Ford
(FRANCE) S.A.

département Public Relations

Cher Monsieur,

Nous recevons, avec un peu de retard ... quelques "press packets" FORD U.S.A. sur les 24 Heures du Mans.

Malgré ce retard et, bien qu'ils soient rédigés en langue anglaise, nous pensons qu'ils contiennent des éléments susceptibles de vous intéresser et qu'ils peuvent compléter votre documentation.

Aussi, avons-nous le plaisir de vous en adresser, ci-joint, un exemplaire.

Nous vous en souhaitons bonne réception et

Vous prions d'agréer, Cher Monsieur, l'expression de nos sentiments les meilleurs.

J. MEA
Chef du Service
Relations Presse

P.J. 1

Le 15 Juin 1967.

News Bureau
Ford Motor Company
Special Vehicles Activity
P.O. Box 608
Dearborn, Michigan 48121
337-5014 (Area Code 313)

FOR IMMEDIATE RELEASE

DEARBORN, MICHIGAN — Ford Motor Company will field six race cars in the classic 24-Hour LeMans (France) road race on June 10-11 in an effort to repeat Ford's spectacular 1-2-3 triumph for America in last year's endurance test.

Jacque H. Passino, special vehicles manager for the company, said four of the 1967 LeMans entries will be the new Ford Mark IV sports-prototype vehicles and two will be Mark II-B cars, revised versions of last year's winner.

Fourteen of the world's top driving stars have been signed for the Ford team, including three-time Indianapolis 500 winner A. J. Foyt, Jr., of Houston, Texas, and Mario Andretti, the USAC National Champion from Nazareth, Pennsylvania, who set new lap speed records in qualifications for the 1967 Indianapolis 500.

The other American drivers for the Ford team are Ronnie Bucknum, of La Canada, California; Mark Donohue, of Stonybrook, New York; Dan Gurney, of Costa Mesa, California; Roger McCluskey, of Tucson, Arizona; Peter Revson, of New York City; Lloyd Ruby, of Wichita Falls, Texas, and Skip Scott, of Devon, Pennsylvania.

Five foreign stars will drive for Ford. They are Australians Frank Gardner and Paul Hawkins; Lucian Bianchi, of Belgium, and New Zealanders Bruce McLaren and Denis Hulme. Hulme was voted the 1967 Indianapolis 500 "Rookie of the Year."

In addition to the six Ford Motor Company (U.S.A.) entries, a Ford Mark 11-B has been entered at LeMans by Ford of France, and two Ford-powered Mirage sports-prototypes have been entered by J. W. Engineering Ltd., of England.

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THE AMERICAN CHALLENGE

At 4 p.m. on Sunday, June 19, 1966, a trio of Ford racing cars crossed the finish line for the Twenty-Four Hours of LeMans (France) road race, bringing the United States its first victory in the international classic.

Why and how Ford automobiles came to be the American challenge in international competition, and to be victorious, is a story that began long ago.

Ford Motor Company was a power in automobile racing even before it grew to become the nation's second biggest spectator sport, behind horse racing. The heritage dates back to company founder Henry Ford. Early in the century, Mr. Ford, himself, piloted the famed Ford "999" racer to capture the imagination of the American public and to promote his new cars.

The stage was set for the Ford LeMans program in June, 1962, when Mr. Henry Ford II announced Ford Motor Company's withdrawal from the five-year-old Automobile Manufacturers Association agreement to ban racing activities.

Three years later, even before the LeMans triumph, Charles H. Patterson, executive vice president of the company, explained Ford Motor Company's racing policy:

"Our racing program is . . . a prudent business investment. Our product improvements and sales records can be attributed to many factors, but we have no hesitancy in stating that racing is one of them."

He cited four main advantages of the Ford racing program:

1. The main line product benefits from the development and usage of new ideas and materials. "The exacting requirements of our special performance vehicles make them a rich field for innovation, a thorough school for engineering excellence, and an ultimate challenge in quality control," said Mr. Patterson, citing a long list of items developed in racing and now featured in today's automobiles. "The list could go on and on," he said, "but the net result is safer, more reliable, more durable, more efficient automotive transportation, which is our own stock in trade."

2. Ford engineers are afforded a wide range of experience in a concentrated time period. Mr. Patterson stated that "when we say 'racing improves the breed' we don't mean just the mechanical aspects of our motor vehicles. We also mean it improves the breed of engineers, designers and manufacturing people who adapt these improvements for highway use. From their work on racing cars, these specialists learn more about automobiles — faster and perhaps sometimes more painfully — than they could ever have learned otherwise. Open competition is a valuable adjunct to our engineering and research facilities and to our normal testing operations on proving grounds and public highways. It enables and forces us to compress time, mechanical wear and human experience. It adds the imponderables of human action and reaction under the stress of competition that no computer can simulate."

3. An excellent promotional medium is provided by demonstrating products in open competition. "Our participation in racing is widely-publicized proof of the performance we are capable of putting into the vehicles we build, and proof of the confidence we have in our ability to put it there. Nothing does more to sell a product than respect and enthusiasm for it, and we believe that nothing generates enthusiasm and respect for a car faster than winning in flat-out competition. Of course, the reverse side of the coin is that losing can hurt your product reputation, but that's a gamble we are willing to take."

4. Company morale is uplifted. "Our competitive challenge in racing has made Ford a more competitive company, from the assembly lines to the executive suites," said Mr. Patterson, continuing: "We all know we are in business to sell automobiles, not to win races. But that checkered flag is more dramatic, more stimulating and more exciting than a 10-day sales report. The pride that runs through our company

when a Ford-powered vehicle wins another race is contagious and infects all of our operations. This rub-off may well be the biggest return of all that we get from our racing investment. The trophies that we so proudly display signify much more than so many competitive triumphs. In a very real sense, they have augmented the spirit and vitality of Ford Motor Company and added to our confidence that we can win our biggest race of all — sales leadership in our industry."

Early in 1963, the decision was made to extend Ford's participation in competition to the highly sophisticated sport of road racing. This arena of racing had been dominated by European manufacturers whose vehicles, over decades, had reached an extremely high state of technical development. Such famous marques as Bentley, Talbot, Lagonda, Aston Martin, Mercedes and Ferrari had figured prominently in the sport, while American efforts were left largely to individual enthusiasts.

The decision to enter this highly developed form of racing was influenced not only by the technical challenge involved but also by the fact that the cars had to be road-legal and raced mostly on commercial highways, such as the LeMans circuit in France. Consequently, sports racing vehicles are closely allied to normal passenger vehicles and encounter all the problems of highway driving including handling, driver environment, braking, stability and safety. The main difference, however, is that under racing conditions these problems are accentuated, thus providing an excellent development ground for new techniques and innovations.

In the early stages of the program, consideration was given to acquiring Ferrari, an established builder of sports cars, but it was finally decided to create a unique Ford vehicle to challenge the established European supremacy in this form of racing.

Like most product programs, the design and performance objectives for the Ford LeMans project were largely established by the status of the leading competition. It was evident, from an analysis of competitors in 1963, that top speeds in excess of 200 mph, average laps of more than 130 mph, and durability to sustain an average of more than 120 mph for 24 hours would be necessary to compete successfully at LeMans in the ensuing years.

The racing objectives were also established. They required the cars to be potential winners in the long-distance races such as Daytona, Sebring, Spa, Nurburg Ring, Targa Florio, as well as LeMans, and to be capable of winning the FIA World Championship for this type of vehicle. Added to these targets was the timing objective that required the cars to be racing within one year of starting the program.

