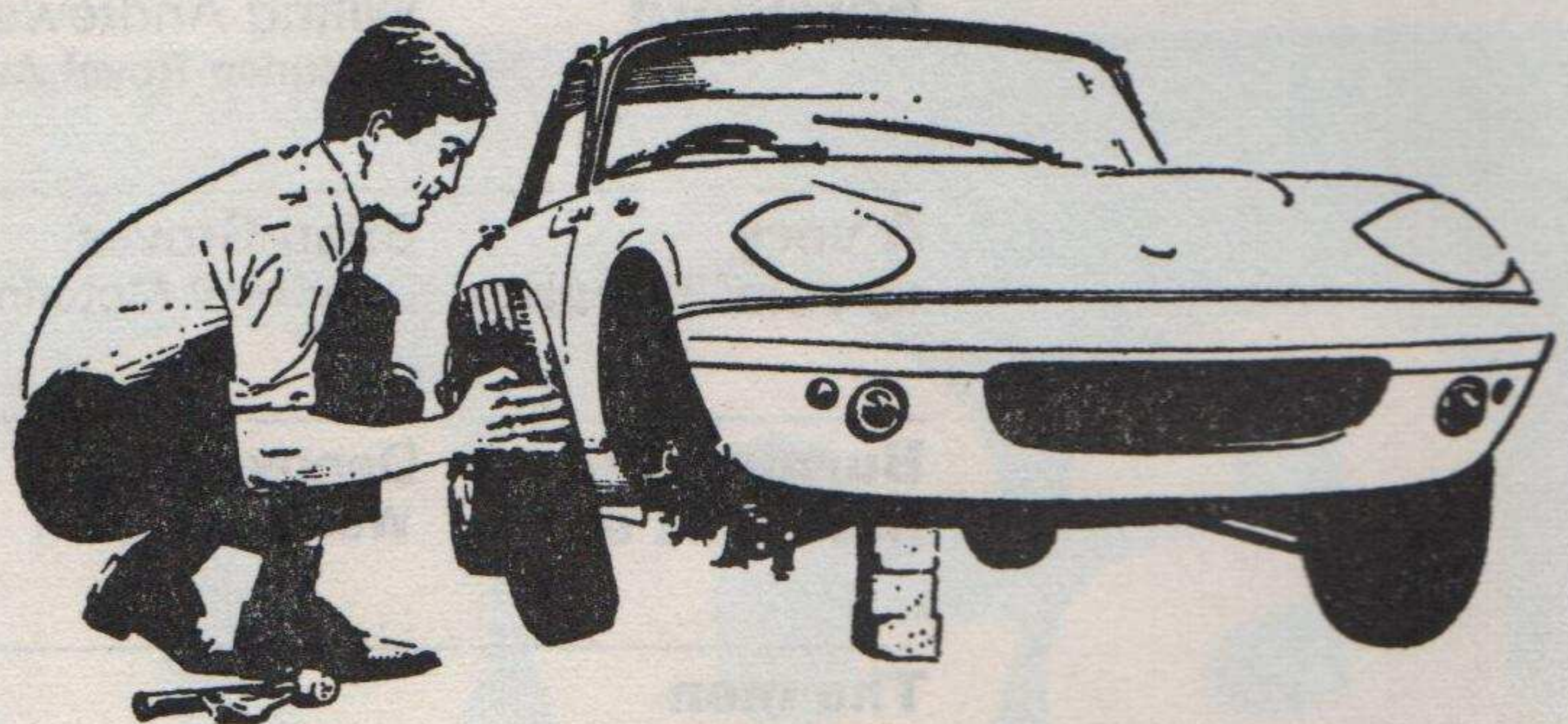
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"Placing the car on trestles we found that the assembly of the front and rear suspension was quite simple. In went the propeller shaft and drive shafts and it was time for lunch ...



"We fitted the engine and gearbox with the aid of a light-weight pulley and chain. Then in went the radiator, exhaust system and all the main connections were checked. Then it was time for dinner ...



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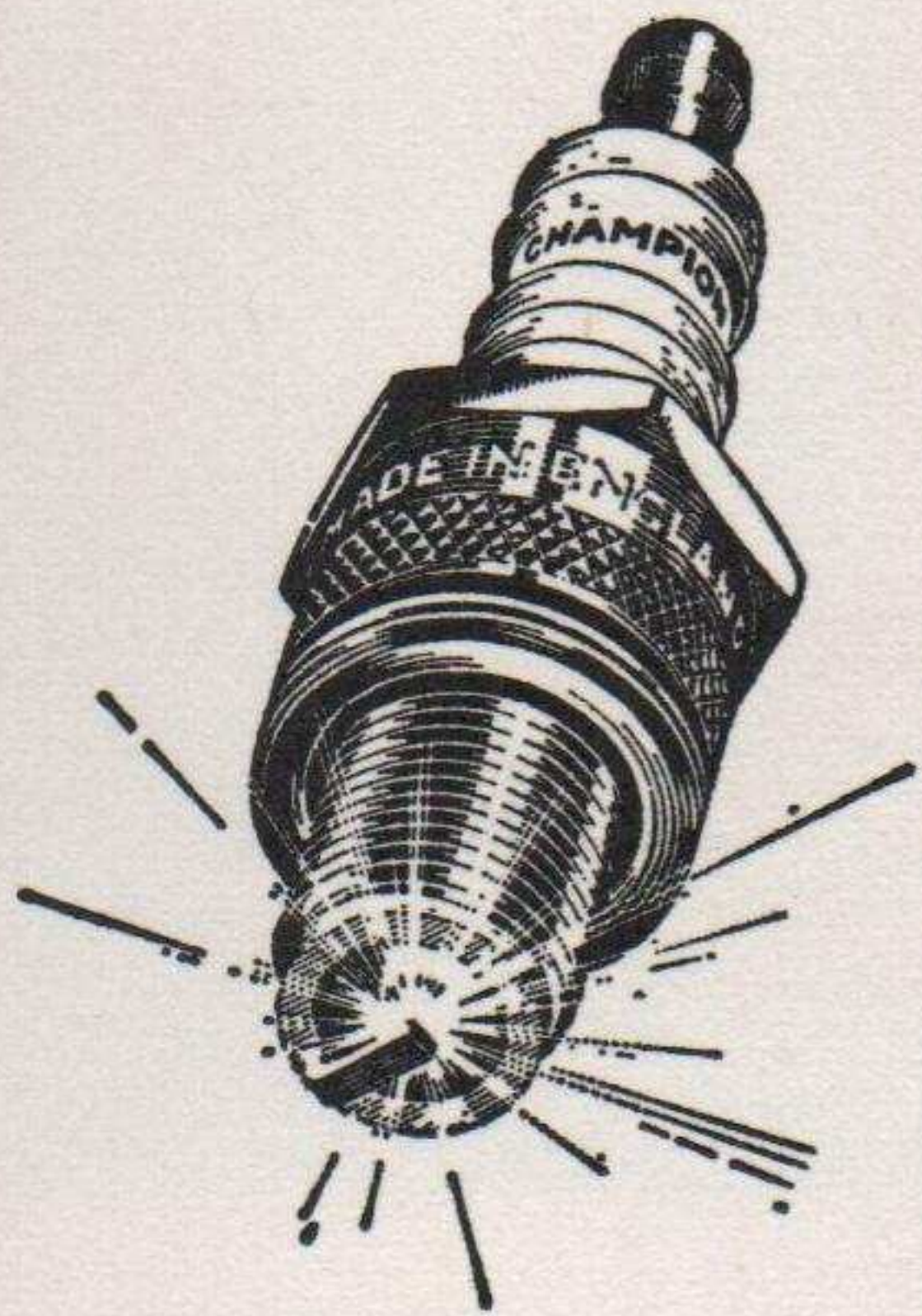


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21ST RAC BRITISH GRAND PRIX

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The Most Hon. The Marquess Camden, D.L., J.P., The Right Hon. Lord Chesham, P.C., J.P., J. Gott, M.B.E., G.M.

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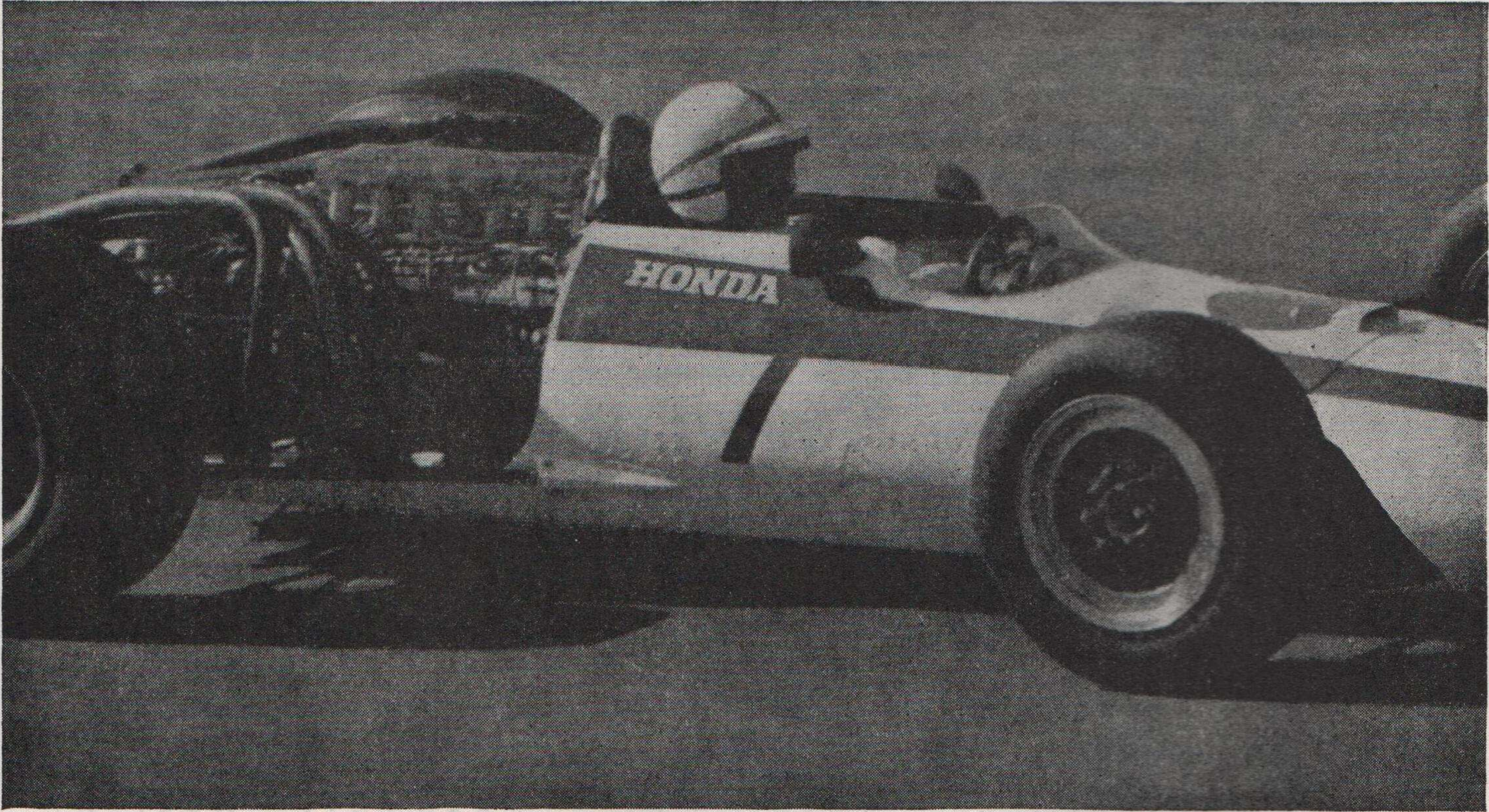
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continued on page 9



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First Aid and Ambulances

St. John Ambulance Brigade.

Timekeepers

C. Audrey (Chief), B. S. Barrett, Mrs D. Audrey, Miss P. Burt, J. W. Barber, F. Coleman, F. A. Lowe, Miss P. Wallis.

Scrutineers

C. A. A. D. Mitchell (Chief), N. C. Croucher, R. C. Croucher, F. Harrison, S. R. Proctor, K. Salmon, F. A. Wadsworth, N. Didwell (Clerk).

Fire

A. G. C. Hyder (Chief), D. E. Constable, A. Dobbins, R. Harris, R. A. Hyder, R. W. Johnson, G. D. Jones, P. F. S. Mitchell, A. H. Sage, C. F. Scott, L. G. Smeathman, T. M. Stanton, T. J. Stevens, W. Taylor.

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Rescue Equipment

Supplied by Epco Ltd. Manned by P. Kenshole, R. Milner.

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J. H. Kemsley (Trade and Competitors Liaison), R. C. A. Smith (Chief), D. E. Buck (Deputy Chief), B. M. Crow, Mrs Crow, Miss A. Kemsley, P. H. Manning, P. Morley, Mrs M. Watts, G. D. Wickham, Miss S. Winslade.

Press and Information

P. Drackett (Chief Press Officer), C. Bray, D. Carmichael, Mrs J. Drackett, J. Hall, R. Naylor, Miss E. Trent (Press Liaison).

Scoreboards

C. P. Willoughby (Chief), D. Hinds (Deputy Chief), P. Aspinall, D. S. Atkinson, S. B. Boler, Mrs V. Currie, W. G. Dark, Mrs. Hill, R. Hill, Mrs. Hinds, E. C. Hubert, J. F. Hutchins, G. C. King, R. Ladyman, D. J. Luff, C. A. Piddock, J. Proctor, I. M. Richardson, Miss Robinson, R. A. Sharp, Miss H. Walford, J. Wickham, J. R. Wynne-Powell.

Commentators

N. Greenway, P. Scott Russell, J. Tilling.

Secretary of the Meeting

R. N. Eason Gibson.

RAC Organising Staff

Miss V. Brown, J. Winwood, Mrs S. Winwood, Miss C. Worke.

Circuit Owners

Brands Hatch Circuit Limited—a subsidiary of Grovewood Securities Limited.

This meeting is promoted by Motor Circuit Developments Ltd.—Managing Director: John Webb.

For Brands Hatch Circuit Limited—General Manager: C. J. D. Lowe.

Acknowledgements

The Royal Automobile Club expresses its appreciation to the following for the provision of help and equipment:

The Daily Mail, The Ministry of Defence, the Evening News, the Daily Sketch, Kent County Constabulary, and the Metropolitan Police, Kent Fire Brigade, St. John Ambulance Brigade, Kent County Council and the Dartford Rural Council, Joseph Lucas Ltd., Gestetner Ltd., facilities for duplicating results, British Olivetti Ltd., for time-keeping equipment, Carreras Ltd., Cheeseborough-Pond Group, Rank Xerox for photocopying. Daily Mail for supplying vans, the British Racing and Sports Car Club and all the individual officials.

Conditions of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Royal Automobile Club, Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

For the attention of Spectators

ANIMALS. Dogs and other pets will only be admitted to the enclosures if they are kept on a leash. This rule will be enforced to safeguard both competitors and the public.

LITTER. Please do not leave litter about the grounds. If you cannot see a proper receptacle, take any rubbish home with you.

ACCIDENTS. Should there be an accident, do not interfere. The situation will be handled by the marshals, the doctor and the St. John Ambulance staff who are in attendance.

PROHIBITED AREAS. Prohibited area notices identify sections of the grounds where the public are not permitted. The fences are there for protection, and any person found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

DRIVING HOME. Drive with care and caution when leaving Brands Hatch. Remember, your conduct on the road before and after the race meeting can either raise or lower the prestige of motor racing generally, and of Brands Hatch Circuit in particular. We could not cater for such a large crowd here today without the friendly co-operation of the Police, so co-operate with them in return, and reach home safely.



Programme and Awards

11.25 am Opening Fanfare

11.30 am **Clearway Trophy Race for Formula 3 Cars**
20 laps—53 miles.

Awards:

1st - £150;	6th - £70;	11th - £45;
2nd - £125;	7th - £65;	12th - £40;
3rd - £100;	8th - £60;	13th to 20th - £35;
4th - £80;	9th - £55;	21st to 30th - £30.
5th - £75;	10th - £50;	

12.30 pm **Guards Trophy Race for Touring Cars**
20 laps—53 miles.

Awards:

1st - £300;	7th - £85;	13th - £55;	18th to 24th - £30;
2nd - £200;	8th - £80;	14th - £50;	25th to 30th - £25.
3rd - £150;	9th - £75;	15th - £45;	
4th - £100;	10th - £70;	16th - £40;	
5th - £95;	11th - £65;	17th - £35;	
6th - £90;	12th - £60;		

In each class, except Overall Winner:
1st - £30; 2nd - £20; 3rd - £10.

1.20 pm Band display by the Central Band of the Women's Royal Air Force (by permission of the Air Force Board of the Defence Council) conducted by Flight Lieutenant D. S. Stephens, Director of Music.

1.30 pm Flying display by the R.A.F. aerobatic team 'The Red Arrows'.

1.45 pm Band display continued.

1.50 pm Aerobatic display by Charles Masefield in his P51-D Mustang Fighter Bomber.

1.55 pm Royal Air Force 50th Anniversary Historic Fly-past.

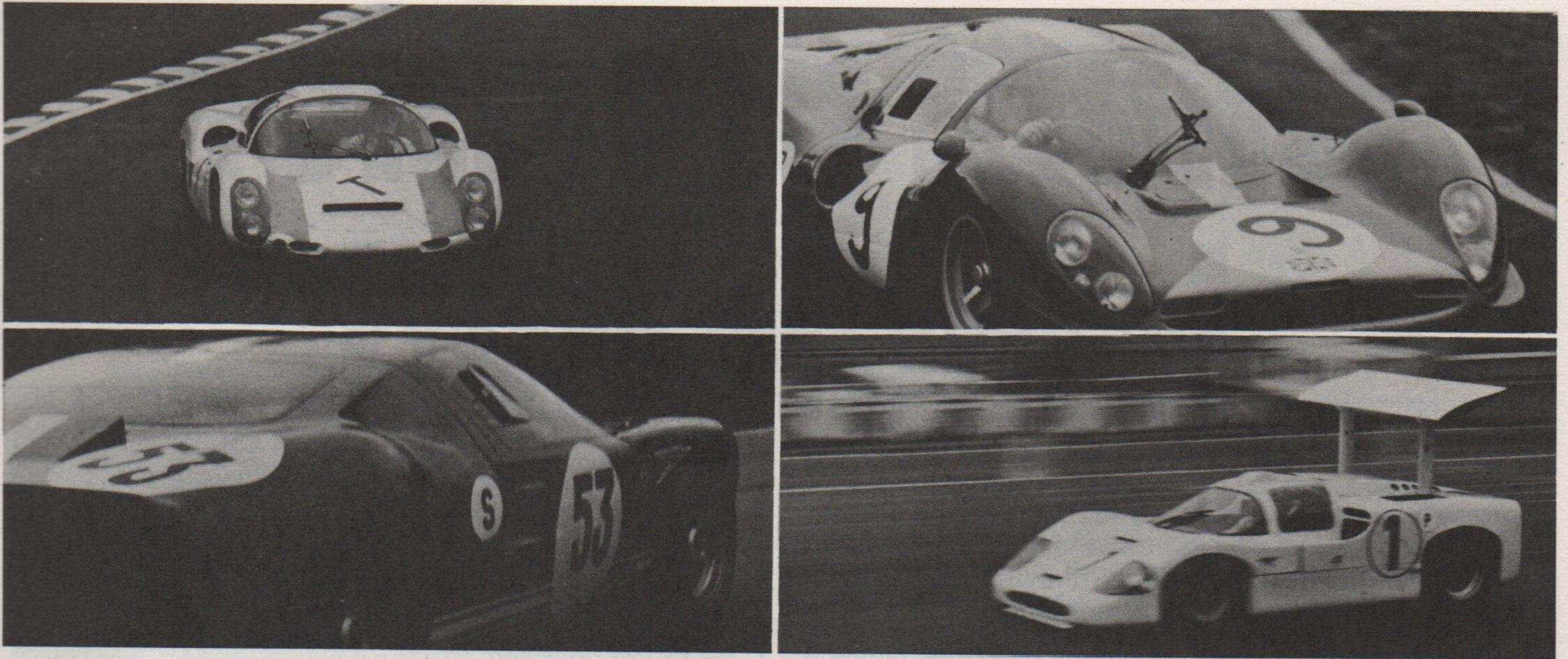
2.55 pm Fanfare

3.00 pm **RAC British Grand Prix for Formula 1 cars**
80 laps—212 miles.

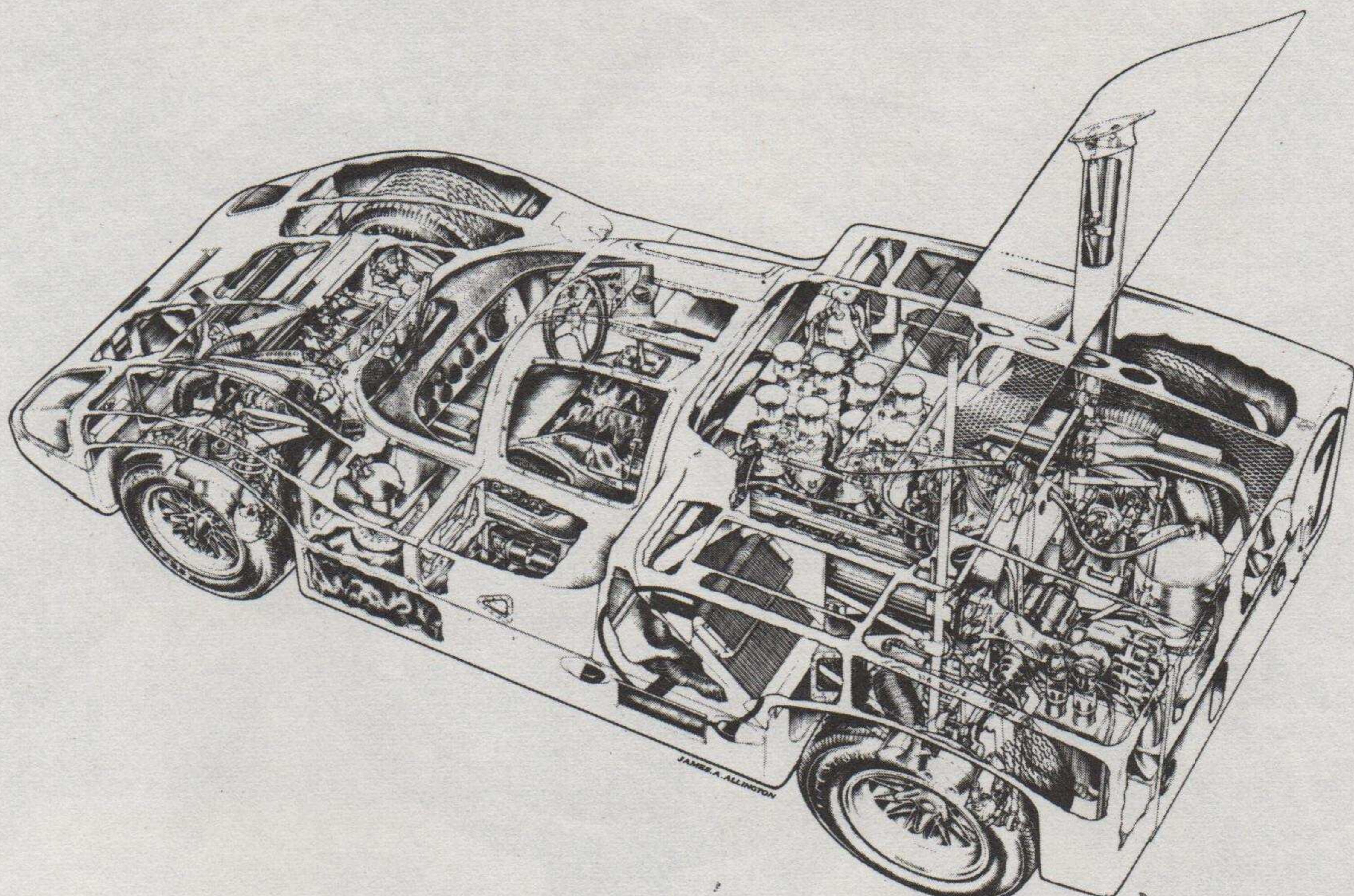
Awards:

1st - £1,000;	2nd - £500;	3rd - £300;
4th - £200;	5th - £150;	6th - £100.

5.30 pm Concert by the Chris Barber Jazz Band.



