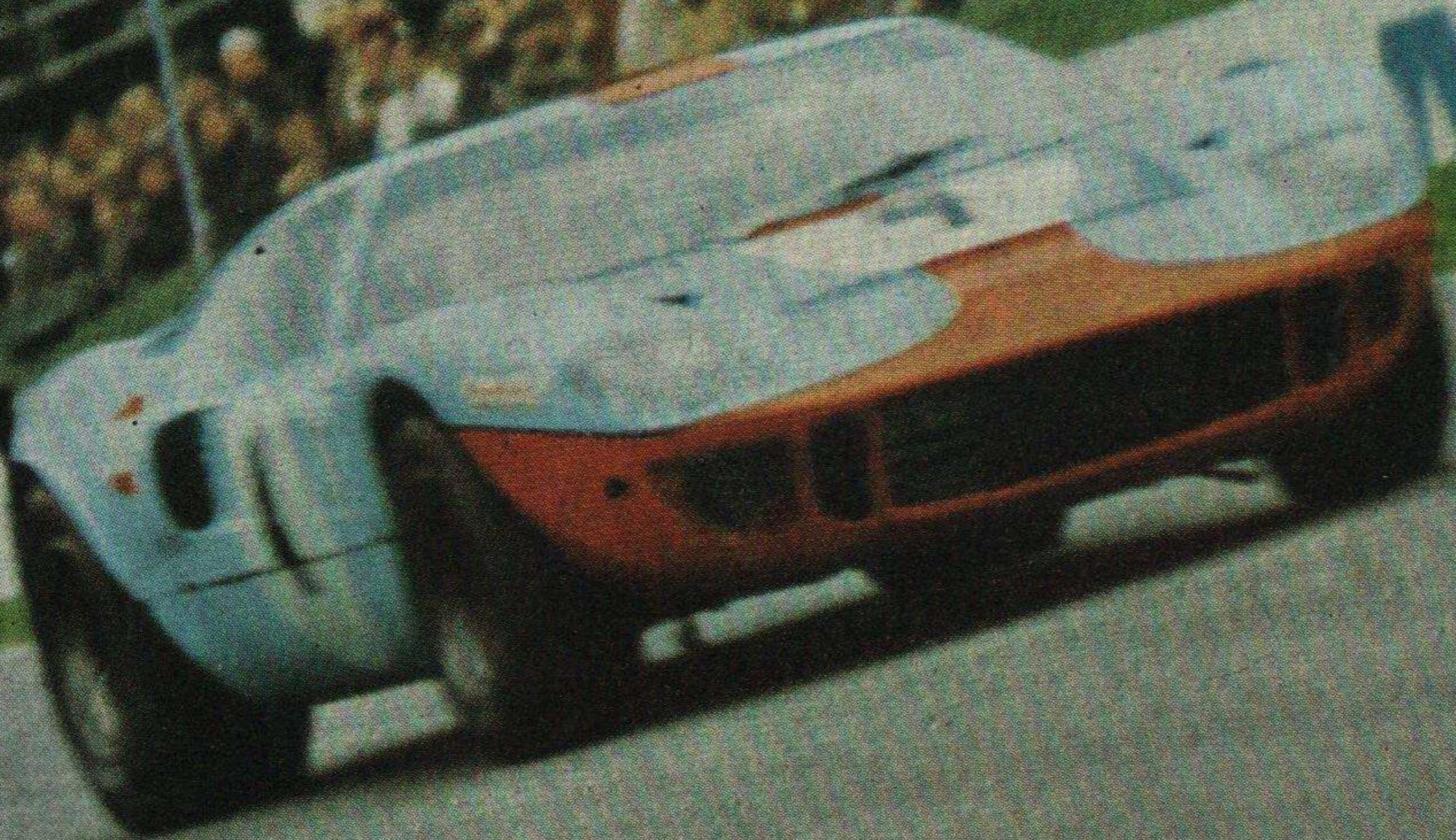


OFFICIAL PROGRAMME 2s 6d



WORLD CHAMPIONSHIP SPORTS CAR RACE

BRANDS HATCH 13 APRIL 1969

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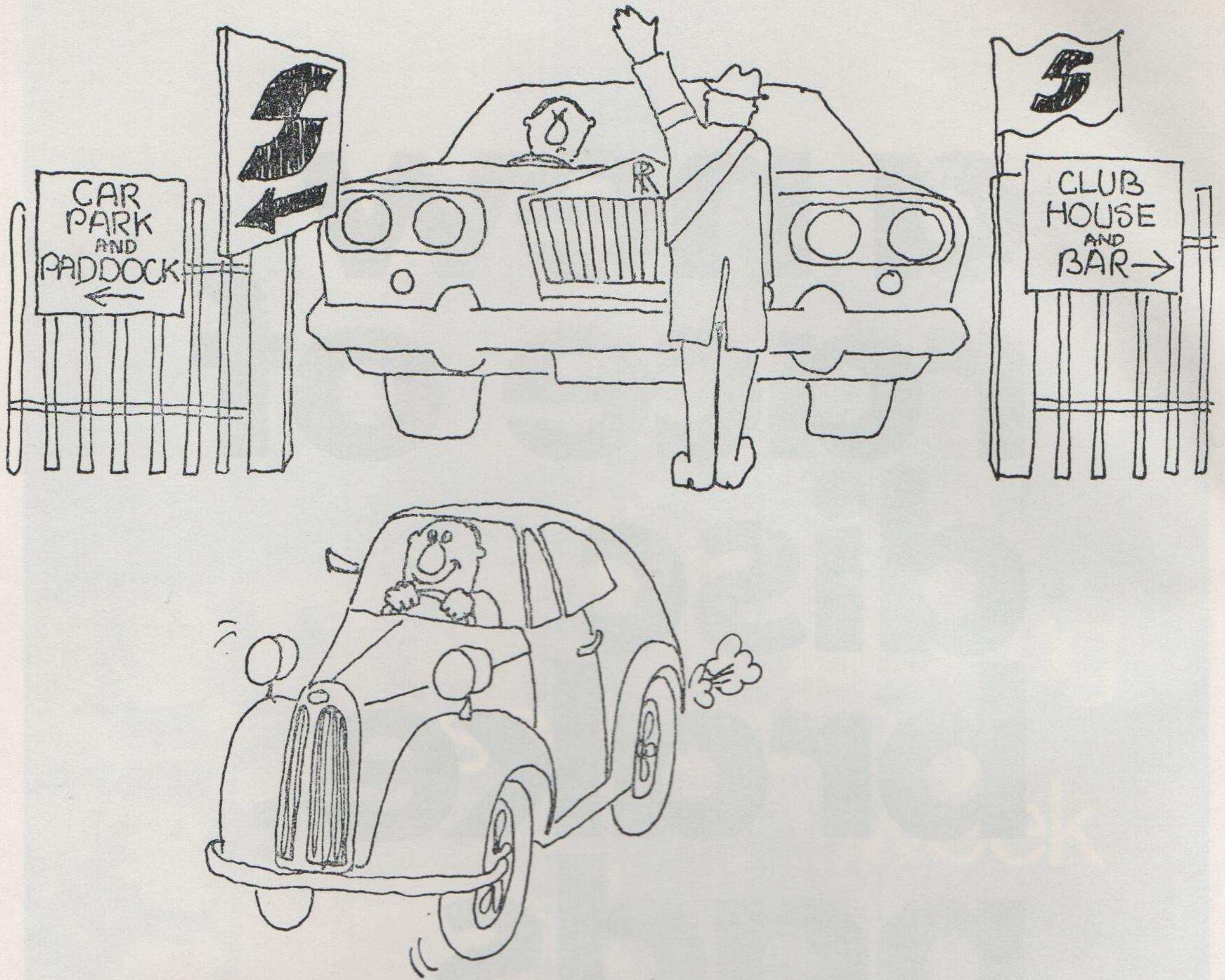
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WORLD CHAMPIONSHIP SPORTS CAR RACE

BRANDS HATCH 13 APRIL, 1969

Organised by the B. R. S. C. C.

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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.

Conditions of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that 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.

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Programme of Events and Awards

Competing cars in position on Starting Grid	11.30 hrs.
Competing cars under Starter's Orders	11.55 hrs.

BOAC INTERNATIONAL 500 WORLD CHAMPIONSHIP SPORTS CAR RACE
12.00 — 18.00 hrs.

Winner's Trophy Presentation 18.10 hrs.
(approx.)

- Overall Winner — £1,000 and the BOAC Trophy
- 2nd Overall — £500
- 3rd Overall — £250
- 4th Overall — £150
- 5th Overall — £100

To the Entrants of the cars covering the greatest mileage in each Class, excluding the outright winner:—

1st — £200. 2nd — £100. 3rd — £50. 4th — £25.

To the Entrant of the first placed turbine-engined Sports Car to be classified as a finisher:—
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A SUITABLY MODERN TROPHY



There is usually a cup presented at the end of a motor race, to celebrate the winner's achievement and to provide something to pour the champagne into. The winners of today's BOAC 500 will have to find another receptacle for the bubbly because the BOAC Trophy is anything but cup-like — it is in fact a very elegant piece of modern design. The man who created it was Richard Negus, FSIA. Consisting of a silver gilt flag embedded in a block of acrylic material, the trophy is mounted on a plinth of black Belgian marble.

Mr. Charles Hardie, Chairman of British Overseas Airways Corporation, will present the BOAC International 500 Trophy to the entrant of the winning car. The drivers who have worked so hard for their victory will receive smaller replicas of the trophy.

Your team needs our support.

Britax equipped cars walked away with the British Saloon Car Championship last year.

This year we're playing an even bigger part by sponsoring the official Cooper works team. That means the works.

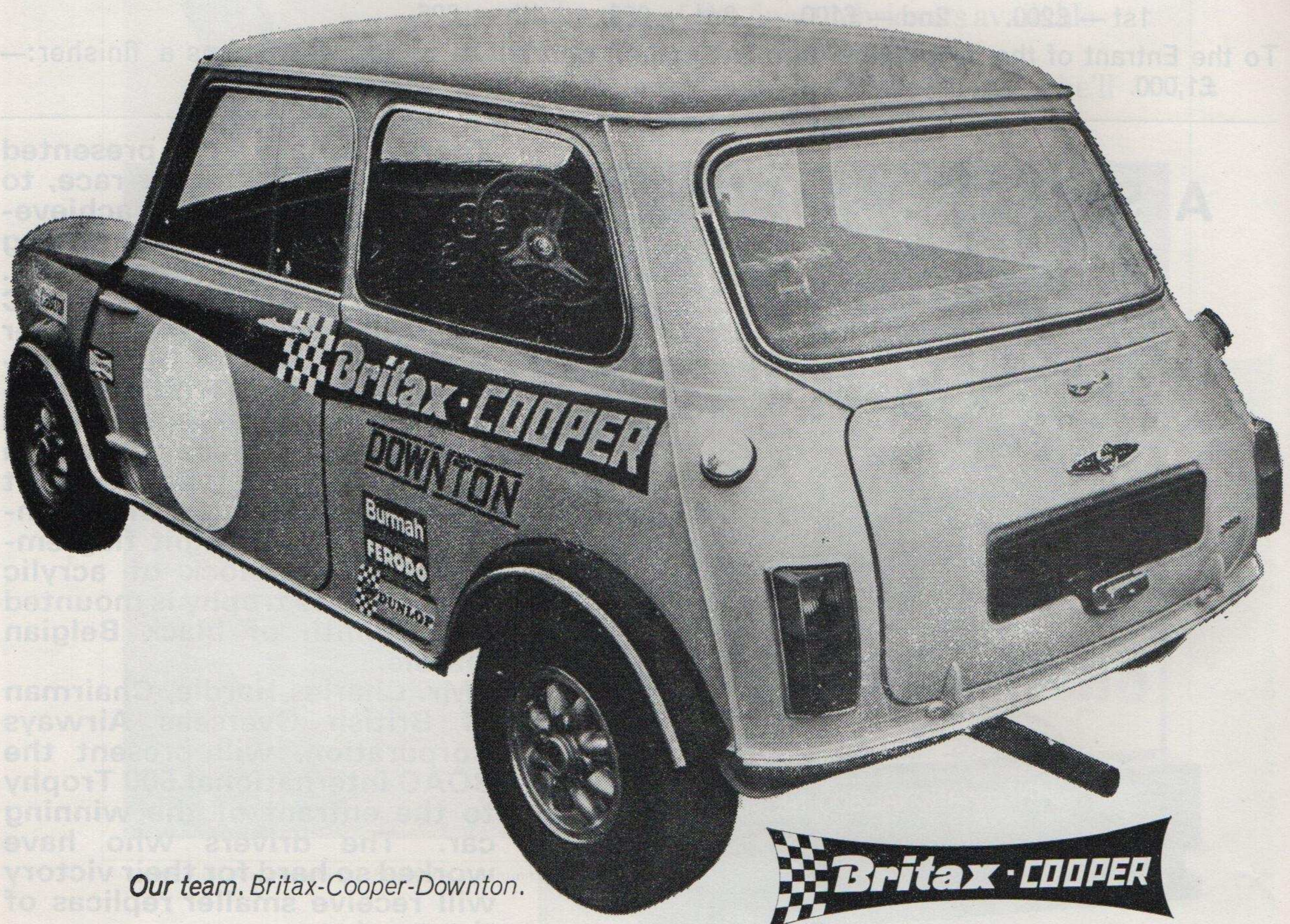
We enter the cars. We pay the drivers, Gordon Spice and Steve Neal. And we share top billing with the cars and the engineers.

The full name of the team is Britax-Cooper-

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Britax don't only make harnesses for saloon car competitions. We make a whole range of seat belts and Safety products for drivers and passengers of family cars.

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**BOAC**

INTERNATIONAL 500



Mr. Charles Hardie,
BOAC,
Chairman

Now in its third year the BOAC International 500 has quickly settled down and won a respected place in the series that decides the world sports car manufacturers' championship.

Experts have hailed the 500 as "Britain's most exciting motor race" and in the two previous years it certainly proved a vital round in the world championship.

In 1967 the BOAC 500 decided the series, Ferrari getting sufficient points to snatch victory from Porsche. Last year, Ford broke the early round domination of Porsche by winning the 500—a victory that paved the way for their championship success.

This year? Will Porsche make it third time lucky? Or will the new Lolas confirm the power and reliability they showed in the opening championship round at Daytona?

The answer is over 500 miles away in just six hours of motor racing spectacle.

Race enthusiasts have travelled from many parts of the world to be here today. The twisting circuit of Brands Hatch is a worthy setting for the trial of man and machine we are about to see.

The word "classic" is reserved for motor racing venues that have won the affection of the public through the years. Le Mans, the Targa Florio and the Nurburgring are classics and form part of the same world championship series. I believe the BOAC International 500 and Brands Hatch are destined to attain the same status.



The new generation

'It could provide the finest sports car race of the sixties',
predicts Paul Watson in his summary of the prospects for today's event

NOT for many years has sports car racing been in such a healthy position as it now finds itself at the opening of the 1969 European motor racing season, and here at Brands Hatch for the first European round of the World Manufacturers' Championship.

The race is once again sponsored by the British Overseas Airways Corporation and organised by the BRSCC.

After a patchy year of sports car racing in 1968, during which not nearly enough interesting 3 litre prototypes appeared, 1969 is fast blossoming into an era, that if my predictions are anywhere near correct, will turn out to be probably the greatest year in sports car racing for a long time, if not for a decade.

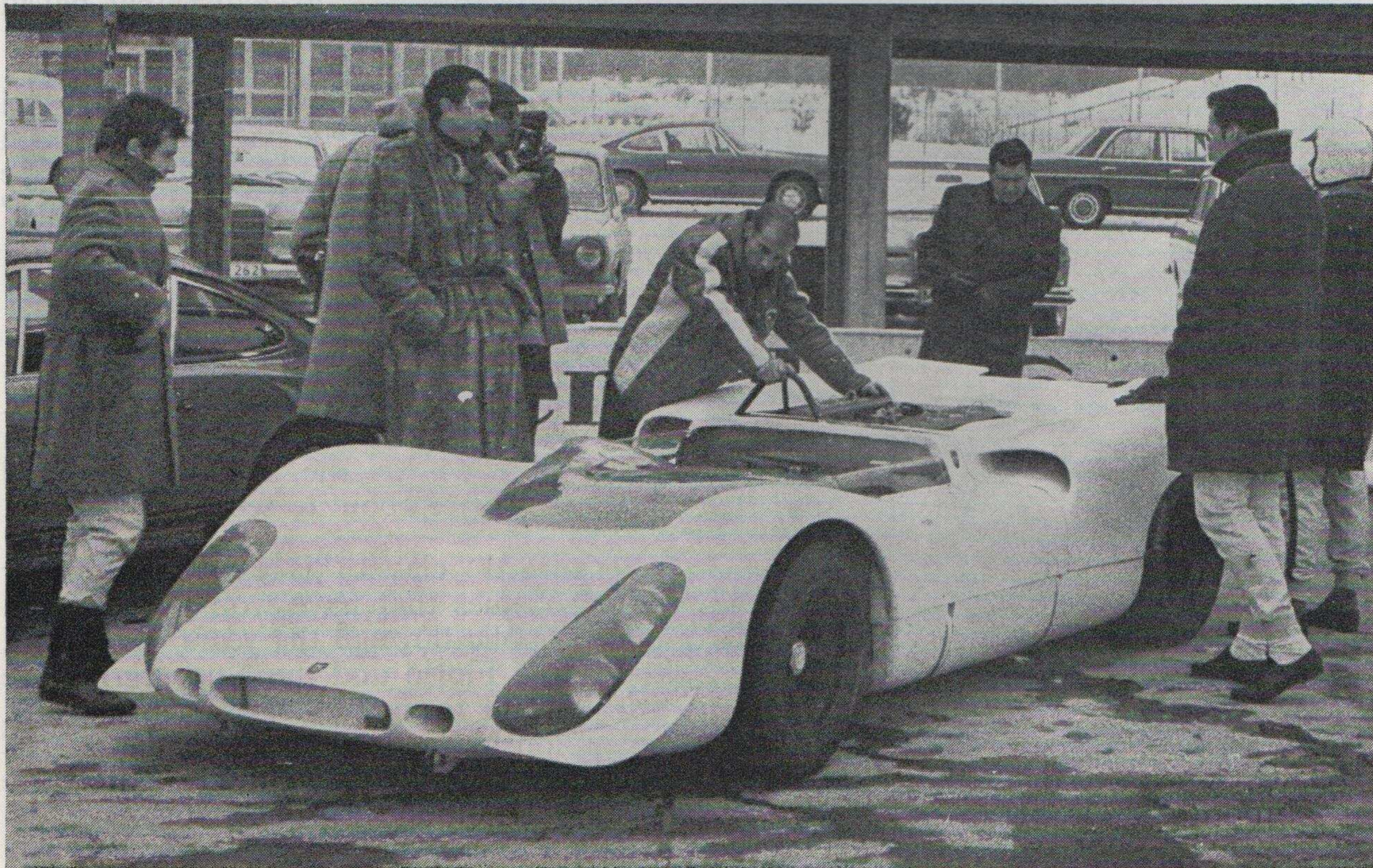
The reason for this healthy state of affairs is a new generation

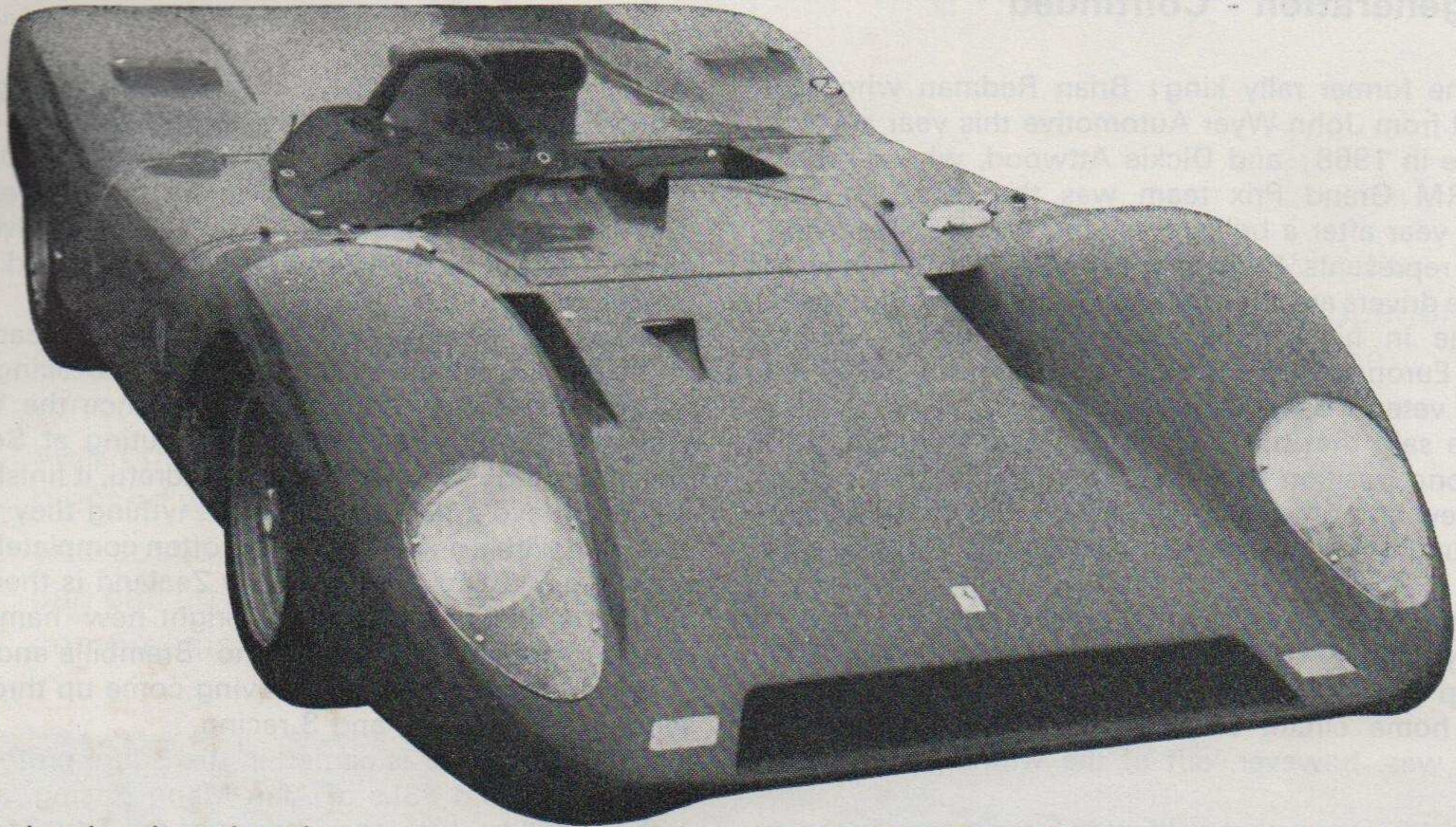
of powerful sports cars; and just as Formula 5000 is injecting new life into single-seater motor racing, so these exciting large-capacity two seaters are equally stimulating, putting new life into the classic endurance races.