The primary goal was victory in the 24-Hours of LeMans — the most grueling race in international competition. The famous circuit is made up of conventional roads that are closed to commercial traffic only for the race in June and a short practice session in April. The cars travel clockwise on the 8.3 mile track and encounter road conditions which test every aspect of a car's capabilities. Speeds range from 215 mph on the main straight to 35 mph on the slowest corner. Race cars incur severe braking, acceleration and constant shifting up and down through the gears.

In 1962, a group from Ford Product Research and Styling areas had designed, constructed, and developed the Mustang I experimental sports car. The same personnel then were assigned to the LeMans program, and the information which evolved from the Mustang I study served as a starting datum for concept work on Ford sports-prototype vehicles.

The initial problem was to select a vehicle configuration which was likely to meet the performance objectives and could be packaged within the FIA rule limitations. The Mustang I exercise had clearly shown the advantages of using a midship engine configuration to attain a low, sleek vehicle silhouette. This arrangement also offered excellent weight distribution characteristics and had been well-proven in other spheres of racing, such as Formula I. It was therefore decided to pursue this same configuration for the LeMans vehicles.

Initial package studies showed that the essential components could be installed in a vehicle silhouette of 156 inches long, 40 inches high (hence the name, Mark I (GT-40)) and 95 inch wheelbase and still meet the FIA requirements. The overall arrangement included a forward hinged canopy top; twin radiators located behind the seats with side-ducting; the 256 CID V-8 engine developed for Indianapolis; crossover tuned exhausts; forward-located spare wheel, oil tank and battery; fixed seats and movable controls; side-sill gas tanks; and, because no suitable transaxle existed within the Company, a proprietary vendor-developed unit was selected.

Concurrently with package development a full size clay model was constructed for overall shape appraisal. The essential requirement was to encompass the basic mechanical ingredients and meet the FIA rule limitations. With these exceptions, however, the choice of shape was largely determined by what seemed right at that time as there was no previous knowledge of road car forms developed for speeds in excess of 200 mph.

It was evident from the outset of the project that aerodynamics would play a major part in the program. With the exception of land speed record cars, no vehicle had been developed to travel at speeds in excess of 200 mph on normal highways. The speeds involved were greater than the take-off speed of most aircraft, but, conversely, the main problem was to keep the vehicle on the ground.

Following initial package and shape studies, a 3/8 aerodynamic model was constructed, and a series of tests were carried out at the University of Maryland wind tunnel. Early tests showed that, although the drag factor was satisfactory, the lift at 200 mph was over half the weight of the vehicle. Subsequent tests with variations of nose height showed the low nose to have some advantage, but lifts were still totally unacceptable. The major improvement came with the addition of "spoilers" under the front end which not only reduced the lift to an acceptable standard, but quite surprisingly, also reduced drag.

The engine selected for the Mark I (GT-40) was the 4.2 liter (256 CID) unit that had been developed by Ford Motor Company for the 1963 Indianapolis Race. It was derived from the 289 Fairlane engine but included the use of aluminum block and heads, and a dry sump oil system, but, unlike the present Ford double overhead cam Indianapolis engine, still retained push rods. To adapt these units for road racing required detuning to run on commercial pump fuel; addition of full sized alternator and starter systems; changes to the scavenge system for greater variations of speed and cornering; providing an induction system with greater flexibility for road use in adverse climatic conditions; and general detail changes to suit the package installation. These engines gave approximately 350 hp in their detuned state for long distance races.

The vendor-developed transaxle was packaged into the concept despite its disadvantage of having only four speeds and non-synchromesh engagement. This unit had been used previously on lightweight vehicles in sprint events, but analysis showed that it should be capable of handling the Mark I (GT-40) power requirements. In addition, it was the only commercially available unit that would meet the timing objectives.

It was elected to use a thin sheet steel (.024"-.028") construction to avoid lengthy development of exotic lightweight materials. The strength carrying structure consisted of a unitized underbody with torque box side sills to house the fuel cells, two main bulkheads, a roof section, and end structures to pick up suspension mountings. Front and rear sub-structures were attached to provide for body support, spare wheel, radiator, and battery mounting, and to give supports for the quick lift jacks. The original hinged canopy idea was dropped. The doors were cut extensively into the roof to provide reasonable entry and exit and, together with end sections and rocker panels, were made of hand-laminated fiberglass materials.

Great care was taken to design all fittings flush with the body panels, including the glass sections which were installed by adhesive techniques.

The front suspension was designed as a double "A" frame, with the cast magnesium upright supporting the live wheel spindle and the Girling aluminum brake caliper. The foot well and the position of the spare wheel necessitated an unusually short top arm. The support axes of the "A" frames were arranged to provide an anti-dive feature of approximately 30 per cent.

The rear suspension used double-trailing links from the main bulkhead and transverse links comprising a top strut and an inverted lower "A" frame. The angling of the "A" frames to the magnesium upright casting, combined with the arrangement of linkage geometry, provided anti-lift and anti-squat features of approximately 30 per cent.

A rack and pinion was selected for the steering system, mainly because it was particularly suitable for the package conditions involved. The rack had a ratio of 16:1 which in turn gave an overall ratio of 2-1/4 turns of the steering wheel from lock-to-lock.

Girling CR and BR racing calipers were used front and rear, respectively, with solid cast iron discs, which were 11-1/2 x 1/2 inch thick. A dual master cylinder was employed for separate front and rear systems which incorporated a balance mechanism for adjustment of braking distribution.

Cast magnesium wheels were originally specified, but development problems precluded their use on the first cars. Prototypes were therefore fitted with wire wheels with alloy rims of 15-inch diameter with a 6-1/2-inch wide front rim and an 8-inch wide rear rim.

Driver environment was a major consideration as long-distance races require maximum driver concentration for periods of up to four hours. The fixed-seat, movable-pedal concept was carried over from the Mustang I project. This arrangement offered structural advantages and provided snug support around the driver to help prevent fatigue from high speed cornering effects. A nylon netting was used for the basic support medium and was covered with a pad containing ventilation holes to help evaporate driver perspiration. The pedals were mounted on a cast alloy member which could be adjusted for variation in driver size.

Instruments were positioned so that their faces pointed directly at the driver in order to minimize distortions and reflections. All switches and controls were located and formed so that they could be reached easily and recognized visually or by touch. Flow through ventilation was provided, together with full protection from adverse weather conditions.

To contain the allowable 42 gallons of fuel in this small package, provide for rapid filling, devise a means of picking up the fuel, and provide adequate driver safety was a study within itself. The arrangement selected was two separate tank systems in the side sills, each with its own filler cap and fuel pickup box. These separate systems were designed with individual electric pumps feeding a common supply pipe to the carburetors. Provision was also made in one tank for a reverse pickup unit. The steel shell of the tanks was, of course, part of the main structure. In these were fitted neoprene bags to aid in crash safety. Baffling was attained by means of a plate supported from the top inspection cover.

The design and analytical studies were completed during the summer of 1963, together with a clay model reflecting the package changes. The problem was then how and where to execute the final design build and development.

It was finally decided to execute this phase of the program in Europe, since many of the proprietary components were readily available in this area, as were experienced craftsmen in this field of racing. An arrangement was made with the Lola Company to use their resources and facility for one year, as they already had some experience in GT sports cars with a midship engine configuration. In forming this alliance, Ford also was able to use one of the Lola prototypes for the installation and development of the Ford suspension and driveline components.

