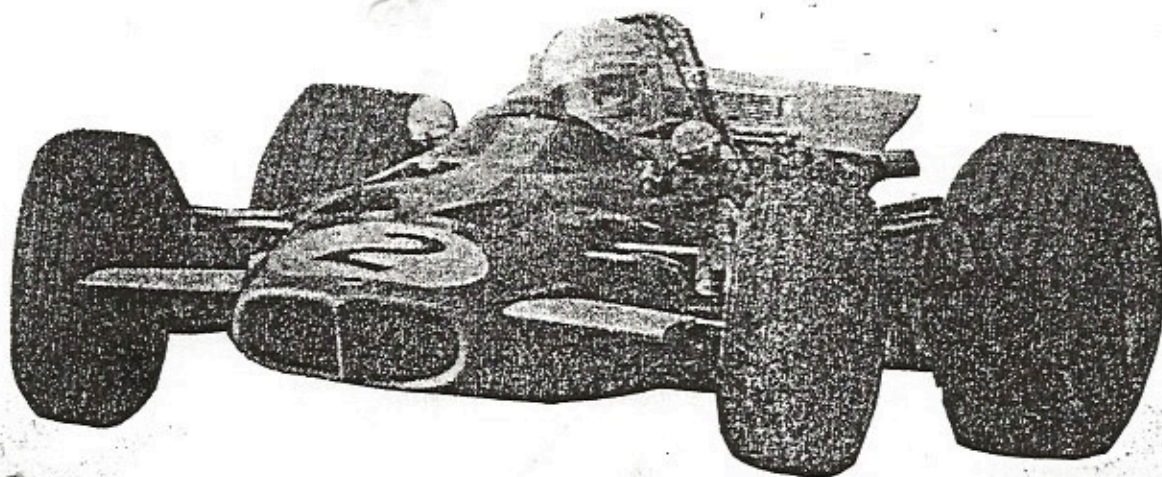


FORMULA 2

1969

formula one register

founders: duncan rabagliati
john thompson
dr.k.paul sheldon



VOLUME 21

1969

XIV BARC "200"	5	16
III AvD Deutschland Trophäe	7	10
XXIX Grand Prix de Pau	9	DNF
XXXII Internationales ADAC Eifelrennen	10	10
III Gran Premio do Madrid	12	7
VI Grote Prijs van Limburg	13	DNF
IV DMV Rhein-Pokalrennen	15	pole, 3 rd
XI Gran Premio della Lotteria di Monza	16	2
XXXV Grand Prix de Reims	17	crash
IV Flugplatzrennen Tulln-Langenlebarn	18	5
VIII Gran Premio del Mediterraneo	20	9
XXVII Grand Prix d'Albi	22	8
XXI Gran Premio Roma	22	2
IV Flughafenrennen Munchen-Neubiberg	24	1
Index of Drivers	27	

NORBURRING 5th 5th in class

Zandvoort 2nd

Hockenheim 3rd

7th

Monza 2nd

Drivers entered for 1969 Formula 2 Races

Adamich, Andrea de
Ahrens, Kurt
Albert, Franz
Amie, John I'
Bell, Derek
Beltoise, Jean-Pierre
Bernabei, Franco
Binder, Roland
Birrell, Graham
Bo, Patrick dal
Brambilla, Ernesto
Bress, Kurt
Buess, Kurt
Busch, Max
Cevert, Francois
Corti, Enzo
Courage, Piers
Cullen, Brian
Facetti, Carlo
Fenning, John
Francisci, Claudio
Frey, Bruno
Galli, Nanni
Ganley, Howden
Gaydon, Peter
Gethin, Peter
Godden, Don
Guthrie, Malcolm
Hailwood, Mike
Hahne, Hubert
Hart, Brian
Hill, Graham
Huber, Gunther
Ickx, Jackie
Ikuzawa, Tetsu

Ivy, Bill
Korutschka, Adolf
Krammer, Gerhard
Lindermann, Werner
McRae, Graham
Miles, John
Mitter, Gerhard
Mohr, Manfred
Mosley, Max
Offenstadt, Eric
Perrot, Xavier
Pescarolo, Henri
Peterson, Ronnie
Pike, Roy
Pollock, John
Quester, Dieter
Regazzoni, Gianclaudio
Reid, Tommy
Rindt, Jochen
Rollinson, Alan
Servoz-Gavin, Johnny
Siffert, Jo
Stewart, Jackie
Stoh-Maurer, Hans
Stumpf, Wolfgang
Terbeck, Bernd
Vetter, Helmut
Vidal, Philippe
Walker, Alistair
Watson, John
Westbury, Peter
Widdows, Robin
Williams, Chris
Williams, Jonathan

Thrxuton 2 heats of 15 laps, Final of 50 laps 35.34 miles, 117.60 miles 7.4.69

1	Graham Hill	Roy Winkleman Racing	Lotus 59	59-F2-20	Cosworth FVA
2	Jochen Rindt	Roy Winkleman Racing	Lotus 59	59-F2-19	Cosworth FVA
3	Max Mosley	Len Street Engineering	Lotus 59	-	Cosworth FVA
4	John Pollock	Team Ireland	Lotus 48	R2	Cosworth FVA
5	John Watson	Team Ireland	Lotus 48	R1	Cosworth FVA
6	John Fenning	Robert Lamplough	Lotus 41C	-	Lotus LF
7	Jackie Stewart	Matra International	Matra MS7	01	Cosworth FVA
8	Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA
9	Jean-Pierre Beltoise	Matra Sports	Matra MS7	07	Cosworth FVA
10	Henri Pescarolo	Matra Sports	Matra MS7	06	Cosworth FVA
11	Derek Bell	Spa Ferrari SEFAC	Ferrari Dino	012	Ferrari Dino
12	Ernesto Brambilla	Spa Ferrari SEFAC	Ferrari Dino	004	Ferrari Dino
14	Francois Cevert	Tecno Racing Team	Tecno 68	T00306	Cosworth FVA
15	Gianclaudio Regazzoni	Spa Ferrari SEFAC	Ferrari Dino	014	Ferrari Dino
16	Max Busch	B.B.Racing Team	Tecno 69	T00400	Cosworth FVA
17	Nani Galli	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA
18	Bruno Frey	Midland Racing Team	Tecno 69	-	Cosworth FVA
19	Alistair Walker	Frank Williams Racing Cars	Tecno 69	AWT1082	Cosworth FVA
20	Piers Courage	Frank Williams Racing Cars	Brabham BT23C	BT23C-16	Cosworth FVA
21	Graham McRae	Frank Williams Racing Cars	Brabham BT23C	BT23C-1	Cosworth FVA
22	Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT23C	BT23C-12	Cosworth FVA
23	Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	BT23C-11	Cosworth FVA
24	Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
25	Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7	Cosworth FVA
26	Xavier Perrot	Squadra Tartaruga	Brabham BT23	BT23-3	Cosworth FVA
27	Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA
28	Tommy Reid	Irish Racing Cars	Brabham BT23	BT23-1	Cosworth FVA
29	Alan Rollinson	Irish Racing Cars	Brabham BT30	-	Cosworth FVA
30	Roy Pike	Church Farm Racing Team	Brabham BT30	-	Cosworth FVA
31	Kurt Ahrens	Ahrens Racing Team	Brabham BT30	BT30-4	Cosworth FVA
32	Graham Birrell	Ecurie Ecosse	Brabham BT23C	BT23C-5	Cosworth FVA
33		Jolly Club (GB)O.Speight	Brabham BT30	-	Cosworth FVA
34	Jo Siffert	Bayerische Motoren Werke	Lola 102	SL-102/2	BMW M12
35	Hubert Hahne	Bayerische Motoren Werke	Lola 102	SL-102/1	BMW M12
36	Gerhard Mitter	Bayerische Motoren Werke	Lola 102	-	BMW M12
37	Patrick dal Bo	Constructions Mech.Pygnee	Pygnee MDB12	12-1-69	Cosworth FVA
38	Eric Offenstadt	Constructions Mech.Pygnee	Pygnee MDB12	12-2-69	Cosworth FVA
39	Brian Hart	Merlyn Racing	Merlyn 12	-	Cosworth FVA
40	Chris Williams	Merlyn Racing	Merlyn 12	-	Cosworth FVA
41	Howden Ganley	New Zealand Racing Part.	McLaren M4A	-	Cosworth FVA
42	Tetsu Ikuzawa	Team Surtees R & D	Lola 100	-	Cosworth FVA

3 dna, car not repaired
 8 T - 04
 29 dna, car not ready
 33 dna, car not ready
 39 dna, entry withdrawn;
 40 dna, driver deceased
 42 dna, engine

6 dna, car not ready
 18 dna, crankshaft
 30 dna, car not ready
 36 dna, alt driver to Hahne
 alt driver - Alan Rollinson
 41 dna, car not ready

Starting Grid (Heat 1)

Hill	1.15.6	Stewart	1.15.4	Ivy	1.15.4
		Bell	1.16.8	Beltoise	1.15.8
		Watson	1.18.0	Ahrens	1.17.4
		Hahne	1.19.2	Regazzoni	1.18.2
				Galli	1.17.2

	Servoz-Gavin	Brambilla	
Siffert		Galli	Bell
	McRae		Cevert
Perrot		Offenstadt	Birrell
	Watson		Rindt
Guthrie		Walker	Corti
	Westbury		Hahne
Lindermann		Reid	Pollock

Retirements

Hill	0	Clutch
Reid	3	Fuel injection
Offenstadt	5	Engine
Siffert	12	Oil tank
McRae	13	Crash
Ahrens	13	Gear lever
Bell	23	Fuel pressure
Watson	29	Crash
Ivy	34	Engine
Westbury	39	Engine

Results

1. Rindt	50	1:02'44.6"	113.46 mph
2. Stewart	50	1:03'14.8"	
3. Beltoise	50	1:03'57.4"	
4. Pescarolo	59	1:03'15.0"	
5. Servoz-Gavin	49	1:03'35.4"	
6. Brambilla	48	1:02'47.4"	
7. Courage	48	1:03'21.8"	
8. Cevert	48	1:03'23.4"	
9. Corti	48	1:04'03.0"	
10. Regazzoni	47	1:02'54.0"	
11. Birrell	46	1:03'44.6"	
12. Hahne	46	1:03'54.0"	
13. Perrot	45	1:02'57.6"	

Not Classified

14. Lindermann	43
15. Pollock	40
16. Westbury	39
17. Walker	39
18. Guthrie	37
19. Ivy	34
20. Galli	34

FL - Jochen Rindt 1'14.0" 114.62 mph

I I I A V D D E U T S C H L A N D T R O P H A E

Hockenheim

2 heats of 20 laps

168.25 miles

13.4.69

1	Jean-Pierre Beltoise	Matra Sports	Matra MS7	07	Cosworth FVA
2	Henri Pescarolo	Matra Sports	Matra MS7	06	Cosworth FVA
3	Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA
4	Derek Bell	Spa Ferrari SEFAC	Ferrari Dino	-	Ferrari Dino
5	Gianclaudio Regazzoni	Spa Ferrari SEFAC	Ferrari Dino	012	Ferrari Dino
6	Ernesto Brambilla	Spa Ferrari SEFAC	Ferrari Dino	014	Ferrari Dino
7	Kurt Ahrens	Ahrens Racing Team	Brabham BT30	BT30-1	Cosworth FVA
8	Hubert Hahne	Bayerische Motoren Werke	Lola 102	SL-102/1	BMW M12
9		Bayerische Motoren Werke	Lola 102	XX-	BMW M12
10	Roy Pike	Roy Winkleman Racing	Lotus 59	59-F2-20	Cosworth FVA
11	Alan Rollinson	Roy Winkleman Racing	Lotus 59	59-F2-19	Cosworth FVA
12	Piers Courage	Frank Williams Racing Cars	Brabham BT23C	BT23C-16	Cosworth FVA
14	Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT23C	BT23C-12	Cosworth FVA
15	Graham McRae	Frank Williams Racing Cars	Brabham BT23C	-	Cosworth FVA
16	Alistair Walker	Frank Williams Racing Cars	Tecno 69	AWT 1082	Cosworth FVA
17	Brian Hart	Merlyn Racing	Merlyn 12	109-F2-68	Cosworth FVA
18	Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
19	Peter Gethin	Church Farm Racing Team	Brabham BT30	-	Cosworth FVA
20	Eric Offenstadt	Cons.Mech.Pygme	Pygmee MDB12	-	Cosworth FVA

21 Patrick dal Bo	Cons.Mech Pygme	Pygmee MDB12	-	Cosworth FVA
22 Bruno Frey	Midland Racing Team	Tecno 69	T00402	Cosworth FVA
24 Max Busch	B.B.Racing Team	Tecno 69	-	Cosworth FVA
25 Nanni Galli	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA
26 Francois Cevert	Tecno Racing Team	Tecno 68	T00396	Cosworth FVA
27 John Pollock	Team Ireland	Lotus 48	-	Cosworth FVA
28 John Watson	Team Ireland	Lotus 48	-	Cosworth FVA
29 Howden Ganley	New Zealand Racing Team	McLaren M4A	-	Cosworth FVA
30 Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7	Cosworth FVA
31 Bernd Terbeck	Montan Racing Team	Brabham BT23C	BT23C-8	Cosworth FVA
32 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA
33 Max Mosley	Len Street Engineering	Lotus 59	-	Cosworth FVA