Nick Syrett, Competitions boss of the BRSCC, has gathered together a full field of 36 of the best prototypes and sports cars in the world with an additional eight reserves. These 36 are divided into two categories, with two engine capacity classes within each category, fixed at up-to and over 2 litres in both cases.

The Group 6 category is for Prototypes with an engine capacity of not more than 3 litres. A prototype is a two-seater racing car of which less than 25 examples have been built, with

Porsche's new 3 litre 908 'spider', lighter than last year's cars and built to take advantage of the 1969 Group 6 rules.





regard to both the chassis and engine.

Prototypes of one year have a habit of developing into sports cars of the next, although they must be careful that their engine size conforms, as there is a limit of 3 litres on prototypes, while up to 5 litres is allowed for sports cars—all most confusing!

The sports cars are the Group 4 category which caters for vehicles which exist in numbers upward of 25, although in 1968 this figure was 50.

To qualify as a sports car often produces great dramas and much ill-feeling between the constructor and the Homologation Board. The Lola T70 Mk3GT was homologated as a Group 4 car at the start of last year in spite of much debating as to whether 50 cars had been produced, which was the requisite number at that time. The very similar Can-Am chassis helped them then, and now the McLaren M6GT has been through the same sort of drama, and at the time of writing this article the car has still not been passed by the Board.

However, for victory in the BOAC 500 they must all compete on even terms, for the only prize that really matters—first place in the general classification.

Porsche must be odds-on favourites for this race, in spite of just losing last year's championship to the J.W. Fords, and the first two rounds of this year's series at Daytona and Sebring. Their teutonic efficiency won for them five Championship events last year, starting with the two American events at Daytona and Sebring, then the Targa Florio, the Nurburgring 1,000 kms and the Austrian Grand Prix. They were beaten here at Brands Hatch by their big rivals, the Fords, and also on four other occasions.

For the early part of last year Porsche used their interim 2.2 litre 907s, then brought out the 3 litre 908 for Monza, which this year will appear in two forms; with long-tailed streamlined body for fast circuits like Le Mans and Spa and with dumpy open 'spider' body for the medium and slow circuits.

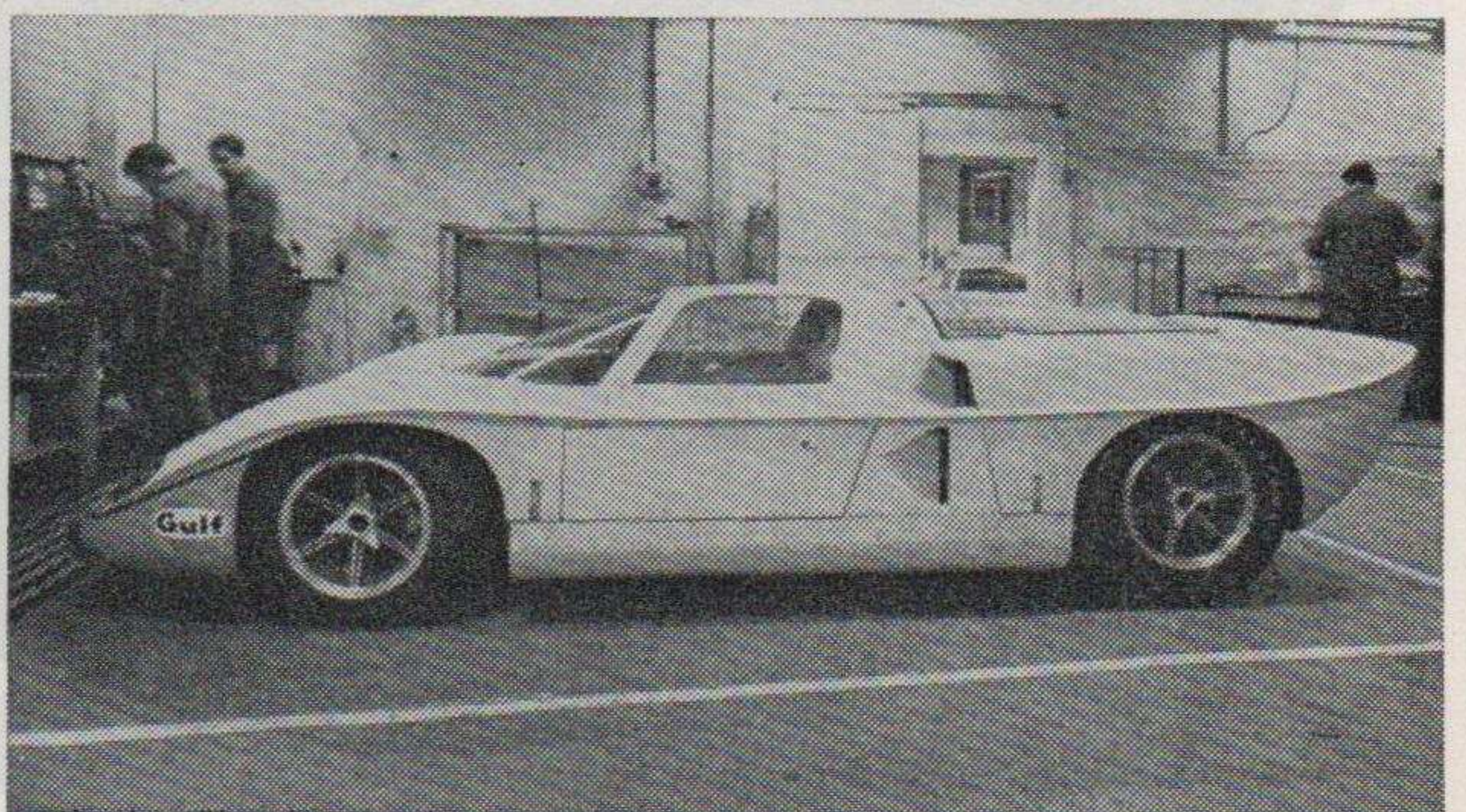
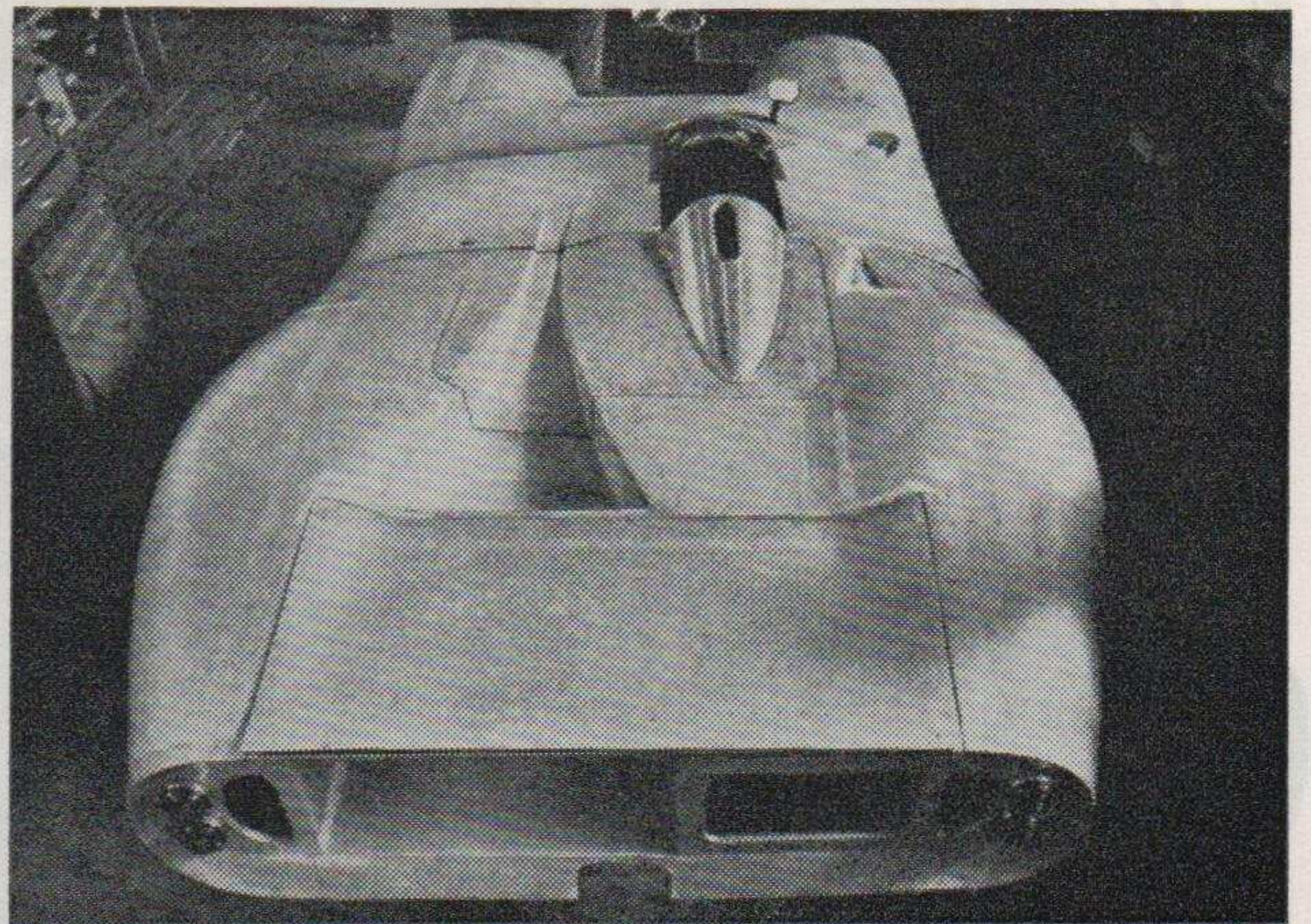
Porsche employ a wide selection of driving talent and certainly cannot be accused of using only Germans. There are three brilliant young British drivers in the Stuttgart line-up;

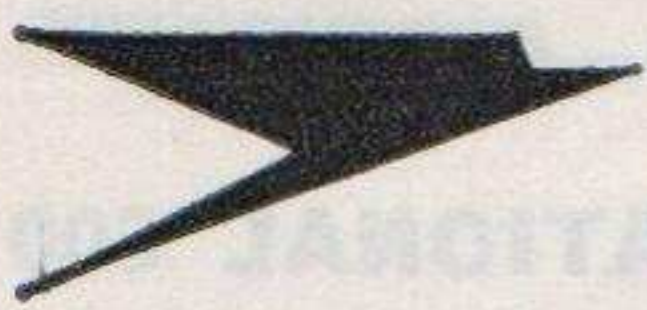
(CONTINUED ON PAGE 14)

Above: *New Group 6 challenger from Ferrari — the 312P.*

Below: *Alan Mann's Ford F3L prototype — still unpainted here — now has open bodywork.*

Bottom: *The Mirage, built by J. W. Automotive Engineering and sponsored by Gulf, uses a V12 BRM Formula 1 engine.*





The new generation - Continued

Vic Elford, the former rally king; Brian Redman who came over the wall from John Wyer Automotive this year and who won this race in 1968; and Dickie Attwood, whose sacking from the BRM Grand Prix team was the cause of some criticism last year after a brilliant second place at Monaco.

Jo Siffert represents Switzerland in the team, while the other Porsche drivers are all Germans. There is Rolf Stommelen from Cologne in his second year with Porsche; Gerhard Mitter, the European Hill Climb master; the burly Udo Schutz; and veteran Hans Herrmann.

It could be said that the J.W. Automotive team are not in quite the strong position they were in 1968, for their cars are completely new and untried under race conditions. John Wyer faces the four Porsches with just two 3 litre BRM-engined Mirages.

His team is once again led by that great master of sports car racing, Jacky Ickx, who was mainly responsible for J.W.'s championship win in 1968, having won at Brands Hatch, on his Belgian home circuit at Spa and at Watkins Glen in America. He was, however, out of the winning GT40 at Le Mans.

Ickx is probably at his most brilliant in a sports car, in the dry or in the rain, as he proved so forcibly at Spa last year. His partner is Jack Oliver, another Formula 1 driver of great ability. This pair scored a victory in the Sebring 12 Hour race in

Florida on March 22, not however driving the Mirage Prototype but one of the trusty Ford GT40s.

The second J.W. car is handled by David Hobbs, who like Ickx has been retained by Wyer for his prowess as a long-distance driver, while Mike 'The Bike' Hailwood joins as fourth member of the team as part of a planned comeback on to four wheels.

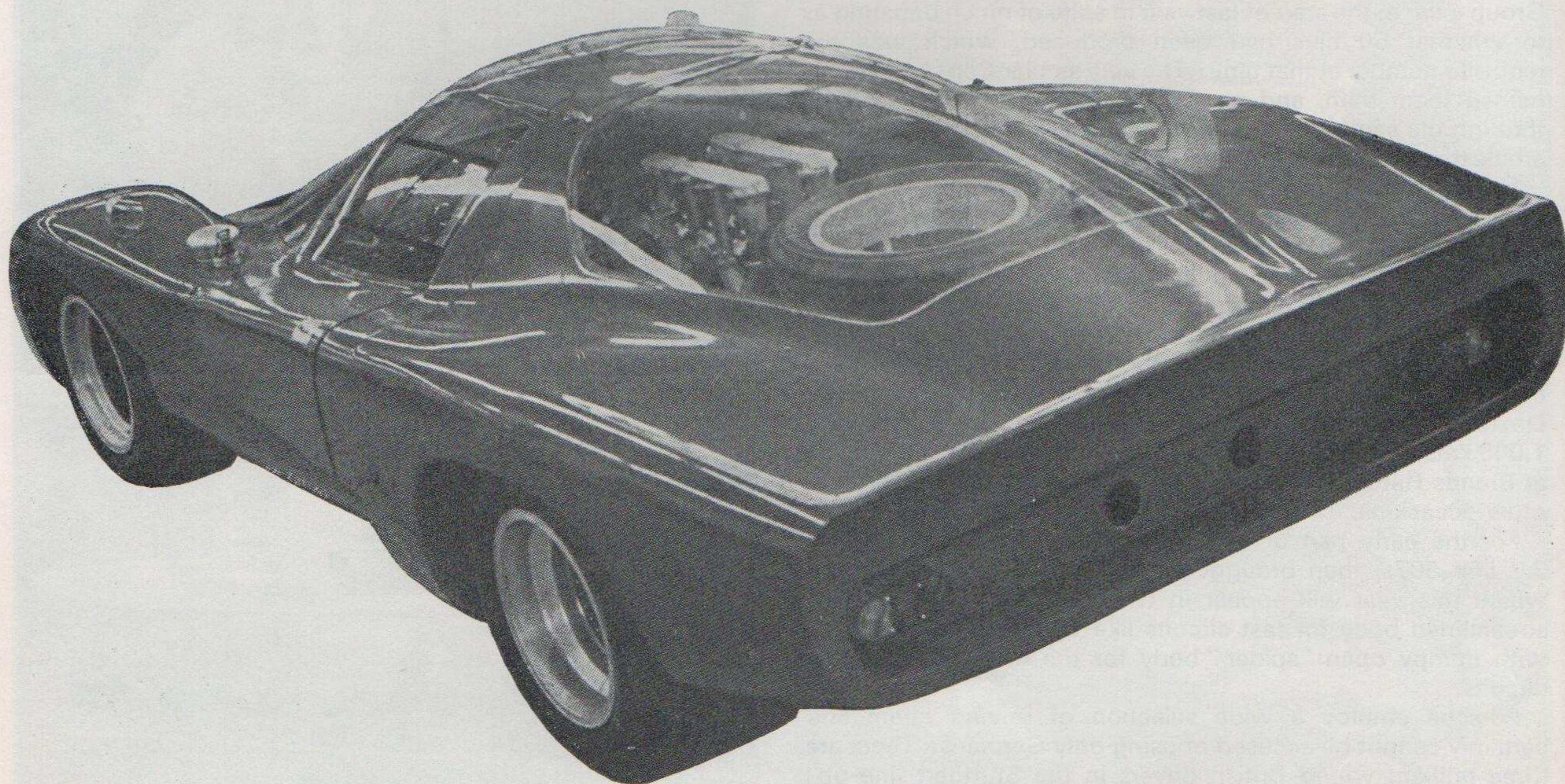
Ferrari, like Mirage, also have a pair of new cars in the shape of their 312P, the latest in a line of sports/racing cars that has brought them more major victories since the War than any other make. The car had its first outing at Sebring, where driven by Chris Amon and Mario Andretti, it finished second.

Ferrari have a habit of turning anything they touch to gold and even with a new car they can often completely astonish the opposition. Chris Amon of New Zealand is their No. 1 driver and he is backed up by three bright new names in top-line motor racing: Derek Bell, Tino Brambilla and Gianclaudio 'Clay' Regazzoni, all three having come up through the hard school of Formula 2 and 3 racing.

The Ford banner is carried in the 3 litre prototype category by the two Ford F3Ls of Alan Mann Racing, a private team with the full backing and interest of the Ford Motor Company behind them. This so-far unsuccessful car is attempting a comeback after showing a great turn of speed in 1968 but little durability to match its pace, which in long-distance

(CONTINUED ON PAGE 17)

The McLaren M6GT is based on the highly successful McLaren Can-Am cars. Like the Group 4 Lolas it uses a 5 litre V8 Chevrolet engine.