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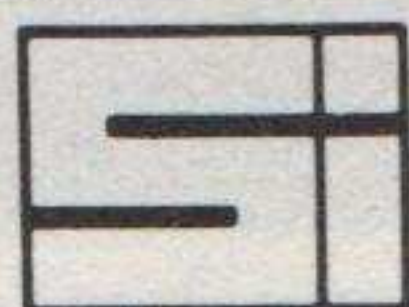
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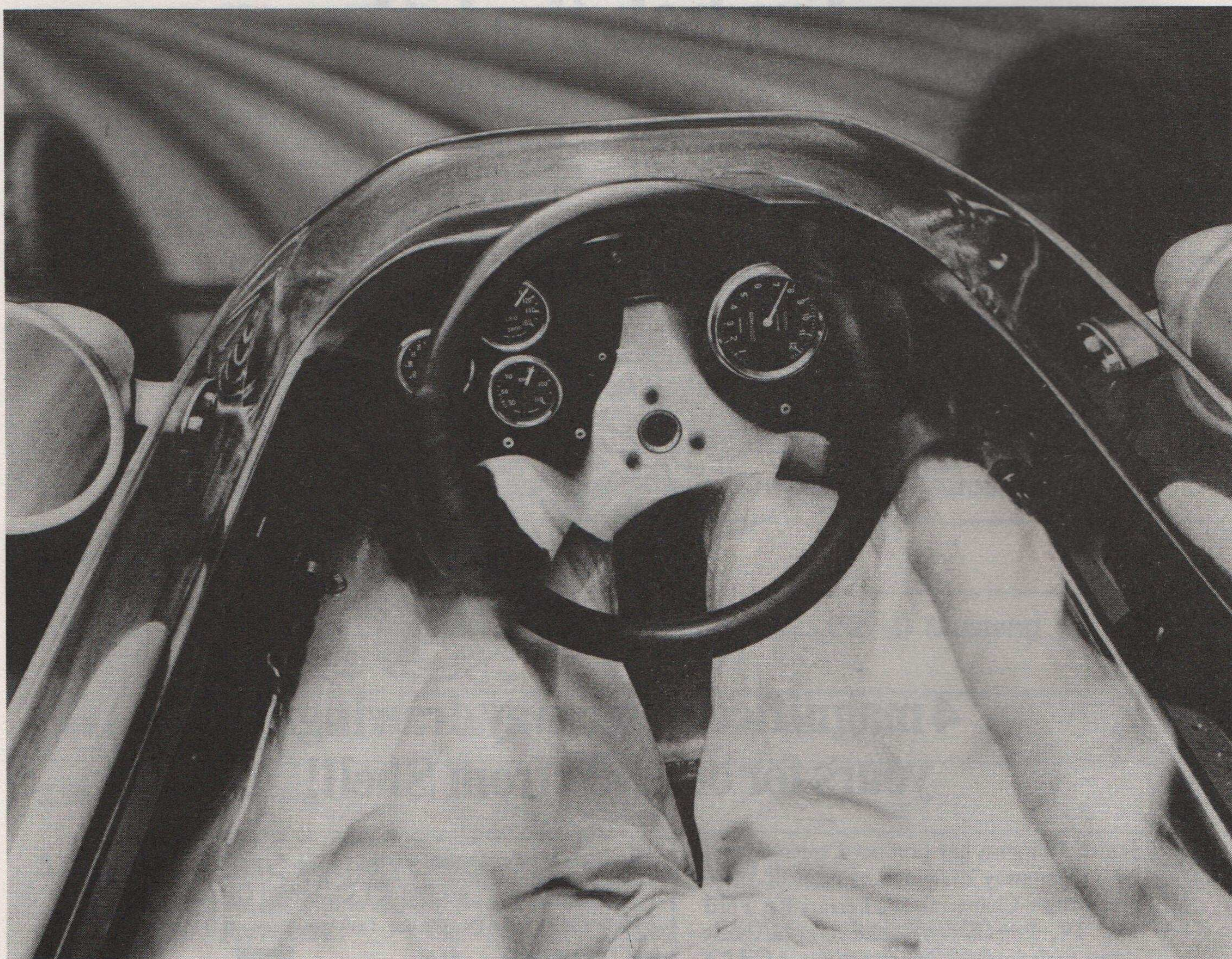
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A crucial championship battle



This year's RAC British Grand Prix, the third in the race's history to be run at Brands Hatch, is a crucial one in the struggle for the world championship. Commencing as it does, the second half of a twelve-race series with the best five scores in each half counting towards the title, it represents a chance of beginning again for those who have not done so well thus far. And on the other hand, an opportunity to consolidate their positions for the leaders in the championship.

It would be foolish to disguise the fact that motor racing in general and British motor racing in particular suffered two devastating blows earlier this year with the deaths of Jim Clark and Mike Spence, but it speaks volumes for the enthusiasm and courage of others, that the teams they drove for, Lotus and BRM, continue in the forefront of Grand Prix racing.

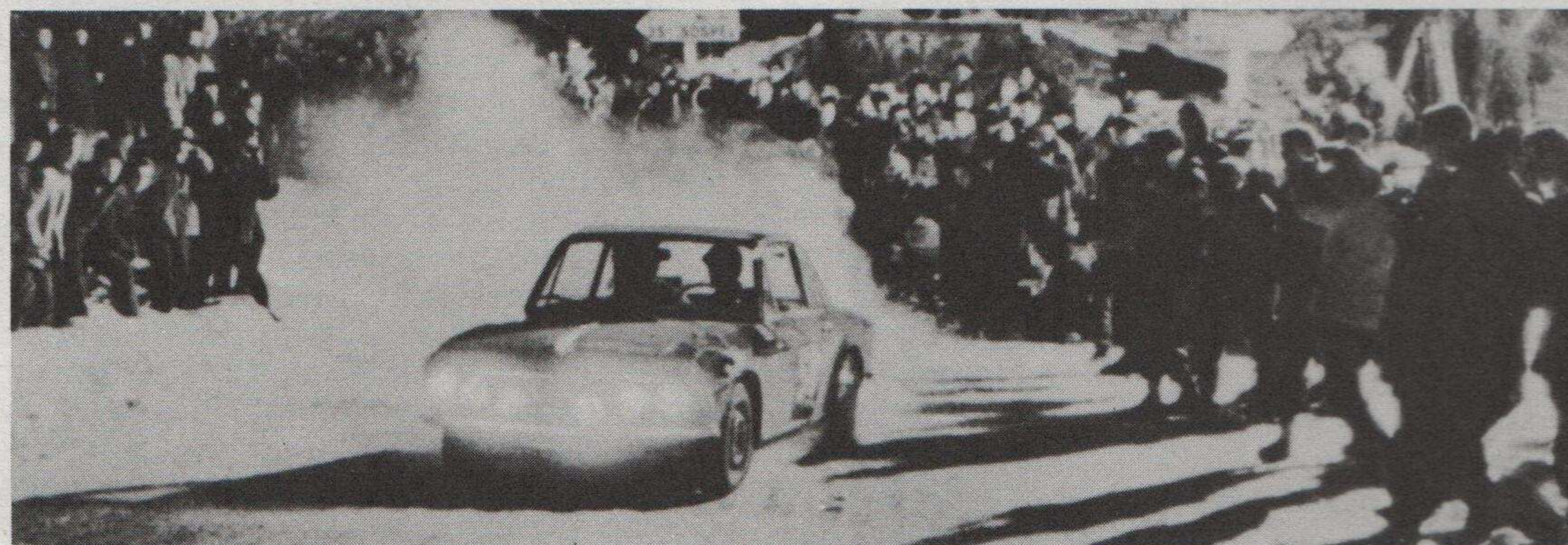
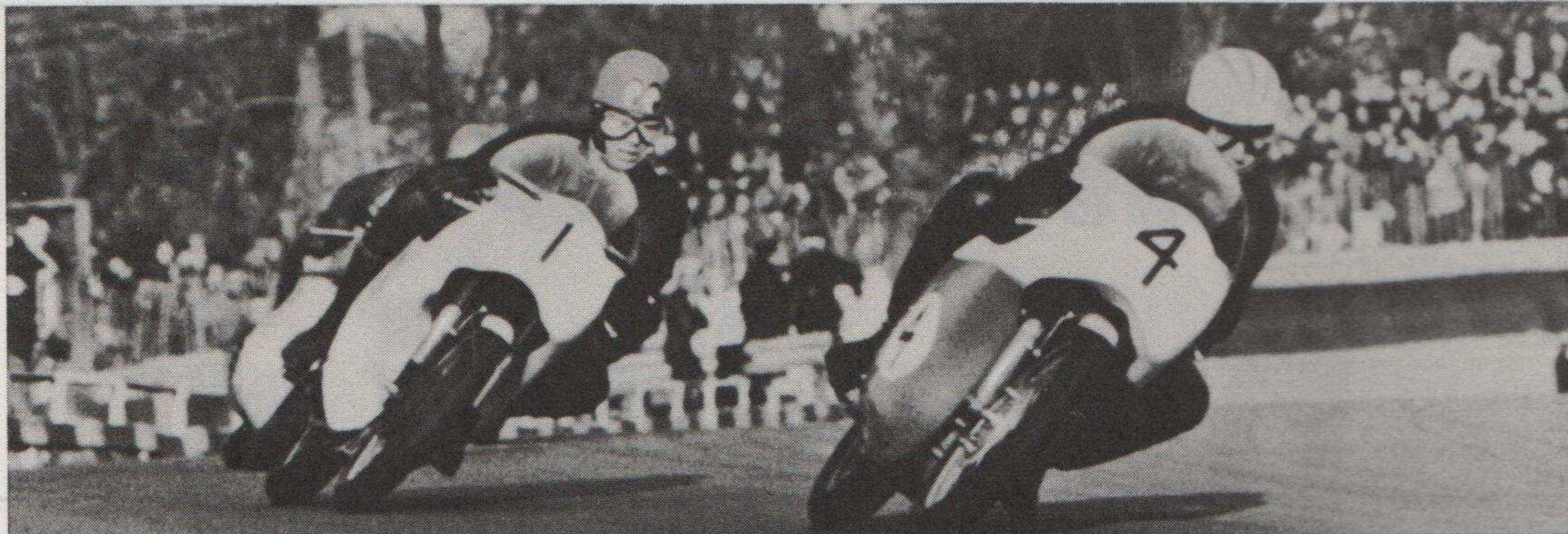
1968 has also seen an improvement in the fortunes of the Cooper team, most fittingly for the organisation which played a leading rôle in establishing this country as the outstanding motor racing country of the world. We can be proud, too, of the Brabham and McLaren teams. I was gently chided not long ago for describing these fine Australians and New Zealanders as British, but British they are and we regard them as part of the family although, if memory serves me correctly, it was Graham Hill on the same occasion who suggested that it would be better for drivers here if Hulme, Brabham and McLaren went back to their native lands!

These are the men who, with the New Zealand-led Italian Ferraris, the Scottish-led French Matras and the English-led Japanese Hondas will be doing battle today. We can be sure that they will not let us down in providing keen and exciting racing coupled with sportsmanship of the highest order.

In closing, I would like to take this opportunity of expressing my thanks and those of the Royal Automobile Club to the Daily Mail and the directors of Brands Hatch Circuit Limited for their assistance and splendid co-operation in making today's event possible; and to the hundreds of honorary officials who have so freely given of their time.

by Wilfrid Andrews, C.B.E.
Chairman
Royal Automobile Club





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Ferodo brake linings are race and
rally proved for your safety

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16/31



A very special vacancy

Fangio, Moss, Clark . . . who is the next 'great'? An interesting question, says Brian Groves, Daily Mail Motoring Correspondent.

In the rarefied atmosphere of the really great racing drivers, there exists what I suppose the ad man would call 'a vacancy', with tremendous prospects for the right man.

It is a situation that has not existed for a large number of years and, trying to peer through the clouds up to that heady height, it is not easy to see who might fill the unwanted gap.

In the 1950s, of course, the position was held with authority by the now legendary Argentinian, Juan Manuel Fangio, world champion five times and winner of 24 Grand Prix races.

Today he is still idolised by the racing crowds wherever he goes. It was a moving sight at the Monaco Grand Prix this year, to see him given a standing ovation as he walked, with friends, past the packed grandstands.

When he retired ten years ago, a young Englishman with a truly professional approach to motor racing was waiting to step into his shoes - Stirling Moss.

Fangio himself knew that Moss was a great driver and presented him with a gold watch inscribed 'To the next world champion'.

It was a title which never did come the way of Stirling, though the world recognised his supreme artistry at the wheel.

When Stirling's brilliant career ended with a tragic crash at Goodwood in Easter 1962, a young farmer from Berwickshire by the name of Jimmy Clark took over at the top.

There was never any doubt that Jimmy, the quiet genius, was head and shoulders above his contemporaries. For years yet to come it will be argued by his admirers that he was the greatest of all time.

He won the world championship twice and eclipsed Fangio's record of Grand Prix victories in the last Grand Prix in which he raced, before his tragic death at Hockenheim in April.

Had he raced through to retirement, he would undoubtedly have set a record of achievement that would have been impossible to match by anyone outside the highest circle of skill and dedication.

Is there such a man racing today? For the life of me, I cannot bring a name instantly to mind.

Of course, the men who race here today are great drivers with courage and skill down to their fingertips.

Without both qualities you would not remain long among the company of drivers who can tame a 400 bhp Formula 1 car and take it round Brands Hatch at shattering speed for two hours or so.

Brands Hatch is one of the circuits that really sorts out the men from the boys, in company with Nurburgring and Spa.

And the men who are doing it these days are good enough to take seconds off the lap records set, in many cases, by Jim Clark. On many occasions in the past, they have given him a good run for his money - or beaten him.

But the one thing which, to me, is missing is that little spark which sets a man apart from his rivals and lifts him to a level where even they will agree he rightly belongs.

So who will fill the gap with the honour it deserves? There are several world champions among the contenders for whom their supporters would vote without hesitation.

Graham Hill, who has been driving with consistent brilliance and elan for years and can get a huge cheer from the crowds, even when he is walking . . .

John Surtees, a dedicated driver if there ever was one, and the only man to win the world title at motorcycle racing and in cars.

Jack Brabham, the 'old man' of the Grand Prix circuits, three times champion and still going strong, or the man who holds the title at present, New Zealander Denny Hulme.

But great though they all are, for my money you must go outside this select band for the man who will emerge to join the ranks of the Fangios, the Stirling Moss's and the Clarks.

It could be another Scotsman called Jackie Stewart, who wiped the floor with the opposition in Formula 3 races before graduating to the upper set. Or Pedro Rodriguez, the Mexican driver.

Or Chris Amon, the young New Zealander driving for Ferrari, who had such a successful season in the Tasman series.

Some talk of Jochen Rindt, the young Austrian driver, if he calms down a little, and the very fast young Frenchman, Jean-Pierre Beltoise, despite an old injury to his arm.

The new idol could even come from outside the whole field of Formula 1 contenders, and earn his place by future performances.

There are plenty of Formula 2 and 3 drivers on the way up, and you might well include Britain's Vic Elford, who is already proving the man to beat in saloon and prototype races.

He could scarcely be left out of the reckoning if his switch to Grand Prix racing goes as he plans. He has the dedication to make the grade and a full share of driving skill.

It is an interesting question to ponder on. And it makes today's race even more interesting.

For it is the only opportunity left in Britain this year to see a full international field of 3-litre Grand Prix cars and drivers, and judge whether the new Fangio is among them.

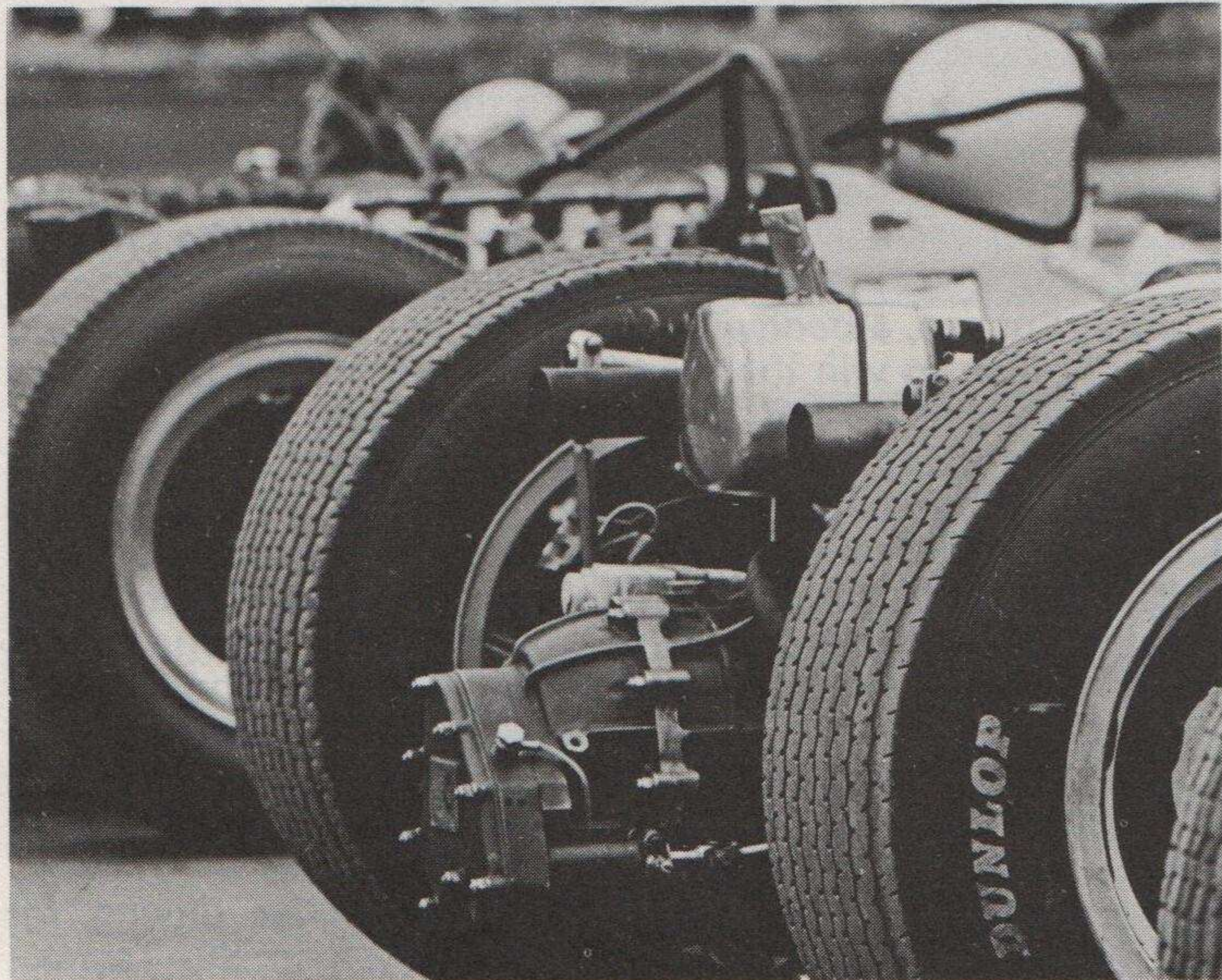
It is an enviable position, and a lucrative one, for a motor racing driver to hold. But one thing is certain . . .

The motor racing public throughout the world will NOT elect to the legendary league of giants someone who has not truly earned the accolade.

I hope it won't be long before he emerges. Motor racing needs another 'great' by whom all other standards are set.

Burning the midnight oil

World champion Denny Hulme takes you behind the scenes to explain just how much work goes into preparing today's Grand Prix field.



As you watch the cars rolling up to the grid for this afternoon's Grand Prix, I wonder if you realise the vast amount of preparation that has gone before? The moment the French Grand Prix ended on July 7, the mechanics of the various teams have been hard at it, repairing, modifying and tuning the high-strung Formula 1 cars to their highest pitch of performance.

After one race, the cars are always completely stripped down and built up again. Everything that is highly stressed—such items as stub axles, gears, steering arms and so on—is crack-tested. Maybe something has gone wrong with a car which calls for careful investigation, and perhaps modification. It could be that something needs re-designing. Most of the cars have slight modifications from race to race, and circuit to circuit, in an effort to make them perform better.

It is, of course, better if the cars can be tested on a circuit before the official practice sessions. That is something we in the McLaren team always try to do if possible. By the time practice took place here we already had a good idea of the best gear ratios. (We learned quite a lot from the Race of Champions in March, when Bruce won and I was third.) We also knew we would have to take steps to combat the bumps on Brands Hatch; there are two bad ones, at the bottom of Paddock Bend and at the bottom of the dip before Hawthorn Bend. This means that shock absorbers have to be set reasonably stiff on bump, so that when the wheels come off the deck they can take the shock and prevent the chassis



Denny Hulme

hitting the track. This is particularly important when we are starting off with a full load of fuel. We will also fit some extra bump rubbers underneath, to help to keep the car off the ground.

Brands Hatch is a fairly difficult circuit so far as gearing is concerned, and particularly for our Ford V8 engines which have a fairly narrow range of revs between which we get the best performance. If we could rev our engines, like the Ferraris, to 11,000 rpm, instead of 9,000 rpm, the gearing problem would be easier. What it really means is that we need one more gear than the Ferraris to do the same job.

It is a tricky job deciding ratios, and conditions can alter what is needed for optimum performance. You are liable to find you need say a second or third gear which offers a difference of 200–300 revs. Now to the layman this may sound a small margin, but we do work to get things spot-on, and 100–150 rpm can make a heap of difference on some occasions.

Even a circuit can change in a short space of time. It can get faster or slower, and no one knows about this until the first practice. If things have changed, then the cars need changing, too.

Then again, we are quite likely to be confronted by different types of tyres with new compounds. This might mean changing the car's handling to match the characteristics of the tyres and get the greatest benefit. To the ordinary motorist I suppose a tyre is a tyre, but the cord construction and compound of a racing tyre can change the feel and handling of a Formula 1 car very radically.

It is sometimes the case that a new car has to be used. For example, Bruce McLaren had to have a new chassis for the Belgian GP—which he won—after bending his former chassis in the Monaco GP. And though chassis are carefully built up on jigs to very exact limits we invariably find that a newly-built car needs some sorting out before it can be raced.

Before the race we have made our choice of engines. We've got five in our team, and they all differ in some way. Ultimate power may not be the answer in making this choice; what we are looking for is the power unit with the best characteristics for the circuit. Having made that choice, we will have used those engines for practice, and will use them in the race unless they run into trouble during training. We don't like having to change engines, because it's a big burden on the mechanics (though three to four mechanics can do the job in about 3½ hours).

What I most certainly can guarantee is that most of the team's mechanics will have been working pretty well throughout Friday night, with perhaps only two or three hours of sleep. And they will have done that even if nothing serious has gone wrong during practice. After yesterday's final practice they will probably have stripped the cars down again, and made a last check to make sure that things like transmissions and wheel bearings are OK.

During practice we will have probably bedded-in a new set of brake pads, and then done the same thing with another set which we will hope to use in the race. We need the spare set

(continued on page 18)

Last week, Peter Smith realised he spent more time under his car than in it.



When you decide to buy a new car, two factors share importance.

What car do you want? What's the best way of buying it?

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(Telephone: 01-684 6911).

Peter Smith did.



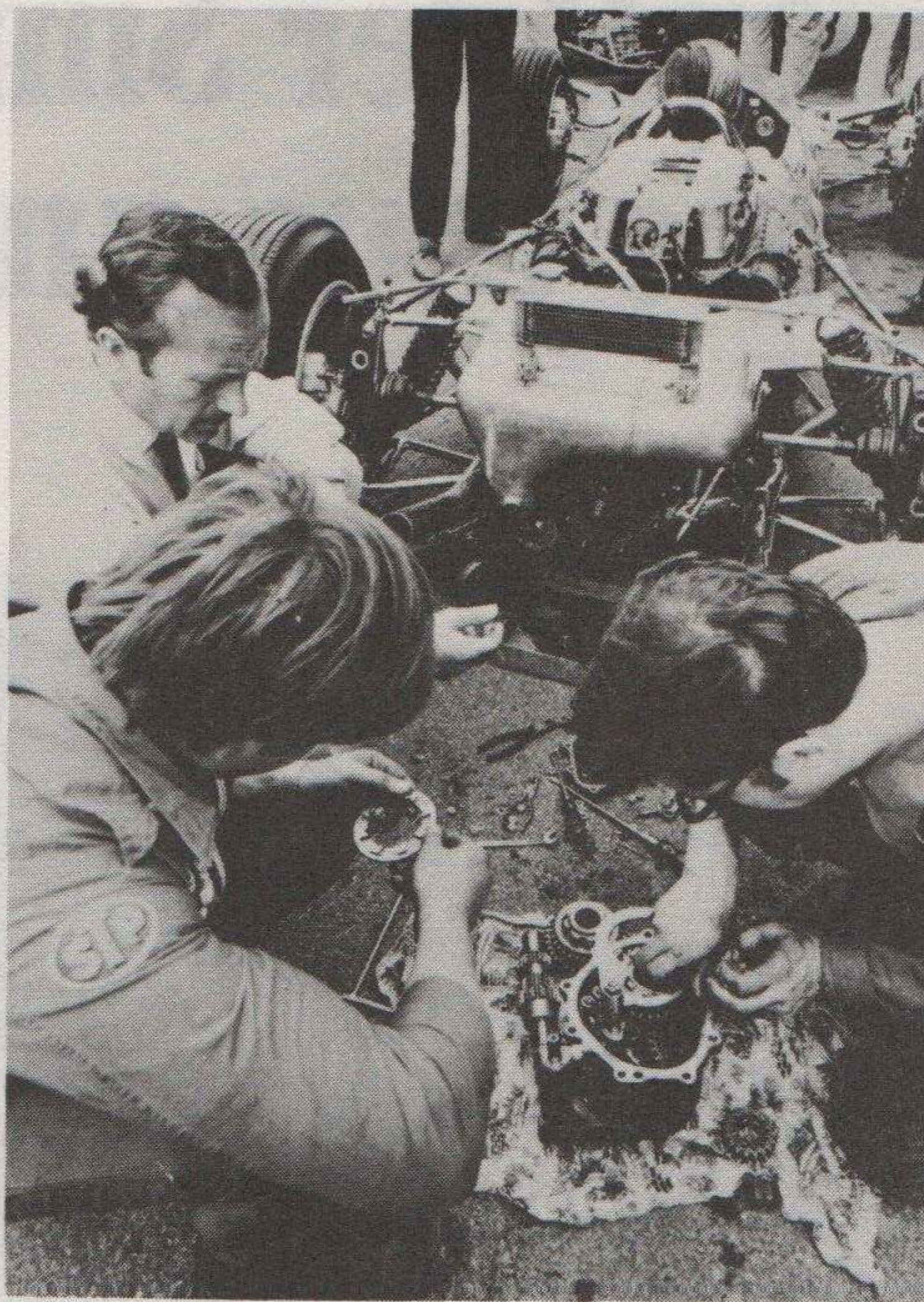
Look at him now.