- 3 scnu - 01
 4 dna, no car available
 5 dns, improper practising, bpt - 2'14.4" 6 nptr; alt driver - Ernesto Brambilla
 9 dna, no driver available
 15 dna, no engine
 19 dna, car not ready
 20 dna, car not ready
 21 dna, car not ready
 24 dna, car not repaired
 27 dna, entry withdrawn
 28 dna, entry withdrawn
 29 dna, no engine
 33 dna, car not ready

Starting Grid (Heat 1)

Pescarolo 2.08.9	Servoz-Gavin 2.09.2	Ahrens 2.09.7
Hahne 2.10.6	Courage 2.11.3	
Rollinson 2.12.0	Beltoise 2.12.5	Pike 2.13.5
Brambilla 2.13.7	(Regazzoni) 2.14.4	
Walker 2.14.7	Corti 2.14.7	Cevert 2.16.5
Hart 2.16.8	Guthrie 2.17.4	
Galli 2.18.8	Westbury 2.19.8	Lindermann 2.22.6
Frey 2.25.4	Terbeck 2.27.1	

Retirements

Hart	0	Clutch
Brambilla	1	Engine
Pike	5	Clutch

Results

1. Beltoise	40	1:21'39.6"	123.52 mph.
2. Hahne	40	1:21'40.2"	
3. Courage	40	1:21'43.8"	
4. Ahrens	40	1:22'01.1"	
5. Servoz-Gavin	40	1:22'01.4"	
6. Rollinson	40	1:22'03.0"	
7. Pescarolo	40	1:22'20.3"	
8. Galli	40	1:22'23.6"	
9. Cevert	40	1:22'44.6"	
10. Corti	40	1:24'33.3"	
11. Westbury	40	1:24'39.1"	
12. Frey	40	1:25'15.3"	
13. Terbeck	40	1:25'42.4"	

Not Classified

14. Lindermann	36
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L - Jean-Pierre Beltoise 1'59.1" 126.75 mph

Walker
1.20.6

Corti
1.20.4

McRae
1.20.0

Lindermann
1.23.2

dal Bo
1.21.0

Retirements

dal Bo

2 Oil pressure

Results

- | | | | |
|----------------|----|----------|-------------|
| 1. Stewart | 15 | 19'00.6" | 111.54 mph. |
| 2. Beltoise | 15 | 19'01.6" | |
| 3. Hill | 15 | 19'09.8" | |
| 4. Ivy | 15 | 19'20.0" | |
| 5. Ahrens | 15 | 19'31.8" | |
| 6. Regazzoni | 15 | 19'32.0" | |
| 7. Bell | 15 | 19'35.0" | |
| 8. Galli | 15 | 19'37.2" | |
| 9. McRae | 15 | 20'03.4" | |
| 10. Corti | 14 | 19'03.6" | |
| 11. Watson | 14 | 19'19.0" | |
| 12. Lindermann | 13 | 19'05.4" | |

Not Classified

FL - Graham Hill	1'14.4"	114.00 mph	13. Hahne	11	19'36.4"
			14. Walker	9	19'49.8"

Starting Grid (Heat 2)

Courage 1.16.0	Pescarolo 1.15.6	Rindt 1.13.2
Servoz-Gavin 1.16.6	Brambilla 1.16.4	
Cevert 1.19.6	Siffert 1.19.4	Birrell 1.19.4
Offenstadt 1.20.8	Westbury 1.19.8	
Reid 1.22.8	Guthrie 1.22.6	Pollock 1.22.0
Busch 1.39.0	Perrot 1.23.6	

Retirements

Busch 2 Crash

Results

- | | | | |
|-----------------|----|----------|-------------|
| 1. Courage | 15 | 19'15.4" | 110.11 mph. |
| 2. Pescarolo | 15 | 19'17.4" | |
| 3. Brambilla | 15 | 19'33.6" | |
| 4. Servoz-Gavin | 15 | 19'34.4" | |
| 5. Siffert | 15 | 19'44.8" | |
| 6. Cevert | 15 | 19'57.6" | |
| 7. Birrell | 15 | 20'16.2" | |
| 8. Offenstadt | 15 | 20'45.0" | |
| 9. Perrot | 14 | 19'15.8" | |
| 10. Guthrie | 14 | 19'19.2" | |
| 11. Pollock | 14 | 19'25.4" | |
| 12. Reid | 14 | 19'27.0" | |
| 13. Rindt | 14 | 19'33.6" | |

Not Classified

FL - Jochen Rindt	1'14.6"	113.69 mph	14. Westbury	9	20'21.2"
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Starting Grid (Final)

Hill	Beltoise	Stewart
Pescarolo	Courage	
Regazzoni	Ahrens	Ivy

Starting Grid (Heat 2)

Pescarolo	Hahne	Beltoise
Ahrens	Courage	
Servoz-Gavin	Rollinson	Galli
Cevert	Guthrie	
Corti	(Walker)	Westbury
Frey	Terbeck	
Lindermann		

Retirements

Guthrie	2	Crash
Walker		Slow tyre change

Results

1. Beltoise	20	40'53.7"	123.28 mph.
2. Hahne	20	40'54.7"	
3. Courage	20	40'57.2"	
4. Servoz-Gavin	20	41'14.4"	
5. Ahrens	20	41'14.8"	
6. Galli	20	41'15.3"	
7. Rollinson	20	41'15.6"	
8. Pescarolo	20	41'35.2"	
9. Cevert	20	41'35.5"	
10. Westbury	20	42'32.7"	
11. Corti	20	42'36.6"	
12. Frey	20	42'37.2"	
13. Terbeck	20	42'56.1"	
14. Lindermann	19		

FL - Jean-Pierre Beltoise & Hubert Hahne 1'59.5" 126.64 mph

Aggregate Results

1. Pescarolo	20	40'45.1"	123.84 mph.
2. Hahne	20	40'45.5"	
3. Beltoise	20	40'45.9"	
4. Ahrens	20	40'46.3"	
5. Courage	20	40'46.6"	
6. Servoz-Gavin	20	40'47.0"	
7. Rollinson	20	40'47.4"	
8. Galli	20	41'08.3"	
9. Cevert	20	41'09.1"	
10. Guthrie	20	41'44.6"	
11. Corti	20	41'56.7"	
12. Walker	20	41'58.0"	
13. Westbury	20	42'06.4"	
14. Frey	20	42'38.1"	
15. Terbeck	20	42'46.3"	

Not Classified

16. Lindermann 17.

X X I X G R A N D P R I X D E P A U

Pau	70 laps	123.27 miles	20.4.69
2 Graham Hill	Roy Winkleman Racing	Lotus 59	59-F2-20
4 Jochen Rindt	Roy Winkleman Racing	Lotus 59	59-F2-19
6 Jackie Stewart	Matra International	Matra MS7	01
8 Johnny Servoz-Gavin	Matra International	Matra MS7	04
10 Jean-Pierre Beltoise	Matra Sports	Matra MS7	07
12 Henri Pescarolo	Matra Sports	Matra MS7	-
14 Francois Cevert	Tecno Racing Team	Tecno 68	T00306
			Cosworth FVA
			Cosworth FVA
			Cosworth FVA
			Cosworth FVA
			Cosworth FVA
			Cosworth FVA
			Cosworth FVA

16 Nanni Galli	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA
18 Eric Offenstadt	Cons.Mech.Pygnee	Pygnee MDB12	12-2-69	Cosworth FVA
20 Patrick dal Bo	Cons.Mech.Pygnee	Pygnee MDB12	12-1-69	Cosworth FVA
22 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
24 Peter Gethin	Church Farm Racing Team	Brabham BT30	-	Cosworth FVA
26 Robin Widdows	Merlyn Racing	Merlyn 12	109-F2-68	Cosworth FVA
28 Piers Courage	Frank Williams Racing Cars	Brabham BT23C	BT23C-16	Cosworth FVA
30 Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	BT23C-11	Cosworth FVA
32 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA
34 Graham Birrell	Ecurie Ecosse	Brabham BT23C	-	Cosworth FVA

10 scnu - 06
 24 dna, car not ready
 12 dna, driver injured
 34 dna

Starting Grid

Stewart 1.20.2	Hill 1.19.7	Rindt 1.18.4
Courage 1.20.8	Beltoise 1.20.4	Servoz-Gavin 1.21.7
Westbury 1.22.4	Ivy 1.21.9	Corti 1.22.4
Cevert 1.23.1	dal Bo 1.23.8	Galli 1.23.2
Offenstadt 1.24.0	Widdows 1.26.0	

Retirements

dal Bo	5	Crash
Westbury	13	Gearbox
Hill	17	Fuel meter belt
Ivy	24	Throttle
Offenstadt	43	Gearbox
Stewart	45	Driveshaft

Results

1. Rindt	70	1:34'09.7"	76.49 mph.
2. Beltoise	70	1:35'11.1"	
3. Courage	70	1:35'19.0"	
4. Servoz-Gavin	69		
5. Cevert	68		
6. Corti	65		
7. Galli	63		

Not Classified

FL - Jochen Rindt 1'18.9" 78.24 mph 8. Widdows 56

=====XXXII INTERNATIONALES ADAC EIFELRENNEN=====

Nurburgring	10 laps	142.62 miles	27.4.69
1 Graham Hill	Roy Winkleman Racing	Lotus 59	59-F2-20
2 Jochen Rindt	Roy Winkleman Racing	Lotus 59	59-F2-19
3 Jackie Stewart	Matra International	Matra MS7	01
4 Johnny Servoz-Gavin	Matra International	Matra MS7	04
5 Jean-Pierre Beltoise	Matra Sports	Matra MS7	07
6 Henri Pescarolo	Matra Sports	Matra MS7	-
7 Graham McRae	Frank Williams Racing Cars	Brabham BT23C	-
8 Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT23C	BT23C-12
9 Alistair Walker	Frank Williams Racing Cars	Tecno 69	AWT 1082
10 Jo Siffert	Bayerische Motoren Werke	Lola 102	SL-102/2
11 Hubert Hahne	Bayerische Motoren Werke	Lola 102	SL-102/1
12 Gerhard Mitter	Bayerische Motoren Werke	BMW 269	F2-69-1
14 Derek Bell	Spa Ferrari SEFAC	Ferrari Dino	012
15 Ernesto Brambilla	Spa Ferrari SEFAC	Ferrari Dino	004
16 Gianclaudio Regazzoni	Spa Ferrari SEFAC	Ferrari Dino	014
17 Nanni Galli	Tecno Racing Team	Tecno 69	T00306
18 Francois Cevert	Tecno Racing Team	Tecno 68	T00304
19 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2
20 Howden Ganley	New Zealand Racing Team	McLaren M4A	-

21 Max Mosley	Len Street Engineering	Lotus 59	59-F2-21	Cosworth FVA
22 John Pollock	Team Ireland	Lotus 48	-	Cosworth FVA
23 John Watson	Team Ireland	Lotus 48	-	Cosworth FVA
24 Peter Gethin	Church Farm Racing Team	Brabham BT30	-	Cosworth FVA
25 Robin Widdows	Merlyn Racing	Merlyn 12	109-F2-68	Cosworth FVA
26 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
27 Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	BT23C-11	Cosworth FVA
28 Eric Offenstadt	Cons.Mech.Pygme	Pygme MDB12	12-2-69	Cosworth FVA
29 Patrick dal Bo	Cons.Mech.Pygme	Pygme MDB12	12-1-69	Cosworth FVA
30 Xavier Perrot	Squadra Tartaruga	Brabham BT23	BT23-3	Cosworth FVA
31 Bruno Frey	Midland Racing Team	Tecno 69	-	Cosworth FVA
32 Max Busch	BB Racing Team	Tecno 69	-	Cosworth FVA
33 Kurt Ahrens	Ahrens Racing Team	Brabham BT30	BT30-1	Cosworth FVA
34 Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7	Cosworth FVA
35 Bernd Terbeck	Montan Racing Team	Brabham BT23C	BT23C-8	Cosworth FVA

5 scnu - 06

7 dna, no engine available

21 dns, crash, bpt - 10'45.8"

23 dna, entry withdrawn

31 dna, entry withdrawn

6 dna, driver injured

20 dna, no engine available

22 dna, entry withdrawn

24 dna, car not ready

32 dna, car not repaired

Starting Grid

Hill	9.16.5	Stewart	9.07.8	Siffert	9.03.8
		Beltoise		Rindt	
		9.17.3		9.16.8	
Mitter	9.27.6	Bell	9.26.5	Hahne	9.20.5
		Galli		Regazzoni	
		9.35.1		9.34.7	
Cevert	9.42.0	Ivy	9.41.0	Brambilla	9.35.1
		Ahrens		Servoz-Gavin	
		9.46.9		9.42.9	
Widdows	10.01.4	dal Bo	9.59.1	Westbury	9.57.8
		Corti		Guthrie	
		10.15.3		10.09.4	
Offenstadt	10.34.5	Walker	10.25.7	Perrot	10.24.5
		Terbeck		(Mosley)	
		11.16.0		(10.45.8)	
				Lindermann	11.19.4