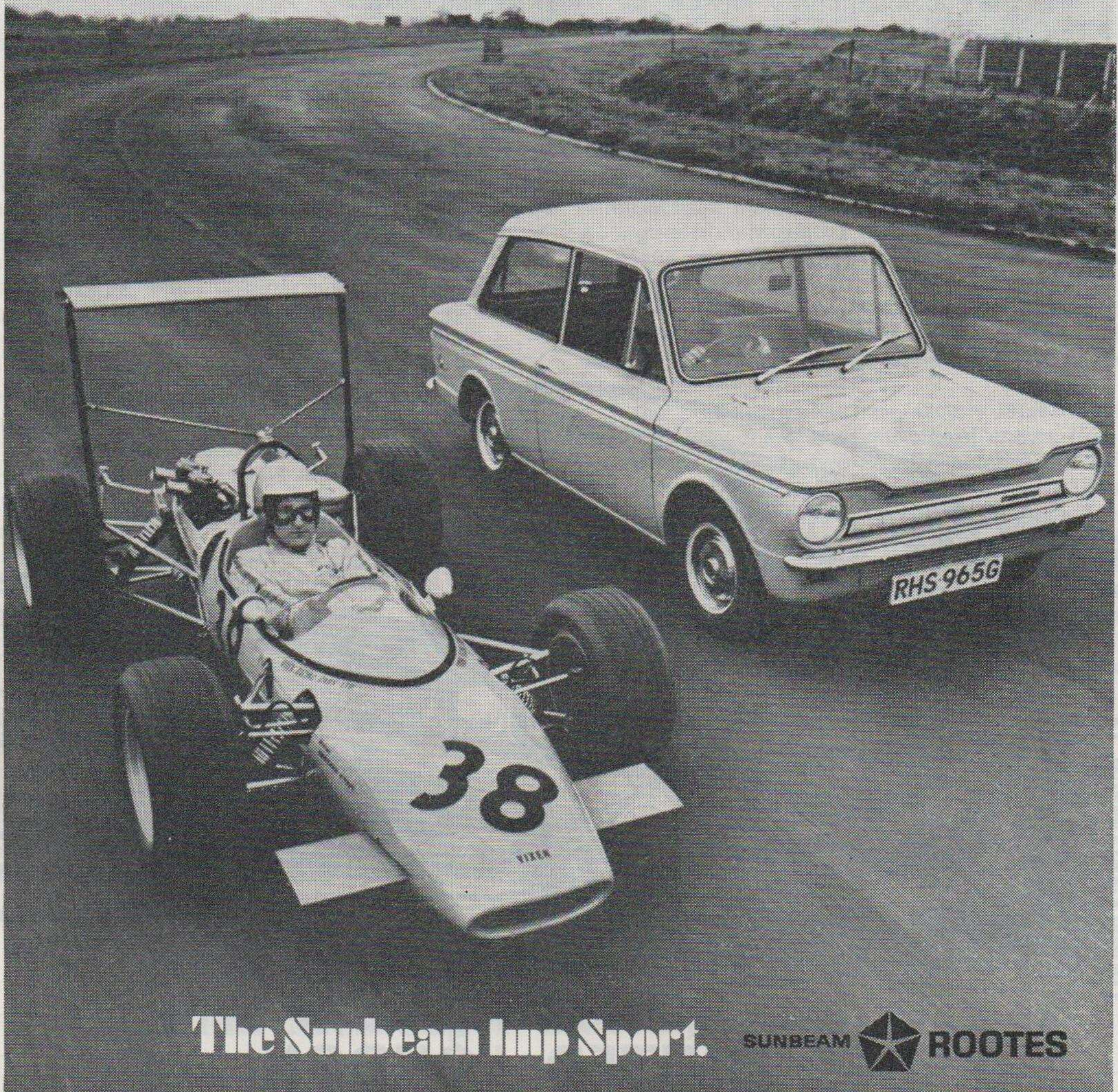
Two Imps. One difference. Four seats.

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up to 90 mph basic. Though with the Imp Sport, you get four seats, superior interior fittings, and 'of course, the usual Imp advantages' to quote Car & Car Conversions.

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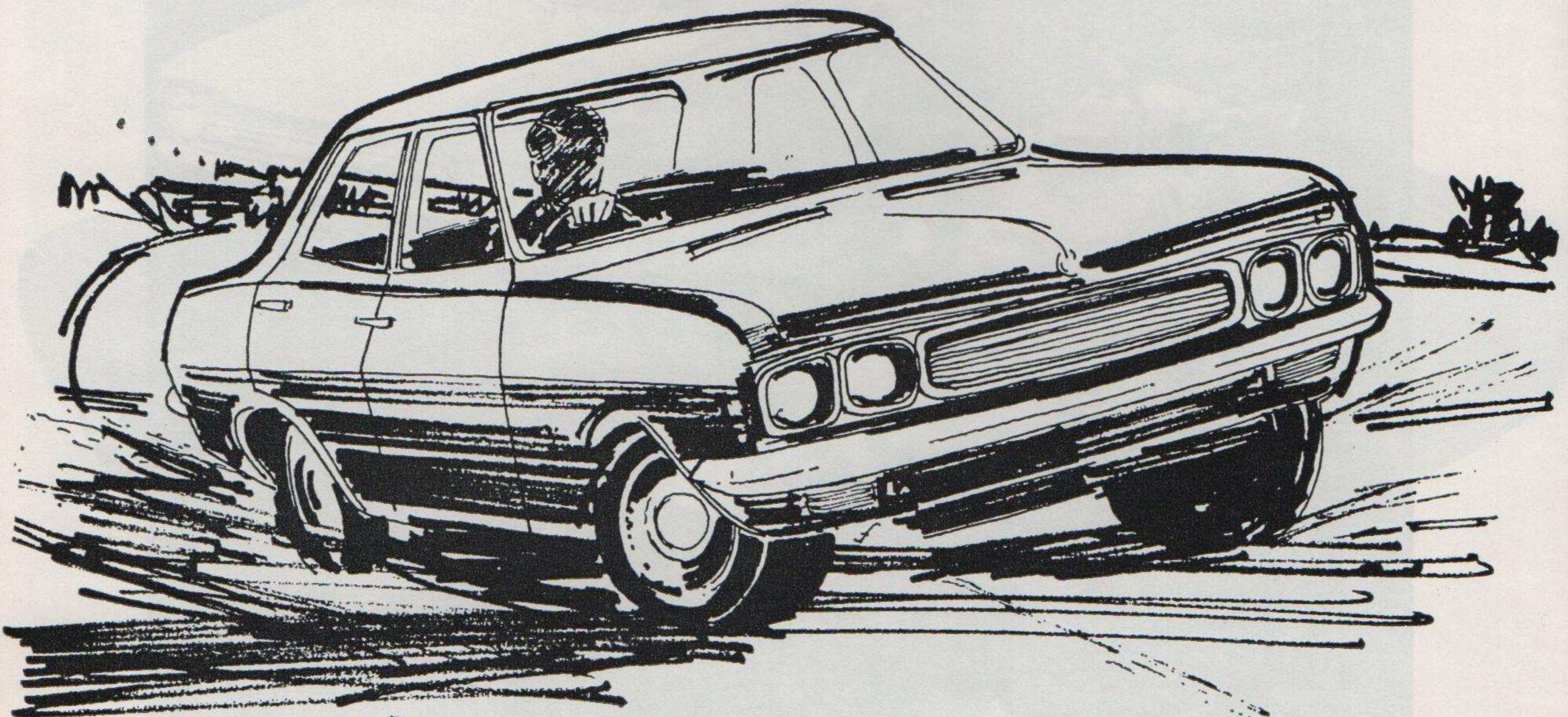
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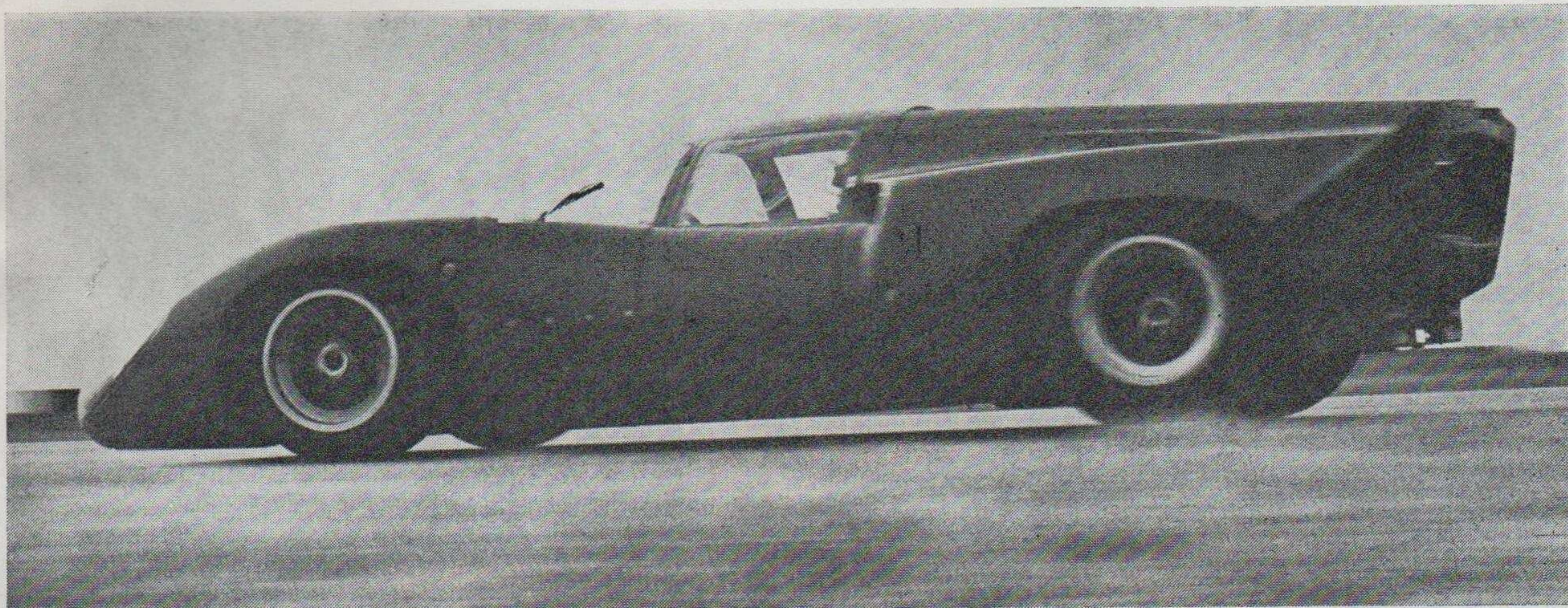
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REDEX LIMITED LONDON W4



The new generation - Continued



The 1969 Group 4 Lola—the T70 Mk.3B GT. Lola won the first round of the World Manufacturers' Championship at Daytona.

sports car racing is half the battle.

Only two drivers are so far nominated for the Fords and one is that 'old man of motor racing' Jack Brabham, who only recently showed us here at Brands Hatch in the Race of Champions that he still has the old fire that won him three World Championships. Frank Gardner is the other nominated driver, a man who is at his best in sports cars of any type, and also in saloon cars.

In the 2 litre prototype class the smaller factory cars abound. There is representation from the new Lotus 62s with Vauxhall-derived engines, driven by John Miles, Brian Muir, Mo Nunn and Mike Beckwith. These cars could well give some of the larger cars something to think about and certainly their four drivers know Brands like their own homes.

Also represented are Roger Nathan's Astra, Ginetta, Piper, Chevron and the Nomad, driven by the exuberant Tony Lanfranchi, a driver that is as much part of Brands Hatch as Brands itself.

Lolas lead the Group 4 sports car class but prefer not to enter any factory cars themselves, but instead scatter their force amongst successful private owners.

This year's greatest surprise was when Lola won the Daytona 24 Hour race in February, coming up from well back in the field when the Porsches' camshaft gears failed and the Ford GT40s also retired. Of their drivers here, all are without question in the top line of sports car racing. Paul Hawkins and David Piper fought a season-long duel in 1968 in the shorter Continental sports car races. Hawkins also drove a GT40 in the

JW team last year and shared the winning car in the Monza 1,000 kms. His co-driver today is Jonathan Williams, once a much abused member of the Ferrari team. Piper has Pedro Rodriguez from Mexico, a fiery Formula 1 driver and victor of Le Mans last year. Then there is the Swedish veteran Jo Bonnier; ex-F1 Lotus driver Trevor Taylor; Ulf Norrinder, a burly millionaire Swede; ex-Olympic bobsleigh team member Robin Widdows; and Hugh Dibley, who in more than one way deserves a place in this race, for he is a BOAC pilot during the week!

In the 2 litre category here, factory representation comes from Chevron, there are semi-official entries from a Dutch-based Italian Abarth, two Belgian-entered T33 Alfa Romeos and a brace of privately-entered Porsche 910s as well as privately-owned Chevrons. In Group 4 form the Chevron uses a BMW engine and the works car is to be driven by the promising Swedish driver Reine Wisell. Grovewood Award winner Tim Schenken, who won more events than any other single driver last year, is in another Chevron supported by John Fenning of F3 fame, and long-distance expert Clive Baker shares yet another with Roger Enever, who was also a Grovewood Award recipient. Well-known names like Masten Gregory, Charles Lucas and Digby Martland all appear in this class.

Whatever happens, the BOAC 500—1969 version—will be a great race. Never has the possible result been so open as in this classic event. Run to just the right sort of length to make it interesting yet not boring, it is my prediction that you are about to see probably the finest sports car race of the sixties.

**Fast and furious Formula 5000 at
the Kent Messenger meeting - here - MAY 11**

A classic from the start

IT HAS often taken years and years for a race to become firmly established (and sometimes it never comes off at all), but in the case of the BOAC 500 it was a cracker from the word go. Today's race is only the third in the series, but already it is solidly entrenched as an important date in the International motor racing calendar.

Both the 1967 and the 1968 race provided an absorbing spectacle and bags of excitement. Just recall what happened in 1967, when the Chaparral 2F gave British spectators their first glimpse of a high-mounted rear aerofoil, and Phil Hill and the late Mike Spence drove it to a splendid victory. The large white machine with 7 litre Chevrolet engine and automatic transmission fully justified its number 1 race number, covering 211 laps at an average of 93.08 mph and defeating a formidable entry of works Ferraris and Porsches.

It was a race that decided the season's sports car world championship, and second place, also with 211 laps to their credit, was a 4 litre Ferrari 330P4 shared by Chris Amon and Jackie Stewart, which gave Ferrari the title from Porsche by a bare two points.

In the absence of rain, Porsche's hopes for the championship (in which, prior to the race, they had a single point lead) centered on their better fuel and tyre consumption. With one refuelling stop less than the Ferraris, it looked as if the Siffert/McLaren 2.2 litre flat-eight 910 might pull it off. But by the last hour the Ferrari had almost a two-lap lead, and with only 20 minutes to the finish Amon brought the car in for a last fill and to hand over to Stewart. There was a lot of Latin excitement in the Ferrari pit, but the mechanics got the red car away again in less than half a minute, and so Porsche's hopes faded.

So the Ferrari took second place, just under a minute behind the Chaparral, the Porsche was third, and Ferrari collected the title.

This was a tense battle, with so much at stake, and both Ferrari and Porsche drew on the select band of world-class drivers in their effort to take the championship. Porsche's strongest hope was the combination of Graham Hill and Jochen Rindt (now together again in the Gold Leaf Team Lotus stable) but a gear which jumped out and a dropped valve put them out. The Vic Elford/Lucien Bianchi 2 litre Porsche also retired. On the other hand, all three works Ferrari P4s finished—Ludovico Scarfiotti/Peter Sutcliffe were fifth and Jonathan Williams/Paul Hawkins were sixth (after the P4 lost its tail following a spin at Clearways).

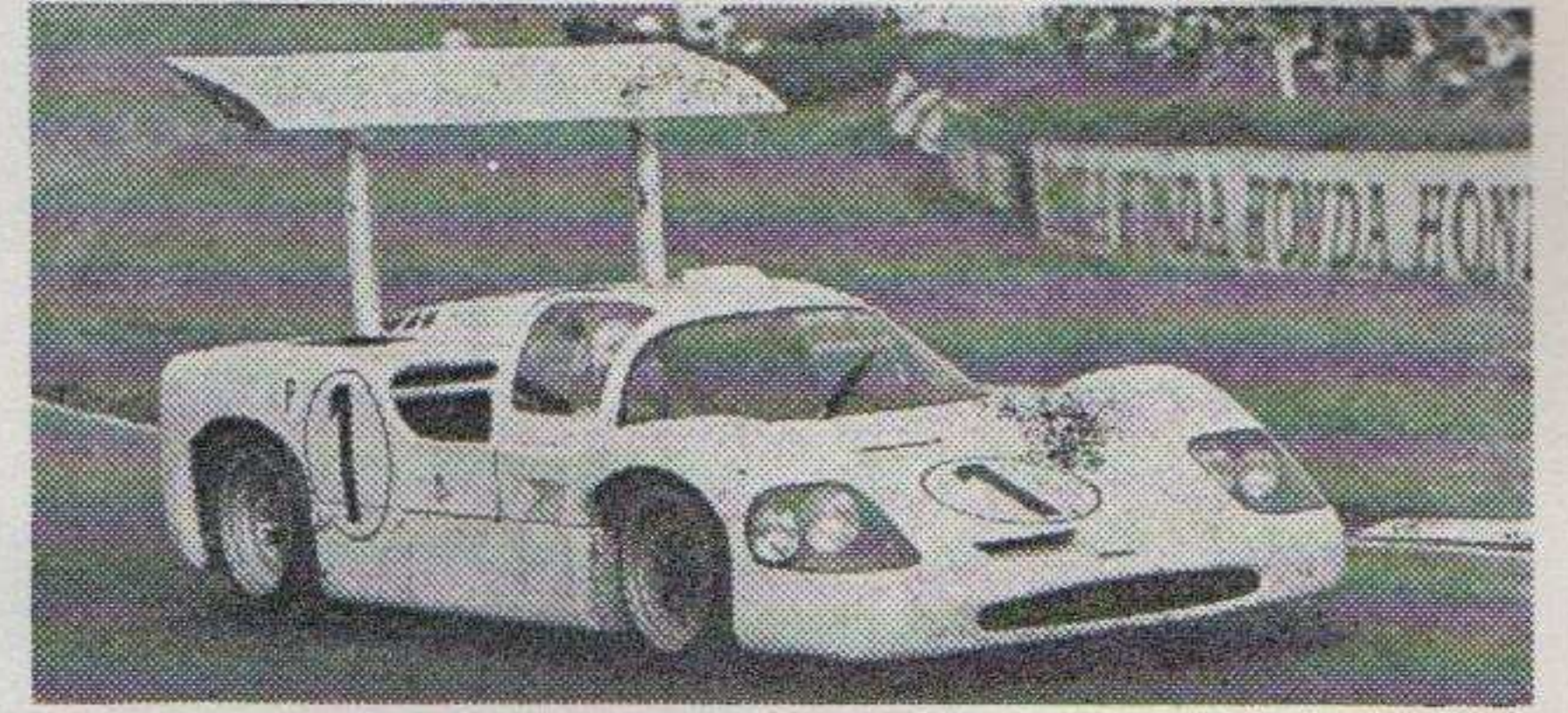
The Lolas that year had the speed but not the stamina. John Surtees made a fine start but was soon dogged by carburation and ignition troubles. Denny Hulme went like the wind in Sid Taylor's Lola when the race began, and started to pull out a big lead from the Chaparral and the Hawkins Ferrari, but ran into mechanical trouble.

Last year's race was anticipated as a Porsche victory, but the combination of Jacky Ickx and Brian Redman in one of the Ford GT40s entered by J.W. Automotive Engineering proved too strong. They crossed the line after six hours, 22 seconds ahead of the Porsche 907 shared by Gerhard Mitter and Ludovico Scarfiotti.

The winning car covered 218 laps at an average of 95.96 mph and, as you know, J.W. Automotive went on to win the championship for Ford.

Practice had suggested a Porsche walkover, for though Alan Mann turned up with a brace of sports-prototypes powered by

*Winged victory
—and automatic
at that. Phil Hill
with the
Chaparral.*



1967

1. Phil Hill/Mike Spence (7 litre Chaparral 2F), 211 laps in 6h 0m 26.0s, 93.08 mph;
2. Chris Amon/Jackie Stewart (4 litre Ferrari 330P4), 211 laps in 6h 1m 24.6s;
3. Jo Siffert/Bruce McLaren (2.2 litre Porsche 910), 209 laps;
4. Hans Herrmann/Jochen Neerpasch (2.2 litre Porsche 910), 206 laps;
5. Ludovico Scarfiotti/Peter Sutcliffe (4 litre Ferrari 330P4), 206 laps;
6. Jonathan Williams/Paul Hawkins (4 litre Ferrari 330P4), 204 laps.

Ford DFV Formula 1 engines, only one started, and that was so new that it was hardly surprising it retired before two hours two hours were up. But Bruce McLaren had given the crowd their money's worth by holding the Ford F3L in the lead for much of that time.

The race's significant moment came after only 63 minutes, when Mitter brought his Porsche 907 in for an unscheduled stop, with a red warning light suggesting that his disc pads were worn to danger level. In fact, the light had gone on the blink, but by the time the German mechanics had confirmed this the car had lost valuable time . . . and the race. The other surviving works Porsche of Elford/Neerpasch also made three pit stops (once losing four minutes while brake pads were replaced) and finished two laps down on the winner.