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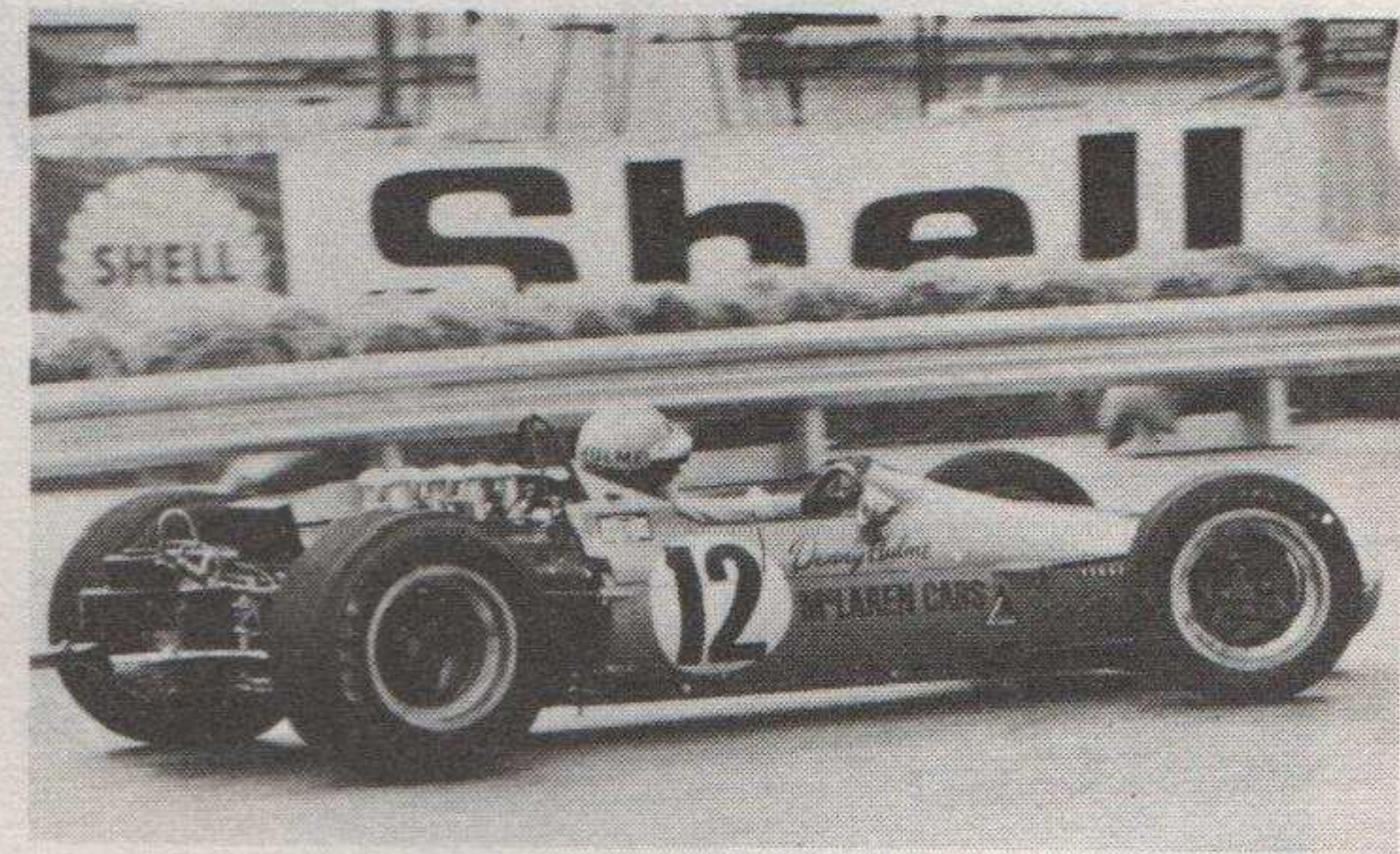
1

1 A rare sight. The Cooper and Parnell team mechanics have time for a few minutes relaxation before the Belgian Grand Prix.



2

2 Practice is the time to sort things out – even if it means taking the whole thing to bits (again). Lotus boss Colin Chapman supervises a gearbox strip-down to Graham Hill's car at Spa.



3

3 Denny in action at Monaco in the McLaren-Ford M7A.



4

4 Bruce McLaren and his men. Don Beresford (left), John Thompson and Tyler Alexander were key figures in building the cars that Bruce and Denny drive.

in case anything goes wrong with the race pads. The reason for bedding them in is that new pads will always fade after they reach a certain temperature. It would be extremely dangerous to go out and race with brand-new pads; they only fade for one or two laps, but that can be very tricky because there's no warning when this is about to happen.

Brands Hatch is fairly hard on brakes. You use them all round the circuit, and there is no point where you just give them a light dab just to set up the car for a corner. Every time you need to give the brake pedal a good dig with the right foot if you are to get round Brands quickly.

Another pre-race job has been to check on fuel consumption. This depends to some extent on the circuit, but you find that all engines use very much the same amount of fuel per hour whatever the circuit. The majority of the engines in today's Grand Prix will be doing $6\frac{1}{2}$ to $7\frac{1}{2}$ miles per gallon.

Obviously, no driver wants to go on to the grid carrying too much fuel, because this is added weight which decreases performance. I'd say that most of the cars will be carrying around 3 gallons more than is necessary to complete the full race distance. But it's a tricky problem deciding just how much fuel to put into the tanks, calling for some delicate calculations. And it's no use making these calculations unless you know how much fuel can be pulled up from the tanks; in some cases an engine becomes starved of fuel when there is as much as 8 gallons left. So the only course is to run your car until the engine stops, and then see how much petrol is left. (Bruce and I think we can get down to the last gallon in our cars.)

Now all this work calls for tremendous dedication from the mechanics, who must be the most devoted people in the whole world. They are conscientious about everything, which is one of the reasons why they work all night prior to a race. So if one or two of them look a little ragged this afternoon you'll know the reason.

I always feel that racing mechanics never get the credit they so thoroughly deserve. Hardly anyone realises how hard they

work. Perhaps you remember how Bruce's car was damaged on the eve of the Spanish Grand Prix? His mechanics had to work right through the night to get the car repaired, and the mechanics in charge of my car also mucked in to help. They really do have to know their stuff.

The idea of specialist mechanics, in charge of certain items such as engines or gearboxes, seems to be disappearing (though some teams still have them). But in our case our mechanics can turn their hand to anything; they can tackle any job on the cars, work a lathe or use welding equipment. They are indeed very valuable people, and I am always staggered by their enthusiasm, and grateful for their constant assistance.

And what about Brands Hatch? Well, I think it is very interesting from the spectators' point of view, but quite hard for the driver, because of its twistiness. To be really competitive you need a good-handling car at Brands Hatch—one that you can throw around and get fast into the corners.

The corners on this circuit vary so much. Take Clearways, for example, which you approach over a rise, so that the car gets light, while at the same time the track falls away with adverse camber. Clearways is very tricky, believe me!

The same goes for Paddock Bend. You don't realise just how steep it is until you stand at the bottom and look back up the hill. I'd say that this corner is trickier right at the bottom than it is at the top.

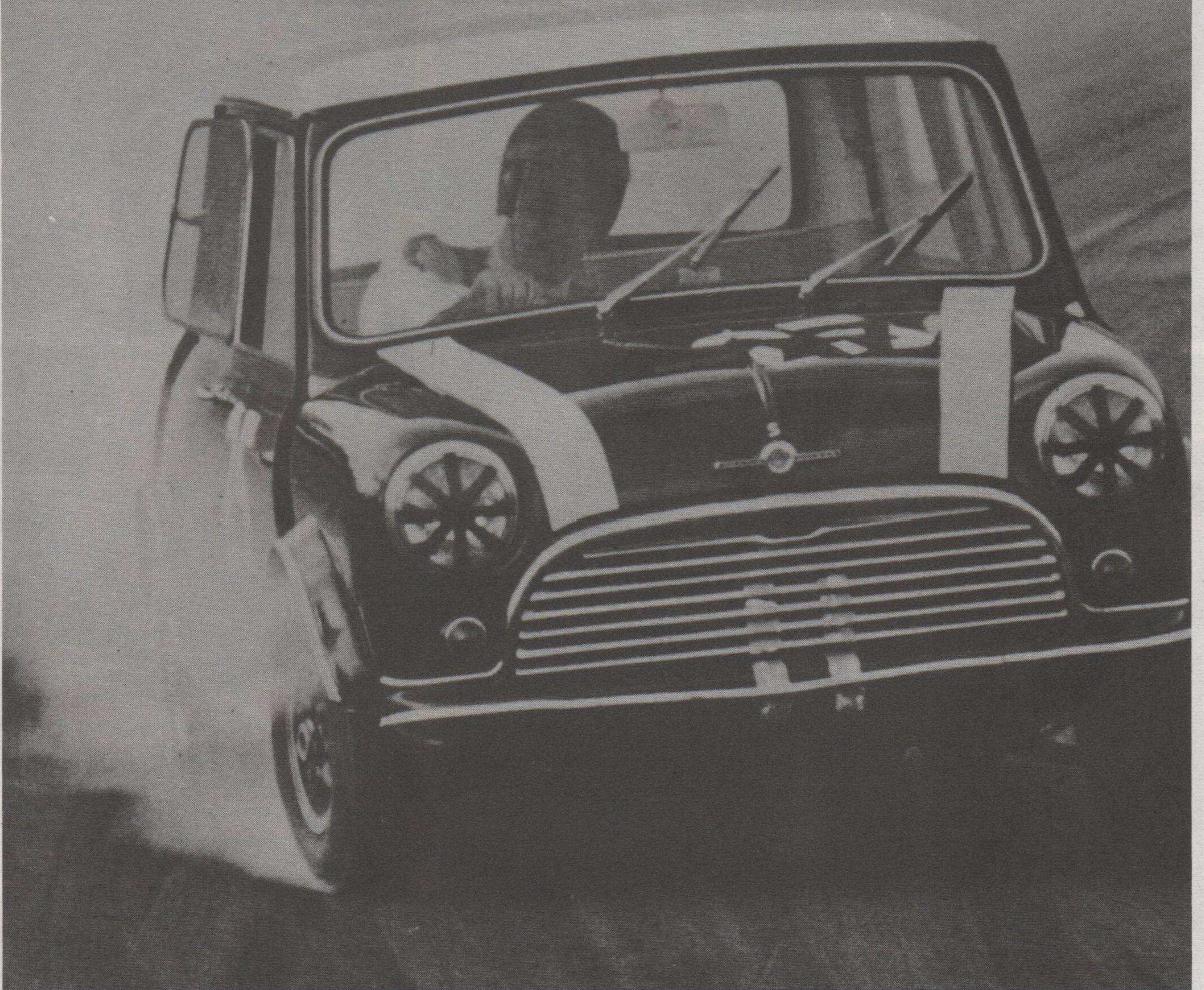
At Druids you can make up time if your brakes are good, and if your car is handling well you can toss it into this corner very quickly.

So all in all, Brands Hatch is quite tricky. There is no let-up at all. Maybe once or twice during the race there will be time to look down and check our gauges, but for most of the time we'll just be hoping everything is working properly, because if we did glance down we'd probably be off the road!

We look like being busy this afternoon. See you on the winner's dias... I hope!

**They'd sooner go without
their trousers than their
Britax safety belts.**

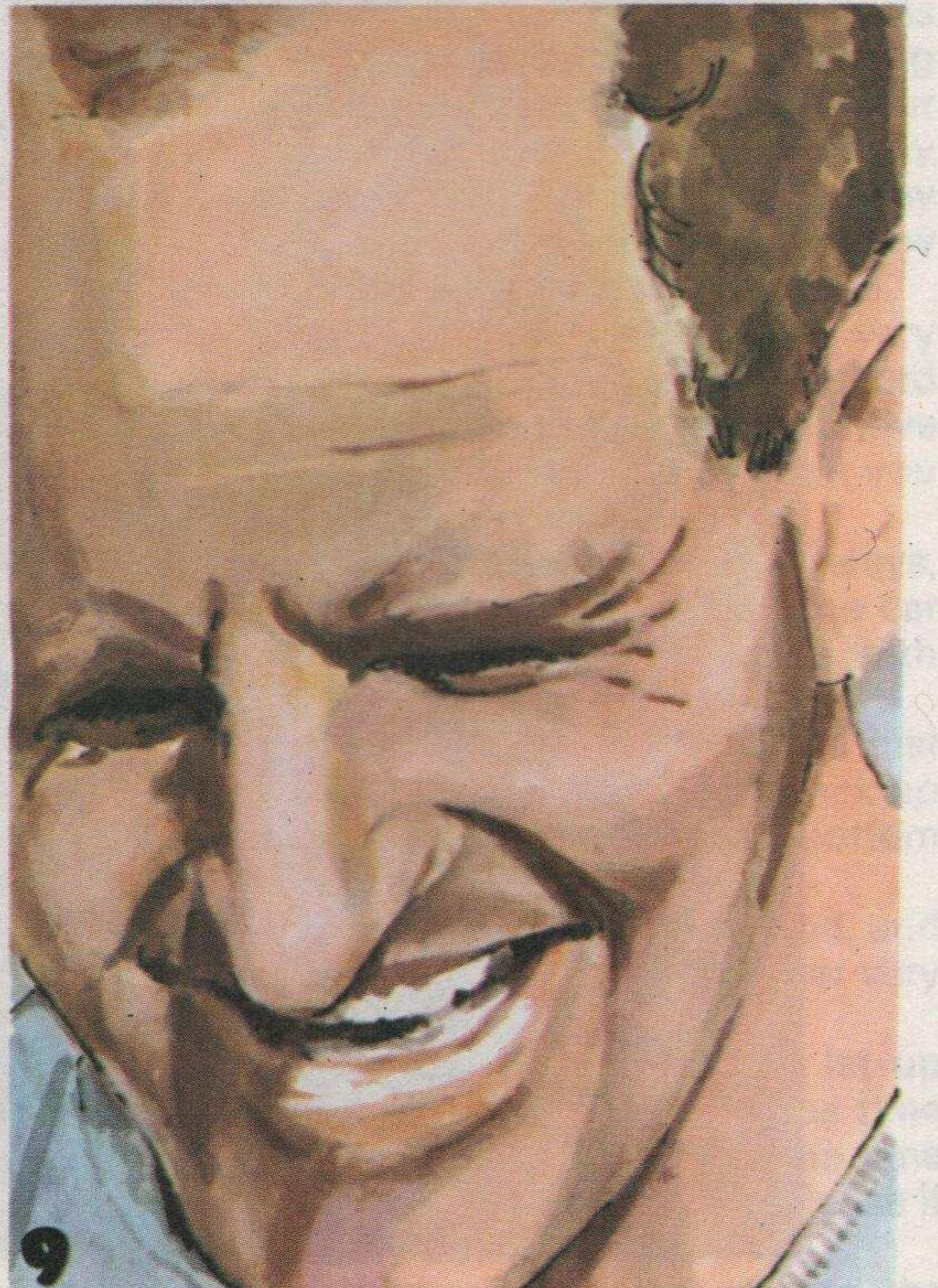
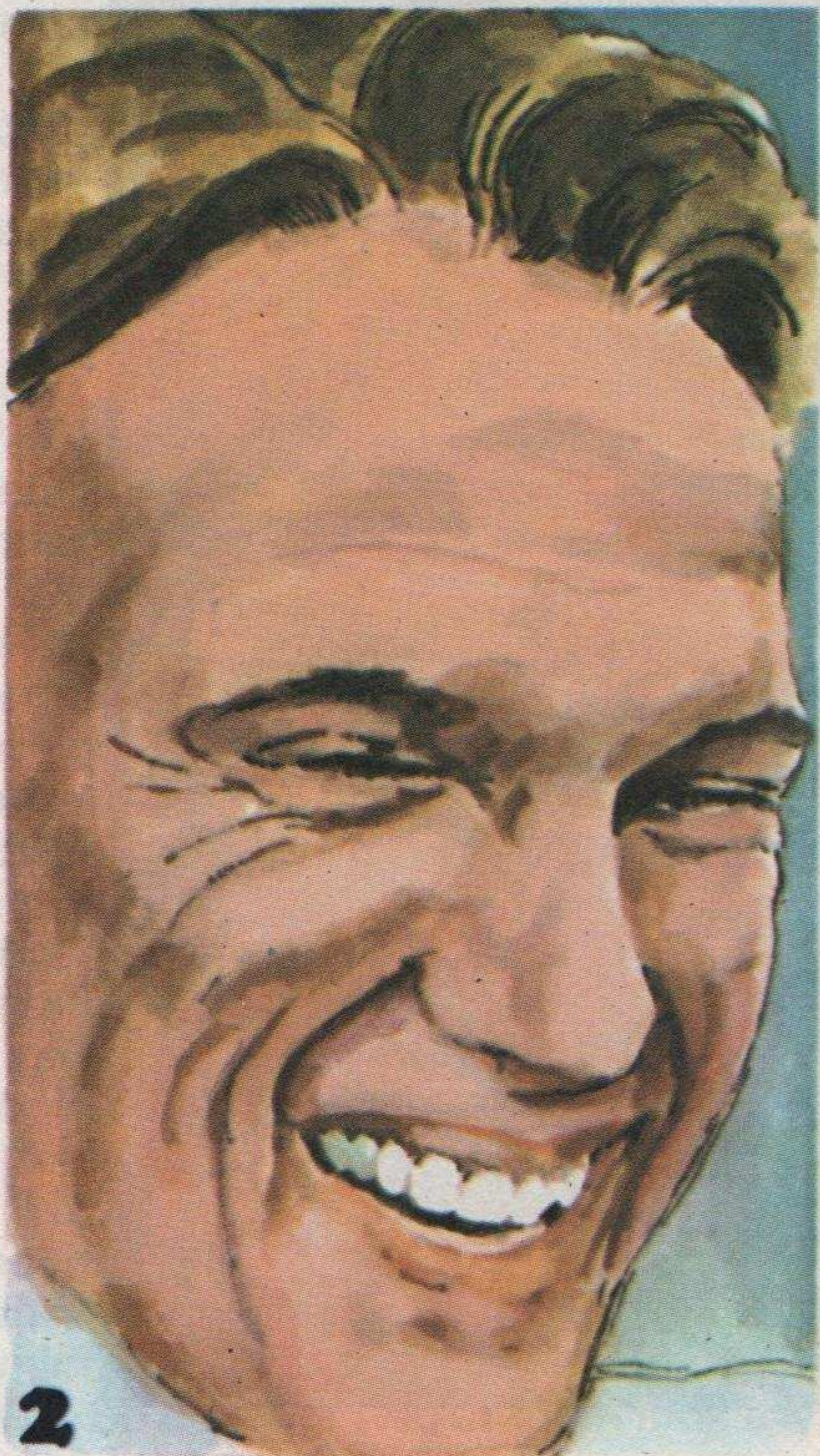
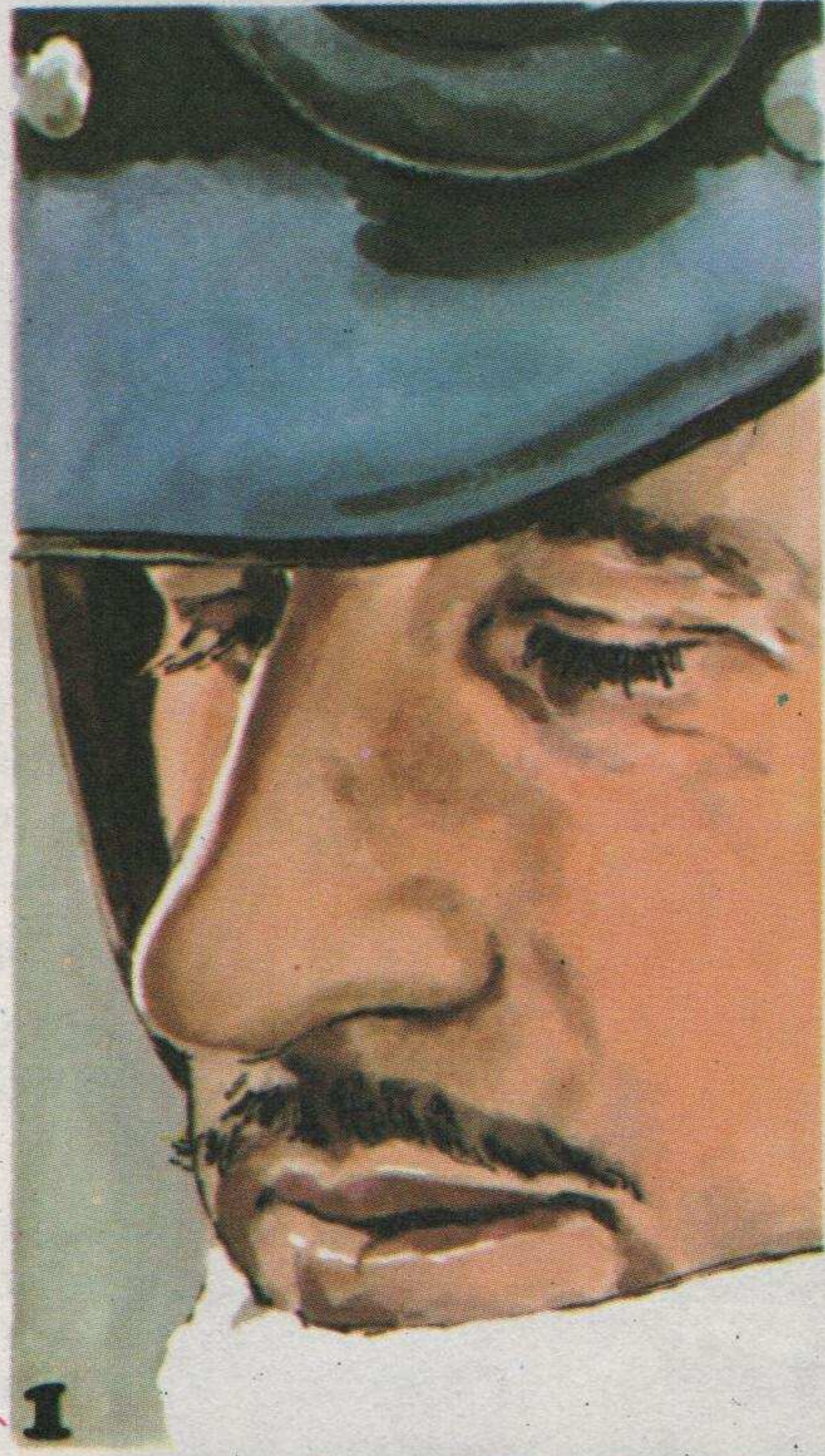
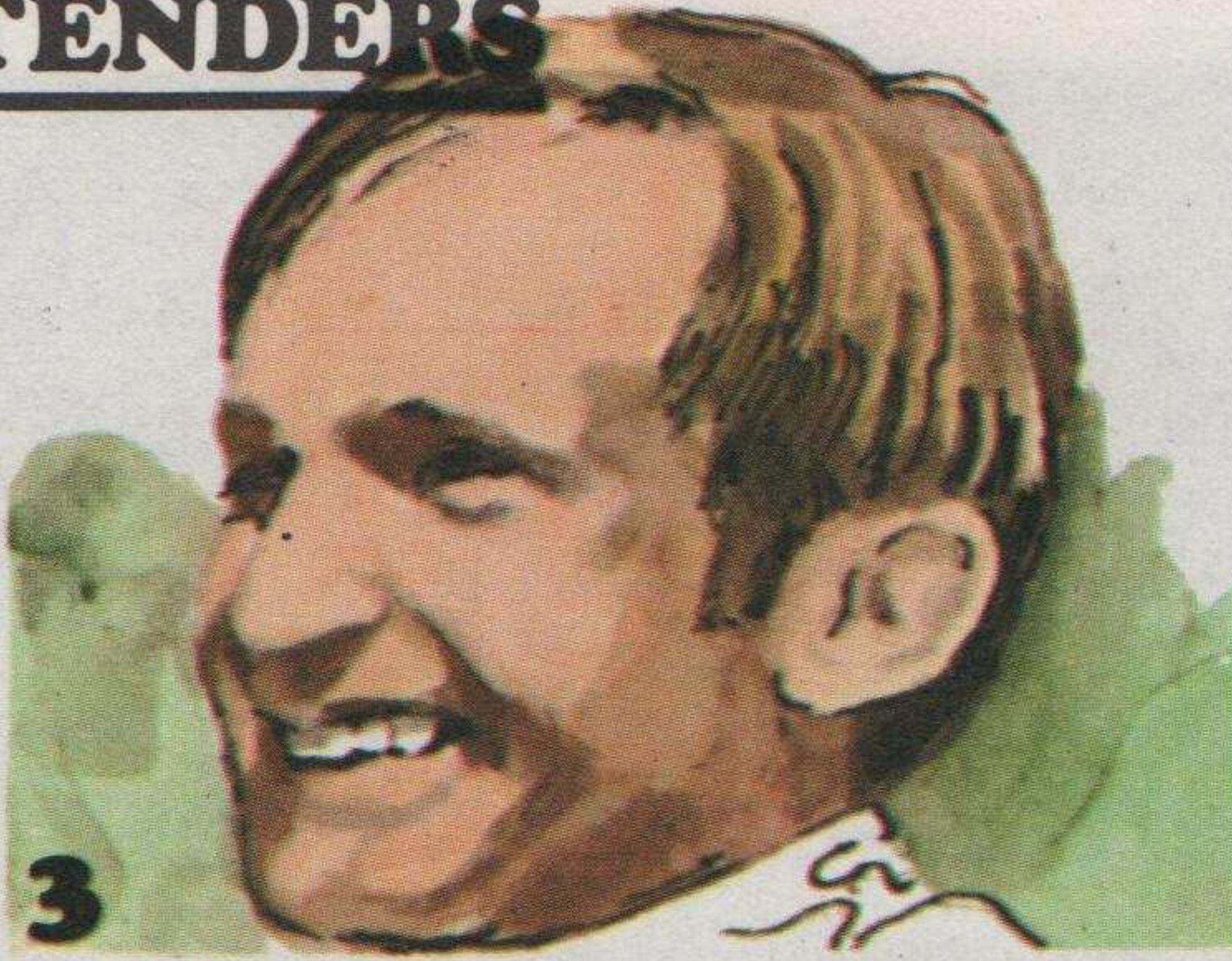
Britax 