Retirements

Corti	0	Crash
dal Bo	0	Clutch
Widdow	1	Clutch
Ivy	2	Crash
Rindt	3	Wisbones
Ahrens	3	Piston
Hill	4	Wishbone
Mitter	4	Steering
Galli	5	Engine
Brambilla	5	Driver ill
Regazzoni	7	Exhaust split
Perrot	7	Crash
Walker	8	Fuel pump

Results

1. Stewart	10	1:21'40.4"	104.20 mph.
2. Siffert	10	1:22'56.4"	
3. Beltoise	10	1:23'11.7"	
4. Hahne	10	1:23'52.4"	
5. Bell	10	1:23'55.7"	
6. Servoz-Gavin	10	1:24'05.3"	
7. Cevert	10	1:24'49.9"	
8. Guthrie	10	1:28'18.5"	
9. Lindermann	9		
10. Westbury	9		
11. Offenstadt	9		
12. Terbeck	9		

FL - Jackie Stewart 8'05.3" 105.26 mph

II I GRAN PREMIO DO MADRID

Jarama

60 laps

126.90 miles

11.5.69

1	Jackie Stewart	Matra International	Matra MS7	01	Cosworth FVA
2	Jean-Pierre Beltoise	Matra Sports	Matra MS7	07	Cosworth FVA
3	Piers Courage	Frank Williams Racing Cars	Brabham BT23C	BT23C-16	Cosworth FVA
4	Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA
5	Derek Bell	Spa Ferrari SEFAC	Ferrari Dino	012	Ferrari Dino
6	Ernesto Brambilla	Spa Ferrari SEFAC	Ferrari Dino	004	Ferrari Dino
7	Gianclaudio Regazzoni	Spa Ferrari SEFAC	Ferrari Dino	014	Ferrari Dino
8	Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT23C	BT23C-12	Cosworth FVA
9	Bernd Terbeck	Montan Racing Team	Brabham BT23C	BT23C-8	Cosworth FVA
10	Werner Lindermann	Montan Racing Team	Brabham BT23	-	Cosworth FVA
11	Graham Birrell	Ecurie Ecosse	Brabham BT23C	BT23C-5	Cosworth FVA
12	Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
14	Jo Siffert	Bayerische Motoren Werke	Lola 102	-	BMW M12
15	Hubert Hahne	Bayerische Motoren Werke	Lola 102	SL-102/1	BMW M12
16	Alistair Walker	Frank Williams Racing Cars	Tecno 69	AWT 1082	Cosworth FVA
17	Kurt Ahrens	Ahrens Racing Team	Brabham BT30	-	Cosworth FVA
18	Francois Cevert	Tecno Racing Team	Tecno 68	T00306	Cosworth FVA
19	Nanni Galli	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA
20	John Miles	Roy Winkleman Racing	Lotus 59	59-F2-20	Cosworth FVA
21	Alan Rollinson	Roy Winkleman Racing	Lotus 59	59-F2-19	Cosworth FVA
22	Robin Widdows	Merlyn Racing	Merlyn 12	109-F2-68	Cosworth FVA
23	Graham McRae	Frank Williams Racing Cars	Brabham BT23C	BT23C-1	Cosworth FVA
24	Max Mosley	Len Street Engineering	Lotus 59	-	Cosworth FVA
25	Eric Offenstadt	Cons.Mech.Pygme	Pygme MDB12	12-2-69	Cosworth FVA
26	Patrick dal Bo	Cons.Mech.Pygme	Pygme MDB12	12-1-69	Cosworth FVA
27	Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA

- 2 scnu - 06
- 14 dna, driver elsewhere
- 16 dns, crash, bpt - 1'32.0"
- 20 dns, not on grid in time, bpt - 1'29.4"
- 24 dna, car not repaired
- 10 dna, entry withdrawn
- 15 T - BMW 269 (F2-69-1)
- 17 dna, driver elsewhere
- 22 dnq, bpt - 1'32.5"
- 26 dns, no engine available, nptr-

Starting Grid

Stewart	1.29.1	Servoz-Gavin	1.28.7	Beltoise	1.28.6
	Courage		Westbury		
	1.29.3		1.29.3		
Galli	1.29.9	Rollinson	1.29.8	{ Miles }	{ 1.29.4 }
	Cevert		Hahne		
	1.30.4		1.30.1		
Offenstadt	1.31.3	Brambilla	1.30.8	McRae	1.30.7
	Birrell		Guthrie		
	1.31.6		1.31.4		
Bell	1.32.2	Corti	1.32.1	Regazzoni	1.31.9
	Terbeck		{ Widdows }		{ 1.32.5 }
	1.34.1				

Retirements

Rollinson	5	Engine
Terbeck	13	Shock absorber
Offenstadt	22	Engine
Corti	25	Crash
McRae	29	Throttle linkage

Results

1. Stewart	60	1:29'36.7"	84.98 mph.
2. Beltoise	60	1:29'37.9"	
3. Courage	60	1:29'57.2"	
4. Servoz-Gavin	59		
5. Hahne	59		
6. Brambilla	59		
7. Westbury	59		

- 8. Bell 58
- 9. Galli 58
- 10. Birrell 57
- 11. Regazzoni 56
- 12. Cevert 56

Not Classified

FL - Jackie Stewart & Jean-Pierre Beltoise 1'28.4" 86.15 mph

- 13. Guthrie 52

===== VI GROTE PRIJS VAN LIMBORG =====

Zolder 2 heats of 24 laps 124.80 miles 8.6.69

1	Graham Hill	Roy Winkleman Racing	Lotus 59	59-F2-20	Cosworth FVA
2	Jochen Rindt	Roy Winkleman Racing	Lotus 59	59-F2-19	Cosworth FVA
3	Jackie Stewart	Matra International	Matra MS7	01	Cosworth FVA
4	Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA
5	Jo Siffert	Bayerische Motoren Werke	BMW 269	F2-69-1	BMW M12
6	Hubert Hahne	Bayerische Motoren Werke	Lola 102	SL-102/2	BMW M12
7	Dieter Quester	Bayerische Motoren Werke	Lola 102	SL-102/1	BMW M12
8	Piers Courage	Frank Williams Racing Cars	Brabham BT30	BT30-5	Cosworth FVA
9	Jackie Ickx	Frank Williams Racing Cars	Brabham BT23C	BT23C-16	Cosworth FVA
10	Kurt Ahrens	Ahrens Racing Team	Brabham BT30	BT30-1	Cosworth FVA
11	Roland Binder	R.Binder	Tecno 68	T00286	Cosworth FVA
12	Bernd Terbeck	Montan Racing	Brabham BT23C	BT23C-8	Cosworth FVA
14	Graham Birrell	Ecurie Ecosee	Brabham BT23C	BT23C-5	Cosworth FVA
15	Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
16	Robin Widdows	F.R.Gerard	Brabham BT23C	BT23C-12	Cosworth FVA
17	Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT30	BT30-4	Cosworth FVA
18	John Pollock	Team Ireland	Lotus 48	-	Cosworth FVA
19	John Watson	Team Ireland	Lola 100	-	Cosworth FVA
20	Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7	Cosworth FVA
21	Graham McRae	Paul Watson Racing Org.	Brabham BT23C	BT23C-1	Cosworth FVA
22	Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	BT23C-11	Cosworth FVA
23	Xavier Perrot	Squadra Tartaruga	Brabham BT23C	BT23C-17	Cosworth FVA
24	Don Godden	Sir John Whitmore	Brabham BT23C	BT23C-2	Cosworth FVA

15 dns, crash, nptr

18 dna, entry withdrawn

19 dna, entry withdrawn

Starting Grid (Heat 1)

Stewart	1.27.6	Rindt	1.27.7	Courage	1.27.8
Ickx	1.28.1	Ivy	1.28.2	Hill	1.28.7
Servoz-Gavin	1.28.4	Ahrens	1.28.6	Widdows	1.29.0
Siffert	1.28.8	Hahne	1.30.0	Quester	1.30.0
McRae	1.29.6	Birrell	1.30.2	Guthrie	1.30.3
Perrot	1.32.5	Godden	1.33.2	Terbeck	1.33.4
Binder	1.33.7	Lindermann	1.36.1		

Retirements

Widdows	0	Puncture, crash
Binder	3	Fuel pressure
Siffert	5	Crash
Lindermann	11	Crash
Hahne	19	Valve
Ahrens	20	Crash
Servoz-Gavin	21	Cylinder head, g/b

Results

1. Rindt	24	35'31.6"	105.39 mph.
2. Ickx	24	35'39.3"	
3. Hill	24	35'48.1"	
4. Courage	24	35'48.2"	
5. Stewart	24	36'08.4"	
6. McRae	24	36'34.8"	
7. Ivy	24	36'40.5"	
8. Birrell	24		
9. Perrot	23		
10. Guthrie	23		
11. Terbeck	23		
12. Servoz-Gavin	21		

Not Classified

13. Ahrens	20
14. Godden	20
15. Quester	20

FL - Jochen Rindt & Jackie Ickx 1'27.5" 106.96 mph

Starting Grid (Heat 2)

Rindt	Ickx	Hill
Courage	(Stewart)	
McRae	Ivy	Birrell
Perrot	Guthrie	
Terbeck	Godden	Quester
Siffert	Binder	
Widdows		

Non-Starter

Stewart Engine

Retirements

Binder	1	Fuel pressure
Quester	3	Overheating
Siffert	7	Fuel injection
Hill	11	Rear suspension

Results

1. Rindt	24	35'28.2"	105.55 mph.
2. Ickx	24	35'36.8"	
3. Courage	24	35'43.1"	
4. Ivy	24	36'04.2"	
5. McRae	24	36'07.5"	
6. Guthrie	24		
7. Widdows	24		
8. Birrell	24		
9. Perrot	23		
10. Terbeck	23		
11. Godden	22		

FL - Jackie Ickx 1'27.3" 107.21 mph

Aggregate Results

1. Rindt	48	1:10'59.8"	105.47 mph.
2. Ickx	48	1:11'16.1"	
3. Courage	48	1:11'31.3"	
4. McRae	48	1:12'42.3"	
5. Ivy	48	1:12'44.7"	
6. Birrell	48	1:13'15.5"	
7. Guthrie	47		
8. Perrot	46		
9. Terbeck	46		

Not Classified

10. Godden	42
11. Hill	35
12. Stewart	24
13. Widdows	24

I V D M V R H E I N - P O K A L R E N N E N

Hockenheim	30 laps	124.17 miles	15.6.69
1 Hubert Hahne	Bayerische Motoren Werke	Lola 102	SL-102/2 BMW M12
2 Dieter Quester	Bayerische Motoren Werke	BMW 269	F2-69-1 BMW M12
3 Robin Widdows	F.R.Gerard	Brabham BT23C	- Cosworth FVA
4 Brian Hart	F.R.Gerard	Brabham BT23C	BT23C-12 Cosworth FVA
5 Roy Pike	Roy Winkleman Racing	Lotus 59	59-F2-19 Cosworth FVA
6 John Miles	Roy Winkleman Racing	Lotus 59	59-F2-20 Cosworth FVA
7 Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	BT23C-11 Cosworth FVA
8 Graham McRae	Paul Watson Racing Org.	Brabham BT23C	BT23C-1 Cosworth FVA
9 Peter Westbury	FIRST	Brabham BT30	BT30-3 Cosworth FVA
10 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	- Cosworth FVA
11 Graham Birrell	Ecurie Ecosse	Brabham BT23C	BT23C-5 Cosworth FVA
12 Gunther Huber	BB Racing Team	Tecno 69	T00400 Cosworth FVA
14 Xavier Perrot	Squadra Tartaruga	Brabham BT23C	BT23C-17 Cosworth FVA
15 Eric Offenstadt	Cons.Mech.Pygnee	Pygnee MDB12	12-2-69 Cosworth FVA
16 Bruno Frey	Midland Racing Team	Tecno	T00402 Cosworth FVA
17 Don Godden	Alan Mann Racing	Brabham BT23C	BT23C-2 Cosworth FVA
18 Manfred Mohr	M.Mohr	Brabham BT23	- Cosworth FVA
19 Patrick dal Bo	Cons.Mech.Pygnee	Pygnee MDB12	12-1-69 Cosworth FVA
20 Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7 Cosworth FVA
21 Roland Binder	R.Binder	Tecno 68	T00286 Cosworth FVA
22 Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT23C	- Cosworth FVA
23 Alistair Walker	Frank Williams Racing Cars	Brabham BT23C	- Cosworth FVA
24 Peter Gaydon	F.R.Gerard	Merlyn 12	109-F2-6 Cosworth FVA
25 Bernd Terbeck	Montan Racing Team	Brabham BT23C	BT23C-8 Cosworth FVA

1 T - BMW 269 (F2-69-2); T - BMW 269 (F2-69-1) 3 dna, driving elsewhere
 10 dna, car not repaired 18 dna, car not ready
 22 dna, entry withdrawn 23 dna, entry withdrawn

Starting Grid

Westbury 2.00.4	Ivy 2.01.1	Huber * 2.01.6
Perrot 2.02.5	Miles 2.02.2	
McRae 2.02.5	Frey 2.02.7	Hart 2.02.8
Birrell 2.02.8	Gaydon 2.02.8	
Pike 2.03.4	Quester 2.03.6	Terbeck 2.03.9
dal Bo 2.03.9	Hahne 2.04.9	
Binder 2.05.7	Lindermann 2.11.7	Godden 2.12.3
Offenstadt 2.17.4		