John Wyer's winning GT40 made only two pit stops, and victory was the result of a splendid scheme and just a hint of good fortune.

Last year's race also saw the exciting appearance of the Howmet TX with its shrill turbine power—especially exciting when Dick Thompson had the throttle stick wide open and he thumped the bank at Druids!

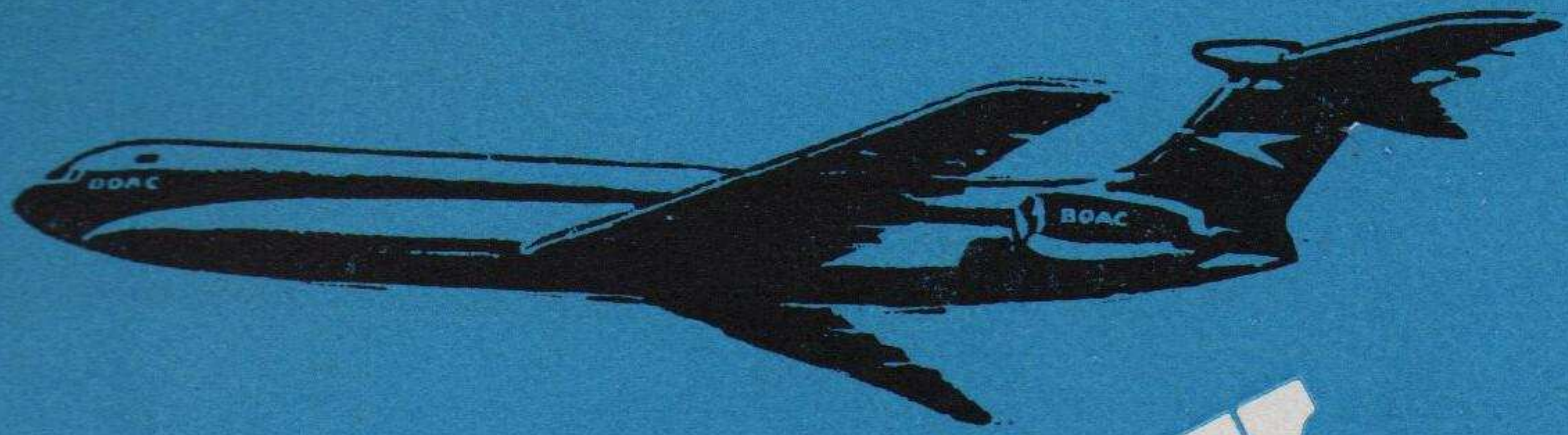
Today, with so much new machinery on the grid, we can surely expect a fascinating battle. After all, it's become a tradition!



1968

1. Jacky Ickx/Brian Redman (4.7 litre Ford GT40), 218 laps in 6h 1m 13s, 95.96 mph;
2. Ludovico Scarfiotti/Gerhard Mitter (2.2 litre Porsche 907), 218 laps in 6h 1m 35s;
3. Vic Elford/Jochen Neerpasch (2.2 litre Porsche 907), 216 laps;
4. Paul Hawkins/David Hobbs (4.7 litre Ford GT40), 210 laps;
5. Pedro Rodriguez/Roy Pierpoint (3.3 litre Ferrari 250 LM), 209 laps;
6. Jo Bonnier/Sten Axelsson (5 litre Lola-Chev Mk3 GT), 207 laps.

*Brilliant drive
and clever tac-
tics. Jacky Ickx
and the Ford
GT40.*



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winning entrant.**

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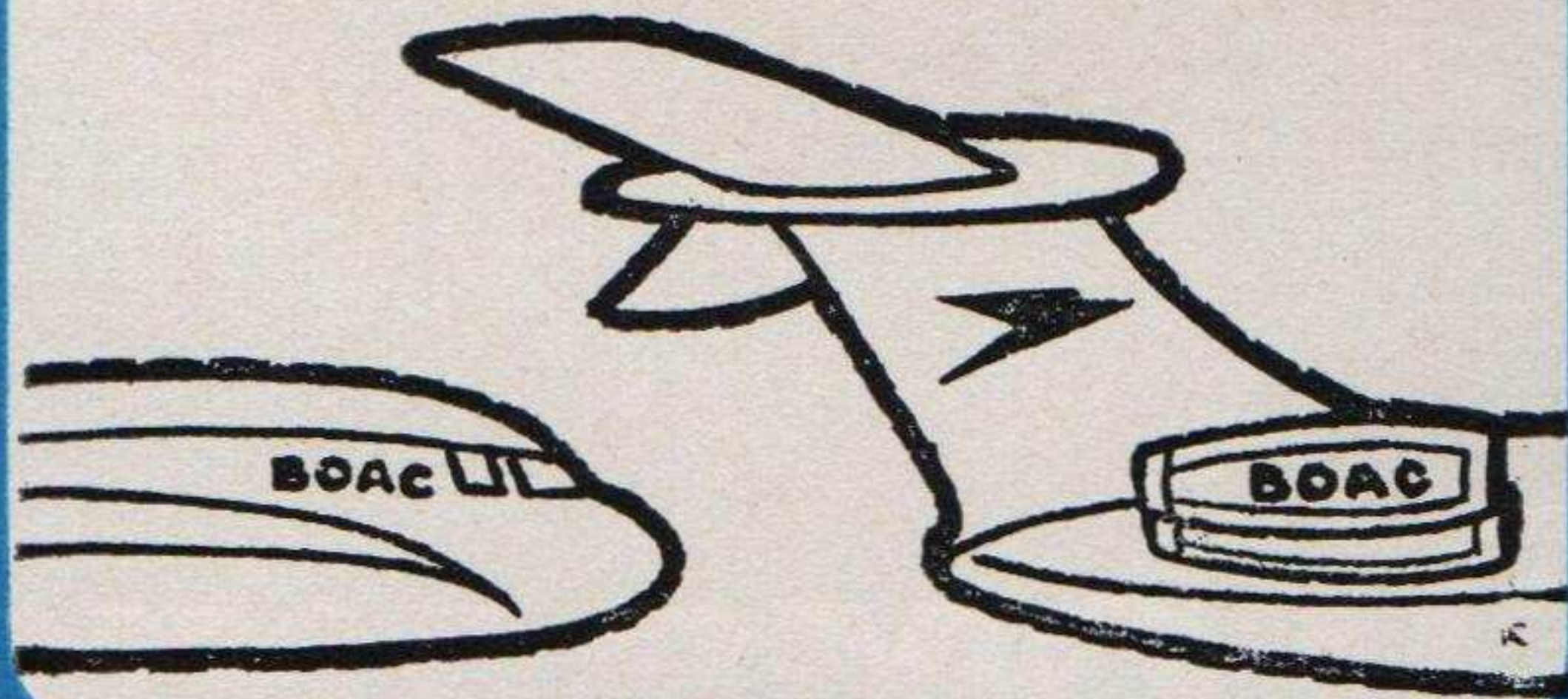
RSAC International Scottish Rally.

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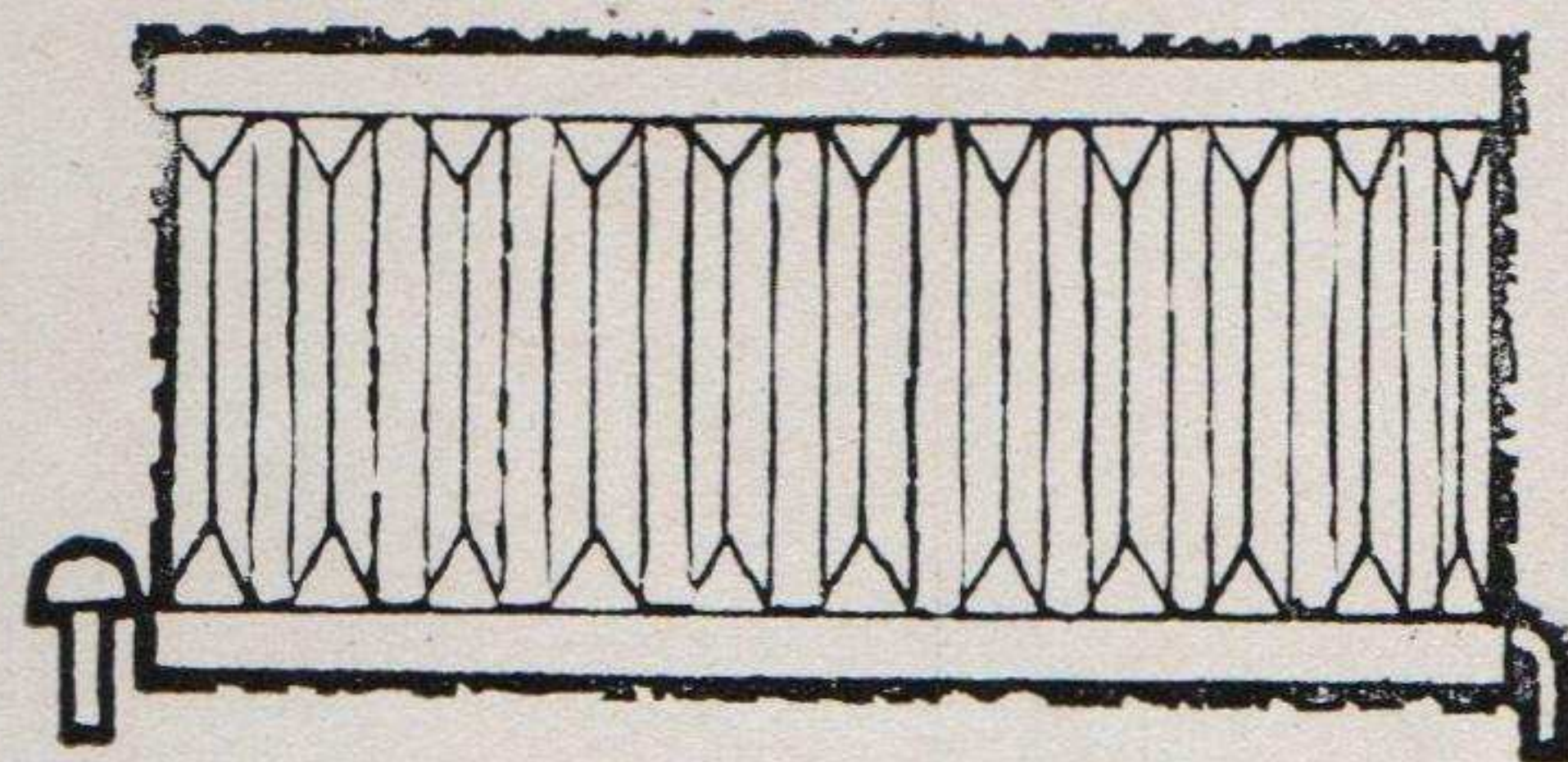
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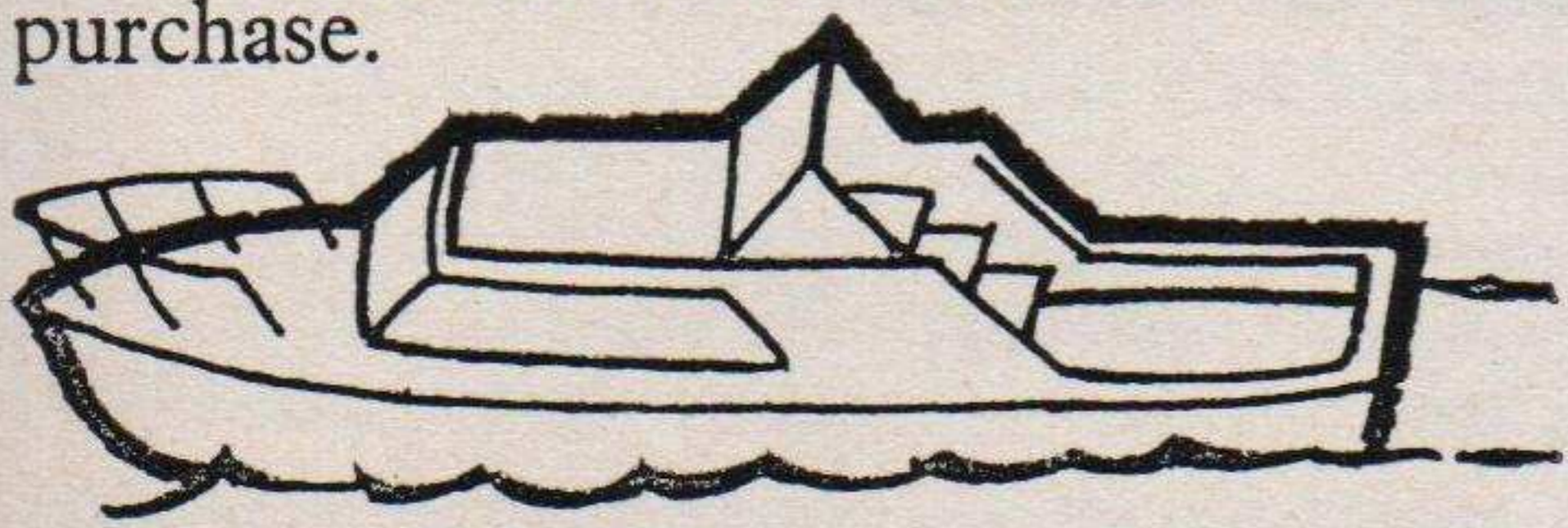
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For further details of the LOMBARD GROUP facilities speak to your local Branch Manager—



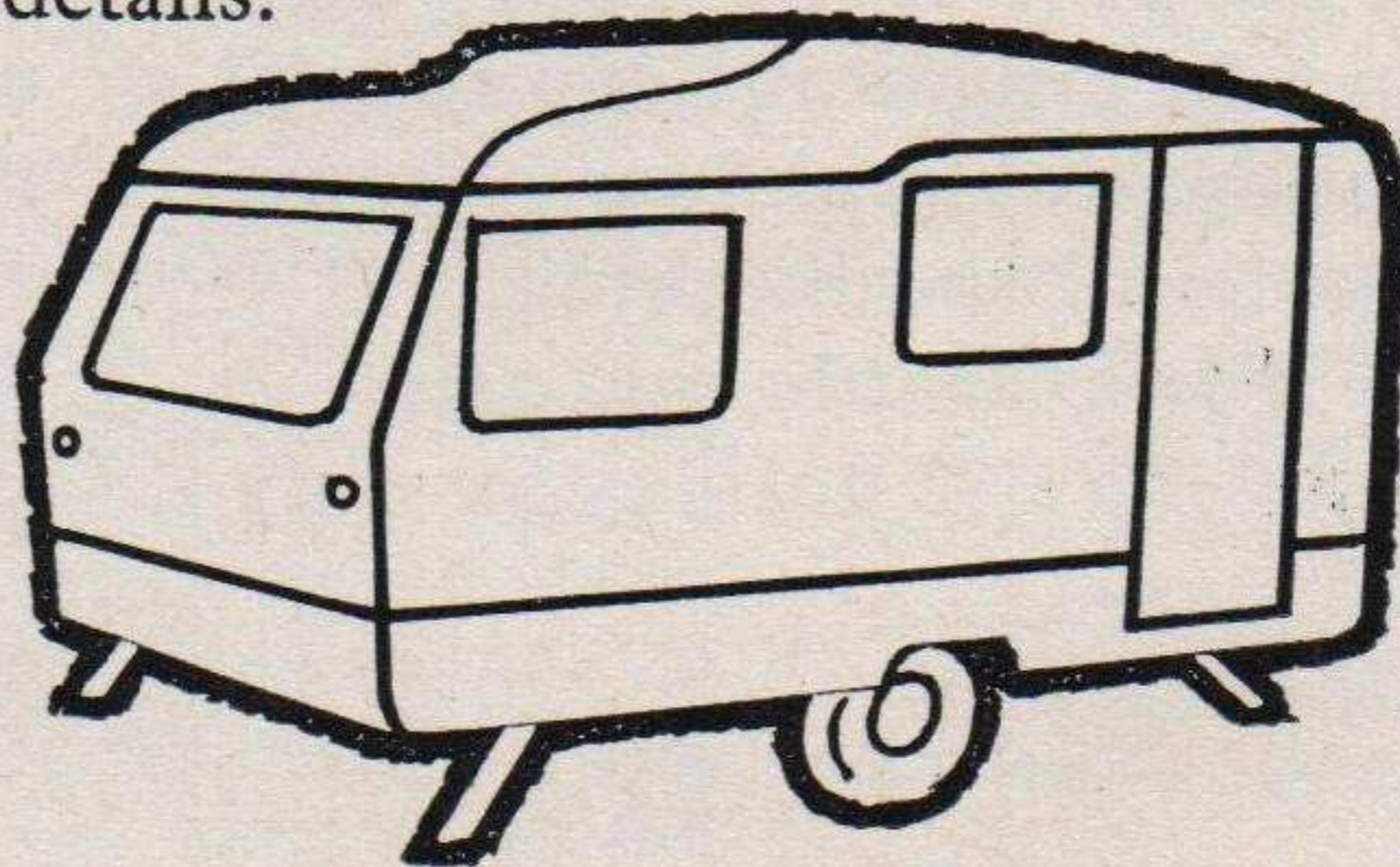
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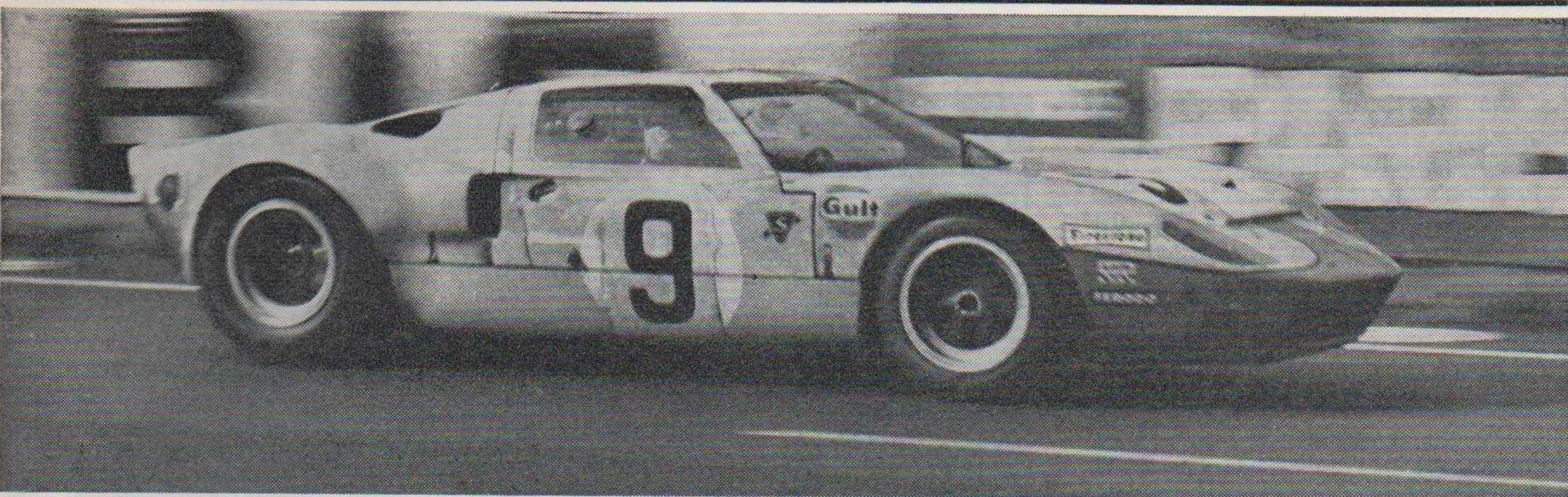
For example, you can enjoy the £98 holiday for only

£10 down and 12 monthly payments of £8.3.0d. Or the scheme can be adapted to fit your credit requirements.

See a travel agent right away for details.