In September of 1963, the center of activity was moved from Dearborn to England, together with a nucleus of Ford engineers, car layouts, power pack components, and full size models.

Component testing was completed by the end of November, 1963, and the remainder of that winter was spent in detailing and procuring items for the first prototype builds. The first Mark I (GT-40) car was completed on April 1, 1964. A second vehicle was completed ten days later, and hectic preparations were made to get both vehicles to the LeMans practice on April 16. Bad weather conditions in England prevented any serious testing and the cars had an aggregate of only four hours running time with no high speed experience before being shipped to France. The first day of practice also proved to be rain drenched and after very few laps, the first car was totally wrecked on the Mulsanne Straight when it left the road at over 150 mph. The second vehicle also experienced trouble and suffered a minor collision. Luckily, both drivers were unharmed.

The solution to the stability problem uncovered at LeMans was found within one week after returning to England, where further testing was carried out at MIRA proving ground. The fault was found to have been an aerostability condition which caused a rotary motion of the rear end of the vehicle comparable to that of an arrow without feathers. The motion had increased with speed and, accentuated by the wet track, eventually resulted in rear end breakaway. Subsequently, it was found that the adaptation of a rear end "spoiler" not only had the effect of putting feathers on an arrow, but also slightly reduced drag.

The second car from the LeMans practice was modified by the addition of the "spoilers" and was rebuilt in readiness for the Mark I vehicle's first race outing at Nurburg Ring, Germany, on May 31, 1964. The car performed most favorably in practice and qualified second only to the fastest Ferrari. It ran second in this 1000 Kilometer race in the early hours but retired after 2-1/2 hours. The reason for the retirement was a suspension bracket failure because of an incorrect welding process, but when the vehicle was examined, there were several other areas showing distress and near failure. The outing was, therefore, most successful as a development exercise, and the lessons learned were quickly incorporated in the three vehicles being built for the LeMans race in mid-June, 1964. These vehicles were completed and weighed in at LeMans scrutineering at 1960 pounds, less driver and fuel.

In practice, the cars qualified second, fourth, and ninth. During the race, one car held the lead for the early hours before retiring with a transmission failure. The second car retired after five hours with a broken fuel line, and the third car retired after 13-1/2 hours with transaxle problems but not before establishing an all-time lap record.

Every attempt was made to correct the transaxle problems within the limited time available before the next race at Rheims, France, on July 5, 1964. Again, the cars led the race in the early hours, set new lap records, but all retired with transaxle failures. In addition, the nature of this circuit showed insufficient cooling of the brake discs which remained red hot during the entire time the cars were running.

Ford's first season of international competition in 1964, therefore, showed seven starts in major events with no finishes. The cars had demonstrated that they met the performance objectives but failed badly on durability aspects. The winter of 1964 was devoted to detail preparation of the cars for the 1965 season. Twenty-one modifications were executed on the transaxles, the rubber driveshafts were replaced with Dana couplings, and the decision was made to install standard 289 CID cast iron engines, using wet sump lubrication. The orginal cast wheels also were installed and increased to 8-inch front and 9-1/2-inch rear rims. Two of these cars made their first appearance in the 1965 season at the Daytona 2000 Kilometer Race on February 28, 1965. They finished first and third in this event, setting an average speed record of 99.9 mph

for the distance in 12 hours and 20 minutes. Two vehicles also were entered in the Sebring Race in March, 1965, and finished second overall and first in class, once more demonstrating that a fair degree of durability had been attained. These cars were raced by the Company once more in 1965 at LeMans, but without success.

The decision then was made to manufacture 50 of these cars in order to qualify them for the production sports car category. These cars were completed in the 1965 period after detailed changes and the adoption of the 5-speed ZF transaxle. These GT-40's were sold to the public and, in the hands of private race teams and individuals, won the World Championship for production sports cars in 1966.

In the fall of 1964, the Ford engineering team relocated in Dearborn and started operations at Kar-Kraft, a Ford contracted facility. This team continued engineering on the Mark I and started a new experimental vehicle project.

The 1964 season had shown the Mark I prototypes were competitive on performance factors but lacked durability. Although work was progressing on correcting durability problems, it was obvious that the Mark I performance, in the fast moving racing field, would soon be outmoded. The problem was, therefore, how to get an improved power-to-weight factor and at the same time achieve a high durability level. The alternatives were to generate more power from the 289 CID series engine or adapt the 427 CID engine which had been developed for production cars but proved highly competitive in stock car racing. The big engine approach would also involve the development of a unique transaxle to handle the higher power. The other indeterminates were whether the additional weight (some 250 pounds) for the larger engine and heavier transaxle and driveline would unduly deteriorate handling and accentuate braking problems. It was decided, however, to explore this approach by constructing a test vehicle and physically evaluating its performance. The program was initiated in the winter of 1964 and was designated the MK II project.

Package studies showed the 427 CID engine could be accommodated in the Mark I basic structure by modifying the seating position and rear bulkhead members. The basic suspension units were unchanged, but provision was made for 8-inch wide cast magnesium front wheels and 9-1/2 inch rear wheels. Housing of the wider spare

wheel necessitated revising its position, and the new front end arrangement made provision for a remote engine oil tank on the bulkhead and a larger radiator.

A major problem was to generate a transaxle unit which would handle the 427 CID power and the extra weight of the vehicle. For expediency the gear cluster from the conventional 427 CID driveline was used but with completely new housings and axle unit. This approach resulted in a heavier and less efficient arrangement than a direct transfer box, but had the advantage of using developed components. The housings were designed in magnesium, and a pair of quick-change gears transmitted the power to the pinion shaft. The resulting overall package from these changes required new front and rear structures and body shells.

The first experimental MK II vehicle was completed during April, 1965, and was evaluated on the 5-mile oval at Ford's Michigan Proving Ground. After only a few hours of tailoring, the car lapped this circuit at an average speed of 201-1/2 mph and exceeded 210 mph on the straight-away. Subsequent testing on road circuits showed that handling had deteriorated only slightly. From the results of these tests, it was calculated that this vehicle should be capable of lapping the LeMans circuit in 3 min. 30 sec. to 3 min. 35 sec. without exceeding 6200 rpm. If these lap times could be realized at this relatively low engine rpm, the car would obviously have high potential to win at LeMans. The decision was made to attempt to run two of these experimental cars in the 1965 LeMans event. This decision was made at the end of April, and the cars went to the event without the benefit of the practice week-end.

In the ensuing five weeks, the first car underwent initial testing and rebuild, and a second car was hurriedly constructed. The second car actually arrived at LeMans without even having turned a wheel. Having missed the April practice, the first evening of pre-race practice was spent in tailoring the cars to the circuit. On the second evening, the car that had never turned a wheel before arriving at the track set an all-time record lap of 3 min. 33 sec. — an average of 141 mph.

One car qualified first, and when the race started on Saturday, both cars went out ahead of the field and comfortably lapped at 3 min. 40 sec. without exceeding 6000 rpm. Unfortunately, hurried preparation resulted in the cars being retired after two and seven hours, respectively, with non-fundamental driveline problems. The cars,

however, achieved their purpose of establishing the capability of the engine-driveline combination. The potential indicated in this initial experimental outing resulted in the 1966 program being based on the MK II vehicle.

In preparation for 1966, a concentrated vehicle development program was planned using the Daytona, Sebring, and Riverside tracks.