* bpt - 2'05.5" (grid time not over full course)

Retirements

Terbeck	1 Clutch
Lindermann	1 Clutch

Results

1. Hart	30	1:02'02.5"	121.98
2. Hahne	30	1:02'02.8"	

dal Bo	1	Fuel pump	3. Westbury	30	1:02'03.4"
Huber	2	Big end	4. Perrot	30	1:02'04.0"
Offenstadt	5	Fuel pump	5. Miles	30	1:02'52.4"
Quester	8	Clutch	6. Birrell	30	1:02'53.1"
Gaydon	17	Spin	7. Pike	30	1:03'42.1"
Binder	20	Crash	8. Frey	29	1:03'52"
Ivy	25	Gear linkage	9. McRae	28	1:03'41"
			10. Godden	28	1:03'19"

FL - Brian Hart 2'01.3" 124.50 mph

X I G R A N P R E M I O D E L L A L O T T E R I A D I M O N Z A

Monza

45 laps

160.78 miles

22.6.69

1 Ernesto Brambilla	Spa Ferrari SEFAC	Ferrari Dino	004	Ferrari Dino	10
2 Derek Bell	Spa Ferrari SEFAC	Ferrari Dino	014	Ferrari Dino	10
3 Gianclaudio Regazzoni	Spa Ferrari SEFAC	Ferrari Dino	012	Ferrari Dino	10
4 Ronnie Peterson	Tecno Racing Team	Tecno 68	T00284	Cosworth FVA	
5 Francois Cevert	Tecno Racing Team	Tecno 68	T00306	Cosworth FVA	
6 Nanni Galli	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA	
7 Roland Binder	R.Binder	Tecno 68	-	Cosworth FVA	
8 Carlo Facetti	Scuderia Picchio Rossa	Tecno 68	T00270	Cosworth FVA	
9 Bruno Frey	Midland Racing Team	Tecno 69	T00402	Cosworth FVA	
10 Jonathan Williams	Alessandro de Tomaso	de Tomaso 103	001	Cosworth FVA	
11 Patrick dal Bo	Cons.Mech.Pygnee	Pygnee MDB12	12-1-69	Cosworth FVA	
12 Eric Offenstadt	Dons.Mech.Pygnee	Pygnee MDB12	12-2-69	Cosworth FVA	
14 Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7	Cosworth FVA	
15 Xavier Perrot	Squadra Tartaruga	Brabham BT23C	BT23C-17	Cosworth FVA	
16 Graham Birrell	Ecurie Ecosse	Brabham BT23C	BT23C-5	Cosworth FVA	
18 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA	
19 Bernd Terbeck	Montan Racing	Brabham BT23C	BT23C-8	Cosworth FVA	
20 Mike Hailwood	Frank Williams Racing Cars	Brabham BT30	-	Cosworth FVA	
21 Alistair Walker	Frank Williams Racing Cars	Brabham BT23C	-	Cosworth FVA	
22 Malcolm Guthrie	Frank Williams Racing Cars	Brabham BT30	BT30-4	Cosworth FVA	
23 Kurt Ahrens	Ahrens Racing Team	Brabham BT30	-	Cosworth FVA	
24 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA	
25 Philippe Vidal	Merlyn Racing	Merlyn 12	-	Cosworth FVA	
26 Robin Widdows	F.R.Gerard	Brabham BT23C	BT23C-12	Cosworth FVA	
27 Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	BT23C-11	Cosworth FVA	
28 Graham McRae	Paul Watson Racing Org.	Brabham BT23C	BT23C-1	Cosworth FVA	
29 Johnny Servoz-Gavin	Matra Sports	Matra MS7	04	Cosworth FVA	

- | | |
|-------------------------------------|--------------------------|
| 7 dna, driver injured | 12 T - 12-1-69 |
| 20 dna, terms not agreed | 21 dna, car not ready |
| 23 dna, car not repaired | 25 dna, car not repaired |
| 27 dns, disagreement with officials | |

Starting Grid

Galli	1.33.5	Widdows	1.33.7
Westbury	1.34.5	Brambilla	1.34.13
Servoz-Gavin	1.34.2	Bell	1.34.7
Cevert	1.35.52	dal Bo	1.35.4
Facetti	1.35.5	Birrell	1.35.6
Regazzoni	1.35.83	Peterson	1.35.81

Guthrie
1.36.2

McRae
1.37.8

Offenstadt
1.48.3

Corti
1.36.46

Terbeck
1.38.7

Perrot
1.36.43

Lindermann
1.38.1

Williams
1.36.7

Frey
1.39.4

Retirements

Offenstadt	0	Fuel pump
Perrot	0	Clutch
dal Bo	0	Crash
Servoz-Gavin	4	Clutch
Corti	4	Crash
Facetti	4	Crash
Terbeck	8	Water filler cap
Galli	17	Overheating
Regazzoni	20	Engine
McRae	21	Fuel pump
Brambilla	29	Engine

Results

1. Widdows	45	1:12'03.5"	133.87 mph.
2. Westbury	45	1:12'05.8"	
3. Cevert	45	1:12'06.2"	
4. Guthrie	45	1:12'06.4"	
5. Bell	45	1:12'11.2"	
6. Birrell	45	1:12'11.9"	
7. Peterson	45	1:13'21.0"	
8. Frey	43		
9. Williams	43		
10. Lindermann	43		

FL - Robin Widdows 1'33.1" 138.16 mph

X X X V G R A N D P R I X D E R E I M S

Reims

35 laps

180.60 miles

29.6.

2 Graham Hill	Roy Winkelmann Racing	Lotus 59	59-F2-20	Cosworth FVA
4 Jochen Rindt	Roy Winkelmann Racing	Lotus 59	59-F2-19	Cosworth FVA
6 Jackie Stewart	Matra International	Matra MS7	01	Cosworth FVA
8 Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA
10 Jean-Pierre Beltoise	Matra Sports	Matra MS7	07	Cosworth FVA
12 Pedro Rodriguez	Matra Sports	Matra MS7	06	Cosworth FVA
14 Patrick dal Bo	Cons.Mech.Pygme	Pygme MDB12	12-1-69	Cosworth FVA
16 Eric Offenstadt	Cons.Mech.Pygme	Pygme MDB12	12-2-69	Cosworth FVA
18 Jo Siffert	Bayerische Motoren Werke	BMW 269	F2-69-1	BMW M12
20 Hubert Hahne	Bayerische Motoren Werke	BMW 269	F2-69-2	BMW M12
22 Dieter Quester	Bayerische Motoren Werke	BMW 269	-	BMW M12
24 Piers Courage	Frank Williams Racing Cars	Brabham BT30	BT30-5	Cosworth FVA
26 Francois Cevert	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA
28 Nanni Galli	Tecno Racing Team	Tecno 68	T00306	Cosworth FVA
30 Jackie Ickx	Alistair Walker Racing	Brabham BT23C	BT23C-16	Cosworth FVA
32 Kurt Ahrens	Ahrens Racing Team	Brabham BT30	BT30-1	Cosworth FVA
34 Graham Birrell	Ecurie Ecosse	Brabham BT23C	BT23C-5	Cosworth FVA
36 Enzo Corti	Scuderia Bicchio Rossa	Brabham BT23	BT23-2	Cosworth FVA
38 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
40 Robin Widdows	F.R.Gerard	Brabham BT23C	BT23C-12	Cosworth FVA
42 Alan Rollinson	Irish Racing Cars	Brabham BT30	BT30-6	Cosworth FVA
44 Graham McRae	Paul Watson Racing Org.	Brabham BT23C	BT23C-1	Cosworth FVA

12 alt driver - Henri Pescarolo 20 dns, testing engine only, bpt - 2'32.7"
22 dna, car not ready, driver elsewhere

Starting Grid

Galli	Courage	Ickx
2.12.6	2.12.5	2.11.7
Rindt	Stewart	
2.13.4	2.13.0	

Beltoise 2.14.5	Siffert 2.14.3	Cevert 2.13.5
Rollinson 2.14.8	Ahrens 2.14.7	
Westbury 2.16.0	Rodriguez 2.14.9	Hill 2.14.9
Offenstadt 2.16.7	Servoz-Gavin 2.16.4	
McRae 2.21.1	Birrell 2.18.3	Widdows 2.17.3
Corti 2.25.2	dal Bo 2.23.8	

Retirements

Offenstadt	0	Crash
Hill	1	Crash
Servoz-Gavin	3	Condenser wire
Ahrens	7	Fuel starvation
Ickx	10	Engine
Beltoise	12	Stone in face
Siffert	21	Engine
Rindt	24	Crash
Westbury	25	Crash

FL - Piers Courage 2'12.6" 140.05 mph

Results

1. Cevert	35	1:19'21.3"	135.51 mph
2. Widdows	35	1:19'21.4"	
3. Courage	35	1:19'21.4"	
4. Stewart	35	1:19'21.7"	
5. Galli	35	1:19'21.8"	
6. Rollinson	35	1:19'22.0"	
7. Rodriguez	35	1:19'22.3"	
8. dal Bo	34		
9. Birrell	34		
10. McRae	34		
11. Corti	32		

IV FLUGPLATZRENNEN TULLN-LANGENLEBARN

Tulln-Langenlebarn	2 heats of 35 laps	117.45 miles	13.7.69
1 Graham Hill	Roy Winkelmann Racing	Lotus 59	59-F2-20 Cosworth FVA
2 Jochen Rindt	Roy Winkelmann Racing	Lotus 59	59-F2-19 Cosworth FVA
3 Jackie Stewart	Matra International	Matra MS7	01 Cosworth FVA
4 Johnny Servoz-Gavin	Matra International	Matra MS7	- Cosworth FVA
5 Hubert Hahne	Bayerische Motoren Werke	BMW 269	F2-69-1 BMW M12
6 Dieter Quester	Bayerische Motoren Werke	BMW 269	F2-69-2 BMW M12
7 Henri Pescarolo	Matra MSports	Matra MS7	06 Cosworth FVA
8 Jean-Pierre Beltoise	Matra Sports	Matra MS7	07 Cosworth FVA
9 Kurt Ahrens	Ahrens Racing Team	Brabham BT30	BT30-1 Cosworth FVA
10 Nanni Galli	Tecno Racing Team	Tecno 68	T00304 Cosworth FVA
11 Francois Cevert	Tecno Racing Team	Tecno 68	T00306 Cosworth FVA
12 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2 Cosworth FVA
14 Eric Offenstadt	Cons.Mech.Pygmees	Pygmees MDB12	12-2-69 Cosworth FVA
15 Patrick dal Bo	Cons.Mech.Pygmees	Pygmees MDB12	- Cosworth FVA
16 Jonathan Williams	Allessandro de Tommaso	de Tommaso 103	001 Cosworth FVA
17 Gunther Huber	B.B.Racing Team	Tecno 69	T00400 Cosworth FVA
18 Peter Westbury	FIRST	Brabham BT30	BT30-3 Cosworth FVA
19 Xavier Perrot	Squadra Tartaruga	Brabham BT23C	BT23C-17 Cosworth FVA
20 Brian Hart	F.R.Gerard	Brabham BT23C	BT23C-12 Cosworth FVA
21 Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7 Cosworth FVA
22 Bill Ivy	Paul Watson Racing Org.	Brabham BT23C	- Cosworth FVA

3 scnu - 04	4 dna, driver elsewhere
12 dns, engine, bpt - 1'04.7"	14 dns, crash, nptr
15 dna, driver elsewhere	20 dna, driver elsewhere
22 dna, driver deceased	

Starting Grid(Heat 1)

Rindt 1.02.1	Hill 1.02.5	Stewart 1.02.9	Westbury 1.03.1
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	Galli	Cevert	Beltoise
	1.03.5	1.03.3	1.03.2
Hart	Perrot	Ahrens	Hahne
1.03.6	1.03.8	1.03.9	1.04.1
	Lindermann	Pescarolo	Corti
	1.04.3	1.04.4	1.04.7
Quèster	Huber	Williams	
1.05.5	1.05.9	1.07.6	

Retirements

Corti	0	Engine
Ahrens	1	Crash
Pescarolo	2	Engine
Hart	12	Crash
Quèster	19	Overheating

Results

1. Rindt	35	36'38.72"	101.87 mph.
2. Stewart	35	36'41.02"	
3. Hill	35	36'57.64"	
4. Beltoise	35	36'59.1"	
5. Westbury	35	37'20.8"	
6. Cevert	35	37'22.7"	
7. Galli	35	37'35.1"	
8. Hahne	34		
9. Perrot	34		
10. Huber	32		
11. Lindermann	31		

Not Classified

FL - Jochen Rindt & Jackie Stewart
1'02.0" 103.19 mph

12. Williams 27

Starting Grid (Heat 2)

Rindt	Stewart	Hill	Beltoise
Westbury	Cevert	Galli	
Hahne	Perrot	Huber	Lindermann
Williams	Hart		

Retirements

Huber	17	Front upright
Westbury	29	Engine

Results

1. Rindt	35	36'43.30"	101.78 mph.
2. Stewart	35	36'43.62"	
3. Hill	35	36'44.48"	
4. Beltoise	35	37'00.6"	
5. Galli	35	37'10.3"	
6. Cevert	35	37'10.7"	
7. Hart	35	37'28.9"	
8. Hahne	35	37'34.6"	
9. Perrot	35	37'34.9"	
10. Williams	34		
11. Lindermann	32		