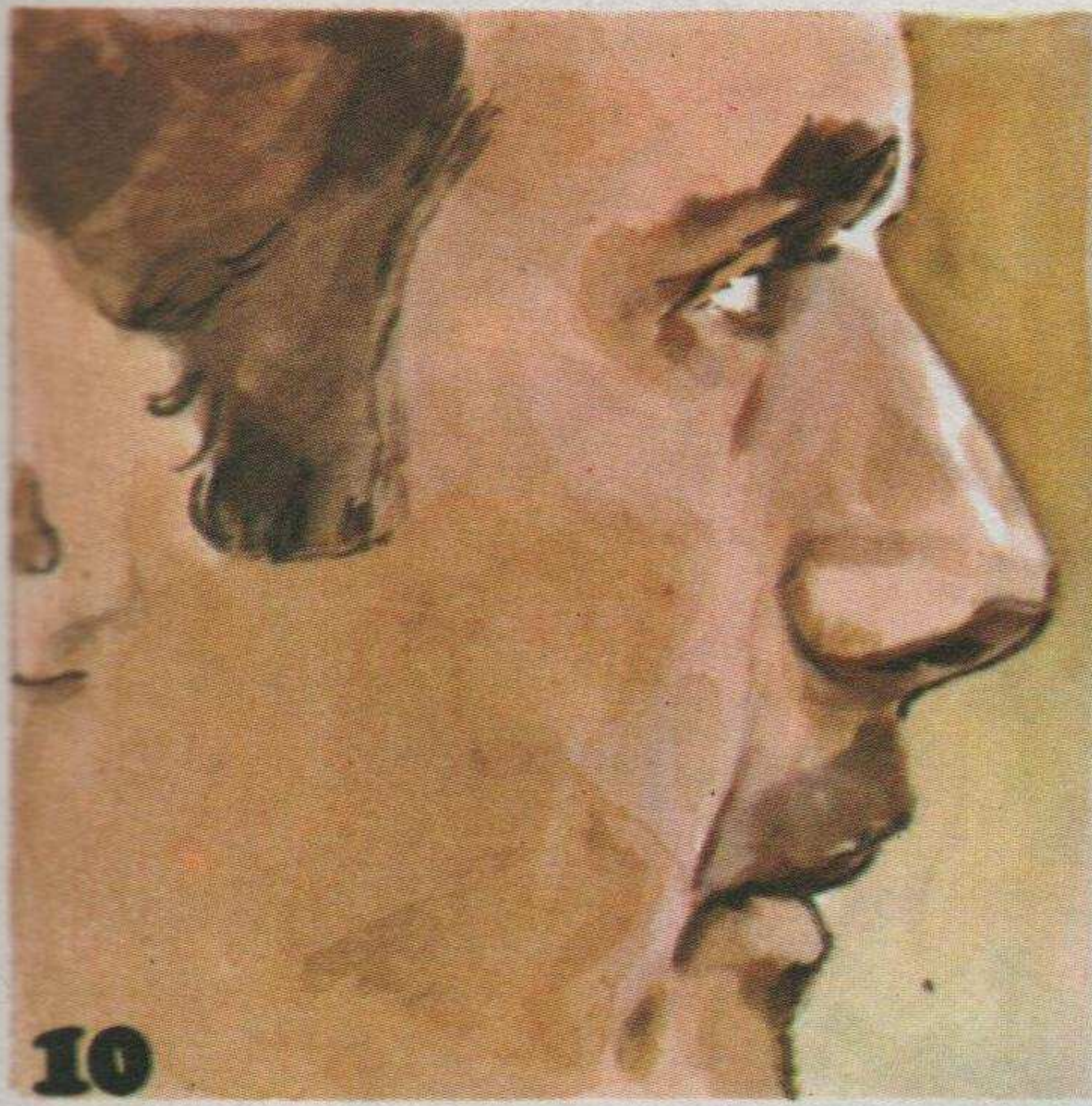


FORMULA 1 CONTENDERS

THE MEN

- 1 Graham Hill – helmet dark blue and white
- 2 Dan Gurney – helmet black
- 3 Chris Amon – helmet white, red and blue
- 4 Jean-Pierre Beltoise – helmet white and blue
- 5 Jack Brabham – helmet silver
- 6 John Surtees – helmet white and blue
- 7 Jackie Stewart – helmet white and tartan
- 8 Bruce McLaren – helmet silver
- 9 Denny Hulme – helmet silver and black





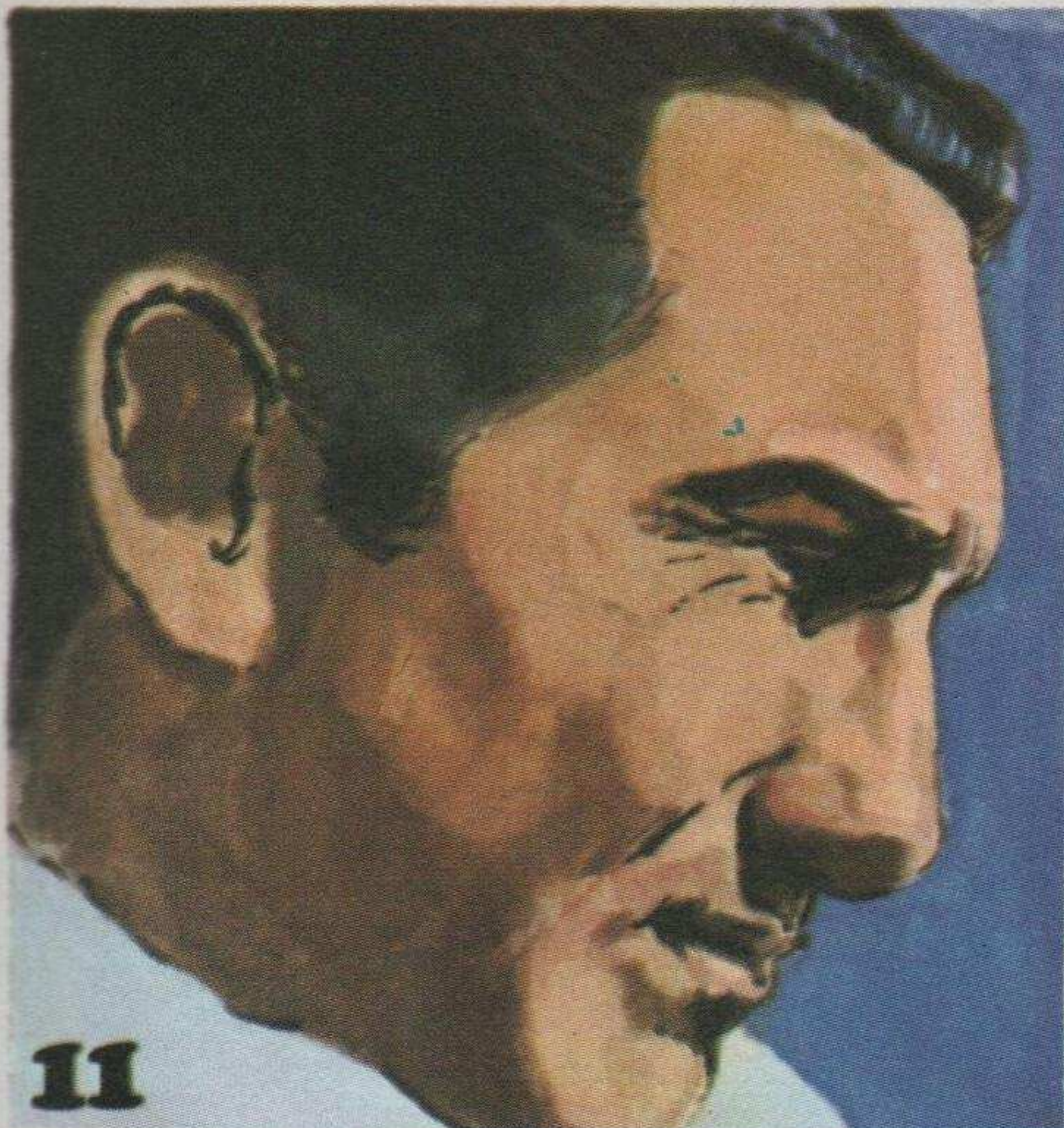
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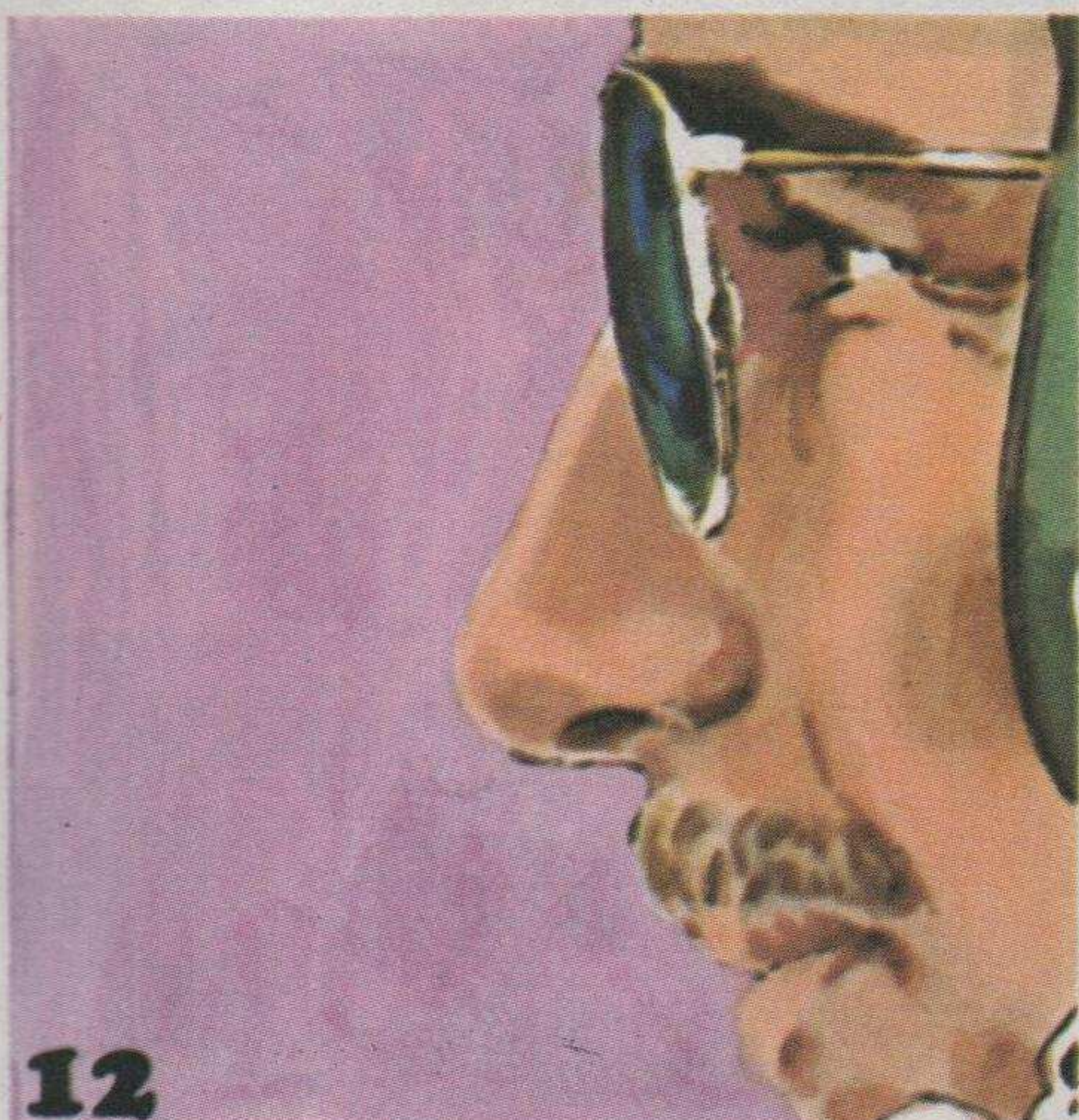
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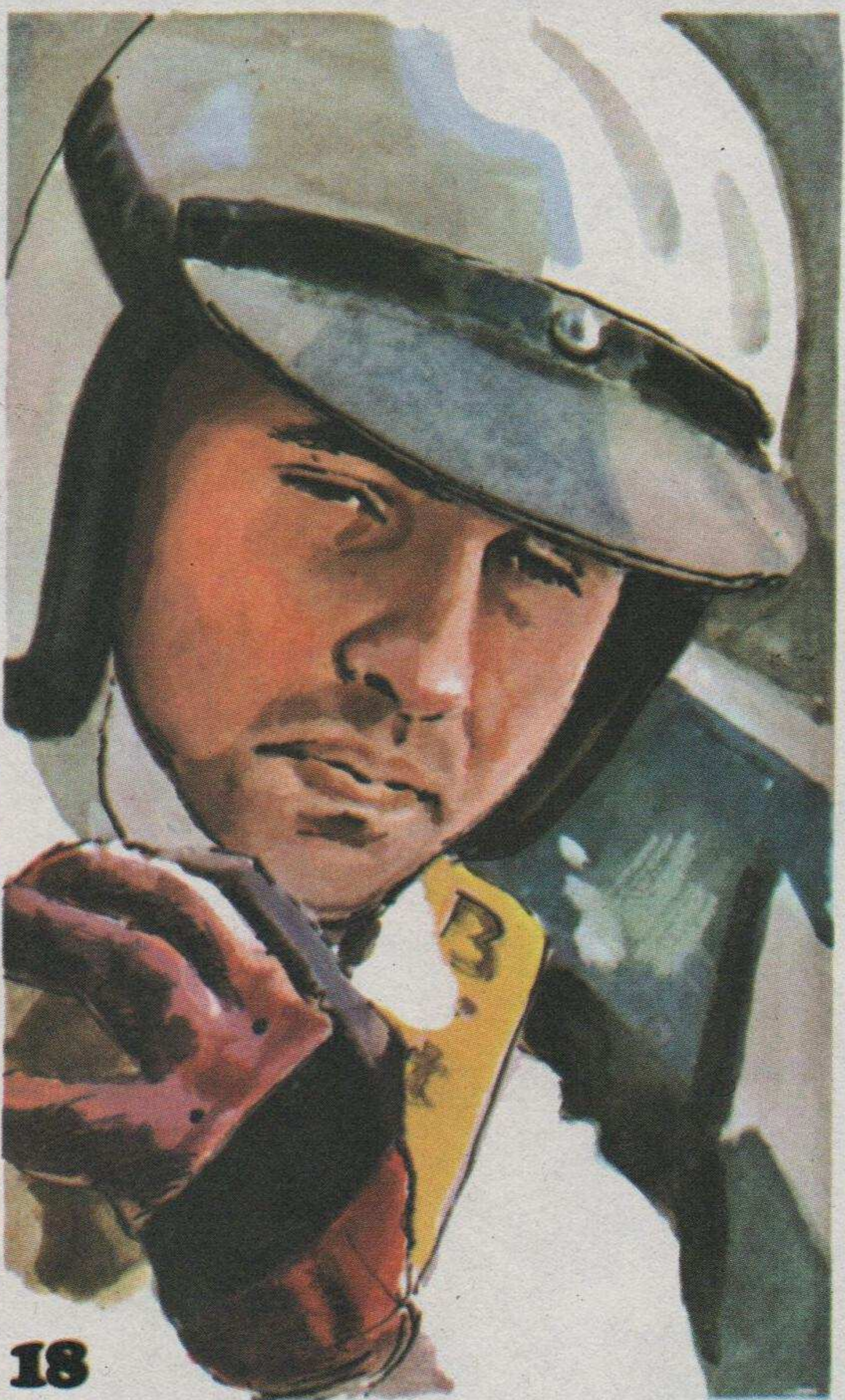
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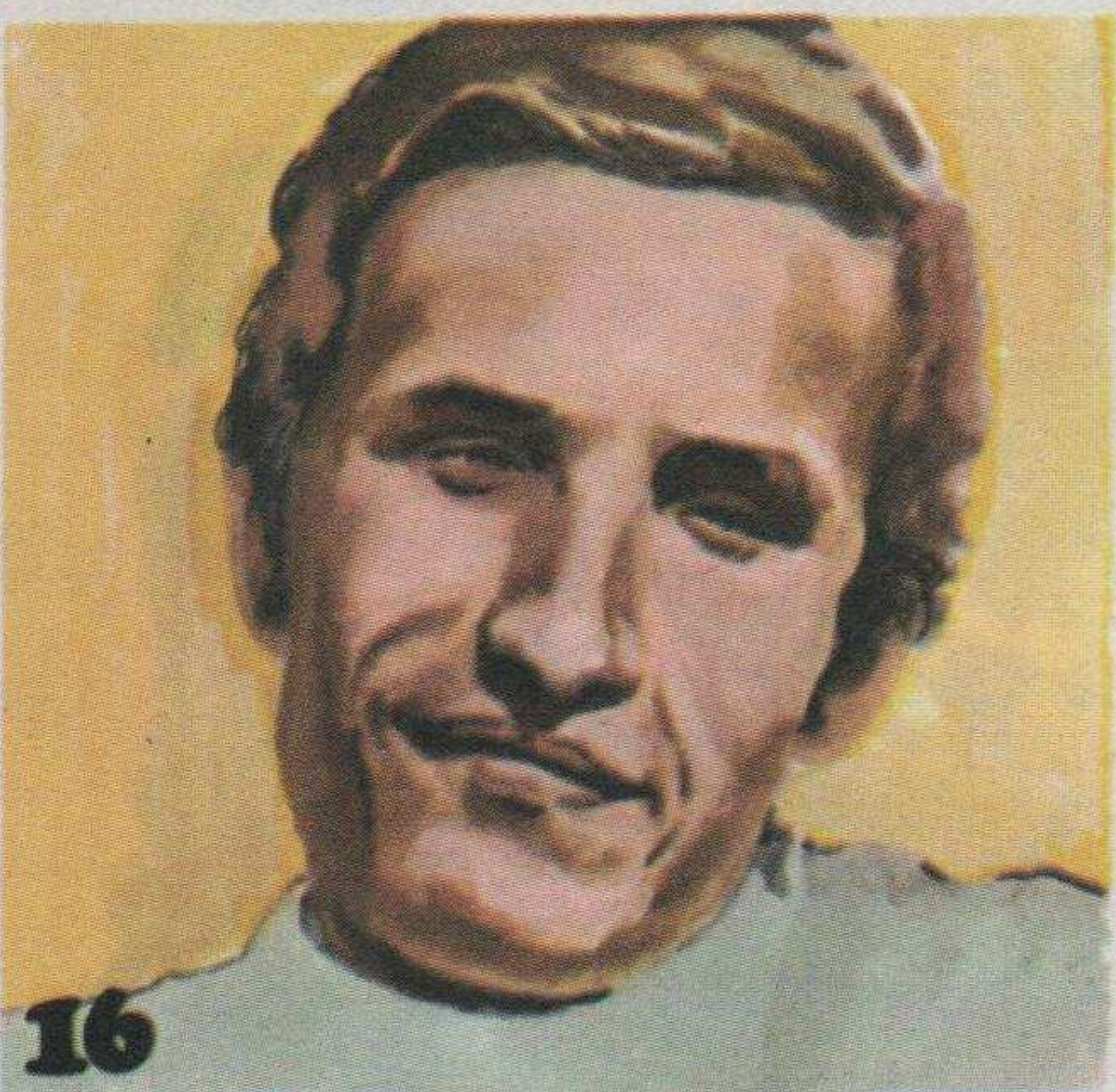
12



15



18



16

- 10 Lucien Bianchi—helmet silver and orange
- 11 Pedro Rodriguez – helmet silver
- 12 Jo Siffert – helmet red and white
- 13 Piers Courage – helmet silver-blue and black
- 14 Richard Attwood – helmet white and black
- 15 Jochen Rindt – helmet dark green
- 16 Jacky Ickx – helmet blue
- 17 Jo Bonnier – helmet white
- 18 Brian Redman – helmet white



9



LOTUS
FORD





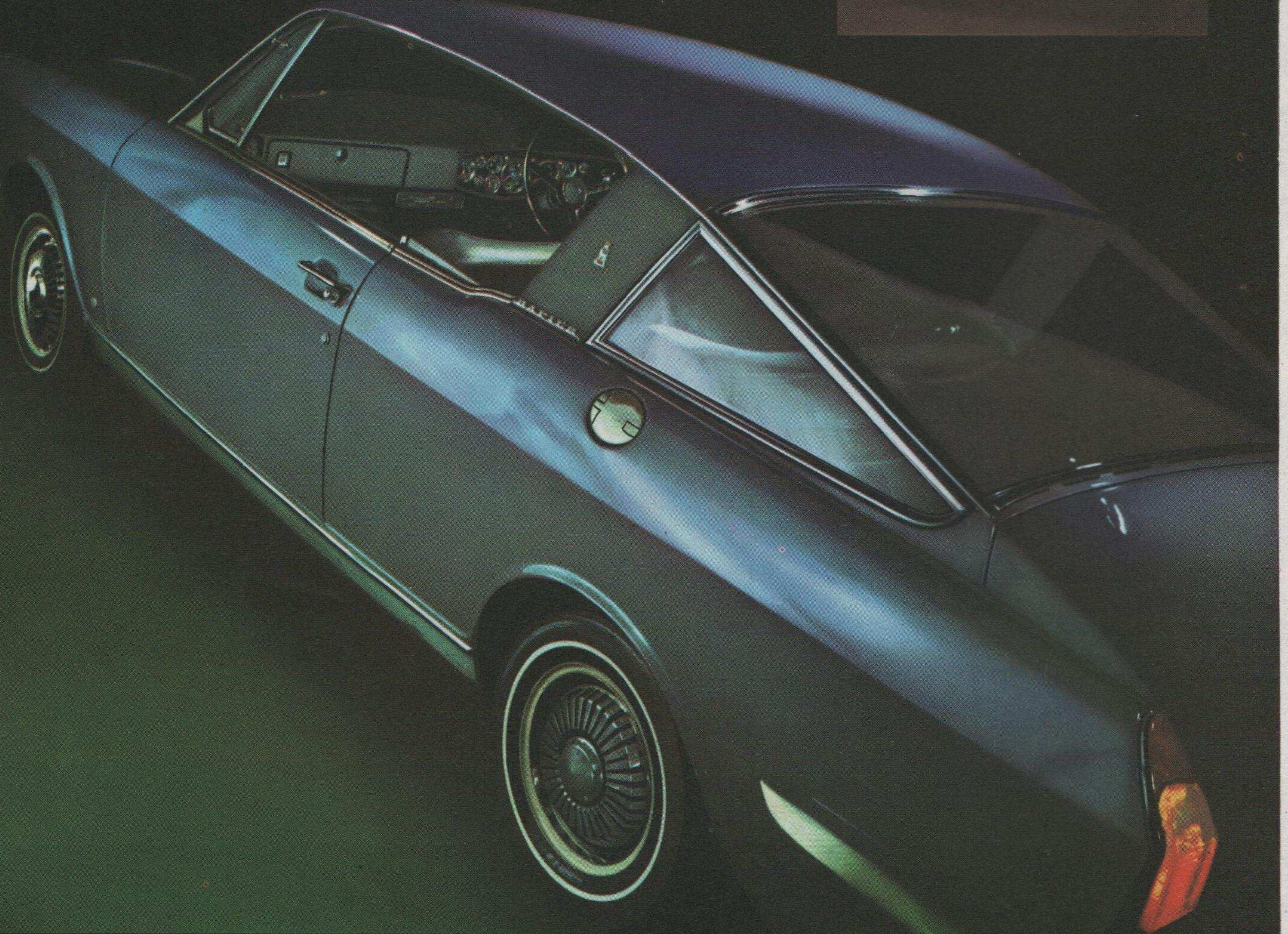
GOLD LEAF

9



Firestone

What's the new deal to families
bored by family cars?



The Sunbeam Rapier in Turquoise Blue Metallic photographed by John D. Green.

The New British Dream. £1,323*

The new Sunbeam Rapier.
100 mph.
4 seats in breathable trim.
Front 2 recline.
Aluminium head.
Pillarless side windows.
Twin carburettors.
Overdrive standard.
Rootes finish.
Twin exhaust outlets.
Four headlamps.
Twin reversing lights.

Cigar lighter.
Tachometer, oil pressure gauge,
ammeter, clock, etc.
You-dial-it ventilation.
Matte black instrument panel.
Adjustable steering wheel.
Servo assisted brakes.
Front discs.

Glove box and boot lights.
Safety ledge wheels.
Automatic transmission £44 extra.
Fabulous, isn't it?
Your Rootes dealer has one.

*Recommended price ex-works inc. p.t.
(Seat belts and white wall tyres extra.)