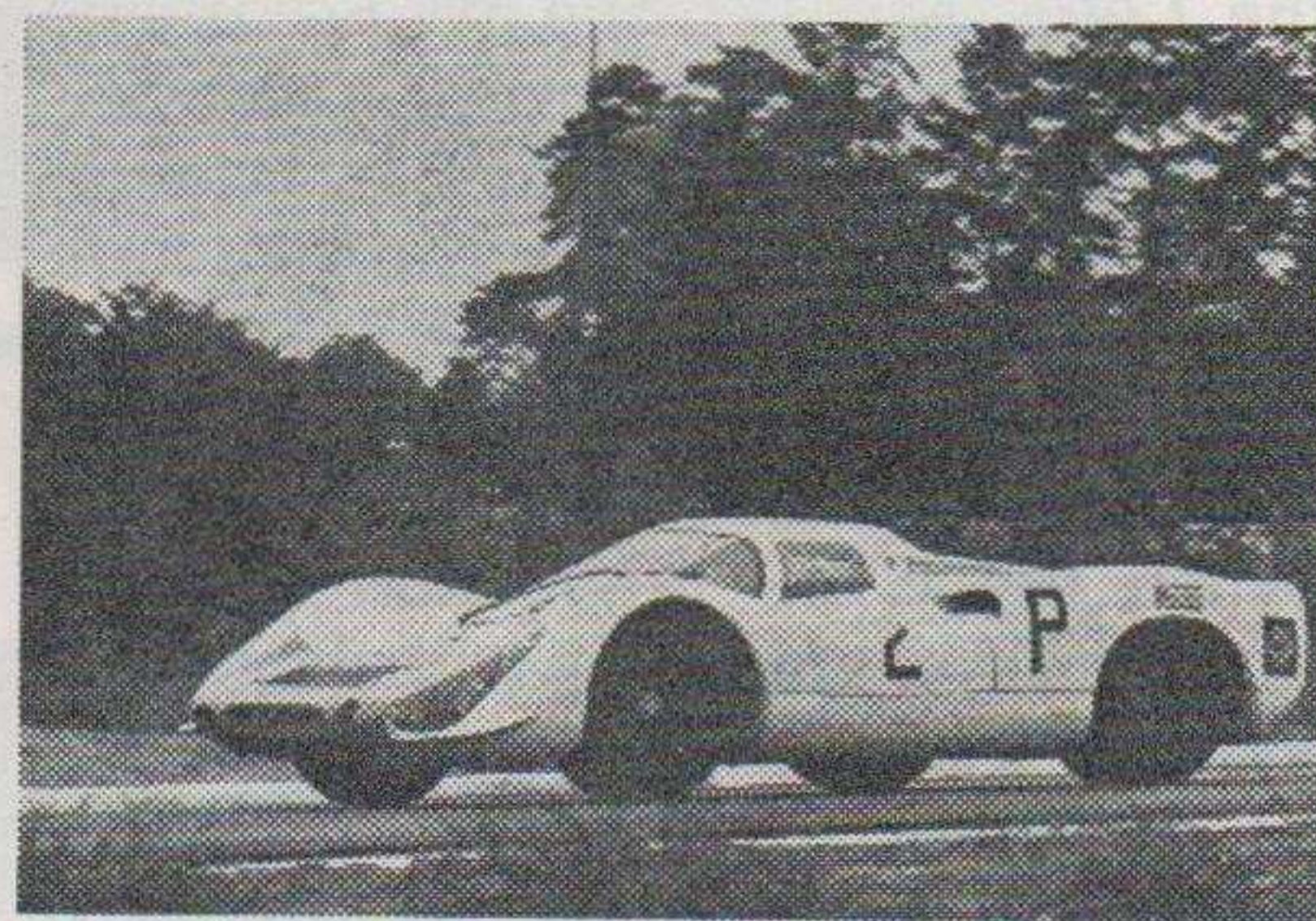
*The per person tour prices are based on Economy air travel and 2 persons sharing a bedroom at hotels.

 **BOAC**
Takes good care of you



Above: *Dominance from Group 4 in 1968. Victory at Le Mans tied up the World Manufacturers' Championship for the—J.W. GT 40s.*

Below: *Challenger from Group 6. Porsche's 3 litre 908 prototypes were pipped at the post.*



... races, and has now used that as the basis of the 312, his 3 litre sports-prototype. Therefore, he could well have two strings to his bow, a 5 litre Group 4, and the new 3 litre. Both could well be the basis for normal production cars.

Alfa Romeo entered sports car racing tentatively with the Tipo 33, with 2 litre V8 engine, the first Alfa Romeo to have a rear engine location since the abortive, supercharged Tipo 512 'flat-12' of 1942 a 1½ litre Formula 1 machine which was never raced. From the '33' engine has come the Tipo 33-3, originally started as a possible Formula 1 unit, and now the engine in the concern's 3 litre sports-prototype. Without a doubt, this car indicates an early return of the Milan firm to the prestige car market, long neglected by Alfa due

(CONTINUED ON PAGE 20)

Two Schools of thought

GREGOR GRANT, one of the world's top motor racing journalists, explains this business of Group 4 and Group 6, and looks at possible applications to road cars.

When the CSI introduced the new Group 4 and 6 regulations, Enzo Ferrari cried 'unfair', and immediately carried out one of his numerous withdrawals from racing. He then announced that it was planned to build a 5 litre Group 4 machine, said to have a rear-located, transversely-mounted V12 engine. Somewhere along the line he seems to have changed his mind; last year he built the 512 for the Can-Am

MODERN international sports car racing has certainly provided a puzzle for constructors. Either they can produce prototypes for Group 6, or concentrate on Group 4. Should they decide on the former, engine size is limited to 3,000 cc, but if 25 similar examples of a vehicle up to 5,000 cc have been built for sale in a 12 months period, then 5 litre Group 4 machines can be entered.

Despite the additional two litres, which would appear to be an attractive proposition, there are many snags in putting fully raceworthy Group 4 cars on the starting grid. Unless the company concerned is sufficiently wealthy to launch a crash-programme to build all at once the minimum quantity to ensure eligibility, cars will invariably be slightly out-dated, and, in some cases, 'last year's models.'

With sports-prototypes, no such restrictions occur. Cars can be modified at will, without any need to keep within such restrictive regulations. What is even more important is that there is a wider range of power units available of European origin, which have a Formula 1 background, and, as Matra proved last year at Le Mans, these can be successfully adapted for long-distance racing. It might be argued that this is a most expensive way of going motor racing, but in the long run it could well be a much better investment altogether than having to construct a minimum of 25 vehicles, and either evolve a new, large-capacity power unit, or depend on modified V8s of American origin.

**Fast and furious Formula 5000 at
the Kent Messenger meeting - here - MAY 11**

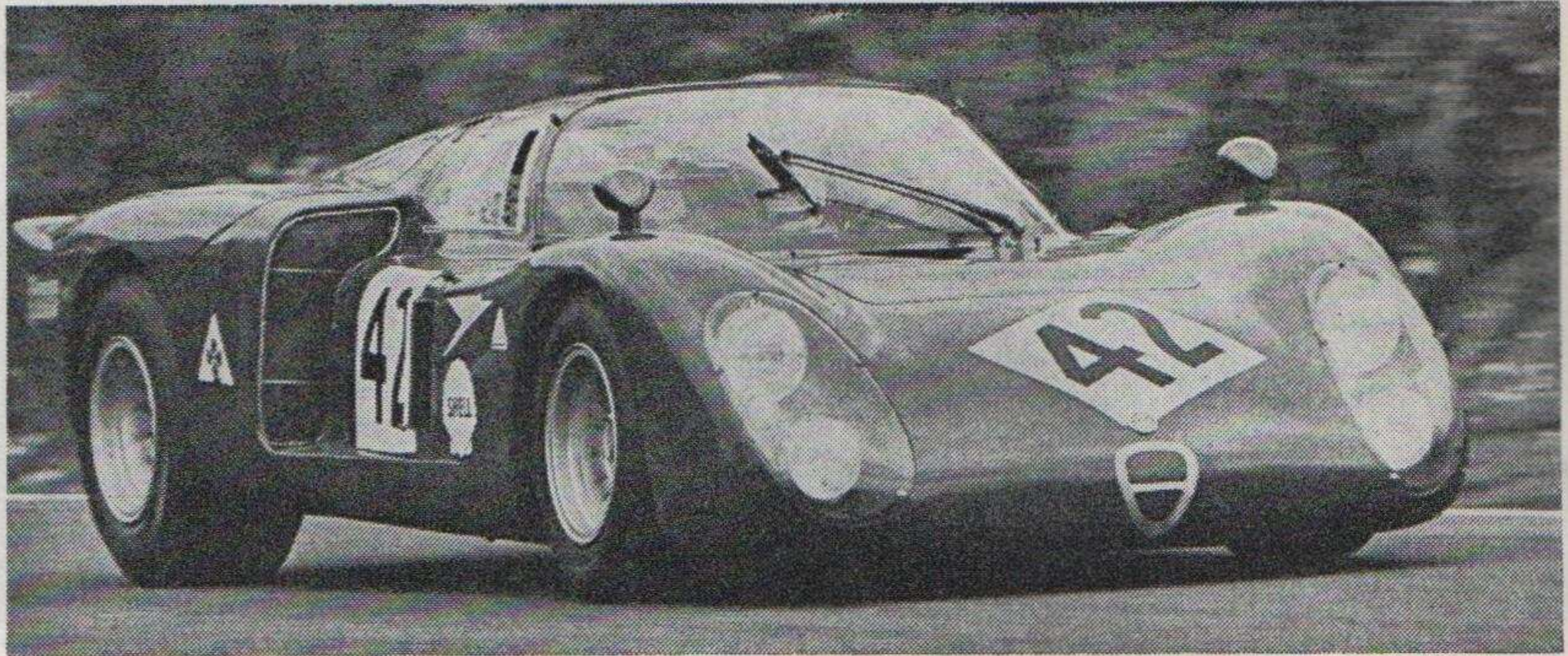
Two schools of thought - Continued

to the necessity of concentrating production on saleable small and medium capacity vehicles.

Porsche's formidable 3 litre 908 prototypes owe a great deal to the original 'flat-eight' Formula 1 machines and now the Stuttgart concern is thinking also in terms of Group 4, with a 5 litre 12-cylinder machine; a 4½ litre version has already made its appearance, and it would appear that Porsche has its eye on a market that, in West Germany at any rate, has not been catered for since the 300SL Mercedes-Benz was dropped.

John Wyer's J.W. Automotive Ford GT40s won the 1968 Sports Car World Championship. This was a considerable achievement, for this type was considered to be obsolescent by Ford themselves when the factory evolved the 7 litre Mark IV. The JW Fords, and the T70 Lolas, are the only successful 5 litre Group 4 cars at the present time. There is something of an anomaly here. The GT40 sprang from the original Lola GT, and was built by John Wyer for Ford Advanced Vehicles at Slough. When the GT40 production came to an end, Wyer carried on with the Mirage version, basically an improved edition of the GT40. Now Eric Broadley has built later and much more effective Lolas, and J.W. Automotives are turning to the sports-prototype Mirage, with 3 litre V12 BRM Formula 1 engine and the Ford F1 unit.

The Ford V8 DFV, easily the most successful Formula 1 engine of today, is coveted by many constructors to power a sports-prototype. Meanwhile, it has appeared solely in the Alan Mann Ford sports-prototype. Here again could be the basis for a prestige GT machine, with immense performance potential. Fords always have production in mind, and it is significant that the Formula 2 FVA Cosworth-Ford engine has been modified to provide the motive power for the high-performance version of the new Capri. Presumably Dagenham also has ideas about the DFV unit, for, as Rovers have proved conclusively, a lightweight V8

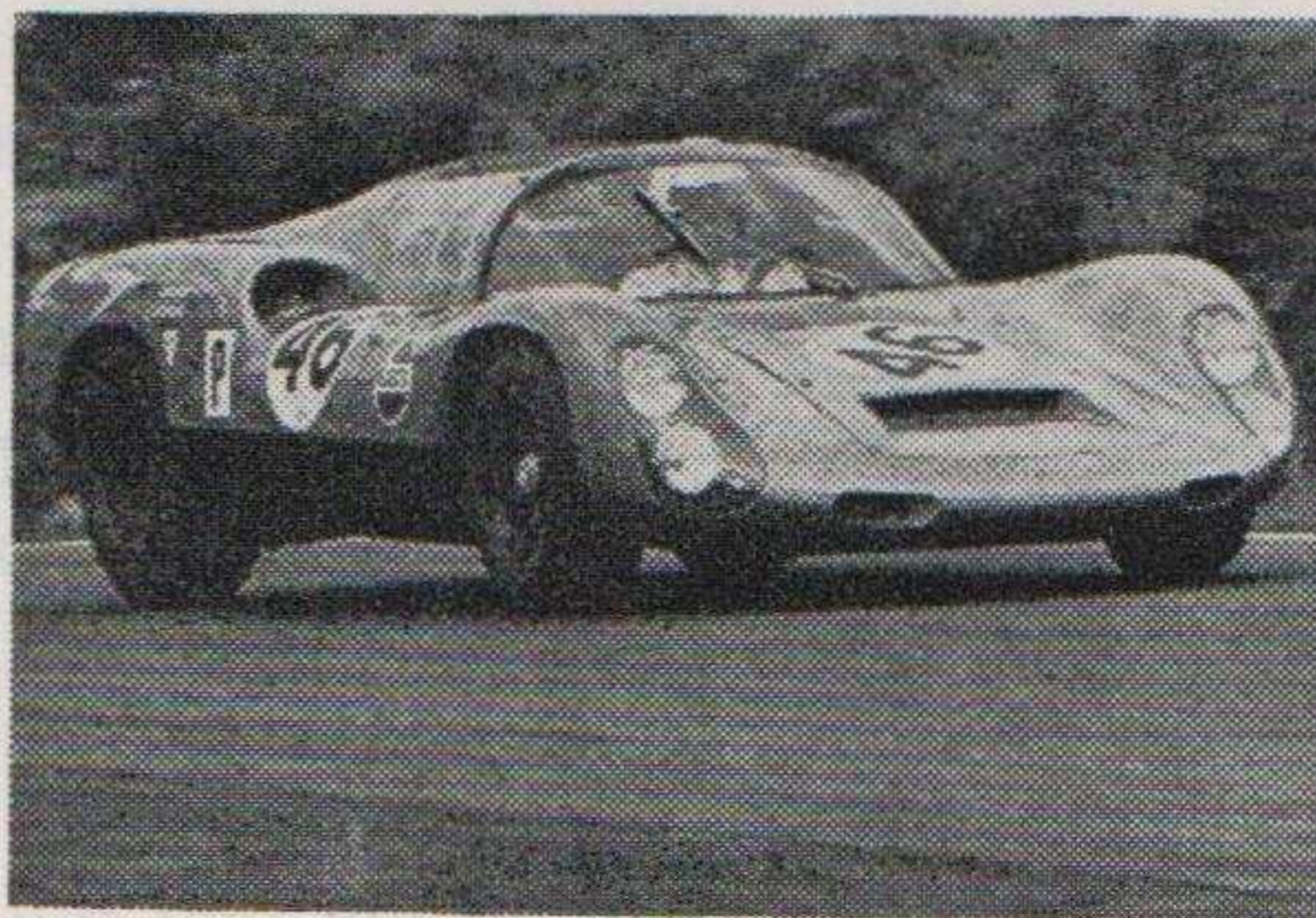


The 2 litre Tipo 33 Alfa Romeo made a strong challenge as a Group 6 prototype last year. This year the 2 litre car runs in Group 4 as 25 similar examples have been built.

engine is a far better method of obtaining additional performance from an existing vehicle than attempting to extract more and more power from a 'four.'

In the end, the purchasers of production GT machinery will benefit, whether or not manufacturers produce Group 4 or Group 6 vehicles—or both! The fact that an automobile has been developed from Formula 1 experience must have tremendous prestige value—far more so than existing Group 4 large-capacity cars, the engines of which are mainly modified passenger-car, push-rod V8s of American Ford or General Motors origin. Matra quickly abandoned its 4.7 litre Ford V8-powered prototype in favour of the V12. Renault-Alpine followed suit, and now have a Gordini-developed 3 litre V8 twin-cam.

The 2 litre Porsche 910, mainstay of their attack in 1967, is also a Group 6 turned Group 4.



One must not, of course, overlook the smaller-capacity machines which, each year, show a remarkable improvement in performance. Nevertheless, the real drawing-card in international sports-car racing is provided by the bigger machines, all of which could well be the high-performance road cars of tomorrow.

I trust that British Leyland is bearing this in mind. The glamour surrounding the name of a certain Coventry-based member of the group would be intensified should a re-entry into international motoring sport take place. At the present time, Great Britain occupies very much of a back seat in so far as sports-car racing is concerned. If we can cash in on the outstanding success of the country's Formula 1 engines, then the prospect could change almost overnight.

British 2 litre challenger in the Group 4 category. The highly successful Chevron B8 uses a BMW engine.



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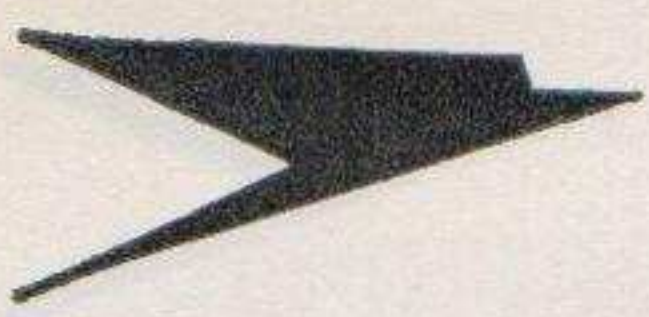
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A very busy six hours

PAUL HAWKINS, the rugged 31-years-old Australian, who is one of the world's most experienced long-distance race drivers—his victories include the 1967 Targa Florio, and he wiped up the recent Springbok series in South Africa—explains some of the problems in preparing for today's race.

Imagine you're going to see a closely contested battle round Brands Hatch today, with the best of the world's Group 4 and Group 6 cars. It is a very important race, since it counts for the world manufacturers' championship, and is run for six hours, not 500 miles as the title suggests.

By the time it's all over there'll no doubt be quite a few cars stranded by the wayside, because it promises to be a very gruelling race. And when the chequered flag comes down at six o'clock this evening, providing the weather is good, I expect the winning car to have covered around 600 miles—a little further than last year.

Over 200 laps of the Grand Prix circuit is quite a prospect, and inevitably car preparation is all-important. Indeed, I'd say that at least as much time and effort has to go into preparing the cars for today's grid as for a Formula 1 race.

The first problem in preparing a car for today's battle at Brands Hatch is to ensure that it is handling properly. The car has to be set up fairly high because of the bumps on the circuit. You have to have different shock absorber settings, roll bars, etc., and a different ride height. Where are the bumps? Well, there's one at the bottom of the dip after Paddock Bend, and another along the back straight out in the country where you have to take an odd line to miss the worst of it.

There's another bump problem at Dingle Dell, and an odd sort of road condition in Dingle Dell Corner which requires a bit of concentration.

It doesn't take too long to sort out where the bumps are, but tailoring the suspension to cope with them can sometimes be tricky.

The next most important item is to have the right gear ratios. For cars like my Lola T70 Mk3B this means trying to organise the cogs so that you make the minimum of gear changes up and down each lap. Now this calls for some very careful thought. For example, you don't want to have to make two changes between Bottom Bend and South Bank if possible. It's a big problem because in choosing the correct ratios to match one part of the circuit you can easily find yourself not quite right elsewhere.

In fact, the choice of ratios has to be a compromise.

The BOAC 500 is totally different from a sprint, or even a moderately long single-seater race in that tactics play a much more important role. The works teams will be in a good position because they will be able to split their forces, sending out one or two 'hares' to make the pace in the hope of breaking the opposition (and also, of course, hoping that their pace-makers will not break down but will go on to win). Private entries cannot afford to do that sort of thing, though there'll be several independent entries determined to topple the works team.

More than 200 laps averaging close on 100 miles an hour can be a fairly tiring business because there is little time to relax. The cars are now going so much quicker that the straights seem to be much shorter. About the only time you can relax during each lap is down the back straight (which is also the fastest part of the circuit)—that is, so long as you aren't in a lot of traffic.

With a big field and a big assortment of cars there is bound to be a traffic problem. There is a much wider speed differential than in a Formula 1 race, and so the fast boys have a continual problem. In the previous BOAC 500s it has only been a matter of four or five laps before the slower cars are lapped.