FL - Jochen Rindt 1'01.7" 104.69 mph

Aggregate Results

1. Rindt	70	1:13'22.02"	101.84 mph.
2. Stewart	70	1:13'24.64"	
3. Hill	70	1:13'42.12"	
4. Beltoise	70	1:13'59.74"	
5. Cevert	70	1:14'33.40"	
6. Galli	70	1:14'45.39"	
7. Hahne	69		
8. Perrot	69		
9. Westbury	64		
10. Lindermann	63		

Not Classified

11. Williams	61
12. Huber	49
13. Hart	47

V I I I G R A N P R E M I O D E L M E D I T E R R A N E O

Pergusa		2 heats of 31 laps	184.76 miles	24.8.69
2	Jean-Pierre Beltoise	Matra Sports	Matra MS7 07	Cosworth FVA
4	Henri Pescarolo	Matra Sports	Matra MS7 06	Cosworth FVA
6	Johnny Servoz-Gavin	Matra International	Matra MS7 04	Cosworth FVA
8	Patrick dal Bo	Cons.Mech.Pygme	Pygmee MDB12 12-1-69	Cosworth FVA
10	Eric Offenstadt	Cons.Mech.Pygme	Pygmee MDB12 -	Cosworth FVA
12	Jackie Ickx	Alessandro de Tomaso	de Tomaso 103 001	Cosworth FVA
14	Francois Cevert	Tecno Racing Team	Tecno 68 T00306	Cosworth FVA
16	Nanni Galli	Tecno Racing Team	Tecno 68 T00304	Cosworth FVA
18	Gianclaudio Regazzoni	Tecno Racing Team	Tecno 69 T00314	Cosworth FVA
20	Carlo Facetti	Scuderia Picchio Rossa	Tecno 68 T00270	Cosworth FVA
22	Enzo Corti	Scuderia Picchio Rossa	Brabham BT23 BT23-2	Cosworth FVA
24	Piers Courage	Frank Williams Racing Cars	Brabham BT30 BT30-5	Cosworth FVA
26	Graham Hill	Roy Winkleman Racing	Lotus 59 59-F2-20	Cosworth FVA
28	John Miles	Roy Winkleman Racing	Lotus 59 59-F2-19	Cosworth FVA
30	Robin Widdows	F.R.Gerard	Brabham BT23C BT23C-12	Cosworth FVA
32	Brian Hart	F.R.Gerard	Merlyn 12 109-F2-68	Cosworth FVA
34	Peter Westbury	FIRST	Brabham BT30 BT30-3	Cosworth FVA
36	Alan Rollinson	Irish Racing Cars	Brabham BT30 BT30-6	Cosworth FVA
38	Graham Birrell	Ecurie Ecosse	Brabham BT23C BT23C-5	Cosworth FVA
40	Ja Siffert	Bayerische Motoren Werke	BMW 269 F2-69-2	BMW M12
42	Hubert Hahne	Bayerische Motoren Werke	BMW 269 F2-69-1	BMW M12
44	Dieter Quester	Bayerische Motoren Werke	BMW 269 -	BMW M12
46	Werner Lindermann	Montan Racing Team	Brabham BT23 -	Cosworth FVA
48	Bernd Terbeck	Montan Racing Team	Brabham BT23C BT23C-8	Cosworth FVA

6 scnu - 01
 20 dns, crash, bpt - 1'16.2" 10 dna, driver elsewhere
 42 dns, crash, bpt - 1'17.4" 38 dns, crash, bpt - 1'16.6"
 46 dna

Starting Grid (Heat 1)

Beltoise	1.13.7	Regazzoni	1.13.5
		Servoz-Gavin	1.13.9
			Widdows
			1.13.8
Pescarolo	1.13.9	Ickx	1.13.9
		Courage	1.14.1
			Cevert
			1.14.1
Siffert	1.14.2	Galli	1.14.2
		Hill	1.14.5
			dal Bo
			1.14.3
Rollinson	1.15.0	Westbury	1.15.0
		Hart	1.16.1
			Miles
			1.15.6
Corti	1.16.2	{ Facetti }	{ 1.16.2 }
		{ Hahne }	{ 1.17.4 }
			{ Birrell }
			{ 1.16.6 }
		Terbeck	1.17.4

Retirements

Galli	8	Distributor
Pescarolo	16	Fuel pump
Miles	16	Gearbox
Siffert	22	Holed radiator
Ickx	29	Engine

Results

1. Courage	31	38'53.4"	146.88 mph.
2. Servoz-Gavin	31	38'53.4"	
3. Beltoise	31	38'53.5"	
4. Cevert	31	38'53.5"	
5. Regazzoni	31	38'54.0"	
6. Widdows	31	39'23.2"	
7. Hill	31	39'52.1"	
8. Rollinson	31	39'52.3"	
9. dal Bo	31	39'58.2"	
10. Westbury	30		
11. Hart	30		
12. Corti	30		
13. Ickx	29		
14. Terbeck	29		

FL - Graham Hill 1'12.9" 147.21 mph

Starting Grid (Heat 2)

Servoz-Gavin

Courage

Cevert

Beltoise

Widdows

Regazzoni

Rollinson

Hill

Westbury

dal Bo

Corti

Hart

Terbeck

Pescarolo

Retirements

Corti	0	Clutch
Beltoise	3	Engine

Results

1. Courage	31	39'04.6"	146.24 mph.
2. Hill	31	39'05.0"	
3. Pescarolo	31	39'05.0"	
4. Cevert	31	39'05.3"	
5. Servoz-Gavin	31	39'05.3"	
6. Widdows	31	39'05.3"	
7. Rollinson	31	39'06.3"	
8. Regazzoni	31	39'06.3"	
9. dal Bo	31	39'27.6"	
10. Westbury	31	40'00.3"	
11. Hart	31	40'00.4"	
12. Terbeck	30		

FL - Graham Hill 1'12.9" 147.21 mph

Aggregate Results

1. Courage	62	1:17'58.0"	146.46 mph.
2. Servoz-Gavin	62	1:17'58.7"	
3. Cevert	62	1:17'59.3"	
4. Regazzoni	62	1:18'00.3"	
5. Widdows	62	1:18'28.5"	
6. Hill	62	1:18'57.1"	
7. Rollinson	62	1:18'58.6"	
8. dal Bo	62	1:19'25.8"	
9. Westbury	61		
10. Hart	61		
11. Terbeck	59		

Not Classified

12. Pescarolo 46

X X V I I G R A N D P R I X D ' A L B I

Albi	75 laps		169.46 miles		14.9.69
2 Jochen Rindt	Roy Winkleman Racing	Lotus 59	59-F2-19	Cosworth FVA	
4 Francois Cevert	Tecno Racing Team	Tecno 68	T00306	Cosworth FVA	
6 Graham Hill	Roy Winkleman Racing	Lotus 59	59-F2-20	Cosworth FVA	
10 Henri Pescarolo	Matra Sports	Matra MS7	06	Cosworth FVA	
12 Jean-Pierre Beltoise	Matra Sports	Matra MS7	07	Cosworth FVA	
14 Jackie Stewart	Matra International	Matra MS7	01	Cosworth FVA	
16 Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA	
18 Piers Courage	Frank Williams Racing Cars	Brabham BT30	BT30-5	Cosworth FVA	
20 Patrick dal Bo	Cons.Mech.Pygnee	Pygnee MDB12	12-1-69	Cosworth FVA	
28 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA	
30 Robin Widdows	F.R.Gerard	Brabham BT23C	BT23C-12	Cosworth FVA	
32 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA	
34 Jo Siffert	Bayerische Motoren Werke	BMW 269	-	BMW M12	
36 Hubert Hahne	Bayerische Motoren Werke	BMW 269	-	BMW M12	
38 Gianclaudio Regazzoni	Tecno Racing Team	Tecno 68	T00304	Cosworth FVA	
40 Ronnie Peterson	Roy Winkleman Racing	Lotus 59	59-F2-21	Cosworth FVA	
34 dna, car not ready					36 dna, car not ready

Starting Grid

Stewart	1.13.4	Rindt	1.13.3
Regazzoni	1.13.5	Hill	1.13.4
Servoz-Gavin	1.13.9	Widdows	1.13.7
Peterson	1.14.4	Pescarolo	1.14.2
Beltoise	1.14.6	Cevert	1.14.4
Courage	1.15.0	Westbury	1.14.7
Corti	1.17.5	dal Bo	1.17.5

Retirements

Regazzoni	11	Crash
dal Bo	7	Engine
Beltoise	15	Steering
Corti	27	Distributor
Stewart	43	Engine
Courage	61	Fuel line
Cevert	74	Engine

Results

1. Hill	75	1:32'46.0"	109.61 mph.
2. Servoz-Gavin	75	1:32'49.4"	
3. Rindt	75	1:32'49.8"	
4. Pescarolo	75	1:33'37.1"	
5. Peterson	75	1:33'37.4"	
6. Widdows	74		
7. Cevert	74		
8. Westbury	68		

FL - Jochen Rindt 1'12.9" 111.58 mph

X X I G R A N P R E M I O R O M A

Vallelunga	2 heats of 40 laps		155.10 miles		12.10.69
2 Patrick dal Bo	Cons Mech.Pygnee	Pygnee MDB12	12-1-69	Cosworth FVA	
4 Andrea de Adamich	Toni Rudlin Racing	Brabham BT23C	-	Cosworth FVA	
6 Xavier Perrot	Squadra Tartaruga	Brabham BT23C	BT23C-17	Cosworth FVA	
8 Bruno Frey	Midland Racing Team	Tecno 69	T00402	Cosworth FVA	
10 Tommy Reid	Irish Racing Cars	Brabham BT30	BT30-8	Cosworth FVA	
12 Alan Rollinson	Irish Racing Cars	Brabham BT30	BT30-6	Cosworth FVA	
14 Robin Widdows	F.R.Gerard	Brabham BT23C	BT23C-12	Cosworth FVA	
16 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA	

18 Brian Hart	F.R.Gerard	Merlyn 12	109-F2-68	Cosworth FVA
20 Derek Bell	Frank Williams Racing Cars	Brabham BT30	BT30-4	Cosworth FVA
22 John Pollock	Team Ireland	Lotus 48	R1	Cosworth FVA
24 John l'Amie	Team Ireland	Lotus 48	R2	Cosworth FVA
26 Dieter Quester	Bayerische Motoren Werke	BMW 269	F2-69-2	BMW M12
28 Hubert Hahne	Bayerische Motoren Werke	BMW 269	F2-69-4	BMW M12
30 Werner Lindermann	Montan Racing Team	Brabham BT23	BT23-7	Cosworth FVA
32 Jochen Rindt	Roy Winkelmann Racing	Lotus 59	59-F2-19	Cosworth FVA
34 John Miles	Roy Winkelmann Racing	Lotus 59	59-F2-21	Cosworth FVA
36 Andrea de Adamich	Roy Winkelmann Racing	Lotus 59	59-F2-20	Cosworth FVA
38 Enzo Corti	Scuderia Picchio Rossa	Brabham BT23	BT23-2	Cosworth FVA
40 Claudio Francisci	Matra International	Matra MS7	01	Cosworth FVA
42 Franco Bernabei	Frank Williams Racing Cars	Brabham BT23C	BT23C-16	Cosworth FVA
44 Johnny Servoz-Gavin	Matra International	Matra MS7	04	Cosworth FVA
46 Piers Courage	Allesandro de Tomaso	de Tomaso 103	001	Cosworth FVA

2: dns, crash, bpt - 1'19.03"
 30: dns, engine, bpt - 1'26.19"
 36: alt driver - Graham Hill

4: dna, drove No 36
 34: alt driver - Ronnie Peterson

Starting Grid (Heat 1)

Servoz-Gavin	1.15.49	Courage	1.15.85
	Miles	de Adamich	1.16.
	1.15.96	Hahne	1.16.46
Rindt	1.16.44	Rollinson	1.16.65
	Widdows	1.17.02	
Quester	1.17.10	Perrot	1.17.39
	Francisci	1.17.50	Westbury
	1.17.50	Corti	1.18.23
Bernabei	1.18.19	Bell	1.18.80
	Reid	1.19.62	Pollock
	1.19.62	1.19.97	1.18.82
	Hart	1.20.07	1.21.03
	1.20.07		

Retirements

Reid	8	Engine
Rollinson	10	Crash
Perrot	10	Crash
Hahne	10	Crash
Quester	20	Crash damage
Widdows	35	Crash
Francisci	35	Crash
Rindt	35	Crash
Corti	36	Gear selector

Results

1.	Servoz-Gavin	40	51'06.1"	91.05 mph
2.	Miles	40	52'07.0"	
3.	Courage	40	52'11.8"	
4.	Westbury	39	51'21.6"	
5.	Bell	39	51'38.8"	
6.	Bernabei	39	52'04.2"	
7.	Hart	38	51'23.4"	
8.	Pollock	38	51'36.8"	
9.	l'Amie	38	52'22.5"	
10.	Frey	37	51'35.7"	
11.	Corti	36	48'06.5"	
12.	de Adamich	36	52'09.5"	

FL - Johnny Servoz-Gavin 1'15.7" 92.20 mph

Starting Grid (Heat 2)

Servoz-Gavin	Miles
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Servoz-Gavin

Miles

Courage

Westbury

Bell

Bernabei

Hart

Pollock

l'Amie

Frey

Corti

de Adamich

Widdows

Retirements

Courage	6	Misfiring
Hart	15	Clutch
Frey	33	Mechanical

Results

1. Servoz-Gavin	40	51'37.3"	90.11 mph.
2. de Adamich	40	52'20.3"	
3. Widdows	40	52'24.1"	
4. Westbury	40	52'24.2"	
5. Bell	39	51'43.2"	
6. Corti	39	52'32.9"	
7. Miles	39	52'33.1"	
8. Bernabei	38	51'51.2"	
9. Pollock	38	52'10.8"	
10. l'Amie	38	52'24.5"	

FL - Johnny Servoz-Gavin 1'16.6"
91.11 mph.