A major contribution to speeding up development was originated by the Ford engine and transmission engineers. They evolved a dynamometer which could run the engine and driveline units under simulated road conditions that had been recorded on tape in an instrumented vehicle. This device allowed component testing to proceed independently of vehicle availability and climatic conditions.

Major changes that resulted from testing and development included:

- New shorter nose configuration to save weight and improve aerodynamics.
- Addition of external rear brake scoops.
- Higher efficiency radiators.
- Strengthened chassis brackets for durability.
- Live rear hubs for improved durability.
- Internal scavenge pump to minimize vulnerability and save weight.
- Generally improved ducting to radiators, carburetors and brakes.
- Crossover fuel system with a single filler neck.
- Ventilated brake discs to improve durability.
- Quick-change brake disc design to facilitate changes during pit stops.

All of these changes were incorporated in the Mark II-A vehicles that made their first appearance at the Daytona 24-hour Race on February 5-6, 1966. The new MK II cars virtually led the race all the way, finishing first, second, and third for their first victory.

The second race in 1966 was the Sebring event, where Mark II-A cars finished first and second setting new distance and lap records, and a GT-40 finished third overall. The car that finished first was an open version of the MK II with an aluminum underbody that was designated the Mark II-A (X-1).

One car was entered in the Spa 1000 Kilometer Race and finished second.

After attending the practice session in April, eight cars were prepared for the LeMans event that took place on June 18-19, 1966. Mark II-A vehicles qualified in the first four places and set a new lap record of 3 min. 31 sec. or 142 mph. The race took place in cloudy weather with intermittent showers during the 24 hours. Fords finished first, second, and third and, despite the weather conditions, established a new record for the 24 hours of 126 mph (previous best was 122 mph on a dry track).

As a result of winning Daytona, Sebring, LeMans, and finishing second at Spa, Ford won the World Championship for prototype cars in 1966, thereby meeting the original objectives set forth in 1963.

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THE MARK II

Ford Motor Company's Mark II sports prototype is one of the most successful racing automobiles ever to represent the United States in international competition.

It won for Ford Motor Company and the United States the 1966 International Challenge Cup for Sports Prototypes by virtue of its fine showing in the Daytona Continental, the 12 Hours of Sebring, the 24 Hours of LeMans and the 1,000 kilometers at Spa.

Where the original Mark II raced for the first time at LeMans in 1965, (and failed to finish) the Mark II-A set lap and event records almost everywhere it ran in 1966. Frequently referred to as "The Seven-Liter Ford GT", the Mark II is bigger, heavier, faster and noisier than the Ford GT-40 which is homologated as a production sports car (FIA Group IV) and raced independently by a number of outstanding teams here and abroad.

All Mark II cars are powered by Ford's race-proved 427-cubic-inch powerplant, modified slightly for endurance racing. The Mark II usually is equipped with a Ford four-speed manual transmission, although on several occasions a two-speed automatic has been used.

Work on the two original Mark II cars began early in 1965 in Dearborn, Michigan. One of the cars was tested briefly at Ford's Dearborn and Romeo Proving Grounds before being shipped to France for the LeMans race.

The cars received their first real test in practice just two days before the race. Air stabilizers were added to help stability as the cars exceeded 200 mph on the long Mulsanne straightaway. In the final session one of the Mark II's established a lap record of 3:30.0 — an average speed of 141 mph.

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Neither the Phil Hill-Chris Amon Mark II nor the one driven by Ken Miles and Bruce McLaren finished the 1965 race, but they did prove that a production-based, big-bore engine could supply the power necessary to lap at a race-winning average at LeMans.

Following the LeMans race, a detailed development program was undertaken and the Mark II-A was born. Tests conducted by the Special Vehicles Activity resulted in a number of refinements and improvements, the most noticeable of which was a redesigned front end that eliminated the long nose displayed by the original Mark II vehicles at LeMans.

It didn't take the Mark II-A long to prove that it was competitive. In qualifying for the 1966 24-hour Daytona Continental in February, Miles set a lap record of 116.434 mph. The race itself demonstrated that the car now possessed durability as well as speed. Miles and Lloyd Ruby raised the race record more than eight miles an hour to 108.02 mph in covering 2,570.63 miles. Dan Gurney and Jerry Grant finished second and Walt Hansgen and Mark Donohue third, all in Mark II-A's. A Ferrari was fourth and the Mark II-A of McLaren and Chris Amon fifth.

It was similar story at the 1966 12 Hours of Sebring in March. Miles and Ruby averaged a record 98.631 mph in their winning Ford Mark II-A (X-1), a roadster version. Hansgen and Donohue finished second. Gurney set a lap record of 107.89 mph as he and Grant led for most of the race, only to suffer a breakdown in the final minutes.

Alan Mann entered a lone Mark II-A in the 1,000-kilometer Spa Grand Prix on May 22, 1966. With Sir John Whitmore and Frank Gardner driving for the first time, it finished second, one lap behind the lead vehicle.

The highlight of the 1966 sports-prototype season came at LeMans in June when the Mark II-A vehicles of McLaren-Amon; Miles-Denis Hulme, and Ronnie Bucknum-Dick Hutcherson finished one-two-three, clinching the world title for Ford.

The Mark II-A also made a clean sweep of the record book. McLaren and Amon averaged a record 125.38 mph and covered a record 3,009.3 miles. In practice,

Gurney established an all-time lap record of 3:30.6, a mark he later equaled in the race.

In 1967, the Mark II-A made its last appearances at the Daytona Continental and the Sebring 12-Hour. At Daytona, all six Ford Mark II-A team entries were retired by a freak failure in the transmission, later traced to improper heat treatment of a metal shaft 8-3/4 inches long and 1-1/2 inches thick. And, at Sebring, the Mark II-A driven by Lloyd Ruby and A. J. Foyt finished second behind its successor, the new Ford Mark IV, driven by Mario Andretti and Bruce McLaren.

Following Sebring, a series of changes was made in the Mark II, and the new II-B version developed. Utilizing the same drive train as the Mark IV, the Mark II-B is lighter and features new nose and tail sections with the air snorkels removed from the rear section, and front brake ducts relocated. New turbine-styled magnesium wheels are used.

Three Mark II-B cars will compete in the 1967 running of the 24-Hours of LeMans. Ford Motor Company (U.S.A.) has entered two of the vehicles to back up its four new Mark IV entries. The Ford of France racing team has entered the third Mark II-B.

FORD MARK II-B SPECIFICATIONS

Note to editors: The Ford Mark II-B sports prototype is a revised version of the car that won LeMans in 1966. It is lighter and shows subtle refinement from its predecessor. There are new nose and tail sections with the air snorkels removed from the rear section, and front brake ducts relocated. New turbine-styled magnesium wheels are used.

GENERAL SPECIFICATIONS

Wheelbase	(in.)	95
Tread		
Front	(in.)	57
Rear	(in.)	56
Overall		
Length	(in.)	163
Width	(in.)	70
Height	(in.)	40.5
Minimum Ground Clearance	(in.)	3.94
Approximate Weight (without fuel)	(lbs.)	2505
Fuel Capacity	(gals.)	42

BODY

The Mark II-B employs semi-monocoque construction of .024-.049 steel. Front and rear body panel sections and doors are of reinforced fiberglass.

FRONT SUSPENSION

Double A-Frame, Independent

REAR SUSPENSION

Double trailing arm, single transverse top link and lower A-frame. Independent.