SUNBEAM · HUMBER · HILLMAN · SINGER



FORMULA 1 CONTENDERS

THE MACHINES

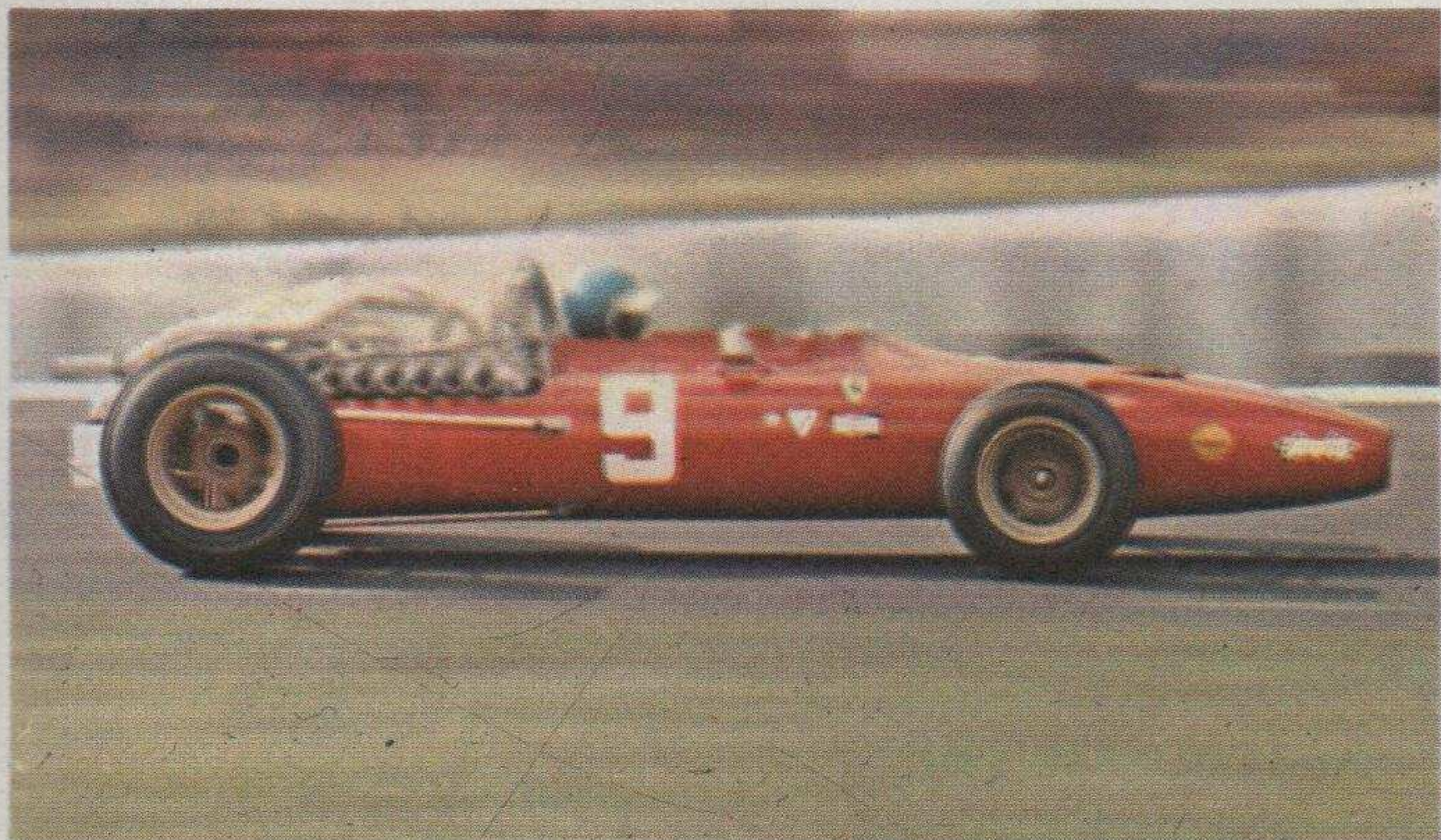
AAR-EAGLE



REPCO BRABHAM



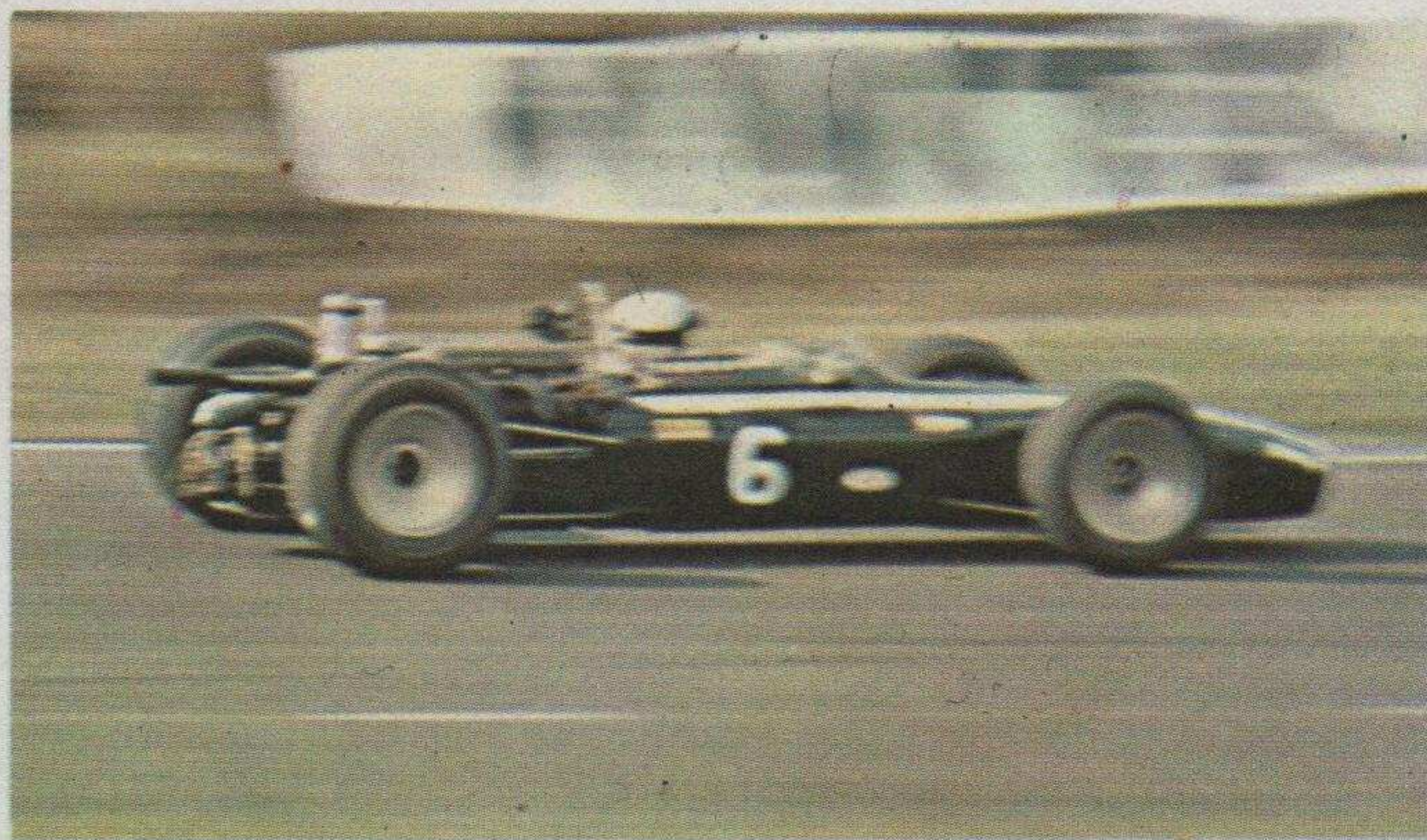
FERRARI



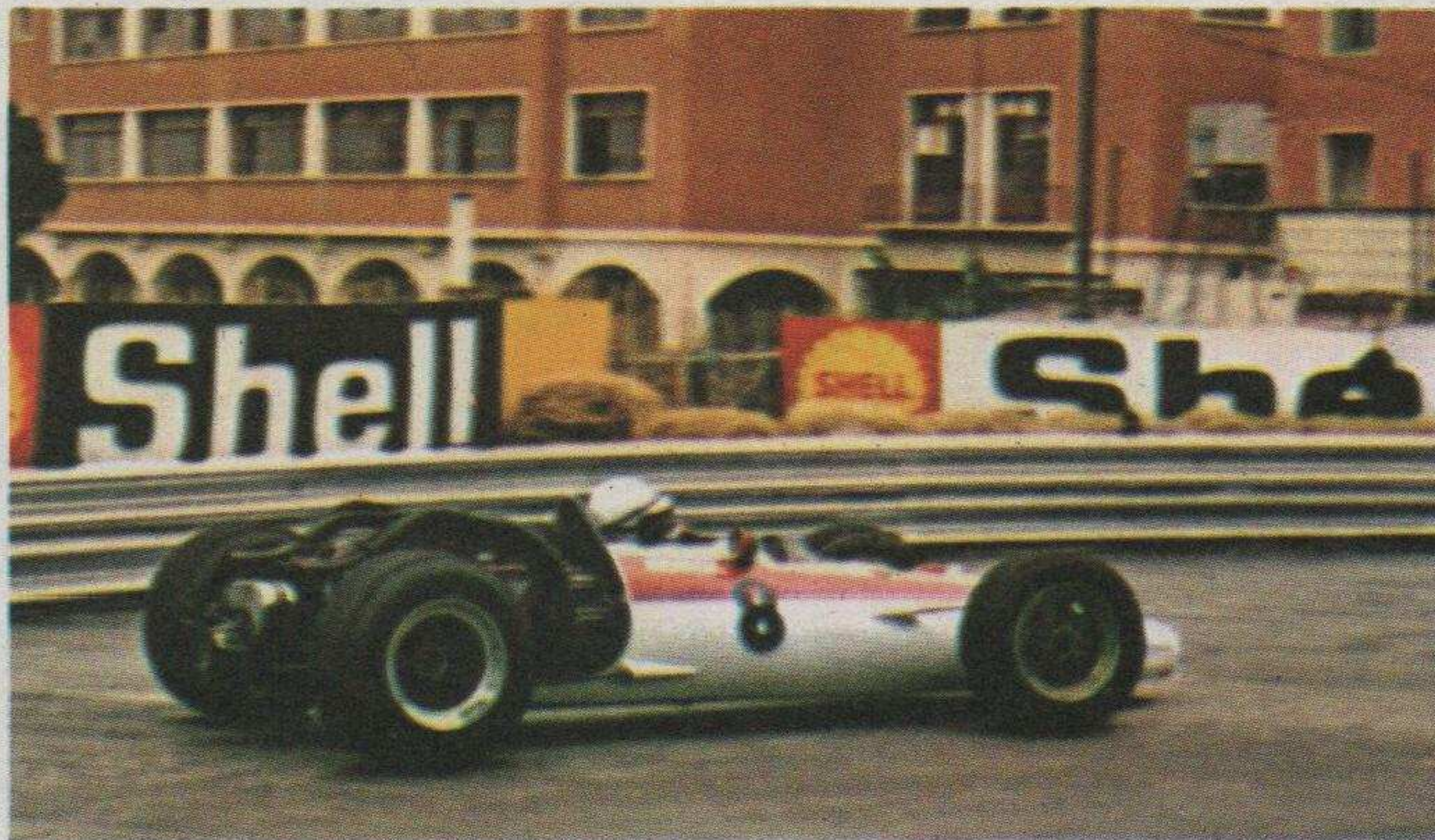
BRM



COOPER-BRM



HONDA



AAR-EAGLE

Dan Gurney's Anglo-American Racers are entering only one car in some of this year's Championship events. With its widespread use of ultra-light materials like titanium, and advanced V12 engine, it is potentially one of the fastest current Grand Prix cars.

REPCO BRABHAM

Jack Brabham has been joined this season by the young Austrian Jochen Rindt, and together they make a formidable team. This year's cars have the four overhead-cam Type 860 engine and the Brabham remains the only Grand Prix car to use a tubular space-frame chassis.

FERRARI

The Italian team has two of the youngest Grand Prix drivers – Chris Amon, 25, from New Zealand and 23 years-old Belgian Jacky Ickx. Ickx is having his first Grand Prix season. The powerful V12 cars are proving a force to be reckoned with, particularly on the faster circuits.

BRM

Mexican Pedro Rodriguez leads the Owen Racing Organisation's BRM team, which after a disappointing season with the complex H-16 engine has reverted to a simpler V12 design. Dickie Attwood assured himself of a regular place in the team after his second place at Monaco.

COOPER BRM

Reliability has given Coopers useful results in the early part of this season. Their 1968 cars use the BRM V12 engine and they are experimenting with an Alfa V8. Following the death of Ludovico Scarfiotti, 'new boy' Brian Redman and Belgian Lucien Bianchi become the team's regular drivers.

HONDA

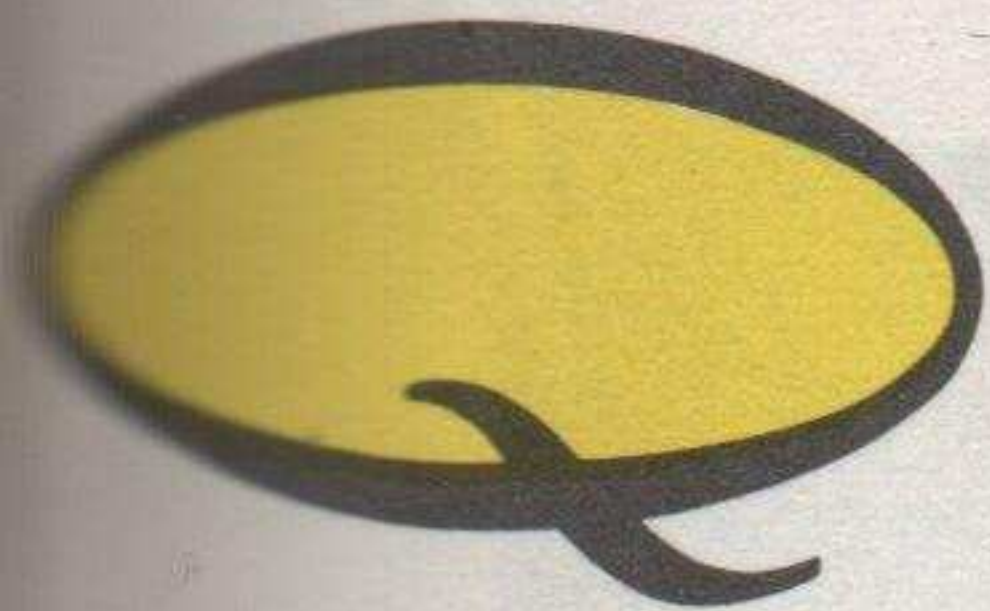
John Surtees has been doing a lot of development work on the V12 Honda to make it really competitive. The car is lighter than last year's and may be the most powerful of all. Chris Irwin's accident at the Nurburgring has put the running of a second car in doubt.

Supporting the



Duckhams Competition staff attending a briefing meeting at Mallory at the start of the '68 season

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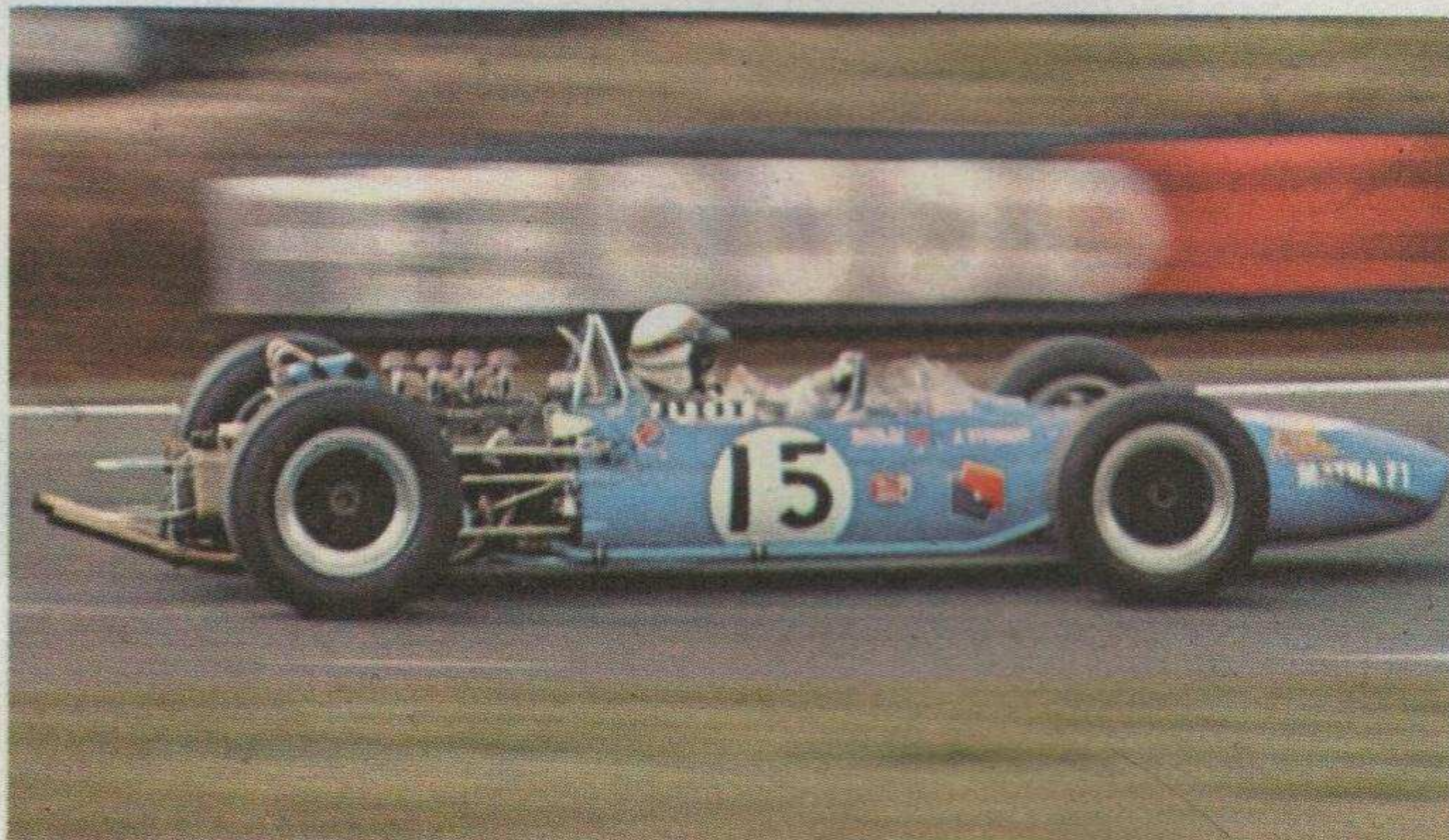
FORMULA 1 CONTENDERS

THE MACHINES

LOTUS-FORD



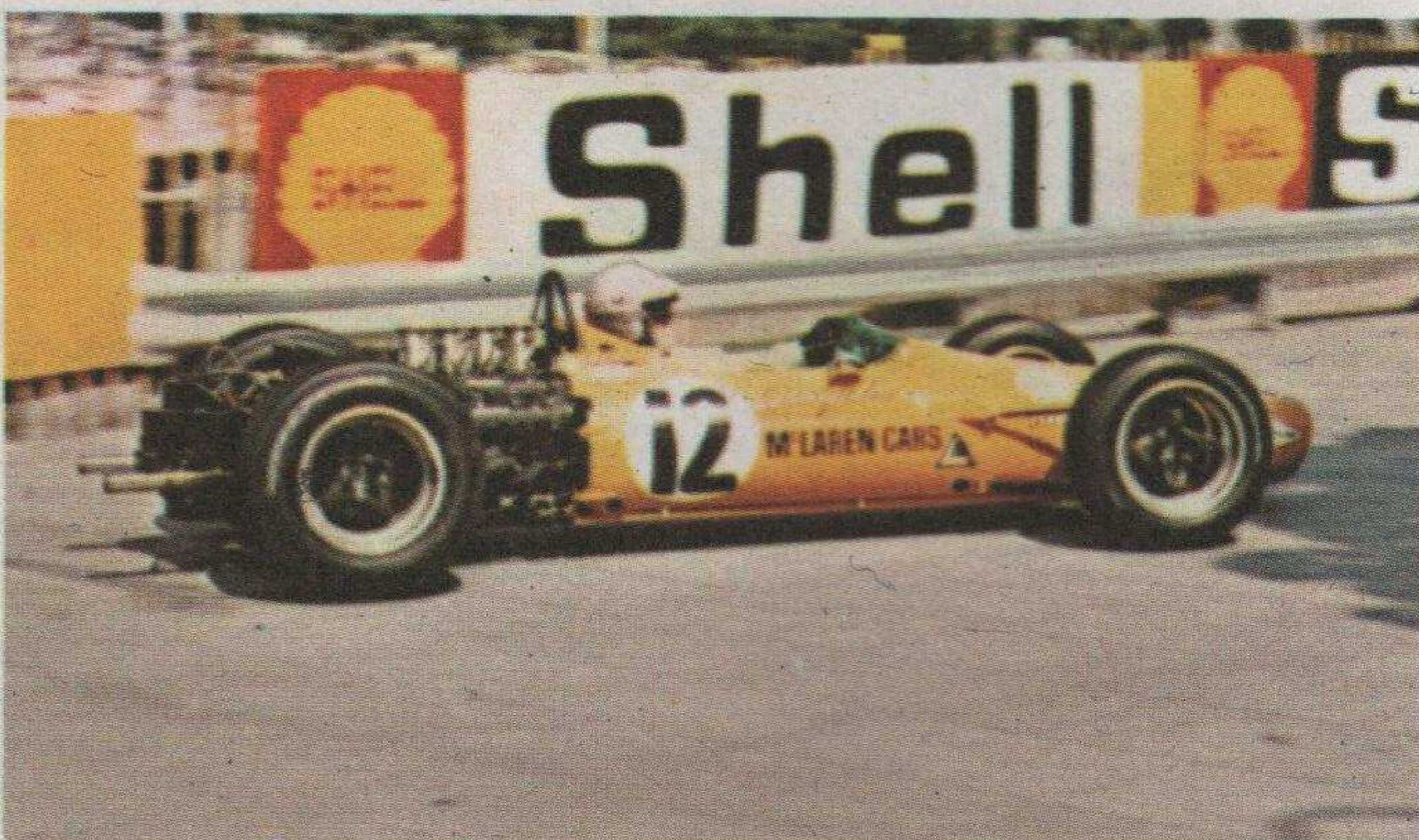
MATRA-FORD



MATRA



McLAREN-FORD



PARNELL BRM



R.C.C. WALKER LOTUS-FORD



LOTUS-FORD

The 'wedge-shaped' Lotus 49, which uses the Ford V8 engine, first raced in the Monaco Grand Prix and won. Since Jim Clark's tragic death the second seat in the Lotus team has been open, but Jack Oliver has shown promise in his first Formula 1 drives.

MATRA

The first all-French Grand Prix car for many years. The chassis of the Matra MS11 is based on the successful Formula 2 cars but the V12 engine is all-new. Number one driver for Matra Sports (the works team) is 31-years-old Jean-Pierre Beltoise.

PARNELL BRM

The Parnell team, managed by Tim, son of the late Reg Parnell, runs a 1968 V12 BRM which is virtually identical to the works cars. Piers Courage, 26, is having his first full Grand Prix season with the team.

MATRA-FORD

Ken Tyrell's Matra International team have a similar but lighter car to the works Matra fitted with the well-tried Ford DFV engine as used by Lotus and McLaren. They have one of the very best drivers – Jackie Stewart – and the car is proving very fast indeed.

McLAREN-FORD

The bright-orange McLarens are relatively simple in design and are powered by the Ford V8 engine. Two top drivers, World Champion Denis Hulme and Bruce himself, make up an all-New Zealand team. Jo Bonnier has a privately entered McLaren – an earlier car fitted with a V12 BRM engine.

R.C.C. WALKER LOTUS-FORD

Rob Walker has for many years been the foremost private entrant in Grand Prix racing. This year he is running a Lotus 49-Ford for the fast and reliable Swiss driver Jo Siffert.



First in their class

Why? Because Guards are far and away the leading cigarette in their class. Out in front for flavour, quality and satisfaction. You join the leaders when you change to Guards.

Guards—Britain's leader at 4/5 for 20

Fine rich Virginia... guaranteed gifts

Clearway to Stardom

Clearway Trophy Race for Formula 3 Cars

The first race of today's British Grand Prix Meeting is the Clearway Trophy sponsored by Clearway Hairdressing for men. This race is for the tremendously exciting and closely matched Formula 3 racing cars. These single seaters look very much like their Grand Prix big brothers for a good reason—many of them are from exactly the same makers, such as Brabham, Lotus and McLaren.

Amazingly, since they are powered by 1-litre production-type engines (Ford units currently reign supreme and nobody is likely to use anything else in today's 20-lap race), which are only one-third of the size of the specially constructed Grand Prix engines, the F3 cars are remarkably close to the F1 models in their speed capabilities.

In terms of lap times, the F3 record here for the 2.65-mile G.P. circuit is less than eight seconds longer than Bruce McLaren's F1 record—96.17 m.p.h. compared with 104.15 m.p.h. in average speed equivalents.

It is significant, too, that Piers Courage, the driver who established the current F3 record last autumn, has this season been a regular driver in the Parnell Formula 1 B.R.M. team. This is what Formula 3 racing is all about—to bring on the next generation of top racing drivers.

Will the F3 record go again today? And, if it does, will the driver who breaks it find a seat in one of 1969's Grand Prix cars?

To add a touch of glamour to the end of this exciting event the Clearway Mermaid will escort the winner, on his lap of honour, around the track in the famous "Chitty Chitty Bang Bang" car from the film of that name. The Clearway Mermaid is present today to represent the cleansing water-activated properties of this modern gentlemen's hairdressing. Those men who wish to look at the product as well as the Mermaid will not have long to wait—a number of Clearway girls are around the circuit all day giving away tubes of this revolution in hairdressing.

To give other drivers in the race a chance to meet Vivienne (The Clearway Mermaid), Chesebrough-Pond's Limited, the manufacturers of Clearway have given a prize of a night out in town to the competitor who achieved the fastest lap time in practice.

19-year-old Vivienne won't be exclusive to the drivers in the race—she'll be around all day, helping the other girls give away free tubes of Clearway to every man at the meeting.



Vivienne as she appears in the July issue of Penthouse magazine, inside which she is Pet-of-the-Month.



We're making no wild promises

Castrol GTX is the high performance oil. But there are limits.

It won't turn a banger into a bomb. It won't halve your 0-60 time. It won't even turn you into a second Fangio overnight.

What it *will* do is more for your car than any oil has ever done before.

Castrol GTX 20W-50 stays 20W-50 virtually from one oil change to the next. This is 'shear strength'. And this is what it means to you:

- Lower oil consumption.
- Higher oil pressure.
- Easier starting and rapid circulation.
- Full body at high operating temperatures.
- And that's just the start.

Castrol GTX has added dispersant qualities to stop sludge forming, especially

during cold running. Extra anti-varnish properties check ring-sticking during sustained hard driving.

It has a solution for post-ignition corrosion.

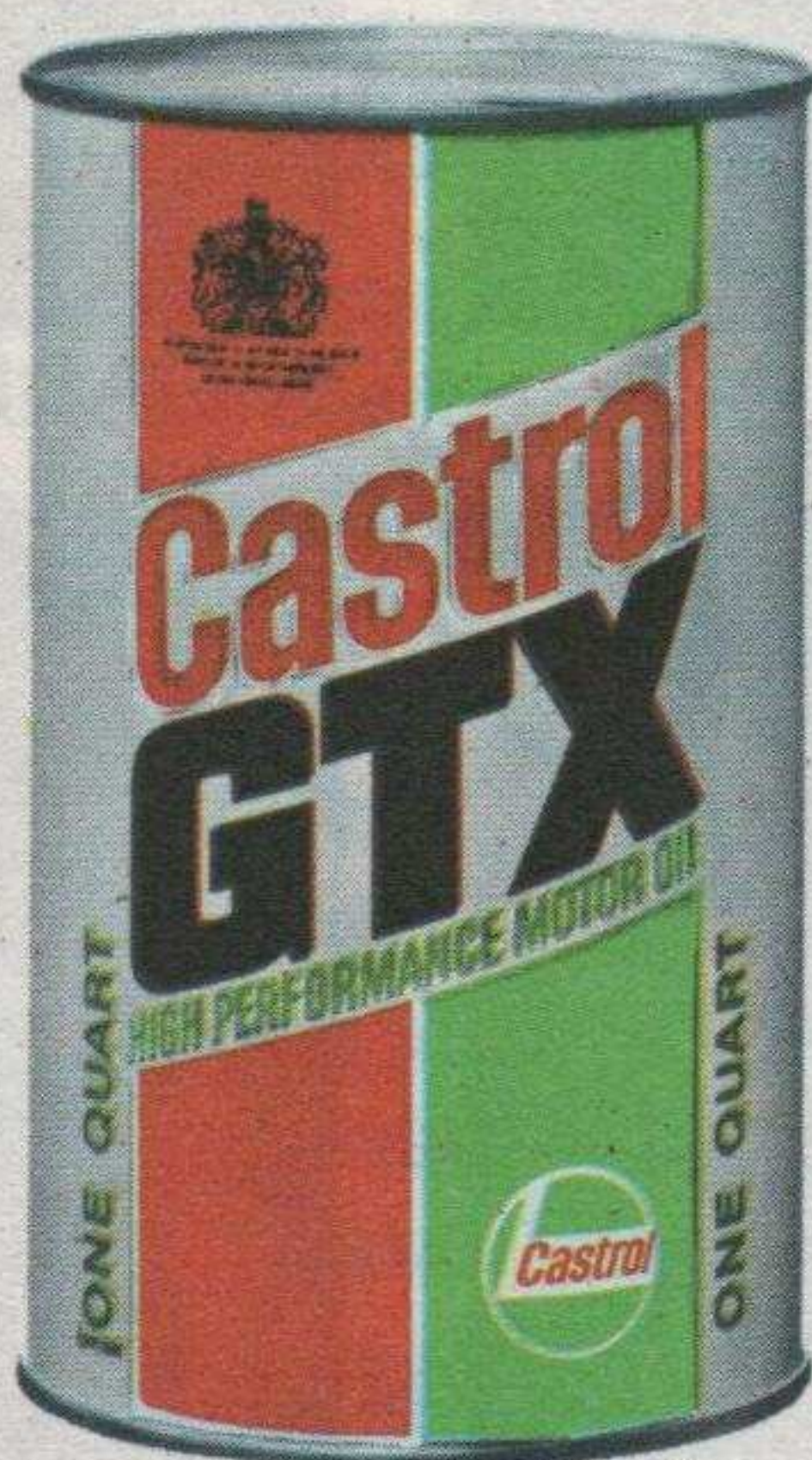
Those nasty acids left over by combustion that eat into your cylinder walls after you've switched off, are mopped-up before they can start any trouble. Welcome news if you have to leave your car standing out overnight.