Aggregate Results

1. Servoz-Gavin	80	1:42'43.4"	90.58 mph.
2. Westbury	79	4:43'45.8"	
3. Miles	79	1:44'40.1"	
4. Bell	78	1:43'20.0"	
5. Bernabei	77	1:44'13.7"	
6. Pollock	76	1:43'47.6"	
7. de Adamich	76	1:44'29.8"	
8. l'Amie	76	1:44'46.0"	

Not Classified

9. Corti	75
10. Widdows	75

I V F L U G H A F E N R E N N E N M Ü N C H E N - N E U B I B E R G

Neubiberg

10 laps

35.42 miles

26.10.69

72 Hubert Hahne	Bayerische Motoren Werke	BMW 269	-	BMW M12
73 Dieter Quester	Bayerische Motoren Werke	BMW 269	F2-69-2	BMW M12
74 Peter Westbury	FIRST	Brabham BT30	BT30-3	Cosworth FVA
75 Brian Cullen	B.Cullen	Brabham BT23C	BT23C-11	Cosworth FVA
76 Xavier Perrot	Squadra Tartaruga	Brabham BT23C	BT23C-17	Cosworth FVA
77 Kurt Buess	K.Buess	Brabham BT10	F2-13-64	Lotus LF
78 Roland Binder	R.Binder	Tecno 68	T00284	Cosworth FVA
79 Helmut Vetter	H.Vetter	Lotus 61		Cortina GT
80 Bernd Terbeck	Montan Racing Team	Brabham BT23C	BT23C-8	Cosworth FVA
81 Hans Stoh-Maurer	H.Stoh-Maurer	Lotus 51	-	Lotus LF
82 Adolf Korutschka	A.Korutschka	Cooper 76	-	Lotus LF
83 Franz Albert	F.Albert	Brabham BT20	F1-2-66	Repco 620 (!)
84 Gerhard Krammer	G.Krammer	Brabham BT18	F2-15-66	Alfa-Romeo GTA
85 Wolfgang Stumpf	W.Stumpf	Lotus 35	35-F-15	BMW 1600

72 dna, driver injured
82 dna

81 dna
83 dns, F1 car not eligible for F2 race, nptr

Starting Grid

Cullen 2.10.0		Westbury 2.04.6		Quester 2.02.8
	Perrot -		Binder 2.10.6	
Buess -		Stumpf 2.26.2		Krammer 2.16.0
	Terbeck -		Vetter -	

Retirements

Binder	1	Crash
Stumpf		Oil loss
Buess	8	Red flag in error
Krammer	9	Stopped in error

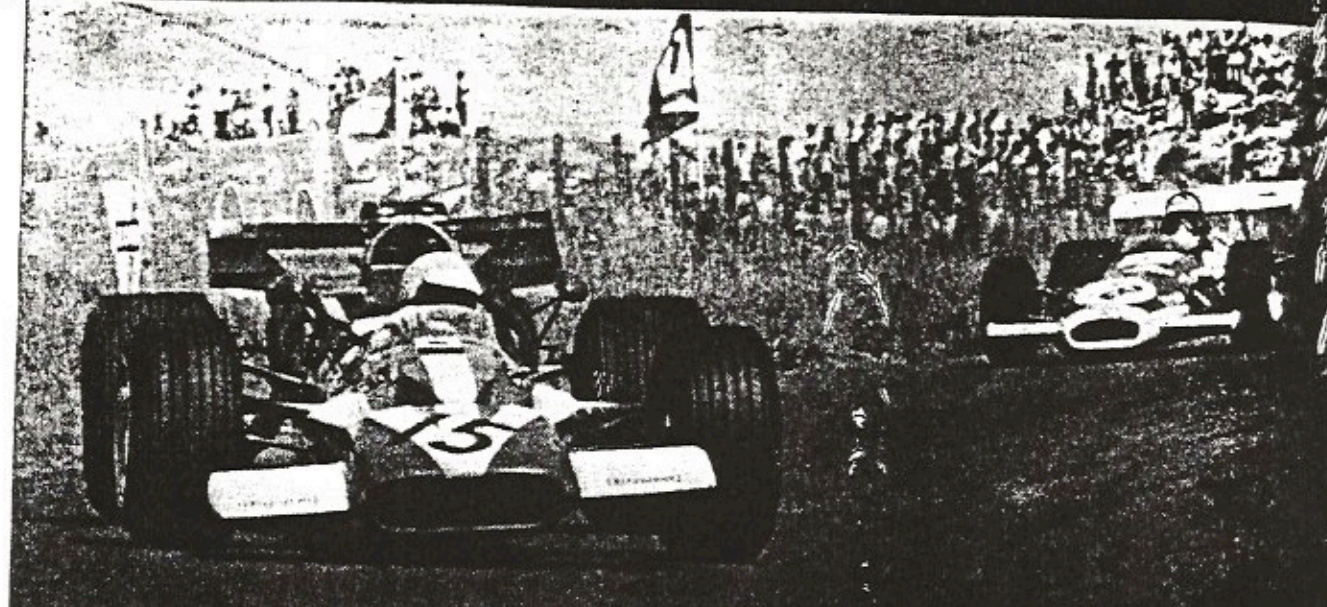
Results

1. Westbury	10	20'30.4"	90.91 mph.
2. Quester	10	20'31.3"	
3. Perrot	10	20'55.4"	
4. Cullen	10	22'01.3"	
5. Krammer	9	20'28.4"	

Not Classified

6. Buess	8	19'34.0"
7. Vetter	8	20'37.7"
8. Teberk	8	20'59.9"

FL - nr



Trevor Taylor used a Team Surtees TS5 at Zandvoort to score his second victory in successive weeks. Here he is being pressed by Peter Westbury's F2 Brabham BT30.

Two on the trot for Taylor

Trevor Taylor (TS5) scores easy win in both heats—Peter Westbury (BT30) overall second—Lolas of Hailwood and Holland next

By MIKE KETTLEWELL

ON this occasion driving the No 1 car of the Surtees TS5 team, Trevor Taylor scored a comfortable win in last Sunday's Zandvoort Formula 5000 race in Holland to make it two wins in a row. Taylor won the first 20-lap heat after Mike Hailwood's Lola was delayed with gear selection trouble, while in the second part he had no troubles whatsoever.

Second on aggregate was Peter Westbury in the FIRST F2 Brabham-FVA BT30; Hailwood was third, and fourth and fifth were the Lolas of Keith Holland and Ulf Norinder. All the remaining serious F5000 competitors dropped out with various troubles.

Trevor Taylor set a F5000 lap record of 1 m 25.5 s (109.67 mph), although he felt he could easily have sliced off another second or so. This compares well with Dickie Attwood's F2 record of 1 m 26.84 s (108.01 mph) set in a Ron Harris Tecno last year. The F1 time, established by Jackie Stewart in Ken Tyrrell's Matra MS80 in June, is 1 m 22.94 s (113.08 mph).

ENTRY

ALMOST all the competitors went straight from Koksijde to Zandvoort, some testing at the circuit during the week. One who couldn't make it was Dave McCloy, who had run the bearings of his McLaren-Ford M2A, leaving 13 V8s as runners. As the organisers of the Zandvoort 5000, the Nederlandse Autoversport Vereniging, thought this was a low number Nick Syrett arranged for two extra runners in the 2-litre class, Peter Westbury in his Formula 2 Brabham-FVA BT30 and Steve Thompson with his Lola-Ford T60 twin-cam.

There were some interesting changes in the Surtees camp. With Andrea de Adamich away at Zeitweg, Trevor Taylor took over the Italian's fuel-injected, Traco-engined TS5. The car with which Trevor had won at Koksijde was to have been taken over by Tetsu Ikuzawa, with backing from Honda, but due to money problems the car remained under the auspices of the Surtees *équipe*. On Thursday it was agreed that Peter Westbury would drive it, for Peter is considering buying a Formula 5000 for the Tasman Cup and for a full season's racing next year. Peter then contacted Derek Bell, asking him to drive the F2 Brabham, but in the end Bell took over the TS5 and Westbury remained in the Brabham.

The Epstein-Cuthbert Racing Team replaced the Traco/Alan Smith engine in Mike Hailwood's Lola with a 420 bhp Chevrolet Camaro Z28 engine modified by Lola. The persistent overheating troubles had been cured by adding two oil coolers to the water system! Hailwood encountered tyre problems during mid-week testing—they were chunking, pro-

bably owing to Mike's sideways technique. On Firestone's advice, cooling grooves were added to the inside of the rear treads.

The Ulf Norinder team had tried to cure a flat-spot in the rev range by changing the carburettors, ignition system and distributor. Mike Walker's Lola had a new cylinder head after one had cracked at Koksijde, but the Bartz motor was low on oil pressure after a season's hard work. A new Alan Smith unit is to be fitted for the Gold Cup. The remaining Lola T142 drivers, Keith Holland, Alan Rollinson and Derrick Williams, had little to do other than routine maintenance.

The field was completed by Jan van Straaten (Lotus-Ford 24), Kaye Griffiths (BRP-Ford), Terry Sanger (BRM-Ford P83), Mike Coombe (Cooper-Ford T66) and Bob Waters (Conchord-Ford). Waters, who was unable to race at Koksijde as he had broken a bone in his foot, was fit again now that the swelling had subsided.

PRACTICE

THERE were two hour-long training sessions on Saturday, a scorching hot day. The bark of the Chevy and Ford V8s enticed a few thousand sun-worshippers off the beach, but most of the drivers would have preferred to have been swimming than working hard in their sweltering cockpits.

Almost immediately Hailwood and Walker put in some quickies, being timed at 1 m 26.3 s and 1 m 26.7 s respectively, and these were to remain unbeaten in the first session. Walker later claimed a 1 m 26 s dead, but the timekeepers' electrical apparatus never found it. Norinder still had his mysterious flat-spot,

while his nose-cone blew off part early on and a spare had to be fitted.

Coombe, driving instead of his partner Dean (who had caught mumps), didn't get much practice as the bolts sheared the brake caliper carrier. Sanger's BRM had oil surge problems, but Terry was also troubled with the body rubbing on the radials. While Griffiths' BRP was minus a rev-counter since Koksijde this car had been used in Britain, where the chassis was strengthened and the spring rates increased.

Times began to come down in the second session. Hailwood got cracking in his flamboyant style and landed pole position at 1 m 26.1 s—for this meeting his Lola resplendent in white and blue stripes in addition to the usual red, these being the colours of the Radio Veronica organisation which had excellent pre-race publicity. Westbury, who in many laps, was 0.2 sec slower, completing the front row was Bell in the 1 m 26.4 s. Derek was complaining about heating less and less power and chugging, then came into the pits in a cloud of steam where a blown head gasket was diagnosed.

Walker's morning time of 1 m 26.7 s put him on the second row. Mike was not optimistic of his chances, as the oil pressure was even lower. Also on the second rank was the previous week's winner Trevor Taylor (1 m 27.0 s), whose practising stopped when he lost it at the Hunze Rug and developed the Armo barrier. Fortunately the nose-cone was damaged, Taylor was not troubled with the handling of the TS5, this being the hard side as preferred by Andrea de Adamich. Overnight work included adjusting the suspension settings and riveting on a wing. Apparently the TS5s were lifting their noses along the straight, making the straight pretty light at the end.

On the third row were Lola drivers Rollinson and Norinder. Keith and Alan seemed pretty happy with their lot, the former's Alan Fraser entry being deliberately over-gear'd so the revs didn't get into the straight. Farther down the field Williams was having gear-selection difficulties with his Lola, while Waters had a number of problems affecting the Conchord, including overheating of the ex-Jackie Oliver March engine, too hard springs and... well, to name it, he had it! Practice times were:

Hailwood (Lola), 1 m 26.1 s; Westbury (BRM), 1 m 26.3 s; Bell (TS5), 1 m 26.4 s; Taylor (Lola), 1 m 26.7 s; Taylor (TS5), 1 m 27.0 s; Holland (Lola), 1 m 28.5 s; Rollinson (Lola), 1 m 28.6 s; Norinder (Lola), 1 m 29.8 s; Thompson (Lola), 1 m 33.6 s; Williams (Lola), 1 m 34.0 s; Sanger (BRM), 1 m 38.0 s; Griffiths (BRP), 1 m 44.6 s; Coombe (Cooper), 1 m 48.1 s; Straaten (Lotus), 1 m 47.1 s; Waters (Conchord), 1 m 58.6 s.