DRIVELINE

Ford transaxle unit with four-speed manual transmission.

BRAKES

Twelve inch diameter ventilated discs with Kelsey-Hayes calipers front and rear.

FORD MARK II-B SPECIFICATIONS (Cont'd.)

WHEELS (Size)		
Front	(in.)	8.00 x 15
Rear	(in.)	12.00 x 15

ENGINE

Type: 90° V-8 with "dry deck" design, lightweight cast iron cylinder block and aluminum alloy cylinder heads.

Bore	(in.)	4.24
Stroke	(in.)	3.78
Displacement	(cu. in.)	427
Fuel System	Two Holley 652 C.F.M. 4-V carburetors	
Maximum BHP	500 at 6400 rpm	
Maximum Torque (lbs.-ft.)	470 at 5000 rpm	
Compression Ratio	10.75:1	
Weight	(lbs.)	560

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THE MARK IV

Ford Motor Company's Mark IV sports-prototype made its debut in international competition on April 1, 1967, when Mario Andretti and Bruce McLaren drove it to victory in the 12-Hours of Sebring at an average speed of 102.9 mph.

Designed and built by Ford at facilities in Dearborn, Michigan, the Mark IV is the successor to Ford's Mark II vehicles, the most successful racing automobiles ever to represent the United States in international competition.

The idea for the new car (built in accordance with the Federation Internationale de l'Automobile (FIA) Group Six, Appendix J, regulations) was conceived by the Advanced Concepts Department of Ford Motor Company's Special Vehicles Activity in early September, 1965. The basic thought was to use the lightest, strongest structural technique known — the aluminum honeycomb panel construction pioneered by the aerospace industries.

While Ford engineers from the advanced concepts department worked at Kar Kraft, a Ford-contracted facility in Dearborn, to combine the chassis concepts proved by the Mark II with the aerospace technology Ford designers at the Corporate Projects Studio worked to develop an advanced aerodynamic body configuration.

In March, 1966, the result of this labor was tested at the Ford proving grounds. It looked promising and was shipped to LeMans, France, to make its first public appearance as the "Ford J-Car" in trials for the 24-Hour endurance test. Though the car circulated at near-record speeds, it was not ready to race and revisions were ordered.

While further development work was underway on the new car, the Mark II-As swept to a 1-2-3 finish at LeMans in June. Following the victory, further tests were ordered for the "J-Car" with a new body shell design.

- more -

The first revision of the "J-Car" took the form of a car built to FIA Group Seven specifications, with the idea in mind of campaigning one of the new cars in the Canadian-American Challenge Cup series for this type vehicle.

Tests of this first revised version of the new car came to a tragic end in August, 1966, when veteran driver Ken Miles was killed in a mysterious crash at Riverside International Raceway in California. Despite an FIA-type of intensive investigation, Ford engineers were never able to pinpoint the cause of the crash.

Work continued on the new car and, in January, 1967, it was tested again. This time the car was in FIA Group Six or LeMans trim and shakedowns at Daytona International Raceway in Florida proved the increased chassis rigidity and weight-savings of the new design, but also revealed further aerodynamic problems. Again, it was decided to postpone the car's debut in open competition.

However, in the weeks before the 1967 Sebring 12-Hour race, a new aerodynamic body shell was developed, building upon the experience gained with the first revised car at Riverside. Tests indicated the car was race-ready, and it was entered at Sebring. When Andretti and McLaren drove the car — now called the Mark IV — into the winner's circle at Sebring, the decision was made to prepare four of the new vehicles for the 1967 LeMans race.

FORD MARK IV SPORTS-PROTOTYPE SPECIFICATIONS

GENERAL SPECIFICATIONS

Wheelbase	(in.)	95
Tread		
Front	(in.)	53.6
Rear	(in.)	54.8
Overall		
Length	(in.)	171
Width	(in.)	70.5
Height	(in.)	38.6
Minimum Ground Clearance	(in.)	4.0
Approximate Weight (without fuel)	(lbs.)	2205
Fuel Capacity	(gals.)	42

BODY

The Mark IV employs unitized construction. The chassis is made entirely of an expanded aluminum honeycomb material sandwiched between .016-inch aluminum sheets, bonded together with epoxy resin and riveted in areas of highest stress. Front and rear body panel sections and doors are of reinforced fiberglass.

FRONT SUSPENSION

Double A-Frame. Independent.

REAR SUSPENSION

Double trailing arm, single transverse top link and lower A-Frame. Independent.

DRIVELINE

Ford transaxle unit with four-speed manual transmission.

BRAKES

Twelve inch diameter ventilated discs with Kelsey-Hayes calipers front and rear.

WHEELS (Size)

Front	(in.)	8.00 x 15
Rear	(in.)	12.00 x 15

ENGINE

Type: 90° V-8 with "dry deck" design, lightweight cast iron cylinder block and aluminum alloy cylinder heads.

Bore	(in.)	4.24
Stroke	(in.)	3.78
Displacement	(cu. in.)	427
Fuel System	Two Holley 652 C.F.M. 4-V carburetors	
Maximum BHP	500 at 6400 rpm	
Maximum Torque (lbs.-ft.)	470 at 5000 rpm	
Compression Ratio	10.75:1	
Weight	(lbs.)	560

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RELEASE ANY TIME

427 WEDGE ENGINE

Ford Motor Company's 427-cubic-inch wedge V-8 engine has established a reputation on the world's race circuits as one of the most powerful and dependable high performance production powerplants in existence.

The history of the 427 engine dates back to 1958 when Ford introduced a new line of engines with a displacement of 332 and 352 cubic inches. In 1960 the 352 high performance engine was introduced.

A 390-cubic-inch passenger car engine evolved in 1961, which in turn became a 406-cubic-inch high performance powerplant the same year. The next step was taken in 1963 when the displacement was increased to 427 inches.

Special features of the production 427 include high compression cylinder heads and aluminum intake manifold with large, unobstructed intake passages; special high-RPM camshaft, solid valve lifters, large intake and exhaust valves and heavy-duty valve springs. It also has impact-extruded pistons and special connecting rods for high strength and superior resistance to heat and stress.

In its first outing in February, 1963, the 427 engine powered the first five cars to cross the finish line in the Daytona 500 stock car race. It went on that year to power Ford to the NASCAR championship. Ford cars won 23 races in 1963 as 166 Fords finished in the top 10.

In 1964 a high-rise version of the 427 engine was introduced to give the engine a usable 7,000 rpm. Once again Ford was the top point winner in NASCAR, taking 30 races and placing in the top ten 199 times. Ford won 48 of 55 NASCAR races in 1965 while in 1966 it again led all cars in total points, winning 10 races.

- more -

The 427 wedge will be prominent again in 1967 on the nation's stock car circuits, where most racers will be using two 4-barrel carburetors, a new "tunnel-port" manifold, an improved exhaust system and improved heads.

In the opening stock car events of the 1967 season, Fords equipped with this engine won the Daytona 500 and Atlanta 500.

In the last few years, the success of the 427 wedge engine in sports car and GT racing has rivaled that of stock car racing. Shelby American Cobras have been virtually unbeatable in A-Production SCCA competition, winning the national championship for two years running. Boats powered by the 427 have been frequent winners in endurance events.

In 1966 the 427 gained new international fame as it powered the Ford GT Mark II-A to victories in the 24-hour Daytona Continental, the 12-hours of Sebring and 24-hours of LeMans, earning for the Ford Motor Company the International Challenge Cup for Sports Prototypes.