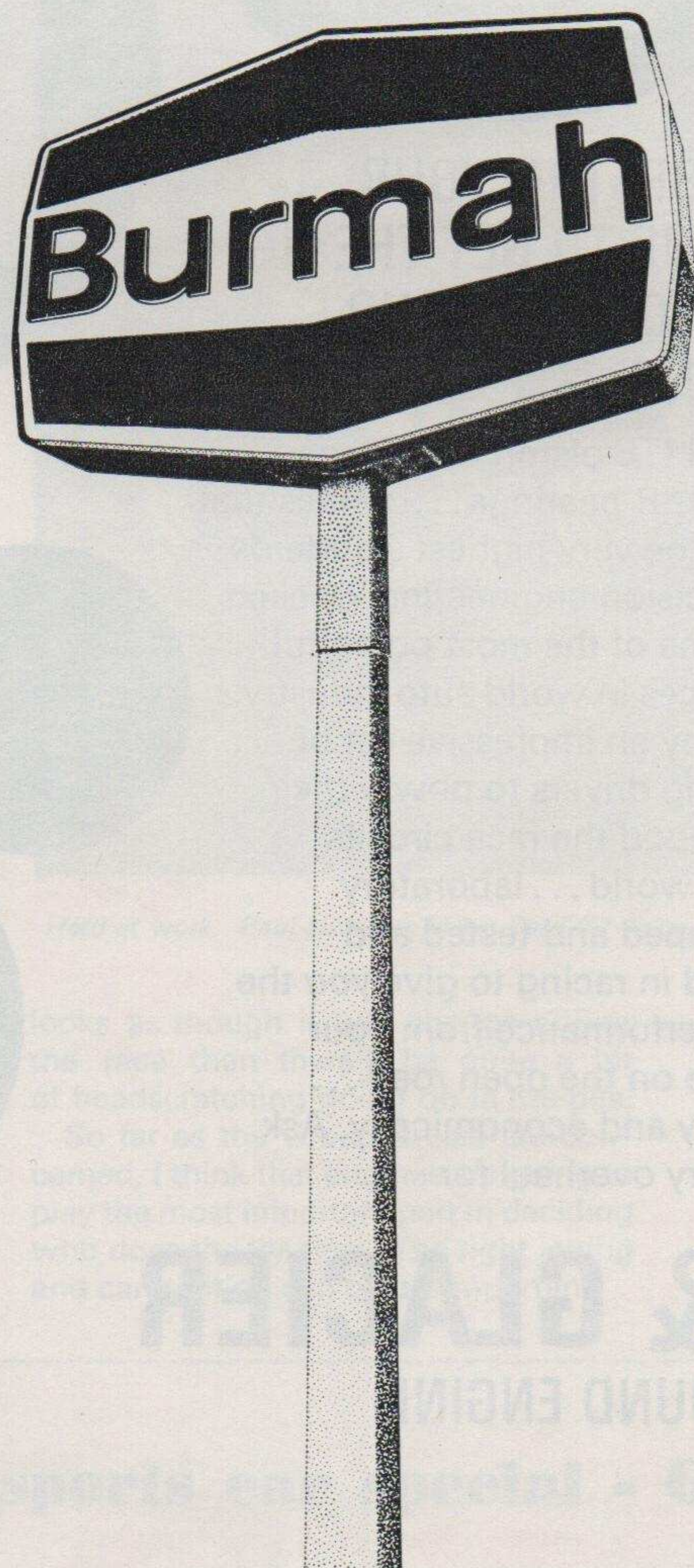
Fortunately, the driving standard is normally pretty good which is more than you can say for some of the better-known Continental events. And of course the high standard of flag marshalling really does help when you are trying to overtake other competitors; I'd say that the flag marshalling at Brands Hatch is as good as anywhere in the world.

But let's do a quick lap in my Lola to get the feel of the circuit. On a flying lap we'll rush down the pits straight at about 6,700 rpm in fifth gear, which means close on 150 miles an hour across the start-finish line. Then it's hard on the brake pedal and change down to third for Paddock Bend. (If you're trying to conserve your brake pads you'll probably go down to third via fourth).

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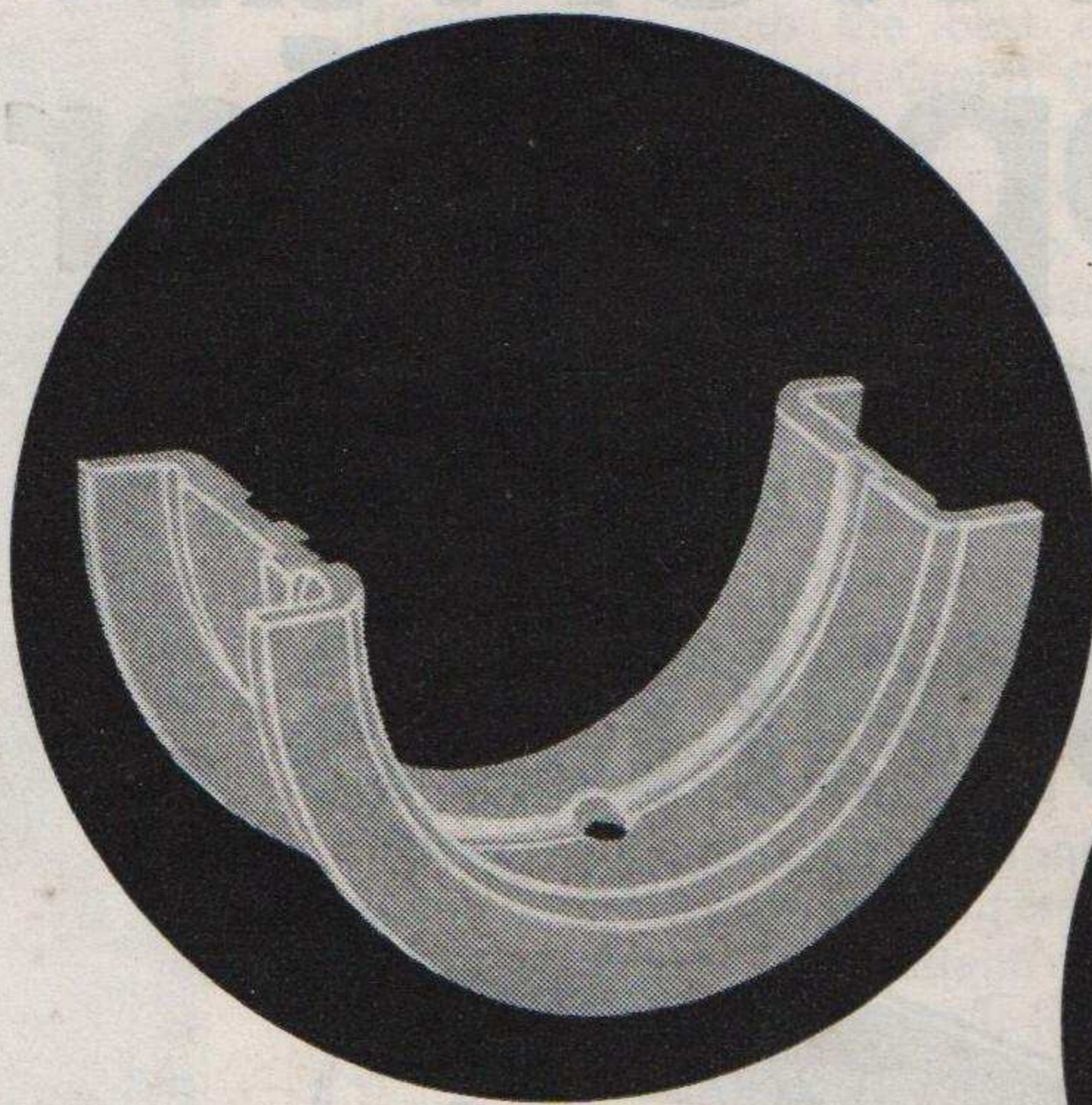
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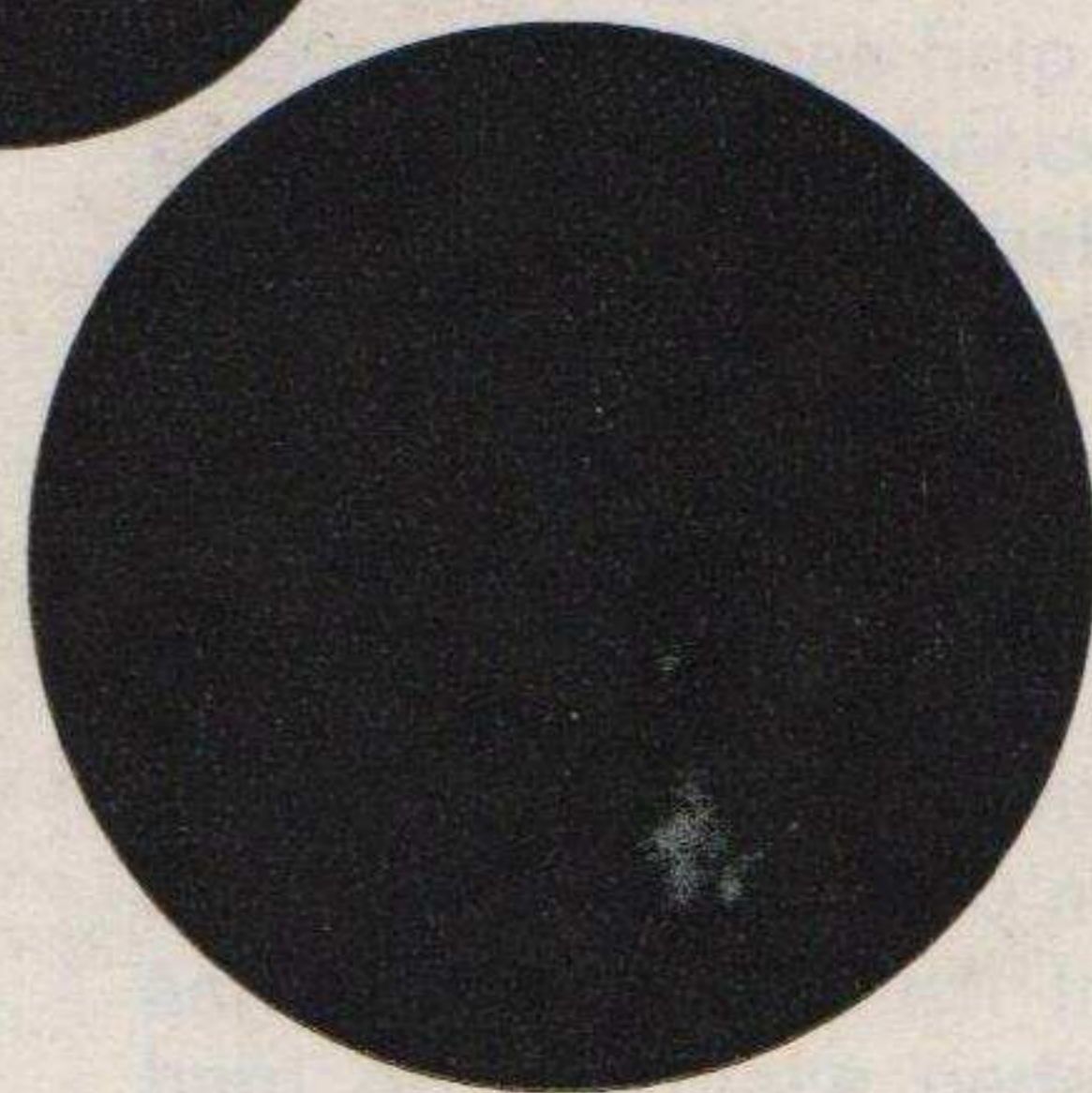
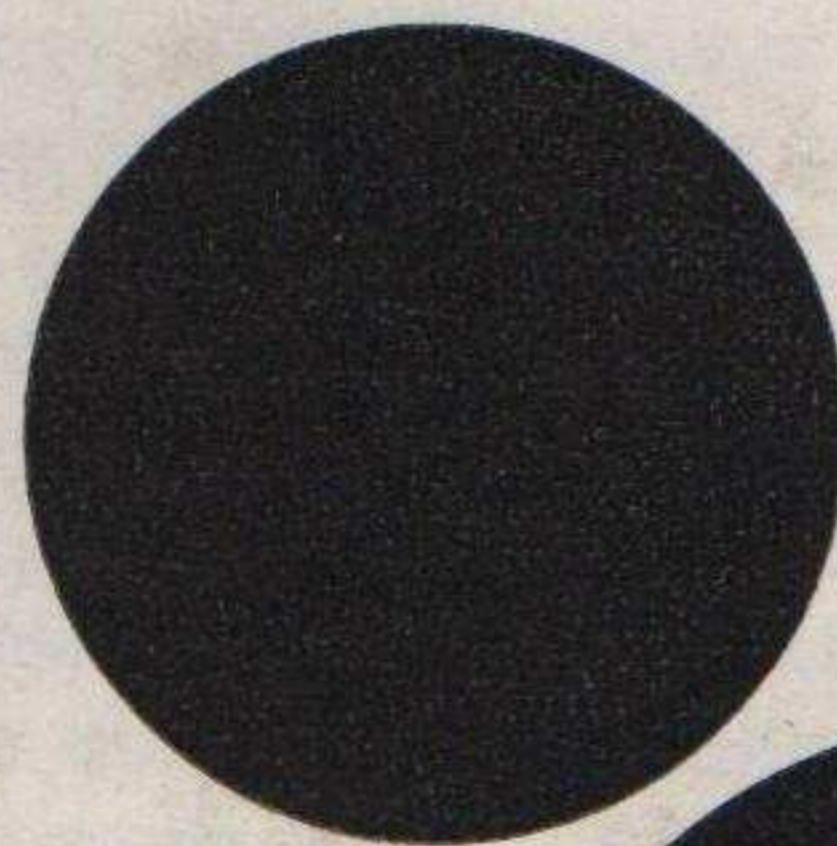
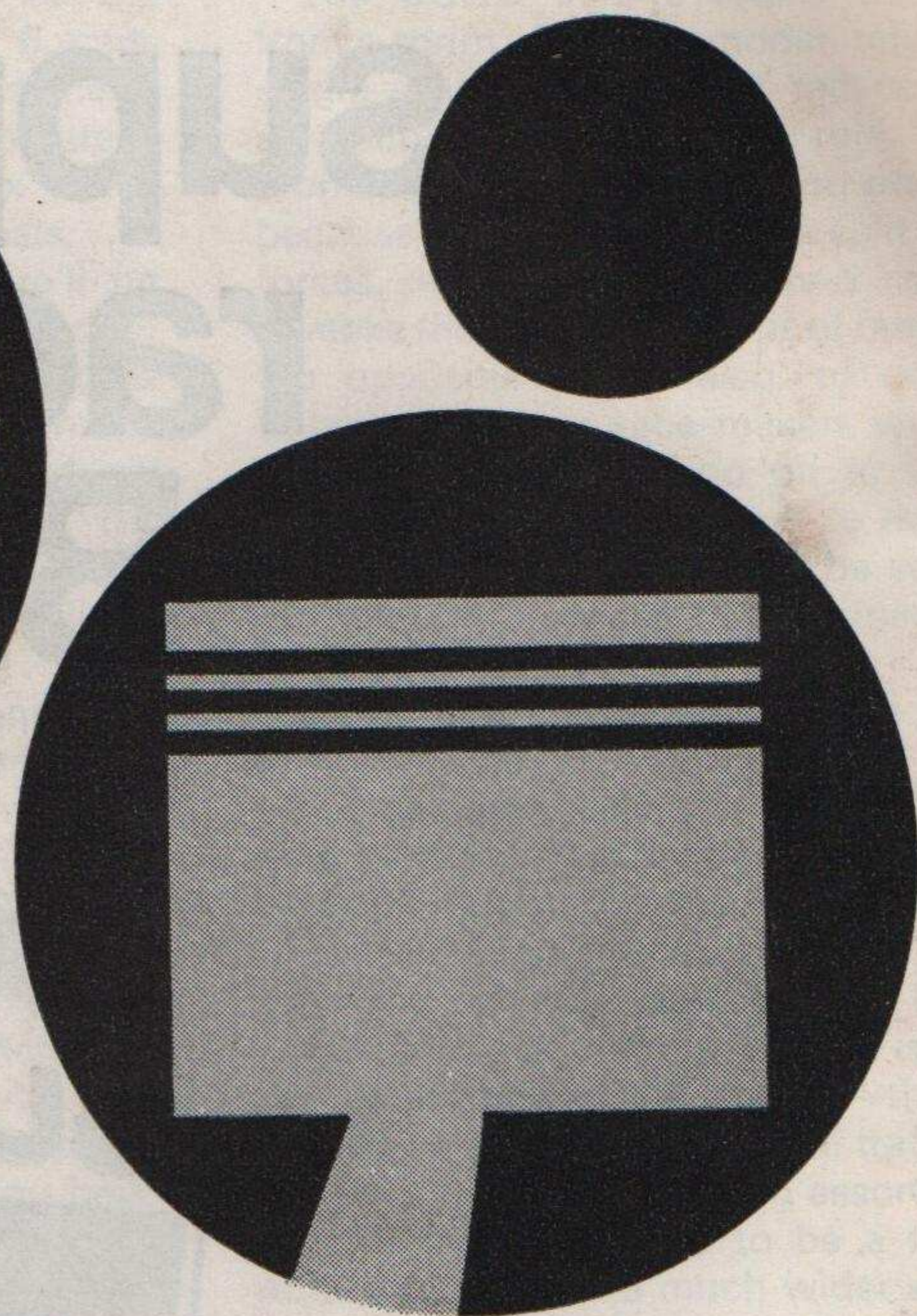
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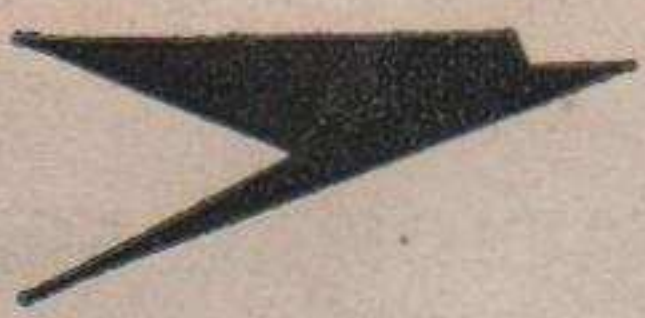
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A very busy six hours - Continued

We'll probably stay in third gear up to Druids, though there is a possibility we'll slip into fourth for a short spell. For Druids we snick into second, and then no doubt get back into third before Bottom Bend. Bottom Straight isn't really a straight, and certainly not in a fast machine, but we may have to go up to fourth before getting third again for South Bank. I think this is an interesting corner. There are several ways of tackling it, and it's difficult to say which is best. Broadly speaking, you can go in late and wide or early and close; your approach depends a great deal on how the car is handling, and the state of the surface at the time, not to mention other competitors.

Then it's over the brow of the hill and down towards Pilgrim's Drop. You have to remember that if the track is really wet there are a couple of puddles which can be very tricky, but otherwise there is no real problem until Hawthorn Bend. Towards Hawthorn Hill the Lola will be showing 7,200 rpm in fifth gear, which—depending on the ratio will probably represent 155 - 160 miles an hour.

Hawthorn Bend is just a little tricky because of the bump as you enter. Depending on the conditions we'll be in either third or fourth, though most likely third, and I reckon to get round there at about 85 miles an hour.

Along the short straight in fourth, and then snatch third again for Westfield Bend. As soon as we're clear of the corner I'm into fourth again, before going back to third for Dingle Dell. It's this sort of thing that keeps you busy!