RACE

Sunday seemed even hotter than before. The sun scorched down, and this was probably the reason why most people elected to stay among the thousands on the beaches instead of paying the modest entry fee to the track. The figure was around 15,000. As at the previous weekend, the racing was promoted by Motor Circuit Developments, one of John Webb's 1969 "exports."

Only 14 of the 15 competitors who had practiced lined up on the grid, as local man Jan Norinder hadn't been able to repair a broken crown wheel and pinion on his old Lola. All the V8 Ford cars were pushed back (legal in F5000), but Griffiths' BRP had to start by the time the flag fell.

Westbury made the best initial start, but Tarzan Corner Bell, Hailwood and Taylor gave their V8s a prod and demoted the other man to fourth. At the end of the first lap a quartet flashed by as one—Bell, Hailwood, Taylor and Westbury. After a pause Walker, Rollinson and Holland formed another tight-knit group with their V8s. Then there was a few seconds' delay when Williams, Thompson, Sanger, Coombe, Norinder and Griffiths arrived.

Looking for Tarzan, Bell saw a red car in the shadows. Thinking it was team-mate Taylor he waved it by, only to realise too late that it was Hailwood! However, Bell then saw the engine begin to tighten up and after two laps called in to the pits, where the team mechanics diagnosed a broken camshaft. Although his race was short, Bell still took F5000, and looks forward to driving McLaren in the Tasman series.

Hailwood now led from Taylor and Westbury, who were still close behind. Norinder, Rollinson and Holland in their noisy "Tans" were quite a sight. Then came a pair comprising Williams, Thompson and Sanger, but the rest were already trailing. Westbury stopped his Cooper after five laps because of strange handling—it transpired that the front suspension was wrong after some pre-race suspension adjustments. The Conchord was still having its troubles, chiefly overheating and oil leaks, and despite a short pit-stop raced for most of the time stuck in third gear.

Hailwood gradually managed to put some distance between himself and Taylor, but Westbury was menacingly close behind. Taylor, however, was still in handling trouble and the two highly-g geared for the straight. Further back the Lolas got split into two separate packs with Norinder v Walker ahead of

Rollinson v Holland. Thompson had also got clear of Williams and Sanger.

On lap 12 who should come by in the lead but Taylor, still with Westbury as his shadow, and Hailwood now third and making a funny sign to his pit. Apparently the gear-selectors had gone on strike and Mike the Bike had no choice but to stay in third gear which, naturally, meant he lost a lot of time along the straight.

Towards the end Taylor managed to get clear of Westbury, and after 20 laps the distance between them was 4.3 secs. On the last lap Norinder managed to pip Hailwood for third position. Holland snatched fifth position on the last lap, but this was not due to some demon driving as his sparring-partner Rollinson coasted over the line with a dead engine. The fourth Lola exponent, Mike Walker, had retired after 15 laps with a sick engine—the car had been overheating since the start, and when the oil pressure went as well Mike decided he had better retire. Norinder was still troubled by the flat spot, but was otherwise OK, while Holland was personally overheated and had some water poured over him in the paddock afterwards. Rollinson was in deep trouble—his Doug Hardwick-owned Lola had been overheating for most of the race, but on the last lap the Traco engine began to seize, and afterwards it was discovered that both the block and the heads were cracked.

So the cars lined up for the second heat minus Bell, Walker and Rollinson. Waters was also a non-starter, as an oil pipe broke on the warming-up lap and the Conchord had to be pushed off the grid.

This time none of the V8s made a particularly notable start, Taylor from pole position seeming to miss a gear, and Westbury embarrassed them all to lead into the first corner from the TSS. Norinder, Hailwood and Holland. After a lap Taylor was through, and he soon managed to draw clear of the F2 Brabham by about a second a lap. A lower fourth gear ratio resulted in more speed along the straight and Trevor also thought that this, coupled with less wind, gave better handling round the twisty bits.

For seven laps Hailwood couldn't get by Westbury, apart from a brief moment shortly before Tarzan when he was outbraked again. But even after he had finally disposed of Westbury, Mike was still losing ground to the flying TS5 despite some gionous sideways motoring. Obviously AUTOSPORT reader Prester Coleman (*Correspondence*, August 8) has not seen the top F5000 boys in action—there is wheelspin, power-sliding and close rac-

ing and it is far from dull.

Behind Westbury followed Holland and Norinder, the big Swedish driver having difficulty in changing gears. Then came Steve Thompson, the Mallory Park expert, who threw his twin-cam Lola around in fine style. Further back Williams' big Lola was being constantly challenged by Sanger's BRM, but the Lola had more steam on the straights and Sanger could do little about it. Completing the field Griffiths in the BRP battled with Coombe's ill-handling Cooper for ninth place.

And so they finished, with Taylor enjoying an even more convincing win over Hailwood and Westbury in this heat—although the places of his pursuers were switched on aggregate time. After the race Sanger, who was eighth overall, came in to complain about poor handling and discovered that the left rear wheel was wobbling alarmingly. The bearing had failed and the wheel was kept on by the brake disc and caliper, and the disc had worn a deep groove in the upright. Griffiths with the BRP, who had been troubled with a deflating tyre at both Coxyde and Zandvoort, traced the trouble to a porous magnesium wheel and cured it for the second heat with aerosol puncture fluid!

The Zandvoort 5000

Zandvoort, Holland, August 10

40 laps, 104.2 miles

Guards Formula 5000 Championship, round 8

1. Trevor Taylor (5.0 TSS-Chevrolet), 58 m 6.3 s, 107.62 mph.
2. Peter Westbury (1.6 Brabham-Ford FVA BT30), 58 m 33.8 s.
3. Mike Hailwood (5.0 Lola-Chevrolet T142), 59 m 3.8 s.
4. Keith Holland (5.0 Lola-Chevrolet T142), 59 m 49.8 s.
5. Ulf Norinder (5.0 Lola-Chevrolet T142), 59 m 50.9 s.
6. Steve Thompson (1.6 Lola-Ford T60), 38 laps.
7. Derrick Williams (5.0 Lola-Chevrolet T142), 38 laps.
8. Terry Sanger (5.0 BRM-Ford P83), 38 laps.
9. Mike Coombe (4.7 Cooper-Ford T66), 33 laps.
10. Kave Griffiths (4.7 BRP-Ford), 33 laps.
11. Alan Rollinson (5.0 Lola-Chevrolet T142), 20 laps.
12. Mike Walker (5.0 Lola-Chevrolet T142), 15 laps.
13. Bob Waters (4.7 Conchord-Ford), 14 laps.
14. Derek Bell (5.0 TSS-Chevrolet), 13 laps.

Fastest lap: Taylor, 1 m 25.5 s, 109.67 mph.

*Only completed first heat.

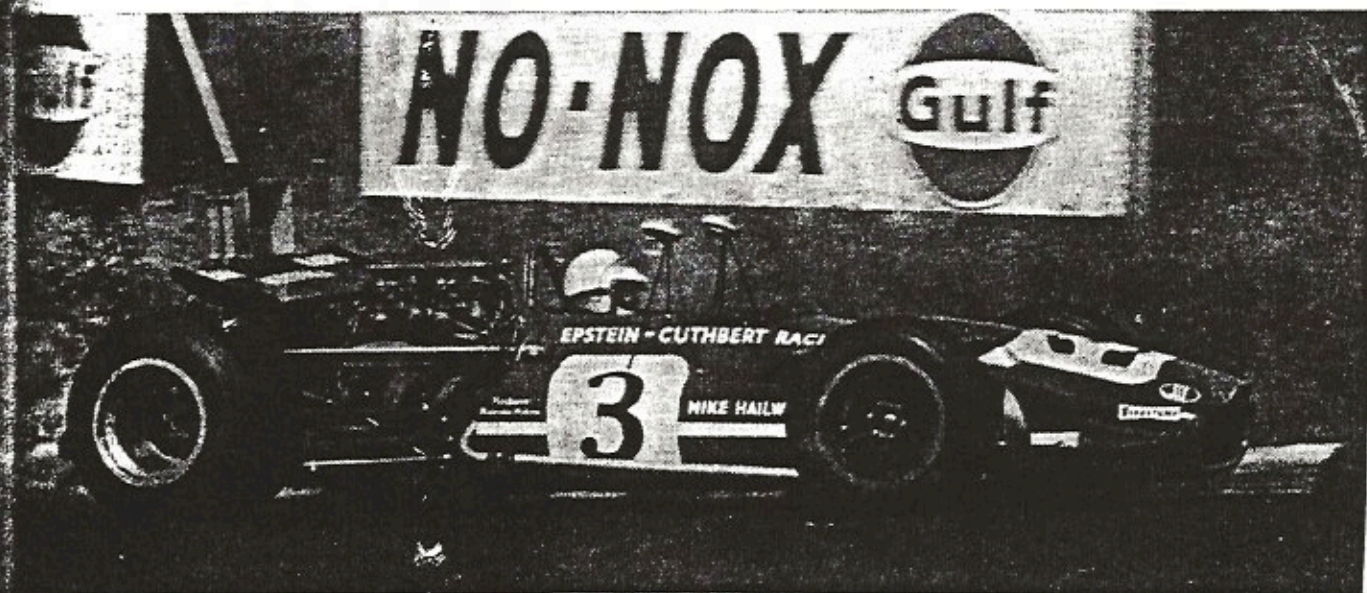
†Retired in first heat.

Heat 1: 1. Taylor, 20 laps, 29 m 9.1 s, 107.31 mph; 2. Westbury; 3. Norinder; 4. Hailwood; 5. Holland; 6. Rollinson; 7. Thompson; 8. Williams; 9. Sanger; 10. Coombe; 11. Griffiths; 12. Waters.

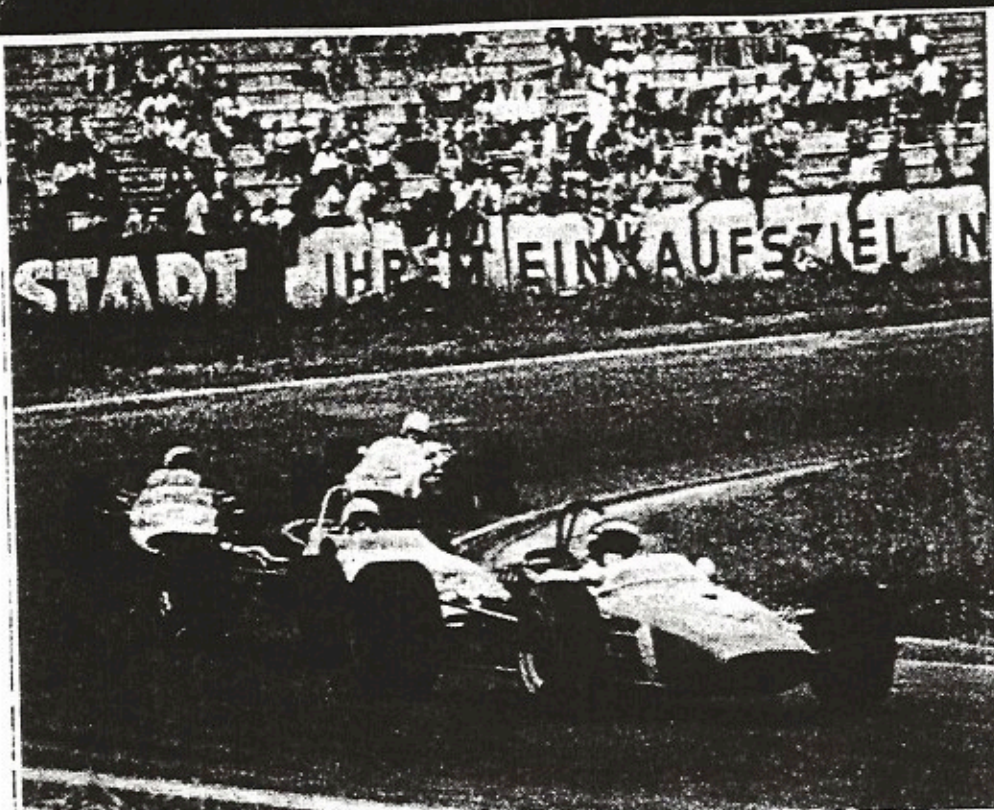
Fastest lap: Hailwood, 1 m 25.7 s, 109.42 mph.

Heat 2: 1. Taylor, 20 laps, 28 m 57.2 s, 107.99 mph; 2. Hailwood; 3. Westbury; 4. Holland; 5. Norinder; 6. Thompson; 7. Williams; 8. Sanger; 9. Griffiths; 10. Coombe.

Fastest lap: Taylor; 1 m 25.5 s, 109.67 mph.



Mike Hailwood's very unlucky season with the works Lola T142 run by Jackie Epstein and Nick Cuthbert seems to have finished, and he finished third overall.



Brian Hart's winning Brabham BT23C leads the Lola-BMW T102 of Hubert Hahne, the BT30 of Peter Westbury and the BT23C of Xavier Perrot during their long struggle for the lead.