As used in the Mark II-A, the 427 was equipped with lightweight alloy heads and a single Holley 4-barrel carburetor.

The 427 for the Mark II-B and Mark IV sports prototype vehicles features modifications of the following components to assure reliability and durability:

Cylinder block — incorporates a "dry-deck" design whereby the water transfer passages between the cylinder block and the cylinder head have been eliminated. The movement of water from the block to the heads is accomplished externally by a cast aluminum transfer elbow bolted to the rear of the engine block and heads. Compression sealing between block and heads is effected with individual metallic "O" rings, while the lubrication passages are sealed with rubber "O" rings.

Intake Manifold — a new "over and under, tunnel-port" design is employed to accommodate two Holley 4-barrel carburetors of 652 C. F. M. capacity each and to improve maximum torque capability through improved gas flow.

Power — the 1967 version of the 427 develops 500 B.H.P. at 6400 rpm, compared with 486 B.H.P. at 6400 rpm for 1966, while the maximum torque has been upped from 450 lbs.-ft. to 470 lbs.-ft. at 5000 rpm.

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JACQUE H. PASSINO

All of the racing and performance activities of Ford Motor Company (U.S.A.) and its domestic divisions are directed by Jacque H. Passino, special vehicles manager for the company.

A native of Toledo, Ohio, Mr. Passino graduated from the University of Toledo with a degree in engineering. Opting for a business career, however, he specialized in sales promotion, marketing and advertising activities before his appointment to head Ford performance activities in 1962.

Mr. Passino has responsibility for the performance of Ford Motor Company products in seven areas of motorsports competition. They are American stock car and drag racing, world endurance racing, the Indianapolis 500 and related events, sedan racing, sports car racing, and special performance trials.

A slender, tall man with smoky gray hair, Mr. Passino is known as Ford's "Gray Fox" in American racing circles. While he attends all of the major races in the U.S. and abroad, he generally is very quiet in contrast to the frantic, trackside activity.

Under Mr. Passino's guidance, Ford-powered vehicles have earned three consecutive victories in the Indianapolis 500 ('65, '66 and '67), Fords have achieved domination of stock car and drag racing, and Ford sports-prototypes have scored a remarkable 1-2-3 finish in the LeMans 24-hour race (1966).

A small but dedicated group of fewer than 50 full-time Ford employes generates the special vehicles activity program. They report in four integral departments.

The first is headed by John H. Cowley, stock vehicles manager. This department is the real, tactical racing division of Ford's special vehicles activity, and is subdivided into three groups.

Homer L. Perry, manager of the Ford team at LeMans and other international long-distance races, reports to Mr. Cowley. He is responsible for coordination of race-car preparation and tactical support functions provided under contract with Ford by Shelby-American Inc., and Holman-Moody, Inc. And, Mr. Perry determines race strategy for the Ford team.

Also reporting to Mr. Cowley are Charles E. Gray, Jr., who is responsible for supplying technical support and assistance to independent teams racing Ford and Mercury stock cars, and Charles R. Foulger, whose responsibility is Ford's drag racing activities.

The second department is managed by Roy C. Lunn, advanced concepts manager. Mr. Lunn's group primarily is responsible for the design and manufacture of Ford racing cars for the LeMans program.

Raymond A. Geddes heads the GT and sports car department. The group coordinates activities with independent companies manufacturing and racing cars powered by Ford engines, such as Shelby-American Inc., makers of the Cobra, Shelby GT 500 and GT 350, and J. W. Engineering Ltd., manufacturers of the Ford Mark III sports car sold through the Shelby organization, and builders of the new Mirage sports-prototype racer.

The fourth department is headed by Donald A Wahrman, special events manager. Mr. Wahrman coordinates activities with Louis Meyer, the three-time Indianapolis winner retained by Ford to assemble, sell and service the Ford double-overhead-cam racing engine. Additionally his department has responsibility for Ford entries in such unique American events as the Mobil Economy run.

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DENIS HULME

Denis Hulme currently is one of the outstanding drivers competing both in international competition and in America's Indianapolis 500.

This year he has won the Grand Prix of Monaco in a Repco-Brabham, and was the highest-placing foreign driver in the Indianapolis 500. Hulme finished fourth in an Eagle-Ford.

Hulme is one of several outstanding competitors who began their driving careers in their native New Zealand, then moved to Europe to earn international reputations.

Now 30, Hulme arrived in England in 1960. Like Bruce McLaren before him, he was sponsored by the New Zealand International Grand Prix Organization. His big break came in 1962 when, after he had joined Jack Brabham as a mechanic, he was given an opportunity to drive a works Formula Junior car. In 1963, he won six major races in Formula Junior and captured the 6-Hour Saloon Car race at Brands Hatch.

In 1964, Hulme spent the full season as a works driver for the Repco-Brabham Formula II team. He finished second to Jack Brabham in the 1964 French championship and really came into his own in the 1965 season with a string of victories climaxed by a triumph in the RAC Tourist Trophy race.

Last year, Hulme teamed with the late Ken Miles in a Ford Mark II-A at LeMans. They were awarded second-place in the controversial Ford three-car finish.

Hulme made the jump to Formula I racing in 1965, when he joined Dan Gurney on the Brabham works team, and finished 11th in driver point standings. In 1966, he moved up to fourth place.

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LLOYD RUBY

A native of Wichita Falls, Texas, Lloyd Ruby has centered his career on the Indianapolis 500 but has scored his greatest triumphs at the helm of Ford sports-prototypes in international competition.

Ruby, 39, teamed with the late Ken Miles to win the 1965 Daytona Continental (2000 Kilometers) in a Ford Mark I (GT-40). In 1966, Ruby and Miles drove a Ford Mark II-A to victory in the 24-Hour Daytona Continental, and the 12-Hours of Sebring. Ruby was scheduled to drive for Ford at LeMans last year, but was sidelined by an injury suffered in an airplane crash.

This year, Ruby teamed with Denis Hulme for the Daytona Continental but their Mark II-A was eliminated by transmission failure. However, at Sebring, Ruby teamed with A. J. Foyt, Jr., in a Mark II-A to capture second place behind the new Ford Mark IV of Mario Andretti and Bruce McLaren.

Ruby started his career in midgets during 1946. He joined the United States Auto Club (USAC) in 1957 and quickly established himself as one of the top American drivers. He qualified for his first Indianapolis 500 in 1960, and has driven in every "500" since then. His best finish was in 1964, when he drove a conventional roadster to third place. Ruby, driving an Eagle-Ford, led the middle portions of the 1966 race, but was forced out by an oil leak after 166 laps.

In the 1967 USAC championship series, in one of the Indianapolis warm-up events, Ruby won the Phoenix 150-mile race. He was the fastest qualifier of a turbo-charged Offenhauser at Indianapolis this year, but retired from the race on the third lap with a valve-train failure.

Ruby is married and has two children. He and his family live in Texas.

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DAN GURNEY

Dan Gurney is popularly rated as the most versatile American racing driver in history. Like Australia's Jack Brabham, he is a jack-of-all-trades who not only drives all types of racing machinery, but designs and builds his own competition cars as well.

The six-foot, two-inch Californian was born in Port Jefferson, New York, but moved to Riverside, California as a child, and now lives in Costa Mesa, with his wife and their four children.

On March 12, 1967, Gurney saw one of his dreams come true, as he headed the first all-American team to win a Formula I type of race in 46 years. Gurney in his Eagle racing car, took the checkered flag in the "International Race of Champions" at Brands Hatch, England.