GTX has 'Liquid Tungsten', too.

So your bearings, cams and tappets are protected against frictional wear as only 'Liquid Tungsten' can protect.

No matter what car you drive, it'll be far better off with Castrol GTX high performance oil.

And that is a promise.



Guards Trophy Race for Touring Cars

Just like the family car...

For sheer spectacle there is nothing to touch a bunch of top-class saloons rushing round Brands. The 20-lap Guards Trophy promises to be a most exciting affair. This event is the sixth round of the British Saloon Car Championship and like the other races in this series is open to Group 5 cars. These are special saloons that outwardly resemble production cars, but that's where the resemblance ends. The regulations say that the original cylinder block and gearbox casing must be retained but otherwise the modifications allowed are almost limitless. And that means performance with a capital P.

The starters in today's event are divided into four classes and the Championship is so arranged that the winners in each class receive equal points. Look out then, not only for the leader of the race overall but for the smaller cars ahead of the others in their class.

The over-2 litre class is the domain of the rorty American Ford Falcons, Mustangs and Chevrolet Camaros. Tough Australian Brian Muir has been having a very successful season with Bill Shaw's Falcon and is at present leading the British Saloon Car Championship. The 4.7 litre V8 engines of this and

Malcolm Gartlan's similar Falcon which David Hobbs drives, have recently been fitted with Gurney-Eagle cylinder heads, giving them virtually identical power units to the Ford GT40 that won the BOAC 500 Sports Car race at Brands in April, and making them quicker than ever before.

The best of the 1,300 to 2,000cc class could well be contenders for outright victory on the twisty Brands Hatch circuit. Fastest here in previous events have been the Ford Lotus Cortinas and Vic Elford's Porsche 911, but now the smaller and lighter Ford Escort Twin Cam is becoming a force to be reckoned with. The European Championship Group 5 regulations demand that the number of valves per cylinder remain unchanged but since the British rules do not make this restriction, Alan Mann has fitted his Escorts with the 210 bhp Ford-Cosworth FVA engine used in Formula 2 cars. Frank Gardner and one of these make a great combination. Frank, another Australian, holds the saloon car lap record here in a Falcon, jointly with Brian Muir, and should be well worth watching in the red and gold Escort.

The Escort is giving the opposition some trouble in the 1,000 to 1,300 class too. Ralph Broad, who has entered both Minis and Anglias in the past, is running Escort GTs this season with past Championship-winner John Fitzpatrick and Chris Craft driving. The opposition in this class is of course the immaculate Cooper Car Company Mini-Cooper S's which have been so successful for many seasons. With clouds of tyre smoke at every corner, John Rhodes and the works Mini are still the most exciting combination in saloon car racing—and still one of the most successful. The Mini also remains a favourite with the private entrants, some of whom can give the works boys a good run for their money.

The smallest class (up to 1,000cc) is always closely fought, with Hillman Imps ranged against Ford Anglias and 970cc Mini-Cooper S's. And it is often surprising how far up the overall classification these 'little 'uns' appear.

Carreras, the makers of Guards cigarettes, have been foremost sponsors of all types of motor racing for many years. Today's Guards Trophy brings together thirty of the very best 'tin-top' dicers (as the saloons are sometimes irreverently called). It can't fail to be a good race.



FORD FALCON

ALAN MANN ESCORT—FVA



BROADSPEED FORD ESCORT

WORKS MINI-COOPER S





Does he or doesn't he? Not even his best friend knows

Does he use one of those greasy, old-fashioned hairdressings — or doesn't he? Well if he does his bird's got it all over her hands. And she'll let him know about it. But most likely he uses Clearway.

It's the concentrated non-greasy blue gel that goes a long way to give you neat, clean hair control. Very simple to use, too.

Just moisten your hair a bit. Then rub a small amount of Clearway evenly into hair and scalp. Groom with a damp comb.

And it will stay in place all day. So keep them guessing. Most people will think you have naturally neat, greaseless hair.

Only you will know the real secret. Clearway.

Clearway—the neatest, sexiest grooming secret going.



A Chesebrough-Pond's Grooming Product

Interval Air Display

The RAF's famous aerobatic team, "The Red Arrows" will be giving one of their exciting flying displays.

For the fourth successive season, the Red Arrows are the premier aerobatic team of the Royal Air Force – flying scarlet Gnat jet trainers. It is especially apt that they should be accorded this honour in 1968 – fiftieth anniversary year of the RAF Central Flying School. This year they will be flying formations of nine aircraft, as well as the spectacular solos and duets which have thrilled millions watching them from the ground and on television. In their 1967 season, they flew no fewer than 71 displays, both in Britain and overseas.

The team's particular blend of artistry and skill has delighted professional and layman alike, has inspired us all to raise our sights still higher in the perpetual striving for perfection, and, in the serious business of today's military flying, reminds us all of the sheer joy and poetry of flight.

The aircraft is powered by a 4,520 lb thrust Bristol Siddeley Orpheus 101 turbojet. Fuel, totalling 264 gallons, is carried in bag tanks in the wings and fuselage and there is provision for two further 59-gallons under-wing tanks.

The Gnat is most popular with instructors and pupils and has been described as a "pilot's aeroplane".

Look out for thrills provided by Charles Masefield piloting his P51-D Mustang Fighter Bomber in an aerobatic demonstration.



The P51-D Mustang was designed by North American Aircraft Limited to a British requirement for a high altitude fighter with performance at least as good as a Spitfire but with a longer range.

In 1942, the aircraft went into service and was, at that time, the fastest aircraft to enter service in the RAF, being some 50 mph faster than the Spitfire or Hurricane.

Charles Masefield, the Chief Sales Demonstration Pilot for Beagle Aircraft Limited, has over 3,000 hours flying experience on 65 different types. His flying display will be varied depending on the weather conditions. For the full routine, a cloud base of 3,000 ft. is required for the vertical and looping manoeuvres. During the low level high speed runs in the display, the aircraft will be travelling at approximately 400 mph and during the pull-ups and turns about 5G or 6G is being pulled.

This is the only remaining Mustang in Europe and one of the very few flying in the world outside the United States. Last year this aircraft won both the first round of the National Air Races at Plymouth and also the King's Cup Air Race at Nottingham. It is also the aircraft which appears in the film THE MERCENARIES, now on current release, which was filmed at RAF Bovingdon last summer.

Full details of the Flying Display arranged by the Daily Mail in conjunction with the Royal Air Force, appears on page 10.

Chris Barber's Jazz Band

From 5.30 p.m. onwards you are invited to gather round the start-line rostrum and listen to the toe-tapping music of Chris Barber's Jazz Band.

Apart from Chris Barber's obvious link with motor racing (Polydor/Chris Barber Racing) his performances in 1964 and 1966 at the Brands Hatch Grand Prix now promise to become "tradition".

Chris Barber has enjoyed tremendous success throughout the world since he formed his own band in 1954 through his million selling discs such as Wild Cat Blues and Petite Fleur. Those who have heard the Chris Barber Band in the last few years will know they have played an important part in the development of blues and soul music in Britain, and

the presence of the Chris Barber Band provides a link from the great tradition of the past with the exciting new ideas of the young musicians of today.

Chris Barber	– Trombone
Pat Halcox	– Trumpet
Ian Wheeler	– Alto Sax, Clarinet, Harmonica
Graham Burbidge	– Drums
Jackie Flavell	– Bass, Bass Guitar
John Slaughter	– Guitar
Stu Morrison	– Banjo



Flag Signals

Union Jack

This flag is used to start all races in the United Kingdom. (It is normal procedure overseas to use the national flag of the country concerned.)

Red Flag

Like the black flag, the red can only be used under the instructions of the Clerk of the Course. It is a warning to all drivers to stop immediately.

Yellow and Red Flag

Oil on the course warning is given by a yellow-and-red flag held stationary. Should the oil slick appear particularly hazardous the flag will be waved.

Black Flag

A black flag, accompanied by the competition number of the car concerned, is an order for the driver to slow and call at his pit at the end of the lap.

Yellow Flag

A yellow flag is shown to signify an obstruction on the course. Drivers seeing a yellow flag must slow down and be prepared to stop if necessary.

Blue Flag

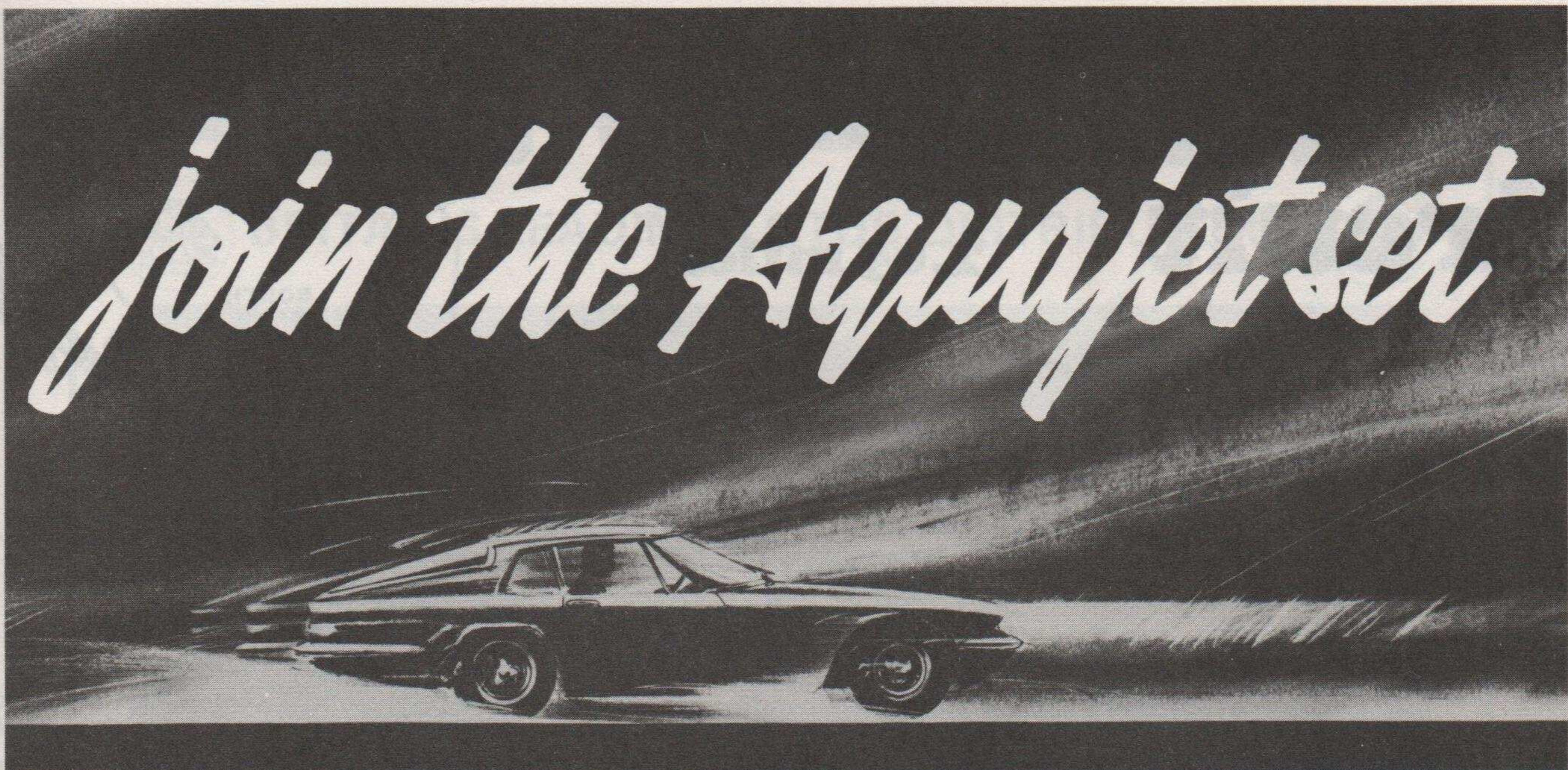
A blue flag held stationary warns a driver he is being closely followed. Waved, it means the driver behind is trying to overtake.

White Flag

When a white flag is shown it appears simultaneously at various points around the circuit to signify that a service vehicle is actually on the course.

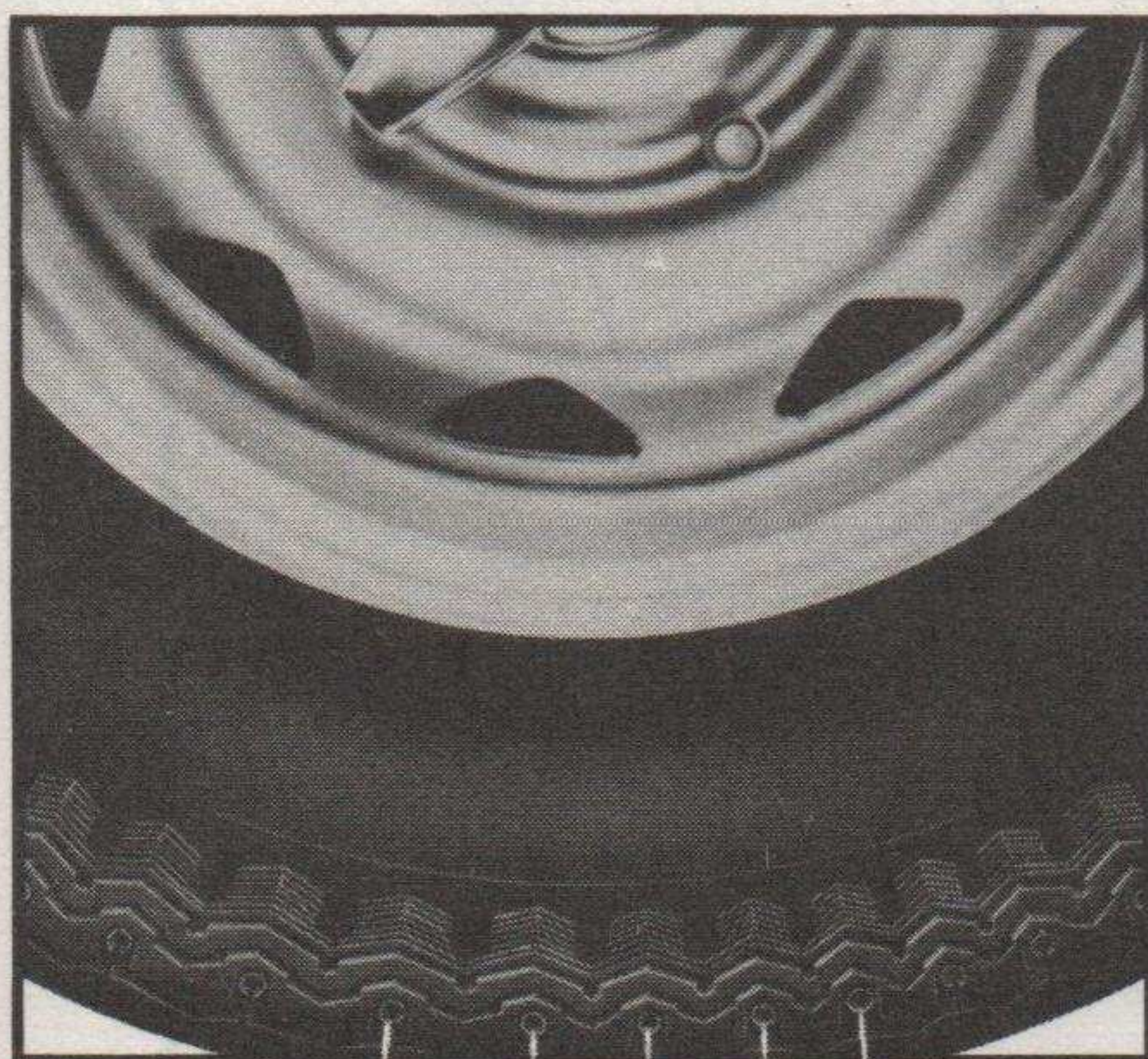
Chequered Flag

The black and white chequered flag signifies the end of a race. It is brought down as the winning car crosses the finishing line.



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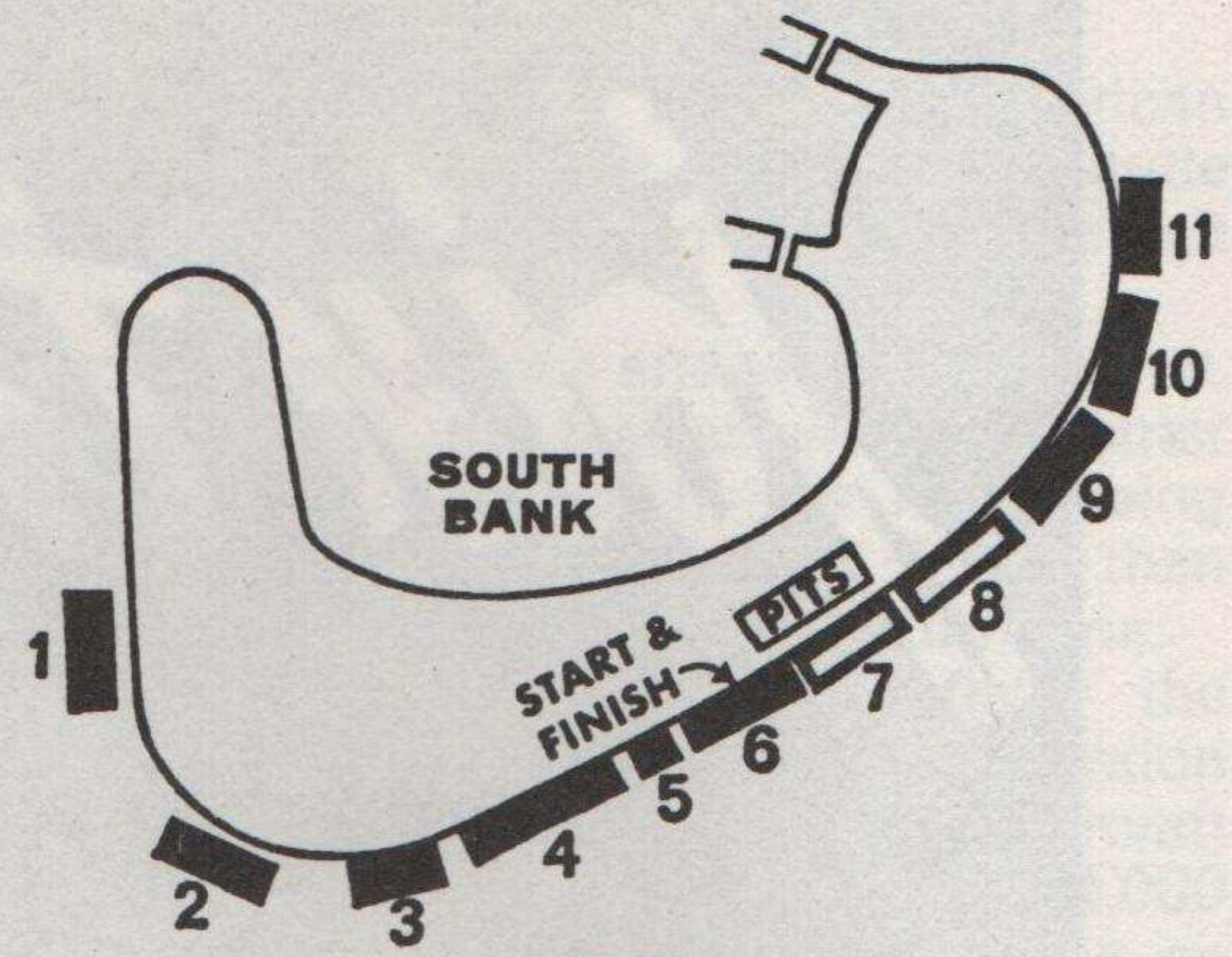
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Brands Hatch Circuit

2.65 miles



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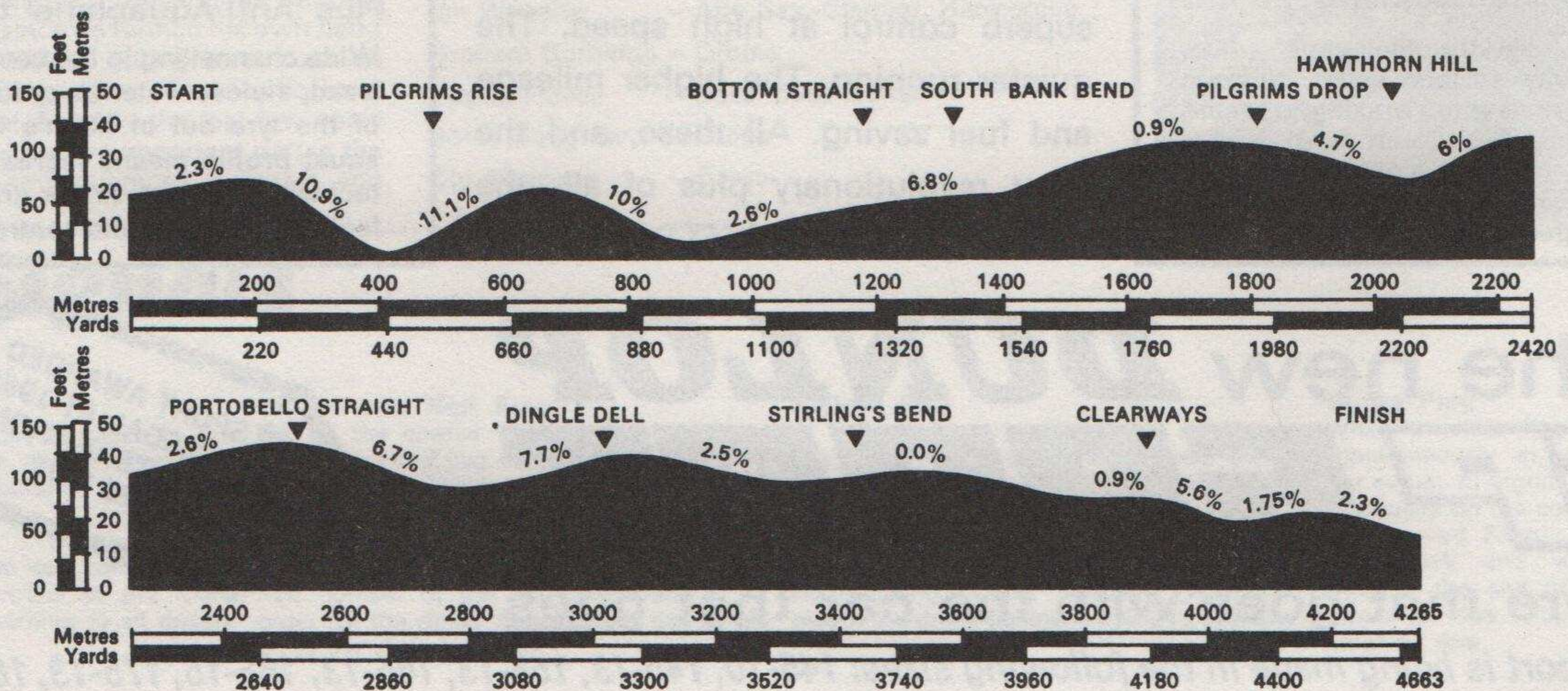
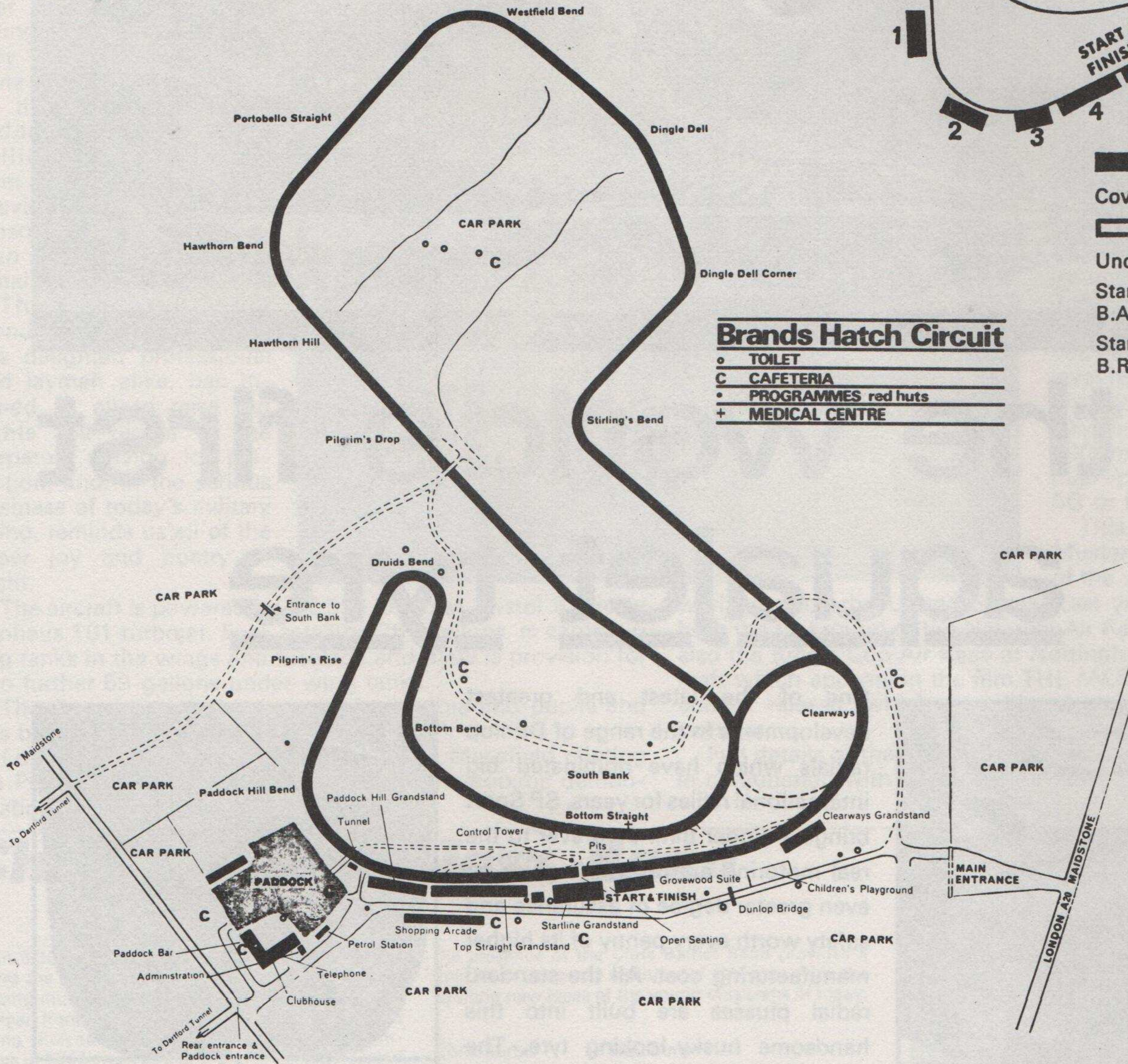
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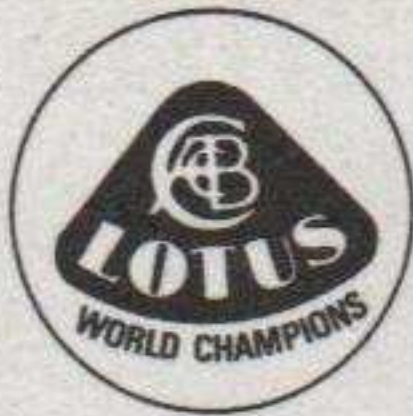
Stand No. 3. Reserved for B.R.S.C.C. members only.