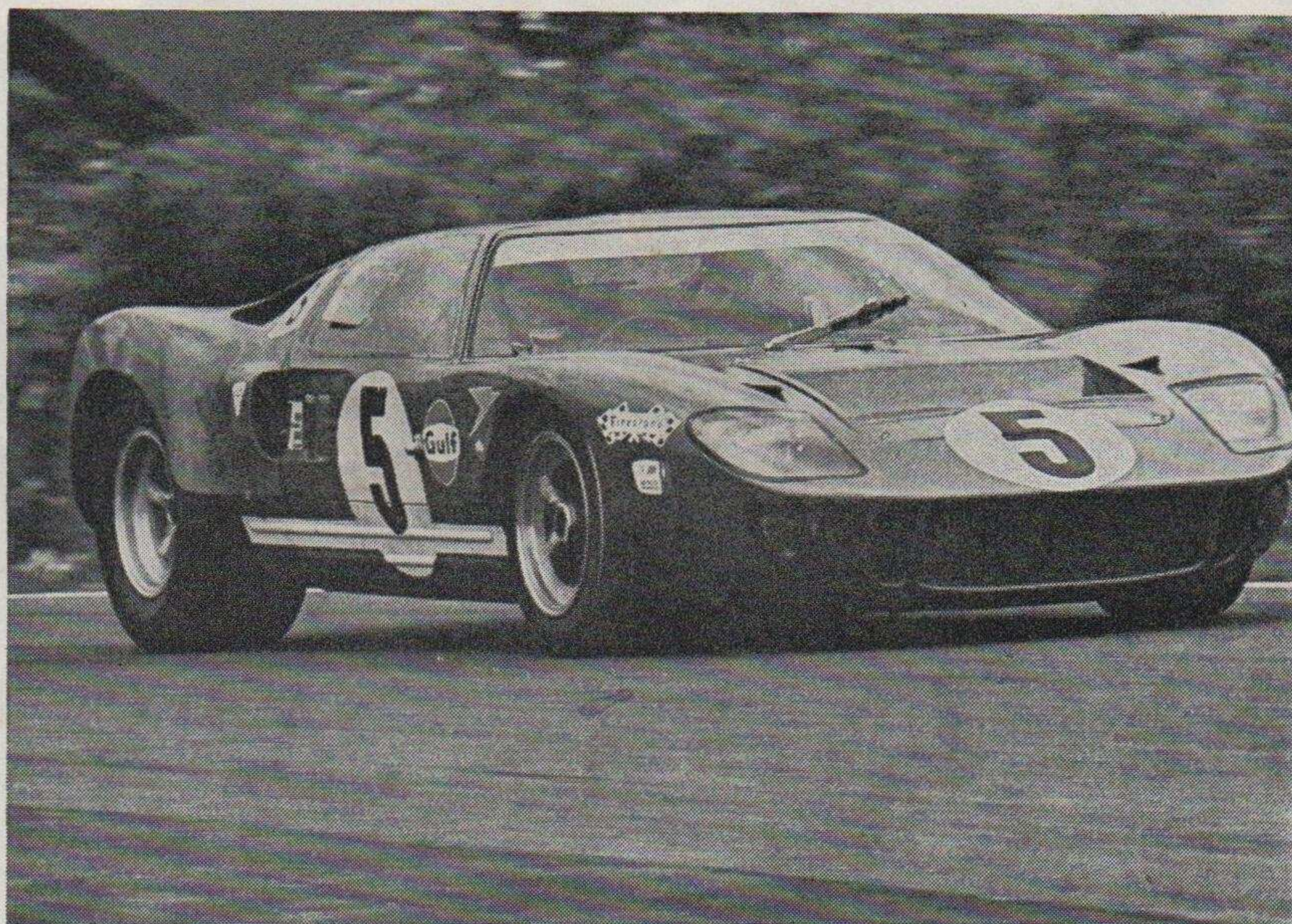
Stirling's Bend is a second or third gear corner, again depending on the conditions, and Clearways is tackled in third, before snatching fourth and fifth for the pits straight again.

So you see there is a lot of work to be done in the cockpit. And I expect the smaller-engined cars will call for even more gearchanges than my car.

As for brakes, I don't regard Brands Hatch as particularly hard as there are no really high-speed stops and the brakes stay warm all the time. I don't expect to have to make a pad change today.

The tyre question is a different kettle of fish. You have to choose the right type for the conditions. Tyres today are so big and wide that those which work best in the dry are virtually undrivable in the damp, and absolutely hopeless if it pours with rain. If the weather

In races like this you hear a lot about planning. And of course there has to be a plan of some sort, but it is also important that it should be flexible, to cope with any unexpected change in the conditions. Pit stops, of course, will be vital. Most people will have to put in some serious practice in an effort to save those few seconds. If all goes well, my pit stops today will be just to take on more fuel, check the oil level, and change tyres if necessary; almost certainly we'll have



Hard at work. Paul Hawkins in his Ford GT40 on the way to fourth place in last year's BOAC 500.

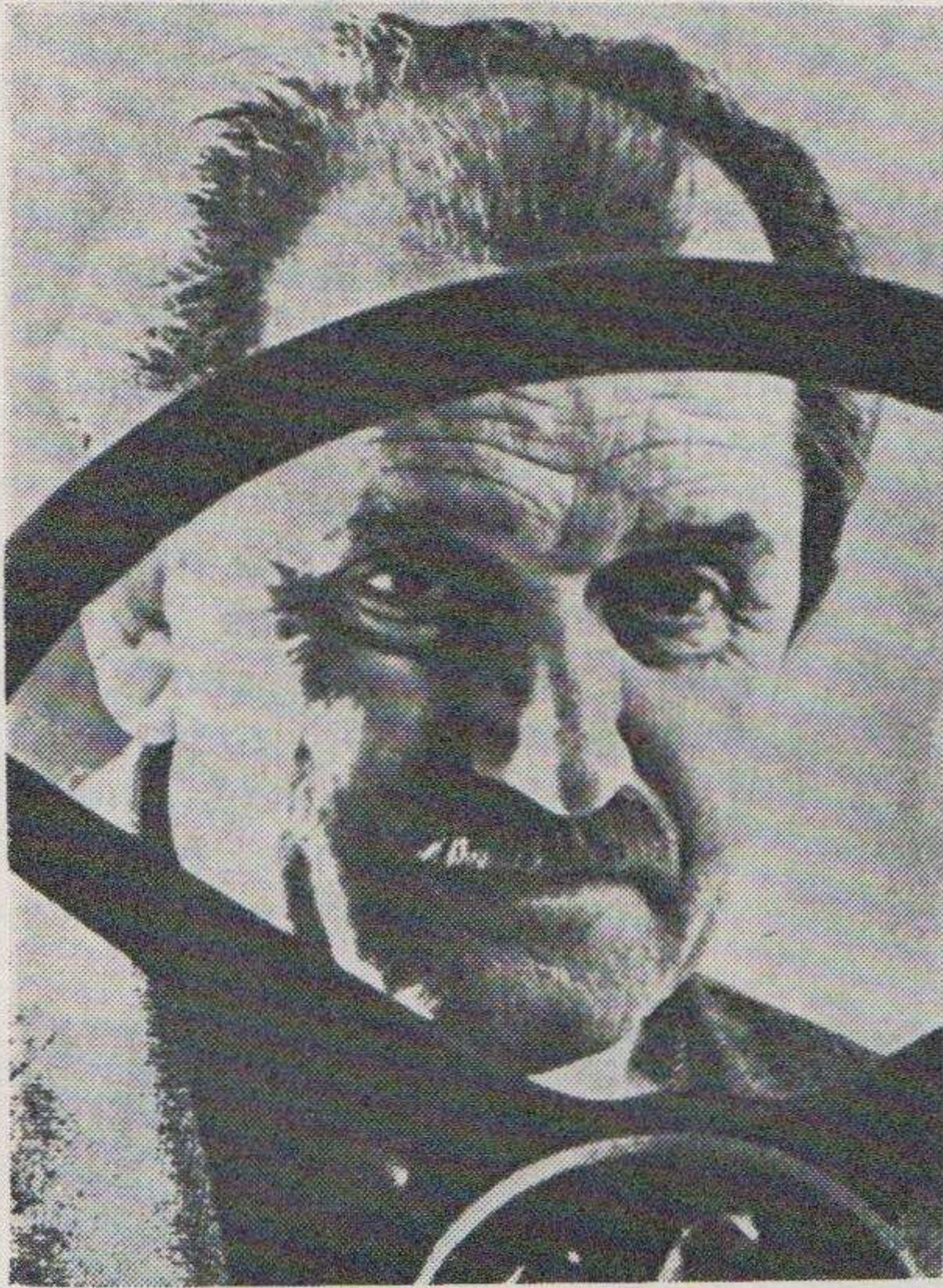
looks as though it will change during the race then there'll be quite a bit of headscratching going on in the pits.

So far as the Group 4 cars are concerned, I think that engines are going to play the most important part in deciding who does the leading. The right jetting and carburation can be all-important.

to replace the rear tyres, and it is possible the fronts will also have to be changed. But as in most endurance races, there will probably be a few pit stops to deal with unexpected problems.

I only hope my Lola will go through without trouble, because this is a race I would really like to win.

**Bank Holiday sports car special - Guards Trophy -
here - SEPTEMBER 1**



The father — Dr. Ferdinand Porsche.

PORSCHE-

Like Father, Like Son



The son — Dr. Ferry Porsche.

A motor sport profile by Richard Garrett

Published by courtesy of Shell



OUTRIGHT victory in the World Manufacturers' Championship has so far eluded Porsche. But it has been a close thing. Two years running they have been pipped to the post—by two points in 1967 after a terrifically exciting final round at the BOAC 500, and by a three-point margin and John Wyer's Ford GT40s last year. And 1968 was the first year that Porsches were fighting on equal terms (with an engine up to the 3 litre capacity limit). The German team's fame has come from their almost monotonous run of class wins over many years and their demonstrations of team reliability—such as the 1-2-3 victory at Daytona last year.

If he were able to watch all this from some Elysian workshop, the late Ferdinand Porsche must have felt extremely pleased. During his 76-year life he accomplished an enormous number of innovations. His influence as a designer affected airships and aero engines, tractors and military tanks, family motor cars and, even, trains. But it was the world of the high performance sports car that delighted him most. Throughout his life it was this aspect of car-building which seemed to represent the peak of his craftsmanship, his most imaginative flights as a designer.

Ferdinand Porsche was born on 3rd September, 1875, in the Austrian village of Mafferstorf. His father was a tinsmith. One hears of virtuosi whose talents have been, to say the least, precocious. Perhaps in his own way Porsche was an artist. At any rate, when he was only 15 years old, he installed electric lighting in his father's house.

That would be a praiseworthy achievement by a youngster today. Back in 1890, however, you had to do more than wire the place up. You had to make something to manufacture the current. So he got busy and built a generator in the cellar.

Throughout his life, Ferdinand Porsche was a singularly dedicated man. He read practically nothing which wasn't technical. He disliked going to the theatre; was practically tone-deaf as far as music was concerned; and in spite of belonging to two yacht clubs, he could scarcely have cared less for sailing. Indeed, his only relaxations seemed to have been motion pictures and hunting, for which he had one reservation: he refused to kill anything.

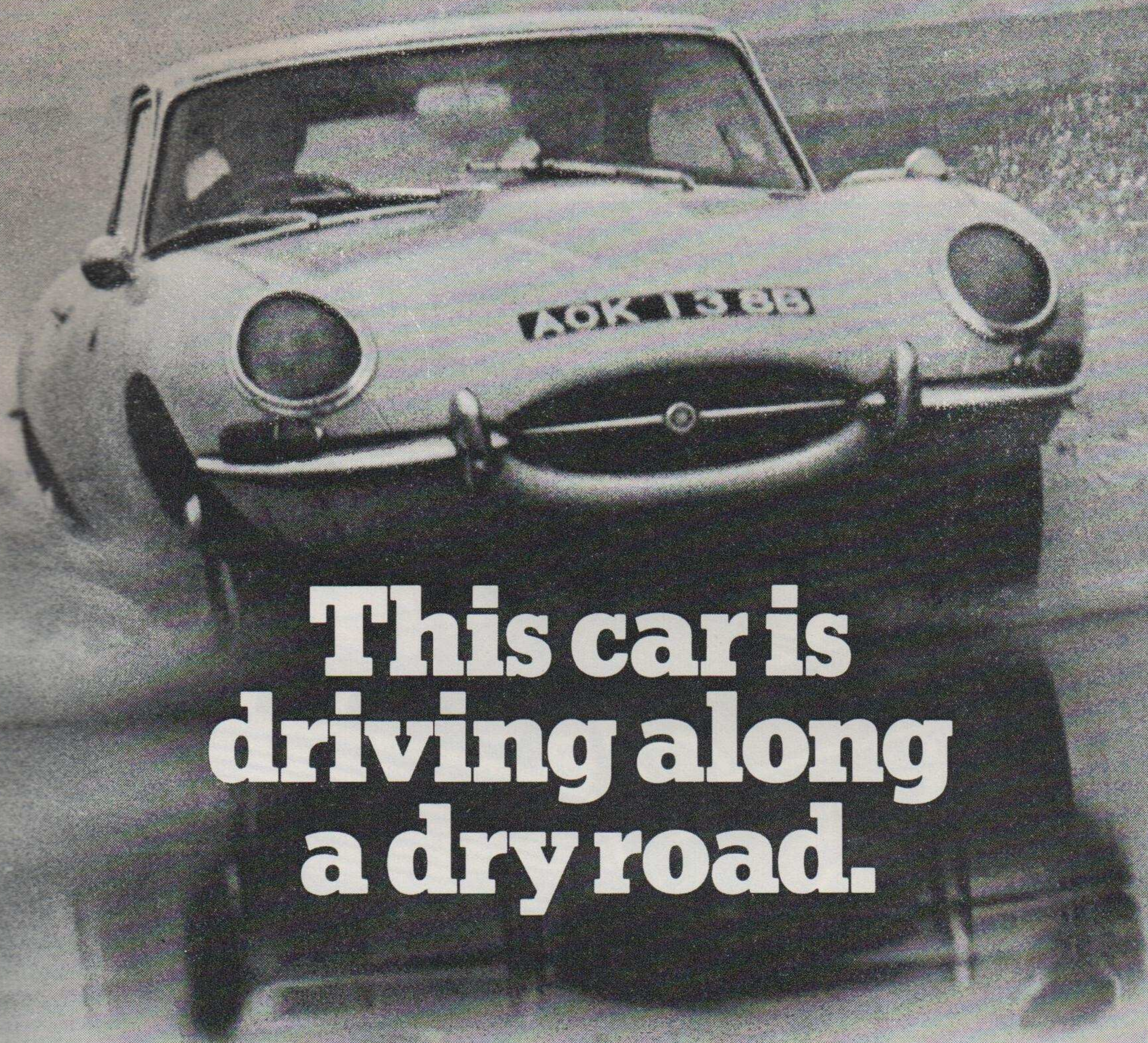
And so we find this curiously single-minded young man, with a brilliantly enquiring mind, embarking on a career

in engineering. By the turn of the century, he was working for a coach-builder named Lohner in Vienna and rapidly becoming successful. When, at the Paris Exposition that year, a new electric car was exhibited, it was called the Lohner-Porsche. This car established the principle of 'mixed drive'—electric motors within the wheel hubs fed by a generator—which is still used all over the world in rail and military applications.

In 1905 Porsche joined the Austrian Daimler company. One of his earliest designs for them—a 30 hp touring car—was his first and only failure. But his next two cars were most successful. A 'mixed drive' marvel came out in 1907 and astonished everybody by putting up speeds of 77 mph. Then came the 'Prince Henry' tourer of 1910. It was a four-seater, capable of exceeding speeds of 80 mph, and obviously designed to take part in the then famous 'Prince Henry' trials. It did all that its designer hoped it would. When the trials were over, these cars were in 1st, 2nd and 3rd places, with Porsche himself driving the winner.

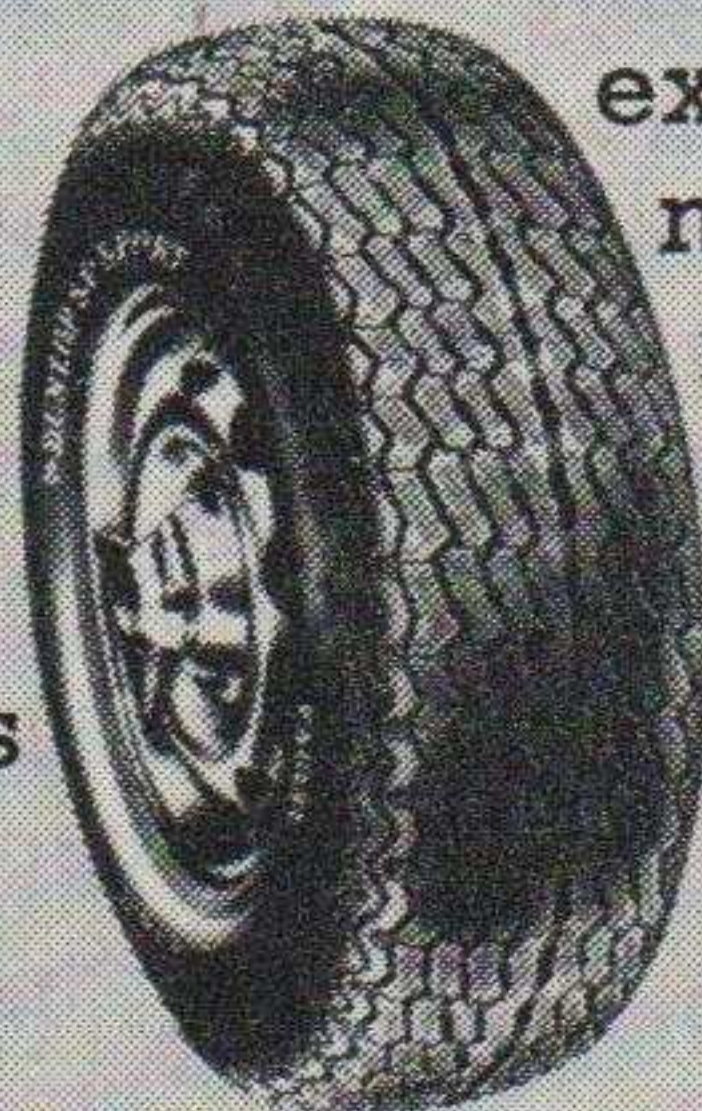
Common to all the cars designed by Porsche in later years is the fact that

(CONTINUED ON PAGE 29)



This car is driving along a dry road.

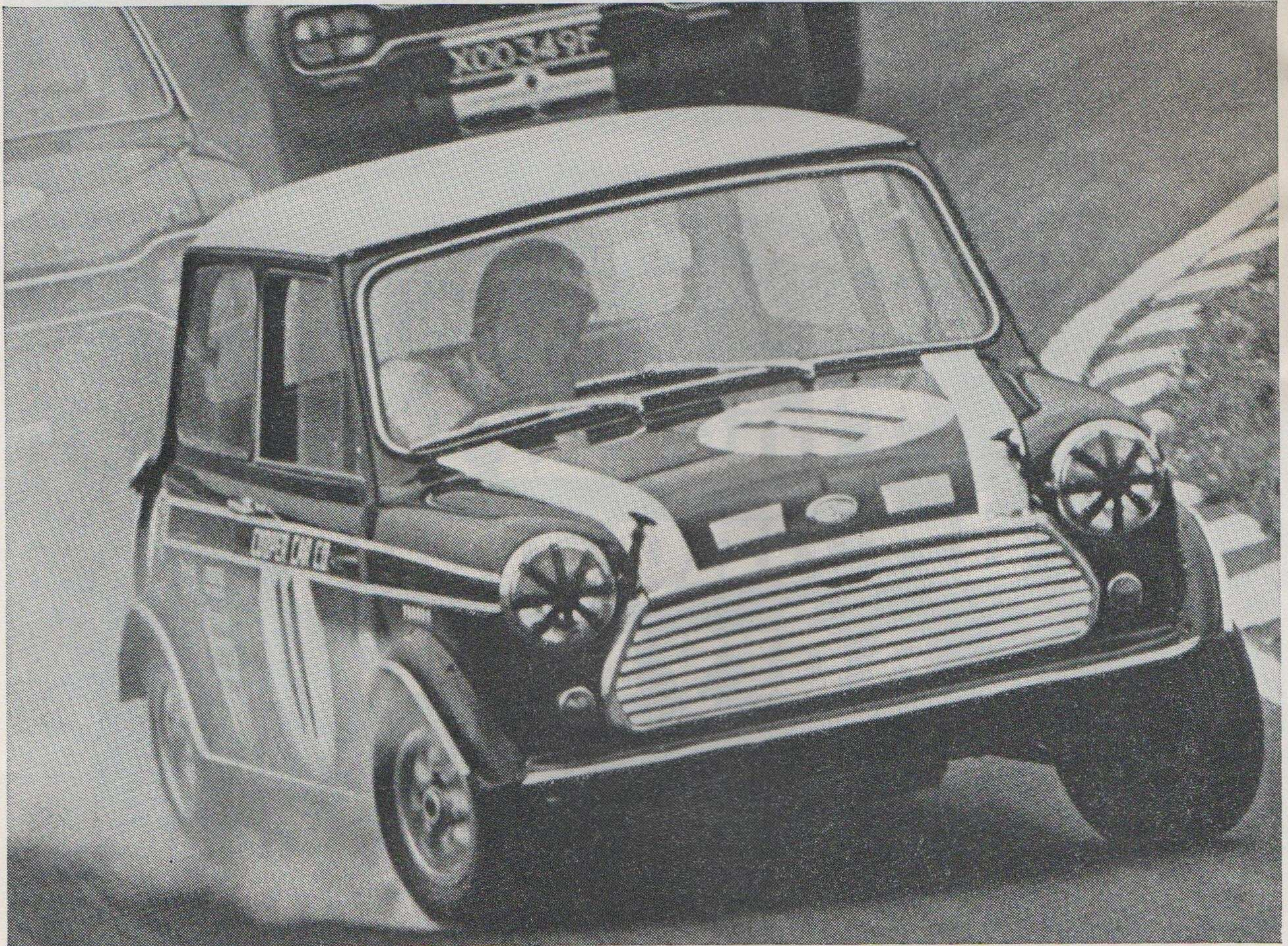
Even in a downpour, you're driving along a 'dry' road with Dunlop SP Sport. This is the tyre that's really licked the aquaplaning problem. Where other tyres slide uncontrollably, SP Sport still holds. Because it has three anti-water weapons. A deep centre drainage channel. Aquajets to eject water at the sides. And tiny knife-edge gripslots



to 'blot' water up from underneath. But it's not just in the wet that SP Sport excels. With its ultra-wide grip it steers more surely, swings you round corners faster. Dunlop built it to keep you safe at speed. Wet or dry. **Dunlop SP Sport—the high-performance radial tyre.**

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Porsche — Continued

they have had air-cooled engines. In 1907, Austro-Daimler had begun to build engines for airships. Five years later an aero engine came off Porsche's drawing board which was an air-cooled flat-4. It doesn't require any great sweep of imagination to see in it the genesis of the Volkswagen engine, first produced in 1937, or the Porsche engine of today.