In addition to building and driving his Formula I Eagles, Gurney builds Eagles for Indianapolis competition. He drove one of his own Eagle-Fords to the number two qualifying spot for the "500" this year with an average speed of 167.224 mph for four laps. Seven Eagle chassis started the 1967 Indy 500. Denis Hulme was the highest finisher (fourth) in an Eagle. Gurney himself was sidelined with a burned piston, after running second for many of his 160 laps.

Gurney's most remarkable feat was the winning of the Riverside 500-mile stock car race four consecutive years — 1963, 1964, 1965 and 1966. Each time, he drove a Ford.

Last year, Gurney and co-driver Jerry Grant placed second with a Ford Mark II-A in the Daytona Continental; led Sebring until the final moments and led LeMans for much of the distance before retiring after 17 hours. He set lap records at all three events.

In 1961, Gurney drove for the Porsche Formula I team and finished second in the world driver's championship point standings. He won the Grand Prix of France in 1962 and 1964; the Grand Prix of Germany in 1962, and the Grand Prix of Mexico in 1964.

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A. J. FOYT, JR.

Anthony Joseph Foyt, Jr., of Houston, Texas, is one of only four men to win the Indianapolis 500 race on three occasions. He won the American classic in 1961, 1964 and 1967.

At 32, Foyt is one of an elite group of drivers who have proved themselves equally at home in their native American oval-track machines and in European-type road-racing vehicles.

Born January 16, 1935, Foyt first learned about cars under the guidance of his father, a garage owner. Mr. Foyt, Sr., was the chief mechanic for Foyt's winning Coyote-Ford in the 1967 Indianapolis race. As a result of Mr. Foyt's teaching, A. J. today is a highly skilled mechanic as well as an outstanding driver. Father and son designed and built the Coyote-Ford for the 1967 Indy 500.

Foyt's first appearance in a Ford sports-prototype was in the 1966 12-Hours of Sebring, when he and co-driver Ronnie Bucknum drove a Ford Mark II with an automatic transmission. They finished 12th despite mechanical problems. An injury prevented him from driving at LeMans in 1966.

In 1967, Foyt drove one of the six ill-fated Ford Mark II vehicles in the Daytona Continental. He and co-driver Dan Gurney started from the pole position, with a record qualifying speed of 119.165 mph, but ran into transmission failure and then engine failure, and were forced to drop out after 17 hours.

At the Sebring 12-Hour this year, however, Foyt and co-driver Lloyd Ruby finished a Mark II in second place behind the winning new Ford Mark IV sports-prototype of Mario Andretti and Bruce McLaren.

Foyt is married and has three children.

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LUCIEN BIANCHI

Although an Italian by birth, 33-year-old Lucien Bianchi has lived in Belgium since he was 12. He is the owner of a garage in Brussels which specializes in the maintenance and preparation of competition cars.

Bianchi grew up in a motor sports atmosphere. His father, Roberto, worked in the competition department of Alfa Romeo and later became personal mechanic for famous Belgian driver John Claes. Lucien broadened his technical knowledge with training courses at the Jaguar, Mercedes, Ferrari and Alfa Romeo factories.

He made his competitive debut in 1951, at the age of 17, as a co-driver in the Alpine Rally.

His greatest successes were scored with Swedish driver Jo Bonnier at Sebring in 1962, and with Belgian Olivier Gendebien in the 1000-kilometer Paris event in 1960 and the Tour de France events of 1957, 1958 and 1959.

Last year he teamed with Mario Andretti in a Ford GT II at LeMans. The pair did well until an overheating problem forced their car out.

Bianchi is married and the father of three daughters.

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BRUCE MC LAREN

Bruce McLaren has been racing for almost half of his 29 years. He is one of the new breed of drivers who feel it isn't enough just to race cars. McLaren also heads his own company which engineers and builds racing cars.

McLaren's driving career started in his native New Zealand in 1953. He left for the European racing scene in 1958 after establishing himself as one of the top drivers "down under". His first trip to Europe was under the sponsorship of the New Zealand Grand Prix Association's "Driver to Europe" program.

His first steady employment as a driver came in 1959 when he was hired by the Cooper team. He stayed with Cooper until 1962, registering his first major Formula One victory in the 1959 U.S. Grand Prix at Watkins Glen, N.Y. He was runner-up for the world driving championship in 1960.

His biggest triumph to date was in last year's 24 Hours of LeMans. McLaren teamed with fellow New Zealander Chris Amon in a Ford Mark II-A to set a race record of 125.38 mph in completing 3,009.3 miles, another mark.

McLaren, with co-driver Mario Andretti, successfully introduced the new Ford Mark IV Sports-prototype to the racing world earlier in 1967, with a record-breaking victory in the 12-Hours of Sebring.

McLaren kept active last year driving his own Formula One car equipped with a three-liter version of the Ford double overhead cam Indianapolis engine and his own sports car in FIA Group 7 competition. He placed third overall in the Can-Am series of races with 20 points.

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RONNIE BUCKNUM

Ronnie Bucknum is one of a number of Southern Californians who have worked their way through the ranks to reach the top in international sports car competition.

The 31-year-old Bucknum, who currently lives in LaCanada, California, is a four-times West Coast champion in Sports Car Club of America competition, having won the title in 1959. 1960, 1962 and 1963. He has raced a great variety of automobiles, including Formula One machinery.

Bucknum drove a Honda during the 1965 Formula One season, placing 12th in the U. S. Grand Prix at Watkins Glen. He competed in the 24 Hours of LeMans for the first time in 1965, at the wheel of a Ford GT-40.

In last year's race he and Dick Hutcherson co-piloted the third place Ford Mark II. Earlier in the '66 season he and Ritchie Ginther drove a Mark II with automatic transmission at Daytona, completing 14 of the 24 hours. A. J. Foyt was his partner in a similar car at Sebring which placed 12th overall.

Bucknum is married and has three children.

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FRANK GARDNER

Frank Gardner is a native Australian who learned to drive "down-under" and made the transition to European circuits later, like so many other international driving stars.

Now 34, Gardner entered his first race in New South Wales 10 years ago. His debut was auspicious; he finished first. It wasn't long before he had won the New South Wales sports car championship. He moved to England and became a member of the Aston Martin racing team in 1958. He was with Aston Martin for two years during which time the team won the World's Manufacturer's championship.

A skilled mechanic as well as driver, Gardner has worked on the cars of a number of international driving stars including those of Stirling Moss, Carroll Shelby, Jack Brabham and Graham Hill. In 1962 Gardner also drove for the Brabham team.

Gardner returned to Australia for the 1962-63 sports car season and enjoyed great success with a Formula Junior Brabham and a Lotus 23 sports car. Returning to England, he joined the Ian Walker Racing Team to campaign successfully in a Formula Junior Brabham powered by Ford.

In 1964 and 1965 he was a member of the Willment Racing Team, driving such machinery as a Formula One Brabham-BRM, a Lotus 30, an Elva BMW and a Cortina Lotus.

Last year he teamed with Sir John Whitmore in a Ford GT Mark II at LeMans and at Sebring in a Ford GT-40. He also was one of the team Cortina-Lotus drivers in the Trans-American sedan championship series.

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MARK DONOHUE

Mark Donohue of Stonybrook, N.Y., has established himself as one of the top sports car drivers in the United States although still almost a year away from his 30th birthday.