Brands Hatch Circuit

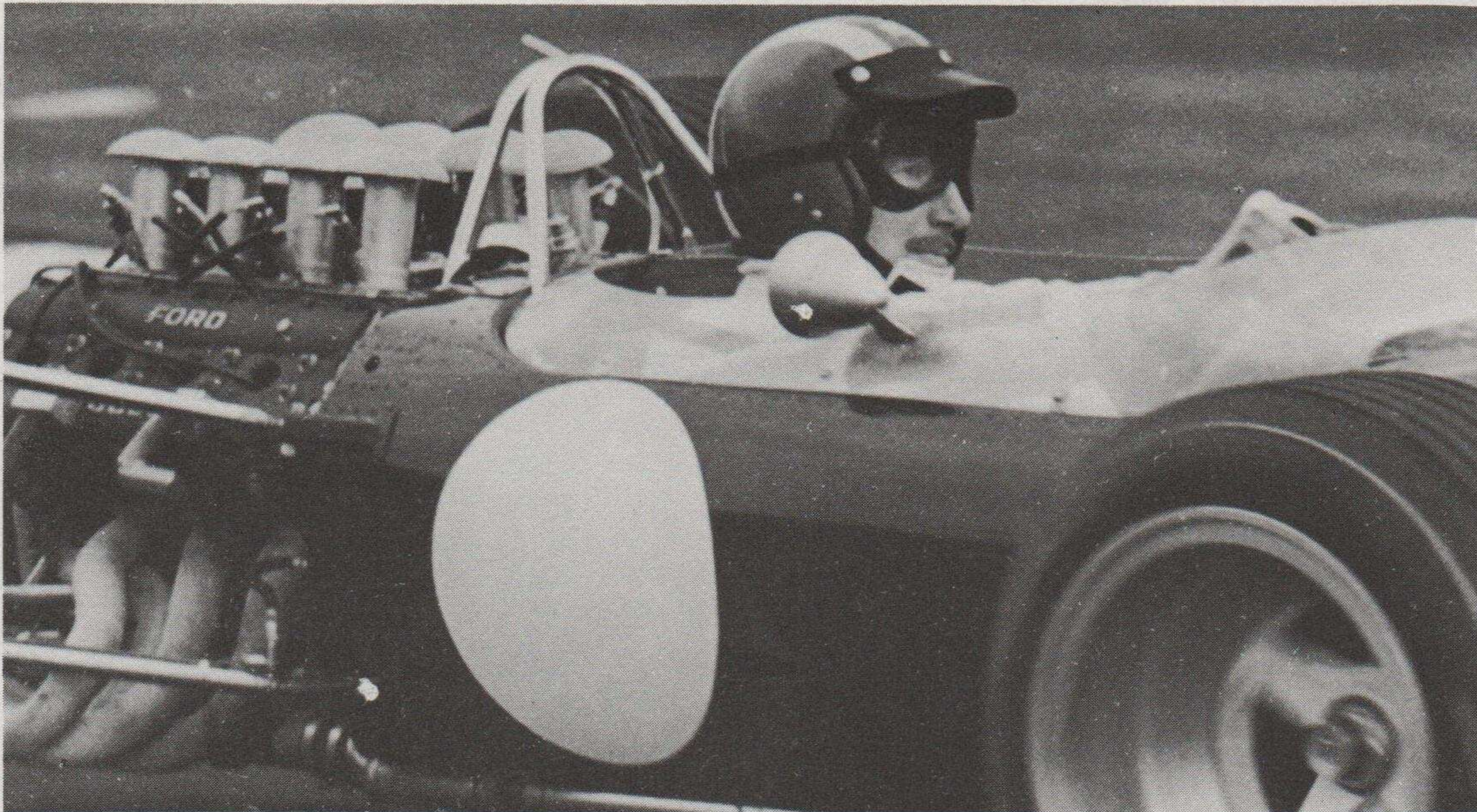
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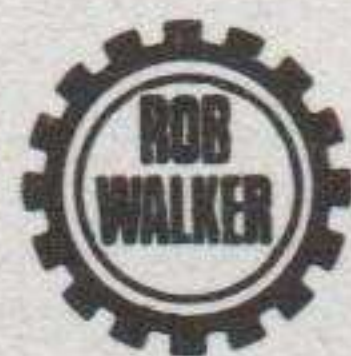
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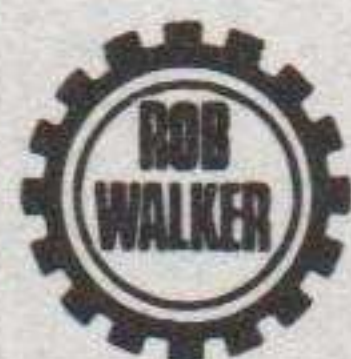


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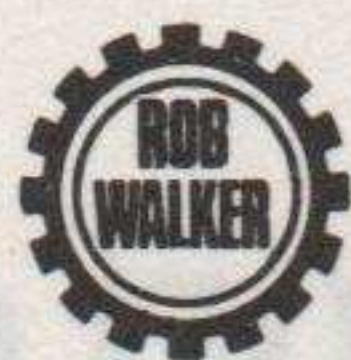
RACING

The Rob Walker Racing Team gave Lotus their first ever Grand Prix win at Monaco in 1960 and will be entering their Lotus 49 for every International Grand Prix this season.



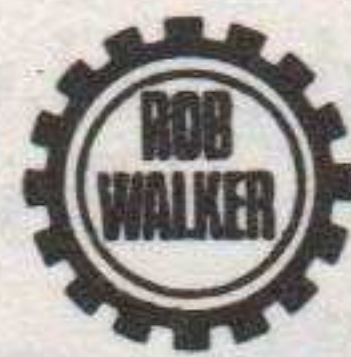
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1st GRAHAM HILL - LOTUS FORD
3rd BRIAN REDMAN - COOPER BRM
4th LUDOVICO SCARFIOTTI - COOPER BRM
5th JEAN-PIERRE BELTOISE - MATRA FORD

Monaco Grand Prix
1st GRAHAM HILL - LOTUS FORD
2nd RICHARD ATTWOOD - BRM
3rd LUCIEN BIANCHI - COOPER BRM
4th LUDOVICO SCARFIOTTI - COOPER BRM

Belgian Grand Prix
1st BRUCE McLAREN - McLAREN FORD
2nd PEDRO RODRIGUEZ - BRM
4th JACKIE STEWART - MATRA-FORD
5th JACK OLIVER - LOTUS FORD
6th LUCIEN BIANCHI - COOPER BRM
7th JEAN-PIERRE BELTOISE - MATRA

Dutch Grand Prix
1st JACKIE STEWART - MATRA FORD
2nd JEAN-PIERRE BELTOISE - MATRA
3rd PEDRO RODRIGUEZ - BRM
5th SILVIO MOSER - BRABHAM REPCO
7th RICHARD ATTWOOD - BRM
8th JO BONNIER - McLAREN BRM
9th GRAHAM HILL - LOTUS FORD

★ At the time of going to press the result of the French Grand Prix was not known.



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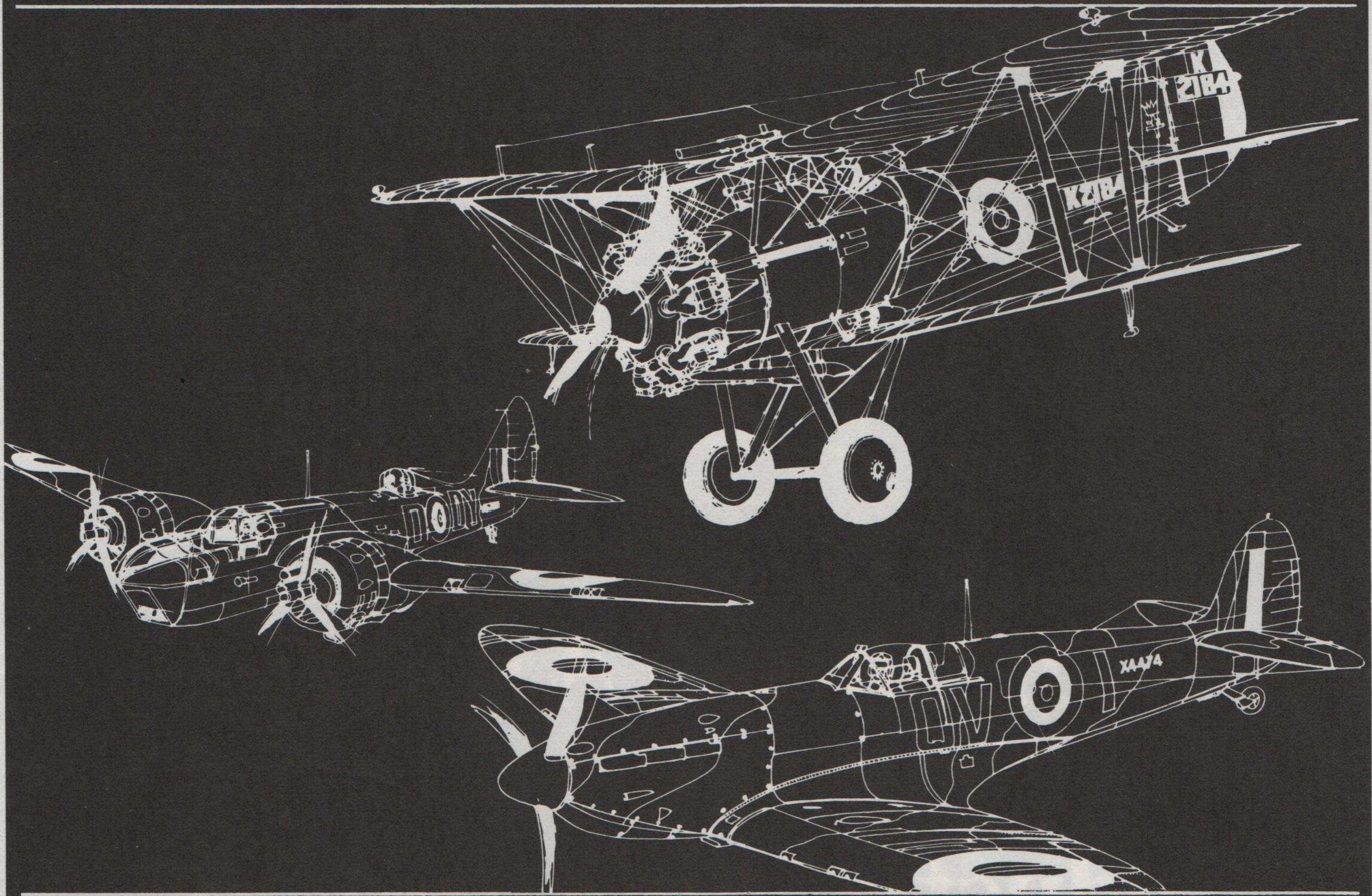
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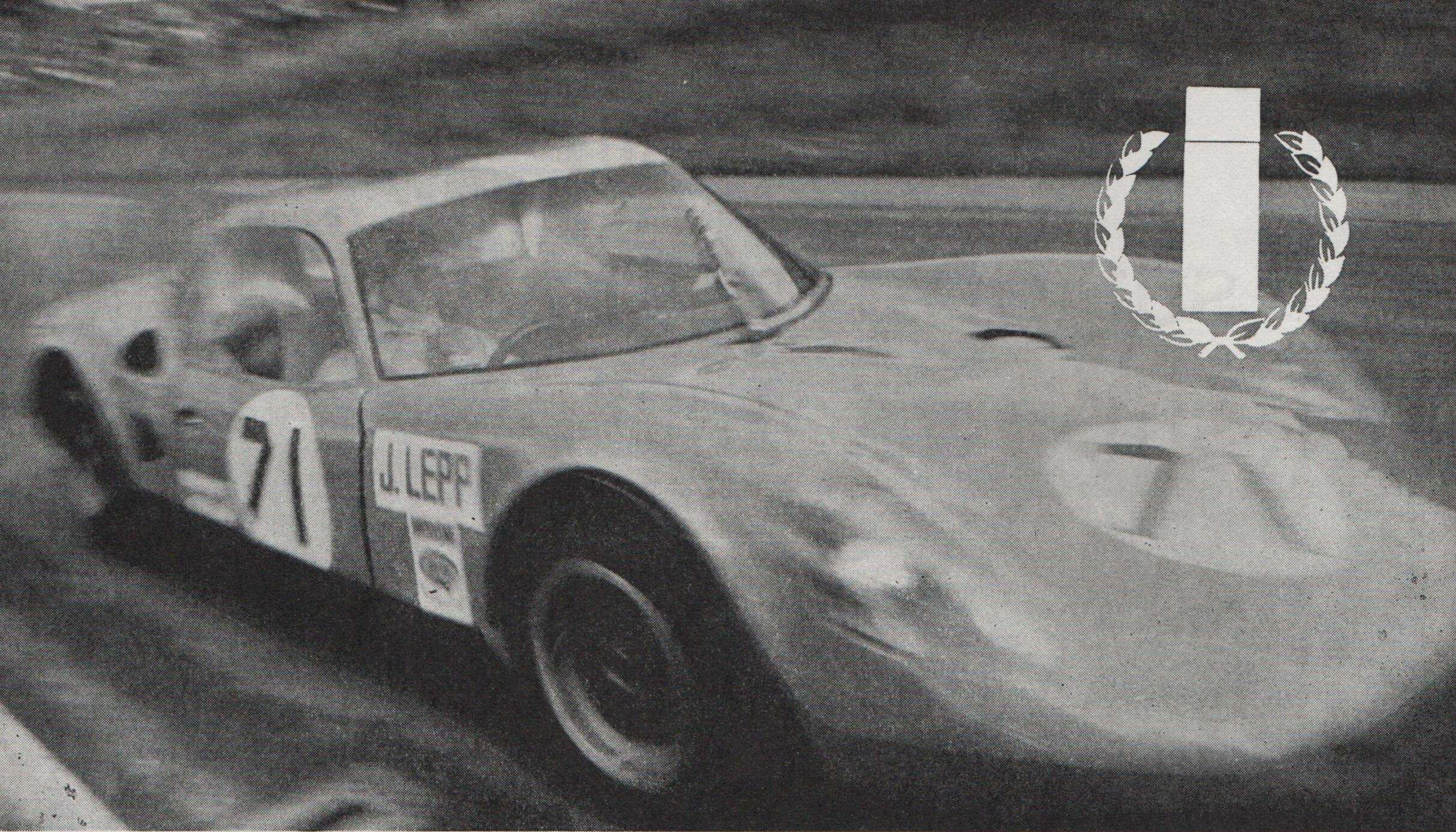
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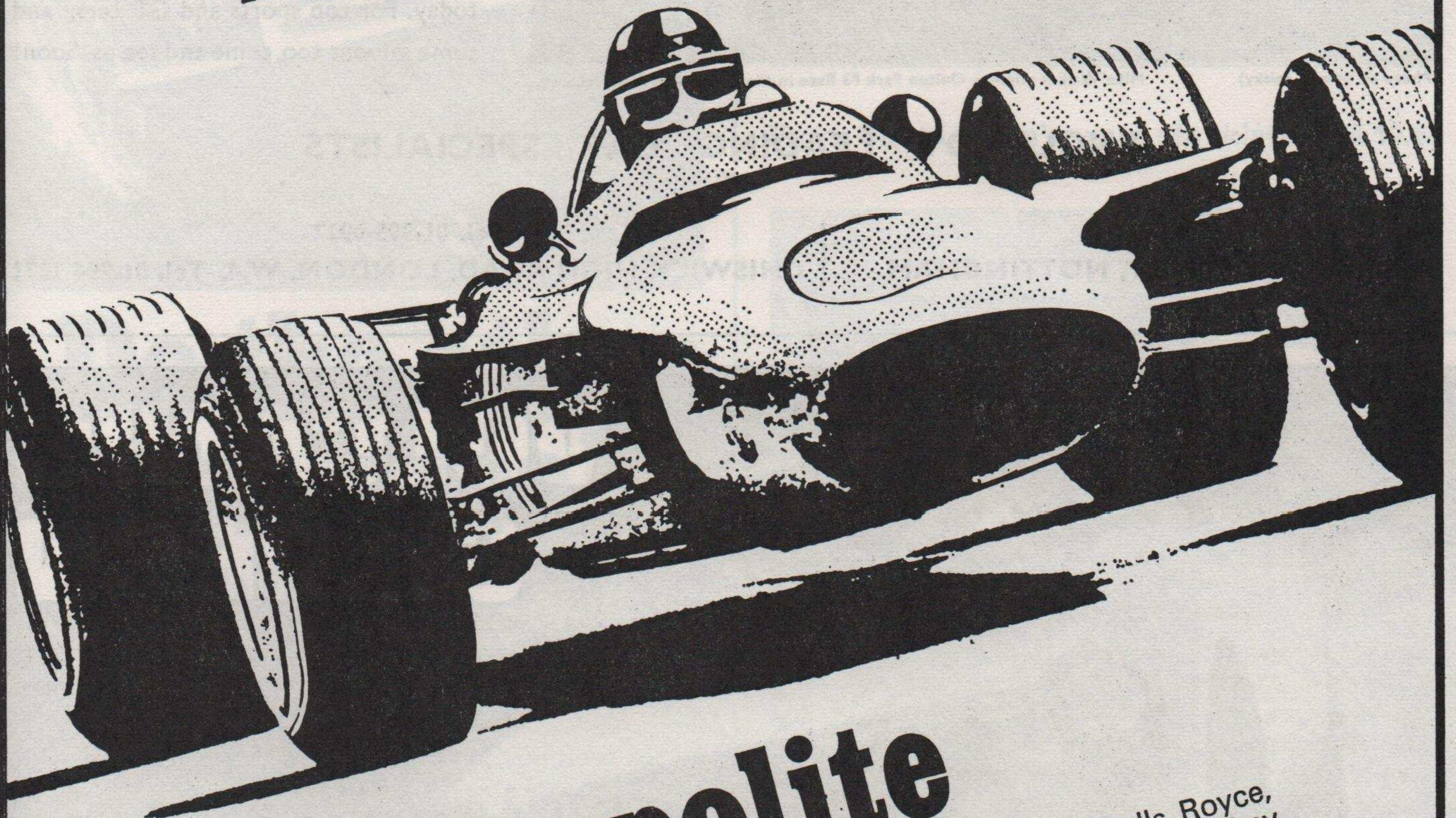
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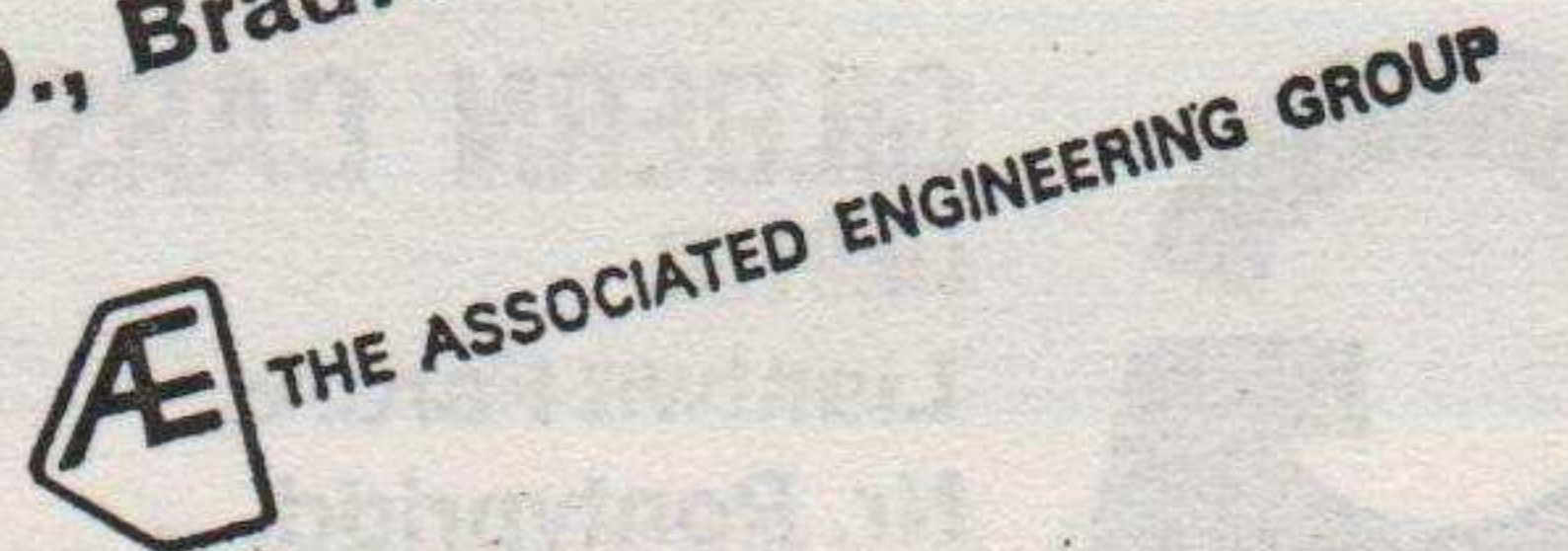
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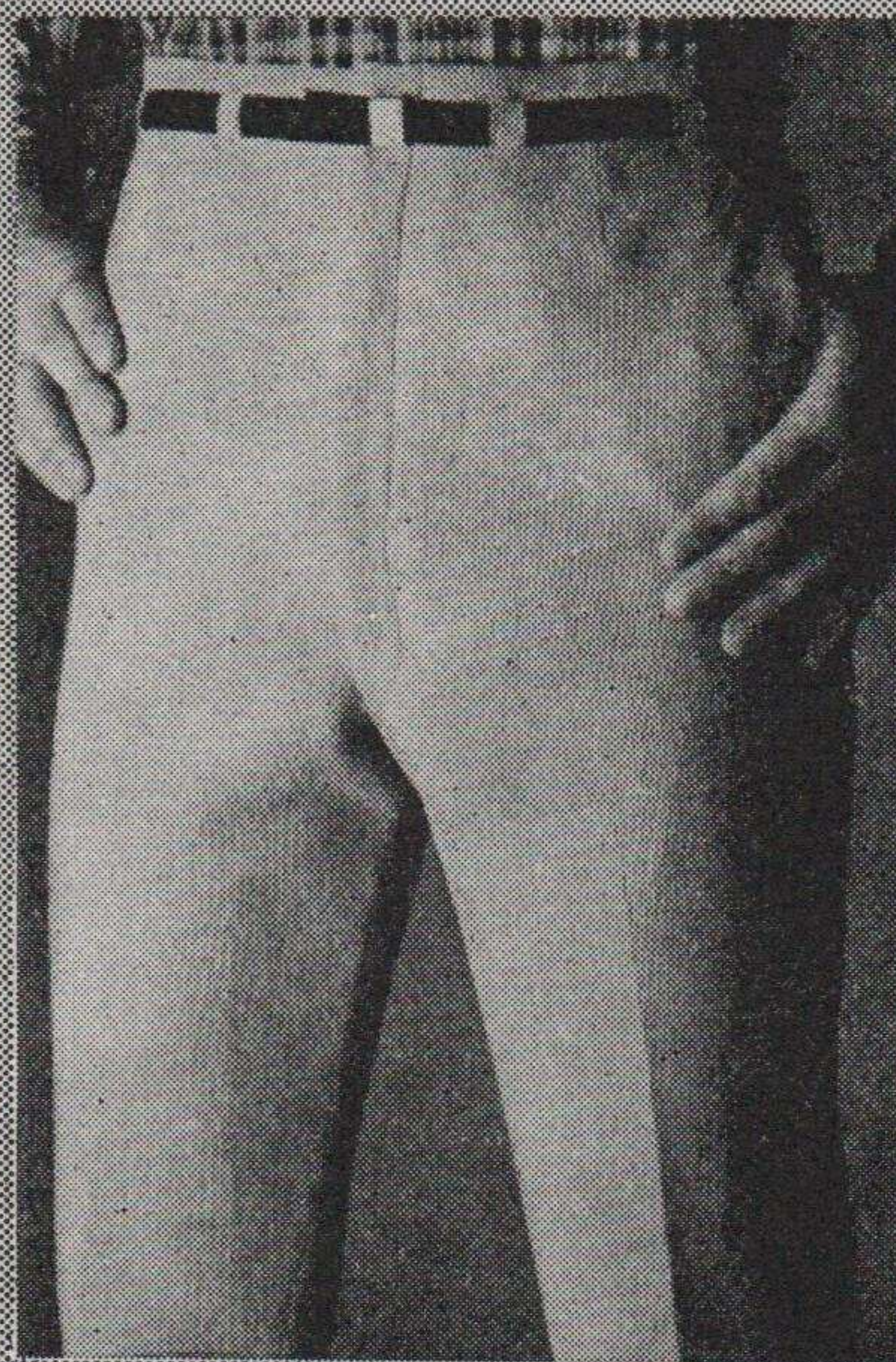
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Jim Clark, Portrait of a Great Driver
Paul Hamlyn 21s published July 26