After the first World War, Ferdinand Porsche joined the German Daimler company—largely because he attached a lot of importance to motor racing, and his colleagues at Austro-Daimler didn't. He remained there for six years—long enough to establish a magnificent line of sports-racing supercharged Mercedes Benz and to create some trucks and tractors as well.

Motor racing may not have been an important factor in the trial of political strength before the second World War (witness Britain, which didn't have a GP car at all), but the dictators certainly went along with it. Germany fielded the Mercedes and Auto-Union, Italy had her Alfa-Romeo and a rare tussle of the titans it turned out to be.

The design of the Auto-Union was entrusted to Porsche. Pitching aside previous ideas of what a racing car should be, he tackled the problem with splendid originality. He produced a vehicle that was possibly the hairiest GP car there has ever been. It also happened to be a pig to drive; but it won races.

The Auto-Union broke all existing rules by being a rear-engined car. Its huge 16-cylinder 6 litre engine was over the rear wheels. The fuel tank was in front of it and, in front of that, was the driver. He was so far forward that his feet were within the arc of the front wheels.

And that was, probably, the snag about this great motor car. The weight at the stern made it more than usually liable to skid. Unfortunately, the driver was so far up front that it took some time before the facts of life at the rear became known to him. Thus, unless he was exceptionally quick to react, the car got into an unstoppable slide before he was able to do anything about it.

If the Auto-Union was big and fierce and dangerous, the Volkswagen was small and moderate and well-mannered. Porsche received the order to design it in 1934 and a batch of 30 (built by Daimler-Benz) was produced in 1937.

The engine was at the rear, it was air-cooled—but why go on? Apart from a few modifications it was very much as we know it today.

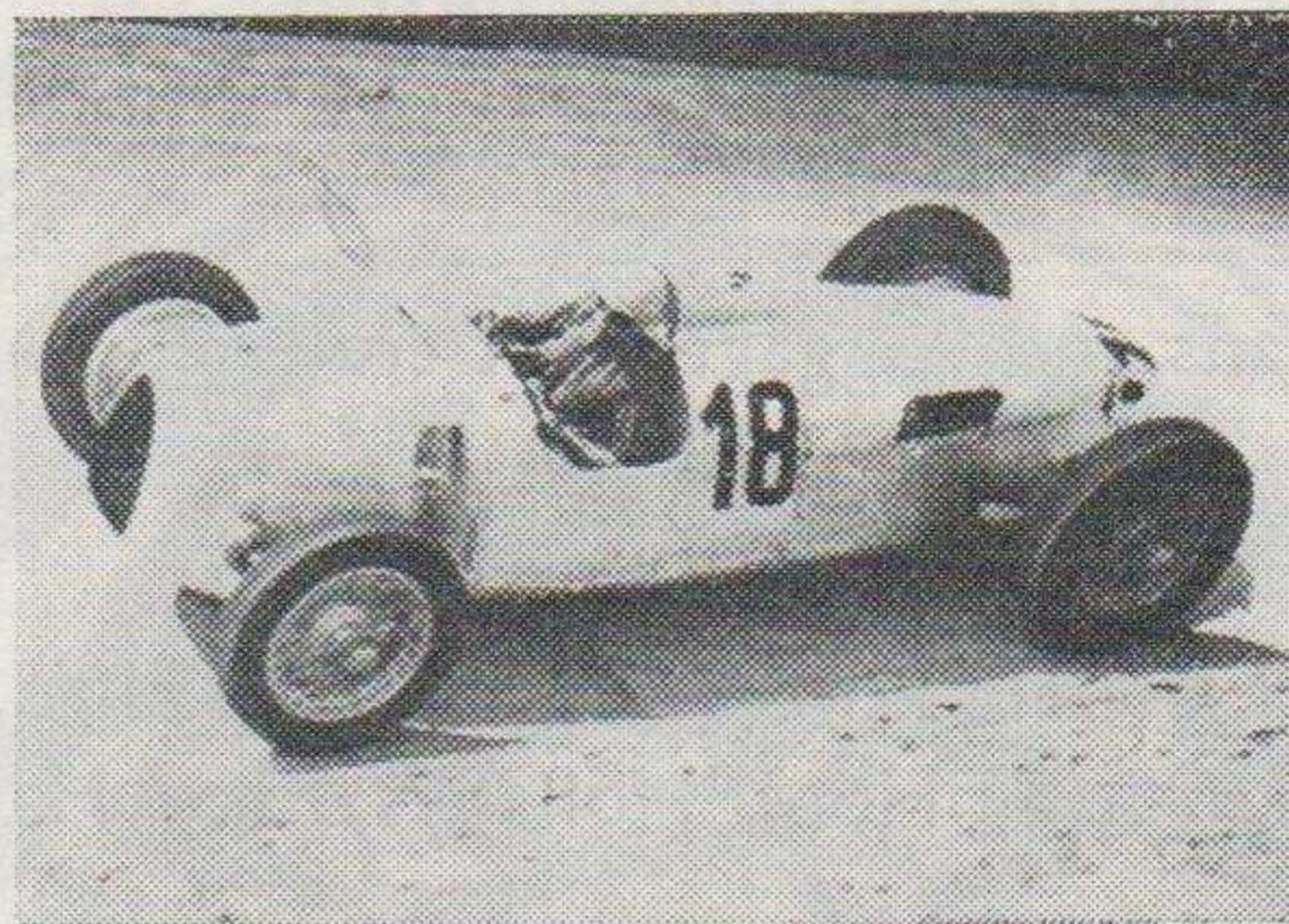
After the second World War, Porsche was borrowed by the French, who asked him to design them a car. The result was the 4CV Renault, that frisky little vehicle which was manufactured in such huge quantities during the fifties.

The surprising thing is not that Porsche should, one day, have manufactured a car of his own, but that it did not happen earlier. The year was 1948. Ferdinand Porsche was now an



Above: *Formidable front row. Line up of three 908 Porsche prototypes at the start of the 1968 Austrian Grand Prix.*

Below: *Big, fierce and dangerous — but a race winner in skilled hands. Bernd Rosemeyer in the 1937 Auto Union.*



old man and his son, Ferry, was in business with him. In rented premises outside Stuttgart the Porsches, assisted by a mere dozen workers, built a car. The idea had been to build a sports car version of the VW.

In the spring of 1949 it appeared at the Geneva Motor Show. Somewhat to the elder Porsche's surprise, the orders began to flow in. The following year they produced 298 cars. Now the factory produces over 13,000 a year.

Ferdinand Porsche died in 1951. His son, Ferry, inherited his ideas and ideals to a quite remarkable extent. Just as Ferdinand was a perfectionist, so is Ferry. And, technically, their

views are so much alike that the Porsche of today is just the kind of car that the old man might have produced.

It was inevitable that Porsches should go in for racing. It was equally inevitable that they should be successful. According to one estimate, they gained over 10,000 awards and 800 championships in the relatively short span of ten years. They have won the European Hill Climb Championship on no fewer than nine occasions. They have consistently won the 2 litre category in the World Manufacturers' Championship races and last year took the International Cup for Grand Touring Cars yet again.

Back in 1958, Porsche began a shortish career in single-seater racing. It started with the entry of a 1,500 cc car in Formula 2 events. The first one was virtually a converted two-seater but it did remarkably well. It was, of course, rear-engined and so were all the racing cars from Stuttgart that followed it.

Among those who raced single-seater Porsches were Stirling Moss, Jo Bonnier and Dan Gurney, who won the 1961 French Grand Prix with the flat-8 model.

The 1½ litre Formula 1 regulations in force between 1961 and 1965 had suited Porsche admirably. But when the 3 litre engine limit was first mooted, Porsche's Formula 1 exploits came to an end. At that time the factory had never gone in for big engines and in any case their emphasis has always been on sports cars.

Instead, Porsche concentrated on sports car and prototype racing and hill climbs. They have made a successful sortie into rallying and have provided a serious challenger in touring car events with their 911 production models. Their racing engine grew from a horizontally-opposed 4 cylinder type to a flat-6 and a flat-8. The prototypes grew from 1,600 cc to 2 litres and 2.2 litres; and last year, for the first time, a 3 litre car, the 908, appeared—the maximum capacity allowed for Group 6 cars. Now has come the exciting news that Porsche are building 25 Group 4 cars (which allows engines up to 5 litres) for some races this year. The new model, called the 917, has a 4.5 litre flat-12 engine. The Porsche car has certainly progressed since that first 'sports Volkswagen' but the old man would still be proud of it.

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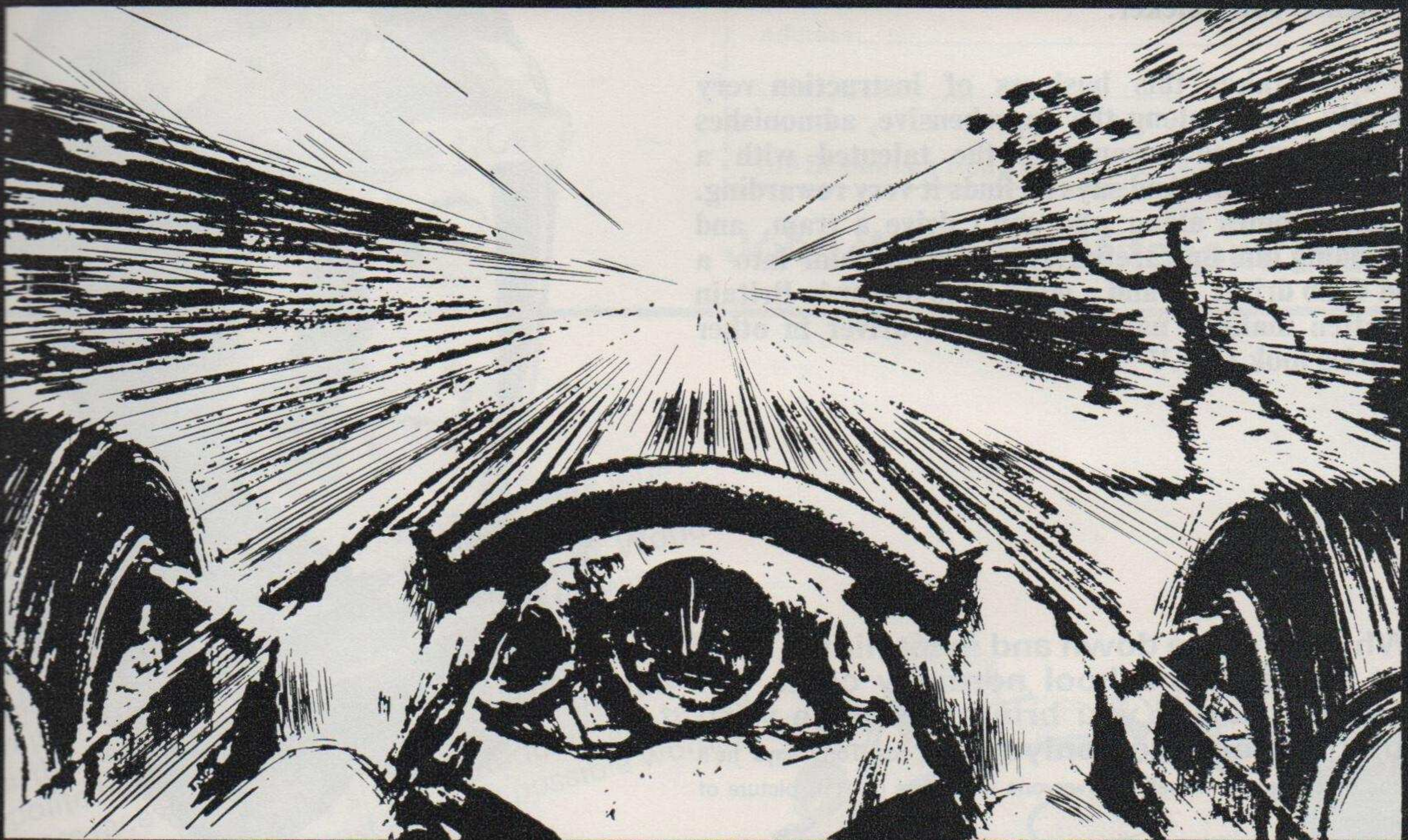
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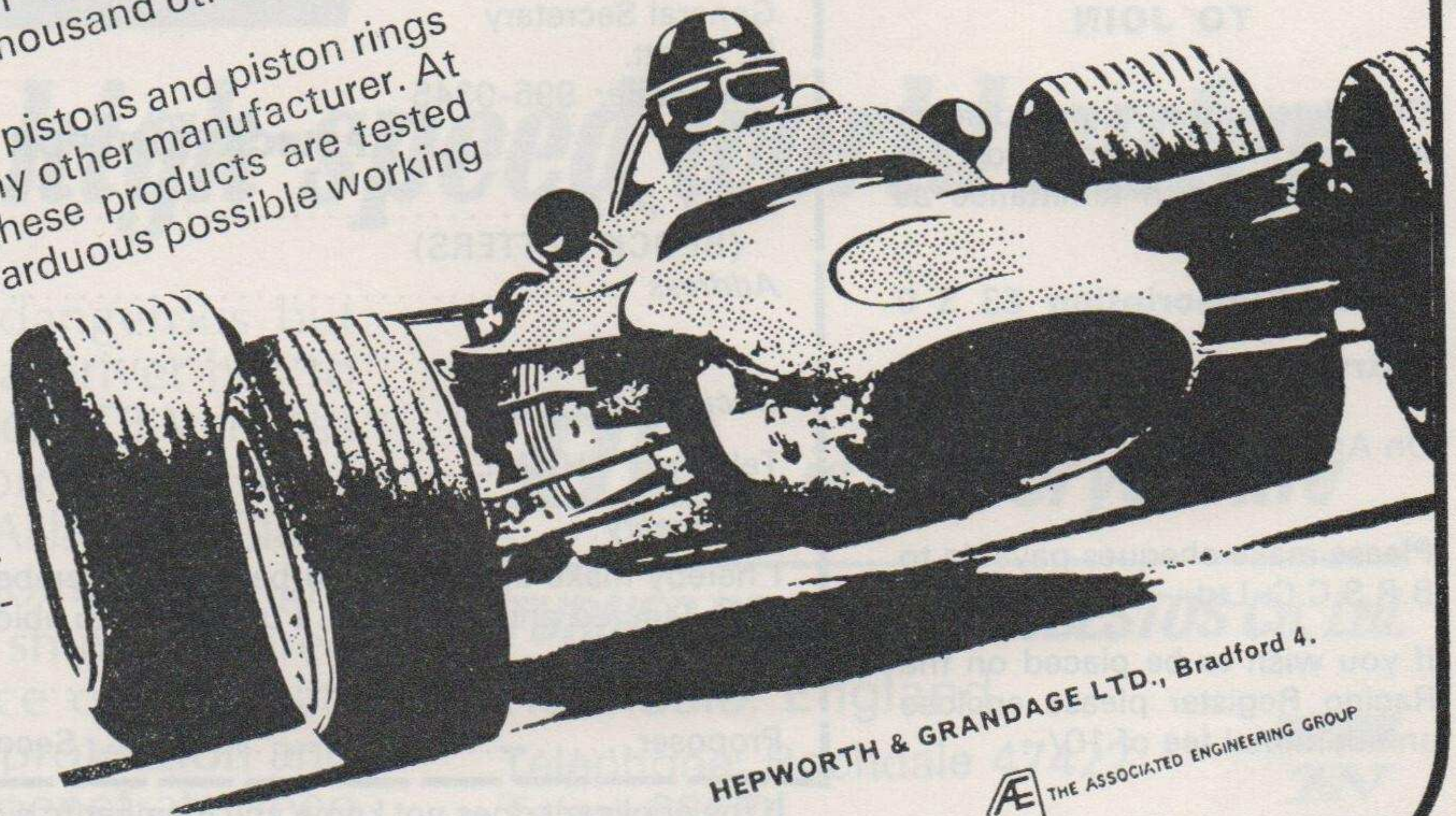
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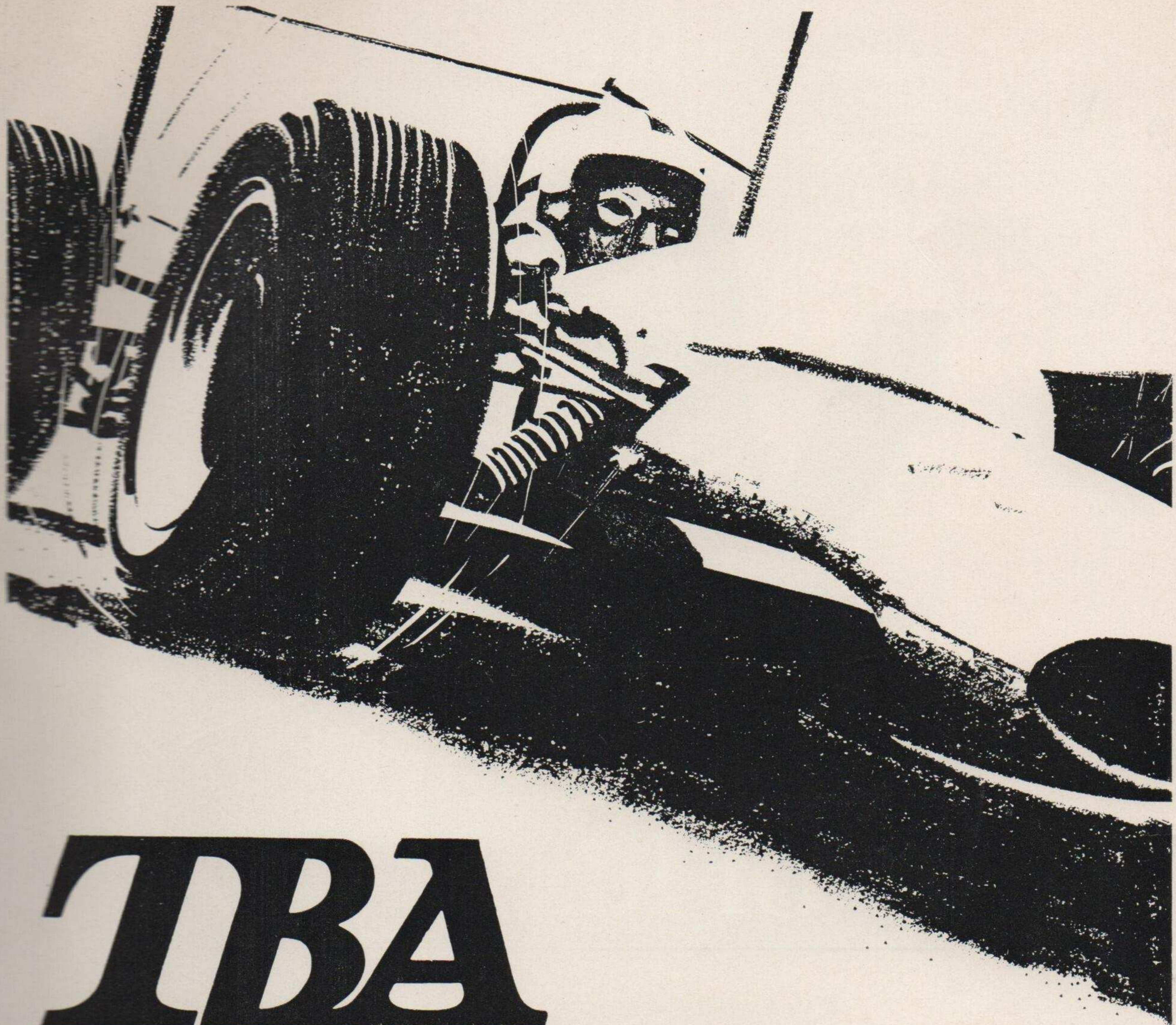
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