Donohue campaigned around the world in 1966, racing everything from Mustangs to the Ford GT Mark II. He enjoyed his greatest success in Group 7 racing, placing second to John Surtees in the Can-Am series and winning the season's finale in Nassau. So far in 1967, Donohue is well on his way to winning the U.S. Road Racing Championship with three victories in four events.

Teamed with the late Walt Hansgen, Donohue finished second in a Mark II in the 12 Hours of Sebring last year and third in the 24-hour Daytona Continental. He was paired with Paul Hawkins at LeMans, but their car broke a half-shaft on the first lap and he saw little action.

Donohue enjoyed a very successful year in Sport Car Club of America competition in 1965. He competed in two classes and captured two national championships — the B-Production title in a Shelby GT 350 and the Formula C title in a Ford-powered Lotus 20B.

Donohue's first SCCA national championship came in 1961 when he captured the E-Production title in an Elva. For his efforts that year he was given the New York Times Most Improved Driver Award. After the 1965 season, the Times named him Man of the Year in amateur sports car racing.

An engineer by profession, Donohue has been driving for seven years. He campaigned a Cobra in 1963 and picked up four first places. His driving background includes successfully competing in Formula Libre events in a midget class racer.

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PAUL HAWKINS

If Paul Hawkins doesn't rank among the quickest drivers in international competition, he surely must rank as the most colorful.

The exploits of this 29-year-old Australian bachelor are legendary. Two of the most spectacular events in Hawkins' career involved sensational crashes: his fantastic plunge into the harbor in a Willment Formula I Lotus during the 1965 Grand Prix of Monaco, and his high-speed "turn-turtle" in Jackie Epstein's Lola T-70 during the Canadian-American Challenge Cup race at St. Jovite, Canada, last year.

But, the light-hearted humorous Hawkins also has demonstrated a will-to-win and an ability to drive consistently. This year, he has enjoyed frequent success in the Epstein Lola and in Formula II events.

Last year, Hawkins was a member of the Ford team at LeMans and campaigned the Epstein Lola in the Can-Am series.

From 1963 through 1965, Hawkins drove for John Willment's racing team in Formula cars, sports cars, sedans and stock cars. During 1964, Hawkins won the Rhodesian Grand Prix for Willment in a Formula II Brabham-Ford and, at the same meeting set new lap records for stock cars and went on to win with a Ford Galaxie in the "saloon car" race.

Hawkins' personal trademark is a bright yellow kangaroo painted across the front of his green helmet. His hobbies are water-skiing, flying and music.

Hawkins moved from Australia to Europe in 1960. He makes his home in London, England.

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SKIP SCOTT

Robert L. (Skip) Scott, Jr., was selected the 1966 winner of The New York Times Sportsmanship Trophy for sports car drivers.

Thus, at 25, he seems to be on his way to a place among that select group of drivers who have proved to be as successful on the European racing circuits as on those in the U.S.

Scott teamed with Peter Revson last year to drive a Ford GT-40 to class victories at Sebring, Monza and Spa, to help Ford clinch the International Manufacturer's Championship for production sports cars.

In addition to driving for Ford at LeMans this year, Scott is campaigning a Ford-powered McLaren modified-sports (Group Seven) car on the United States Road Racing Championship (USRRC) and Canadian-American Challenge Cup circuits.

Scott earned his first competition license when he was 21, fulfilling an ambition born when he stole a drive in an MG-TC nine years earlier. He began with small-bore Elva cars and moved up to big-bangers quickly. He made his debut in an Shelby-American Team Cobra as the late Ken Miles' co-driver at Elkhart Lake, Wisconsin in 1964.

In this year's Trans-American Sedan Championship series, Scott is one of the five factory team drivers of the Mercury Cougar.

Scott is married and has two children. They live in Devon, Pennsylvania, a suburb of Philadelphia.

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PETER REVSON

At 27, Peter Revson has seven years of international road-racing experience behind him, much of it in the European, open-cockpit Formula cars.

Last year was perhaps the best season for the cosmetics heir. With co-driver Skip Scott, Revson drove a Ford GT-40 to production sports car category victories at Sebring, Monza and Spa, helping Ford to win the International Manufacturer's Championship for the class.

A bachelor, and the only international racing driver to call New York City his home, Revson scored his biggest win this year in the Trans-American Sedan Championship event at Lime Rock Park, Connecticut, when he drove a factory team Mercury Cougar to victory lane.

In addition to driving for the Ford Team at LeMans this year, and for Team Cougar in the Trans-Am series, Revson plans to campaign a modified-sports (Group 7) car in the Canadian-American Challenge series. He also has been active as a test driver for Ford.

Revson gained most of his road-racing experience while living in London in the early Sixties. In 1965, he contracted to Ron Harris-Team Lotus to drive Formula Two and Formula Three events.

Late in 1965, Revson signed to drive a 2-liter Brabham BT-8 for the Kay Racing Team and achieved class victories in the modified-sports car category at Silverstone, England; Mosport, Canada; Kent, Washington; Laguna Seca, California; Las Vegas, Nevada, and Nassau, Bahamas. He was the top "Under Two-Liter" category money-winner in the 1965 edition of the Canadian-American Challenge Cup series.

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MARIO ANDRETTI

Twenty-seven-year-old Mario Andretti, who stands only five feet, five inches tall, is a giant among today's American auto racers.

The young man from Nazareth, Pennsylvania, is proving to be the most widely-publicized figure in racing. He is one of the busiest American drivers and is nearly unbeatable in any kind of car. He runs the full season of Indianapolis-type car events, competes in the major stock car races, and finds time for selected international events for sports-prototype cars. This year, all of Andretti's mounts are Ford-powered.

To open the 1967 season, Andretti drove his Ford Fairlane stock car into the winner's circle at NASCAR's biggest race, the Daytona 500; he followed up by co-driving with Bruce McLaren the winning Ford Mark IV sports-prototype in the 12-Hours of Sebring, and then won the Trenton 150 race for Indianapolis-type racers.

He won the pole position for the 1967 Indianapolis 500 with a new record speed average of 168.982 mph for 10 miles (four laps) and 169.779 mph for 2-1/2 miles (one lap). Mechanical difficulties with his Hawk-Ford in the race itself prevented his finish.

A native of Italy, Andretti was born near Trieste, and spent over three years in a displaced persons camp following the partition of Trieste. He immigrated to the United States in 1955. His childhood hero was the great Italian world driving chamipion, Alberto Ascari.

Andretti is married and has two sons.

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ROGER McCLUSKEY

Roger McCluskey, of Tucson, Arizona, is one of the top drivers on the United States Auto Club's Sprint Car and Championship Car circuits.

Twice (1963 and 1966) he has won the driver's championship on USAC's rough-and-tumble sprint car circuit. As a veteran of thousands of miles of dirt-track racing, McCluskey is rated as potentially one of the best American road-racing drivers.

McCluskey, 36, has driven in six Indianapolis 500 races. His best finish came in 1966 when he was awarded 13th place after his Eagle-Ford went out of the race after 129 laps with a mechanical failure. This year, McCluskey was the seventh fastest qualifier for the "500" with a 10-mile average speed of 165.563 mph in his Eagle-Ford. However, he was sidelined after 165 laps and was awarded 19th spot.

McCluskey first entered competition in 1949, driving a stock car on an oval track at Tucson. He moved quickly into open-cockpit competition.

Tucson remains McCluskey's home. He is married and has three children.

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