The royalties from this book will be donated to the Jim Clark Foundation



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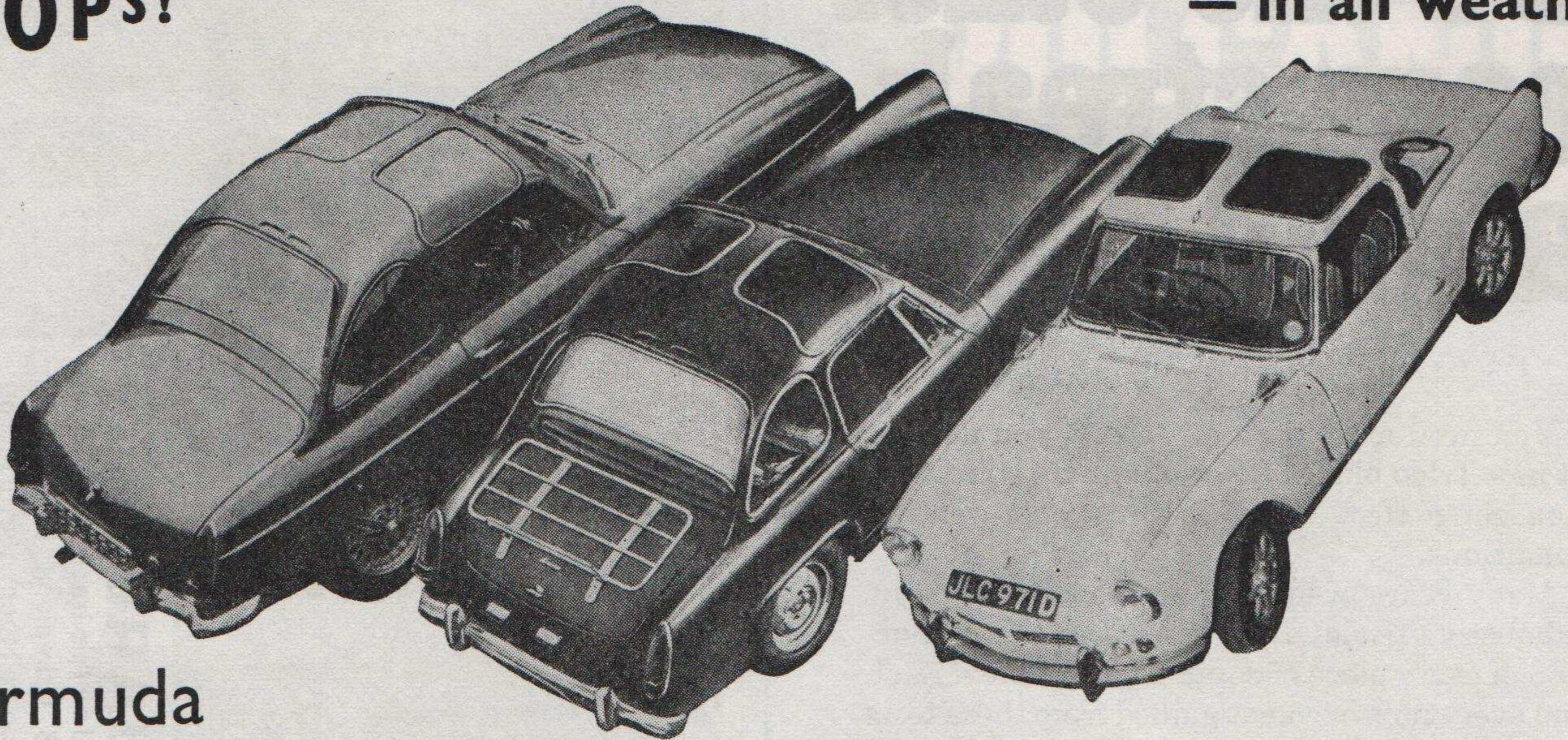
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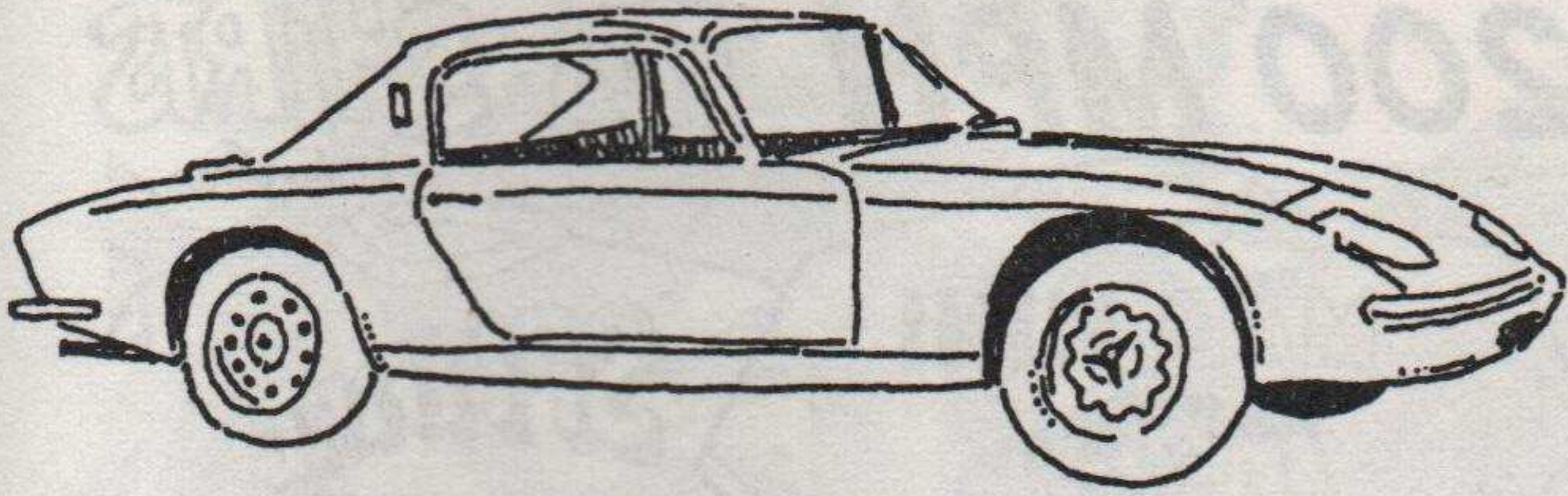
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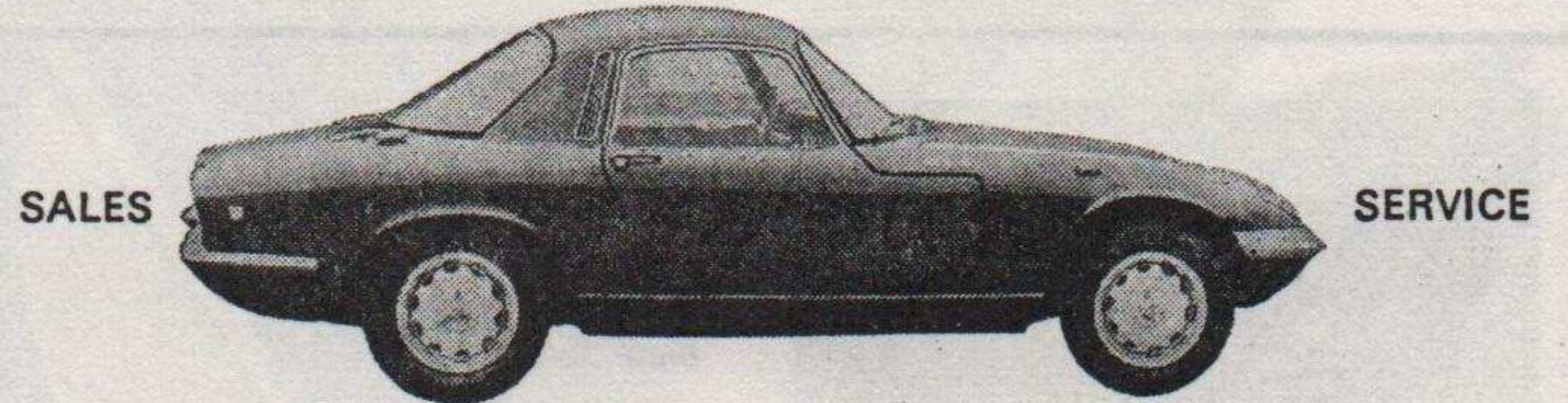
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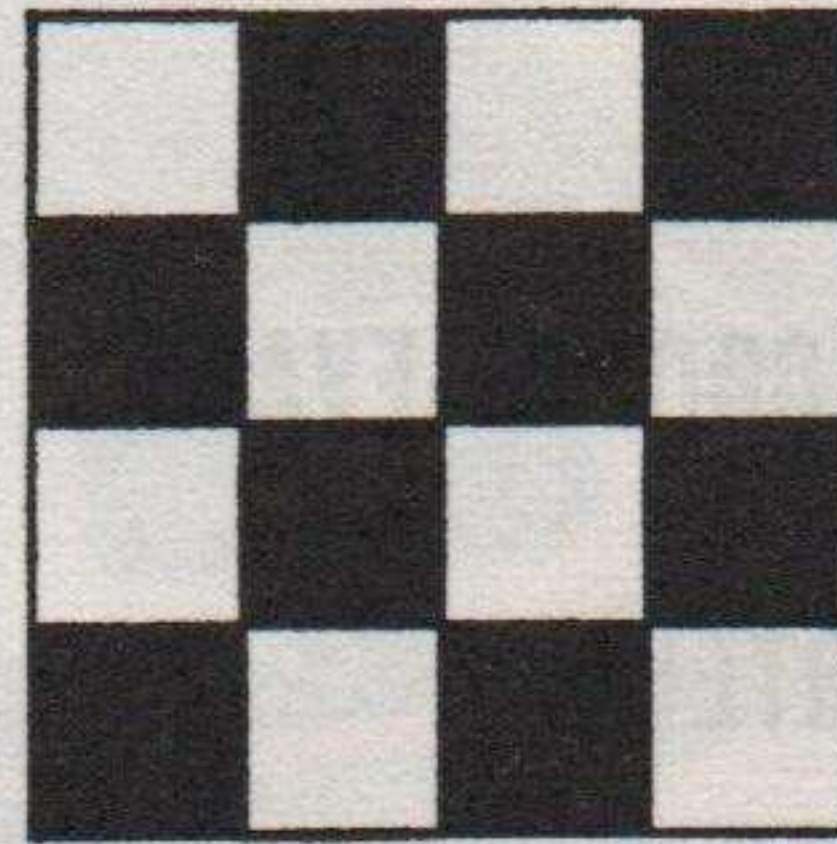
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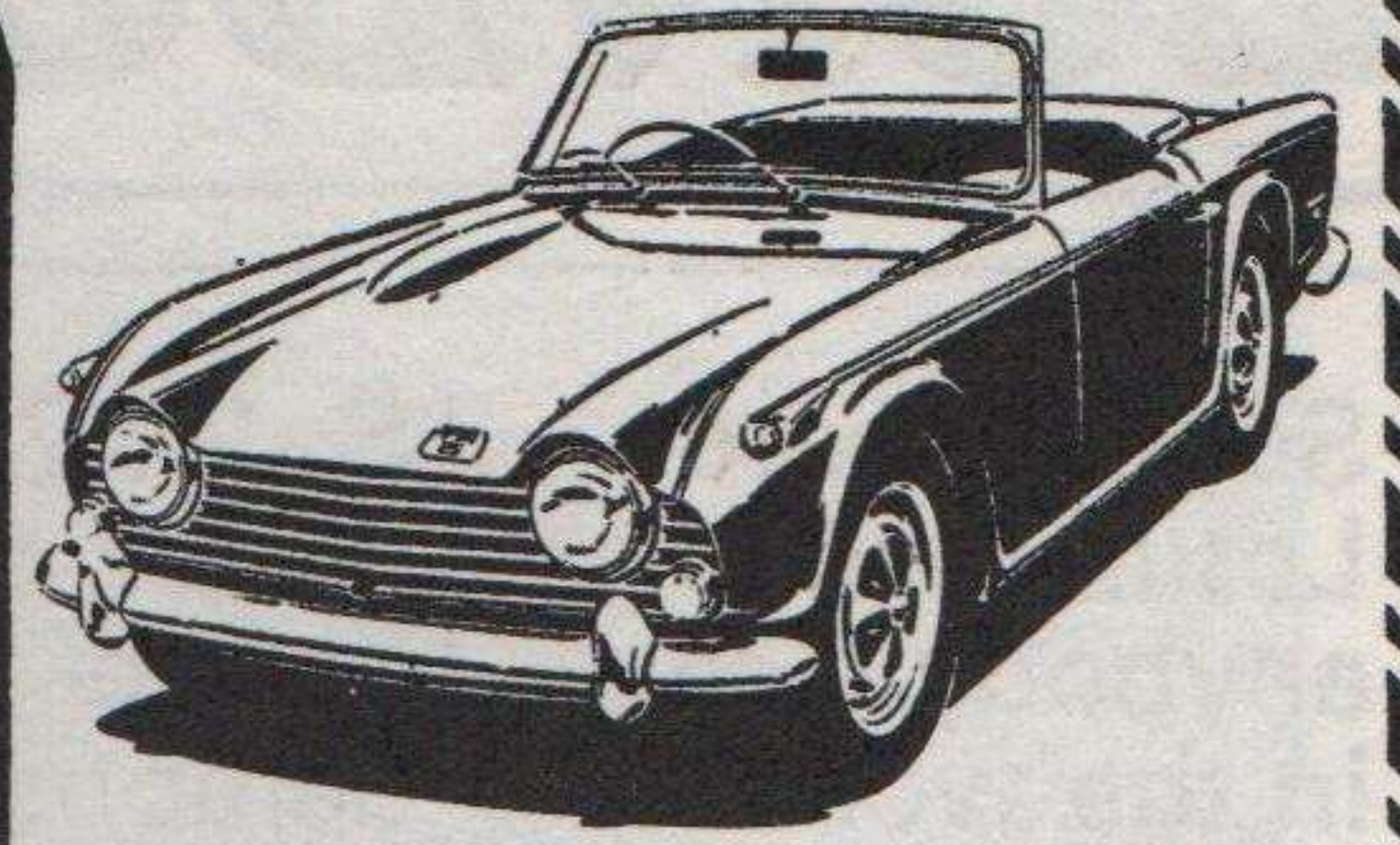


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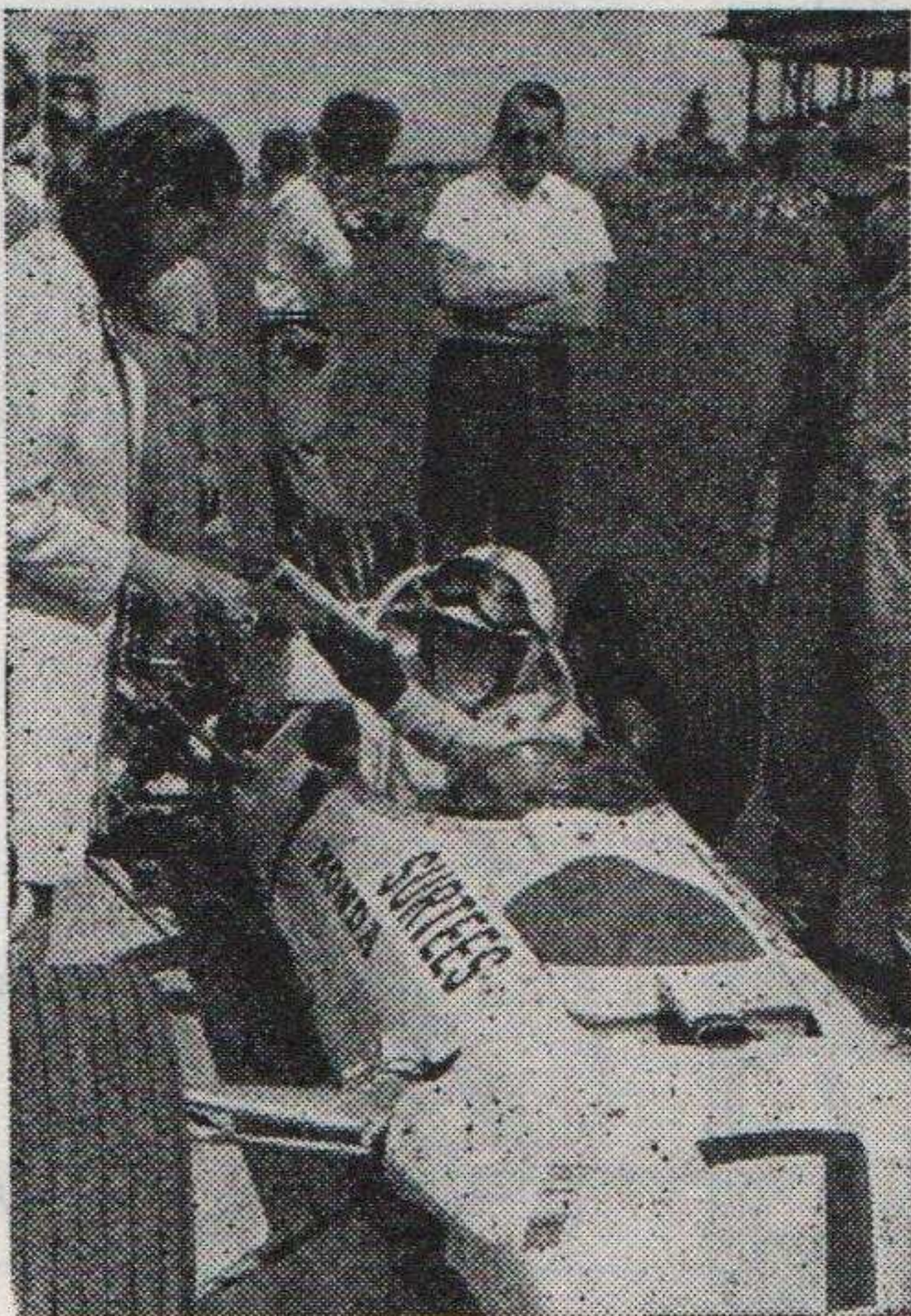
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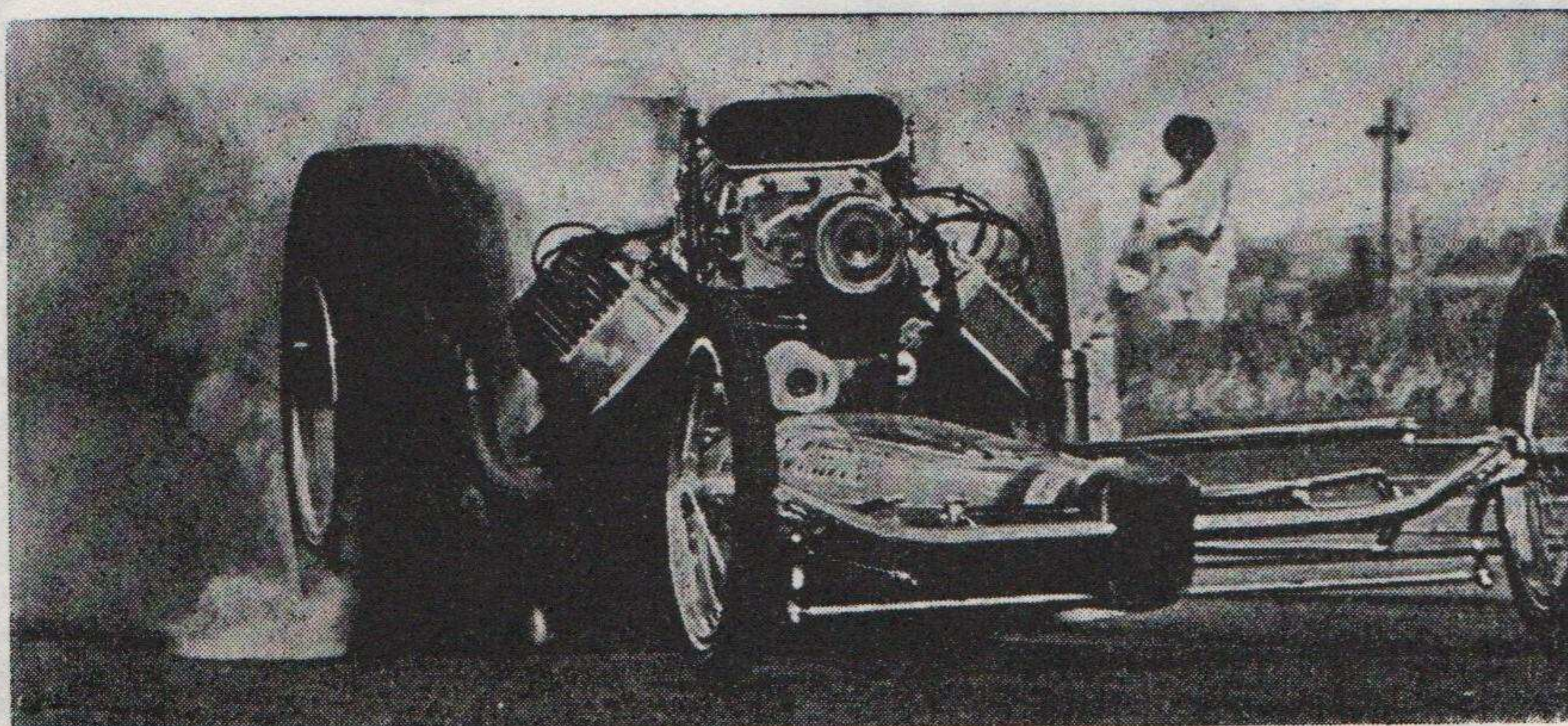


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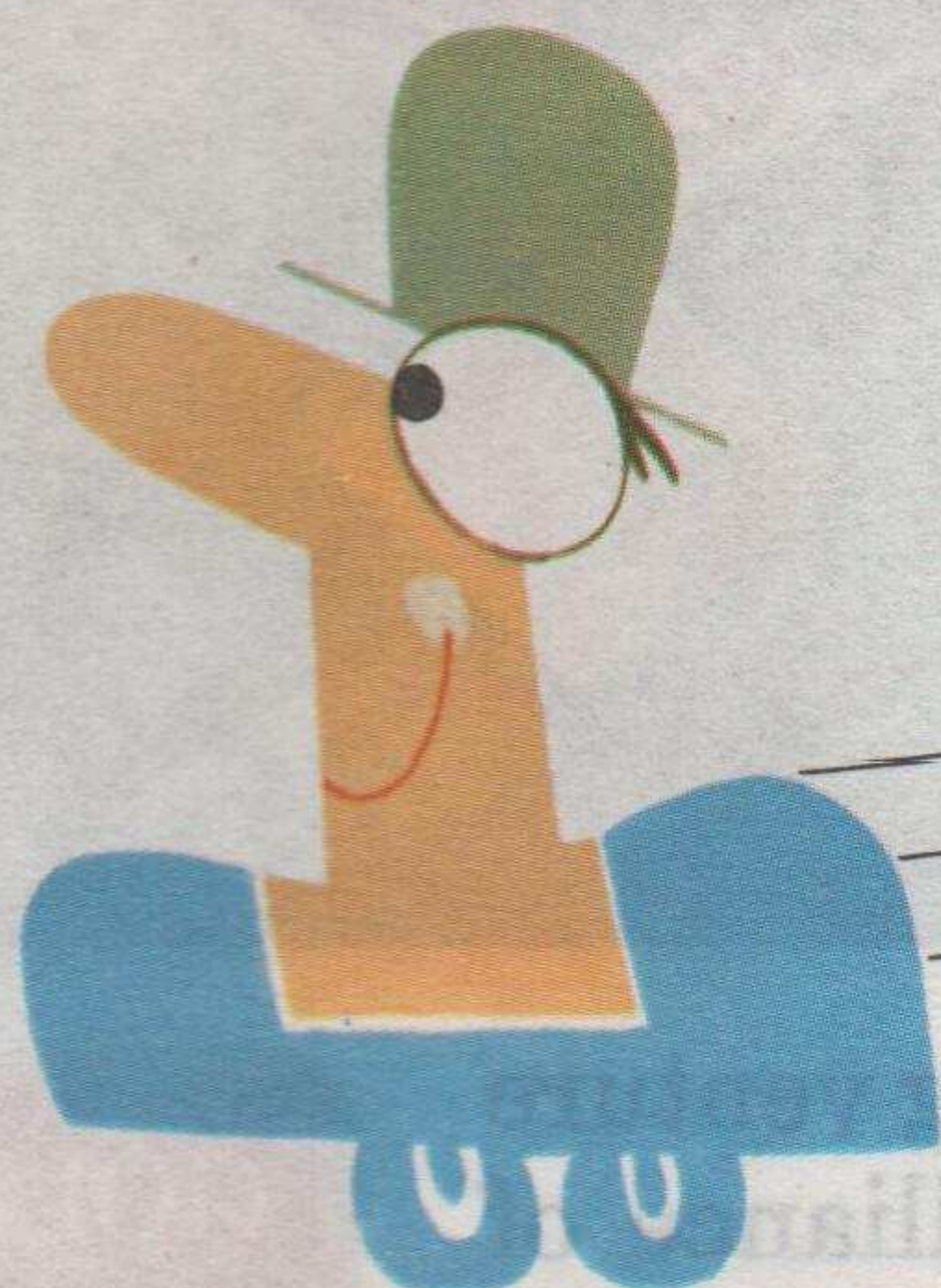
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