Hart takes Hockenheim

Brian Hart (Brabham BT23C) scores a good win over Hubert Hahne (Lola-BMW) and the BT30 of Peter Westbury — Bill Ivy (Brabham) leads, then retires

Story and pictures by PAUL WATSON

IT does the heart good to see a real trier win a big race. At Hockenheim last Sunday Brian "Nosh" Hart brought the Bob Gerard Brabham BT23C home first after a race-long duel with the Brabhams of Peter Westbury and Xavier Perrot and the BMW of Hubert Hahne. Hart used his head from start to finish and thoroughly deserved his win; it was his first serious race of the year.

Billy Ivy (Brabham BT23C) dominated the first half of the race, pulling out an immediate lead in defiance of the usual Hockenheim slipstream. Finally he was hauled in by his pursuers, and then retired with gear selection troubles. Hahne was second after leading for four of the last nine laps, with Peter Westbury (Felday Brabham BT30) third and a much improved Xavier Perrot fourth in his recently acquired BT23C. A mere 1.2 secs covered the first four finishers.

Neither of the Winkelmann Lotus 59Bs showed much form in the hands of John Miles and Roy Pike, finishing fifth and seventh and split by Graham Birrell in the Ecurie Ecosse BT23C. Once again a massive crowd watched the event, held in fine weather on this highly spectacular circuit.

ENTRY

ON the same day as F2 Rhine Cup at Hockenheim there was a sports car race in France which accounted for many absentees (the Matra team, Courage, Ahrens, Siffert, Widdows and Guthrie for example). However, two BMWs were entered by the factory for Hubert Hahne and the Austrian Dieter Quester; Quester had the Dornier-built car that first appeared in the Eifelrennen back in April, while Hahne was in a completely new car, which differed little from the other, apart from a narrower cockpit and the fire extinguisher mounted differently. Winkelmann Racing brought along their two usual Lotus 59Bs, with Roy Pike and John Miles standing in for Rindt and Hill and having their second crack at these cars. Pike, who raced a 59B at the same circuit in April, had Jochen's car, while Miles, who was so unlucky at Madrid, had Hill's. The only other true factory team was Constructions

Mécanique Pymée, with their two Pymée MDB12s for Patrick Dal Bo, the son of the owner of Pymées in Annecy, and driver Eric Offenstadt. Both had redesigned noses to assist cooling, making their front ends look very BMW-like, although the high centre and rear sections of these short, narrow cars are still most distinctive.

Tecno did not enter their works cars, so their flag was being flown by three very mixed independent drivers, among them the Viennese Formula Vee king Gunter Huber, who was having his second-ever Formula 2 ride, his first having been in Perrot's Brabham BT23 at Langenlebar last year where he put up a fairly impressive show. Now he was in Max Busch's car which Busch crashed at Thruxton on Easter Monday, Zurich garage owner Busch has rebuilt the car for Huber for this and several other races, Huber having originally been promised a ride by Perrot in the BT23C which was later withdrawn. Of the other Tecnos, the Swiss Bruno Frey had the 1969 Midland Racing Team

May '69

entry, and German ex-Formula 1 driver Roland Binder another.

Bar one car, the remainder of the field were entirely Brabham, with no fewer than 12 BT23Cs, one BT30 and Werner Lipp in his old ex-Mitter BT23. The most prominent was Peter Westbury's miraculously rebuilt in record time after its practice shunt at Zolder. Others were the sensational Billy Ivy and the promising New Zealander Graham Hill who had gone very well at Zolder the previous weekend. Bob Gerard had his ex-Guthrie BT23C, this time entered by Hart as Robin Widdows was being used as a Group 6 Matra at Le Mans. Gerard brought along his Merlyn Mk 12A, which Gaydon, who drove for Gerard at Zolder once last year.

Ecurie Ecosse were present with their Rindt BT23C for Scottish hope Graham Birrell, who is showing signs of improvement. The jovial and highly talented Xavier Perrot was also there, driving his recently purchased ex-Cupressis BT23C which has been painted Perrot's colour with a multi-coloured nose-band. The man Bernd Terbeck had his BT23C, as usual extremely well equipped and former grass track motorbike driver Don Godden had his ex-Lytham BT23C entered BT23C. Godden, having never done a second F2 race, lacks experience, and has probably been better advised to try racing before moving into the tough world of Formula 2.

PRACTICE

PRACTICE for the Rhine Cup was a leisurely affair, and started off with an unofficial session in the afternoon. For most people it was a "slow" day, with few drivers getting lower than 2 m 1.1 s, although Ivy claimed a 2 m 0.2 s.

On Saturday morning 18 cars entered the race, the absentee being Offenstadt who had an engine change in the paddock. Hahne was also in trouble with the new BMW, but got a flying lap timed, while Westbury and Ivy tied for fastest time in 2 m 1.1 s in their Brabhams. The Austrian Huber, who had given 2 m 1.6 s, but this time was considered to be rather optimistic, was in a badly prepared car, although his lap time self shows considerable promise. He was seen to take a short cut in the middle of the occasion which could have accounted for this time!

Most times were little faster in the afternoon, although Peter Westbury managed to bring his down 1 sec to 2 m 0.2 s with the help of a massive tow. Once again, had been achieved Westbury moved to the pits again to spend the rest of the day watching for any possible claim on his position. He needn't have worried, as he got anywhere near it, the best time was from Ivy who improved to 2 m 1.1 s for centre position in the row. Huber's 2 m 1.6 s was not good enough for outside place on the track, although he was challenged by Xavier Perrot at 2 m 1.7 s with the Squadra Corse Brabham. Eric Offenstadt finally got off his number on the side of Dal Bo, as his mechanics finished off fitting a Winkelmann engine to the Pymée.

Bruno Frey got up onto the third step as Gaydon showed a tidy pace in the Merlyn, lapping the light green car in 2 m 2.8 s. Both BMWs were driving slowly, suffering from lack of power in the cases, and sorting bothers on the Dornier car. After practice the BMW team returned for Munich, and on race morning was turned with one of the Lola T102s as a replacement for the new and old Dornier car.

10-lap Rhine Cup race followed a 10-lap event for up to 2000 cc saloon cars won by the Swiss Alfa GTA. Kretsch from similar German cars of Mass and Gundel. The 1300 cc British Leyland Minis of Rhodes and John Handley, but they met opposition from a number of quick Alfa 1300 Juniors. Needham's Alfa won the class from Huber, with Rhodes third and sixth after a tremendous demonstration of pace up in driving ability for lack of other passing Mohr on all sides on other occasions, the Midlander was finally in the line by 1.4 secs. Stenzel's Alfa won the class, followed by Handley. Schnarje also put up a fine show in his Cooper S, but fell back on strong stages with a shattered (non-adjustable) windscreen.

Ivy (Brabham)	2 m 1.1 s	Huber (Tecno)	2 m 1.8 s
Perrot (Brabham)	2 m 1.7 s	Miles (Lotus)	2 m 2.2 s
Frey (Tecno)	2 m 2.7 s	Hart (Brabham)	2 m 2.8 s
Gaydon (Merlyn)	2 m 2.8 s	Terbeck (Brabham)	2 m 3.9 s
Quester (BMW)	2 m 3.6 s	Hahne (BMW)	2 m 4.9 s
Lindermann (Brabham)	2 m 7.1 s	Godden (Brabham)	2 m 12.3 s
		Offenstadt (Pygmees)	2 m 17.4 s

cars lined up for the F2 race. After one warming-up lap the flag was raised, leaving 16 of them but leaving Frey and Offenstadt on the line. All got away, Frey without first gear, a lap down with no clutch and Offenstadt in clutch trouble. Frey vowed to avoid the inevitable Hockenheim stream, and avoid it he did, for as he entered the stadium after one lap, a small but decisive lead over his rivals. Following Ivy came Miles, then Westbury, Gaydon in fifth place, Birrell, Binder, Perrot, Terbeck. Frey had a slipping clutch off the line) but, with both Pygmees already in with their mechanical fuel pumps, Frey having experienced this in the paddock trying to warm up for the start. In two laps Ivy led by the same small margin and Westbury was up to second, followed by Hart, Hahne, Miles, Gaydon, Pike, Perrot, Binder and McRae. Frey retired with clutch trouble, Lindermann for similar reasons, and Dal Bo with fuel pump trouble, while Quester rejoined the race, tagging on immediately to Ivy. Frey's look—falsely, but to the delight—as though a BMW were leading the Brabham for the lead. By the 11th lap Hart and Hahne had exchanged places in favour of the German and Gaydon began to fall back, being passed by Frey a lap later by Perrot and Pike. Frey's engine blew coming out of the woods, and a great deal of oil round the circuit. Offenstadt was in the pits with the pressure trouble that had caused Dal Bo's retirement.

Frederick seemed no catching little Billy for, he was not really gaining much on his rivals. Frey was nothing the others could do to his tow. Hahne had meanwhile established himself as usual leader of the following in spite of constant threats by Frey in particular, so that after 11 laps Frey comprising Hahne, Westbury,

Hart and Perrot had pulled right away, leaving a rather dejected Miles to dice it out with Birrell for sixth spot, and an even more dejected Pike to settle for a lonely run in eighth place. Gaydon and Binder were locked in combat for ninth, followed by stragglers Frey, whose lack of first gear at the start had prevented him repeating his good practice performance, McRae and Godden. New Zealander McRae had been picking up places and time well, but dropped back when he hit an oil patch deposited by Huber coming into the stadium for the eighth time, going straight on for some way before regaining the straight and narrow. Quester had also given up the struggle with his clutch trouble.

By the 15th lap Ivy's lead was seen to be dwindling bit by bit, for the pursuing quartet were towing themselves nearer the Brabham, led mostly by Hahne and once by Hart. By lap 17 half a second a lap was coming off Ivy's advantage, and by the 20th Billy's pursuers were right on him. On the 22nd lap Hahne entered the stadium first, and a terrific surge rippled through the crowd to greet the white car as it came into view; Ivy was still there in second place, with Hart third, Westbury fourth and Perrot a gallant fifth and driving the race of his life.

Two laps earlier Gaydon had locked up and spun going into the left-hand Sachs Curve, stopping facing the way he had come and with a dead battery making it impossible to re-start. He leapt out and made straight for the pits to fetch a replacement battery, while the marshals hardly moved the car from its dangerous position on the right of the corner. A few laps later the inevitable happened when Binder arrived with his throttle slides jammed open; the Tecno went straight on, slamming into the Merlyn and then, together with Gaydon's car, into the retaining wall at a great rate of knots and collecting two marshals. Both cars were badly damaged, the marshals were severely injured, and Binder suffered a broken right leg.

While the police cleared away the scores of spectators who had flooded over the wall to peer at the two damaged cars, Billy Ivy slipped back into the lead for one last lap. However, by the 24th he was down to fourth place behind Hahne, Westbury and Hart, climbing back briefly to second on the 25th and then stopping just after the first right-hander with a broken gear selection rod—cruel luck after a fine drive.

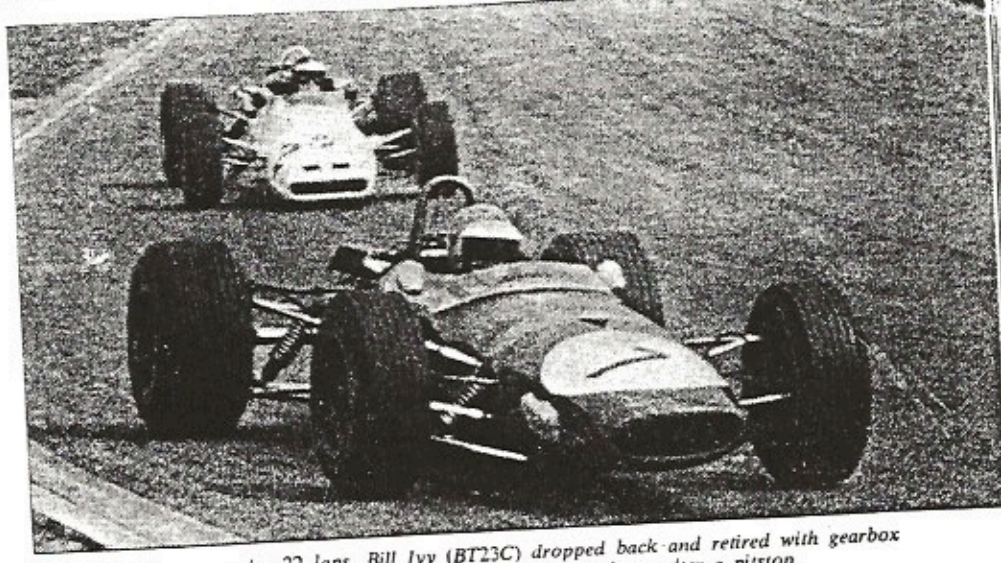
Hubert Hahne now led for the 24th and 25th laps. On the 26th Westbury moved into the lead for the first time, but was replaced by Hahne on the 27th and the crowd went wild with excitement as they realised that a

BMW might win. Behind Hahne and Westbury, Brian Hart played a waiting game, looking for his chance, while Perrot made no attempt to better his already commendable position, more anxious to ensure that he finished no lower than fourth. The 28th lap was Westbury's, but a new leader appeared on the 29th, with Brian Hart entering the stadium first with Westbury behind and then Hahne and Perrot third and fourth. It seemed at last that "Nosher" Hart was in with a chance, and when for the last time he entered the stadium still in the lead it seemed that nothing would stop him from scoring his best win ever and his first 1600 F2 victory.

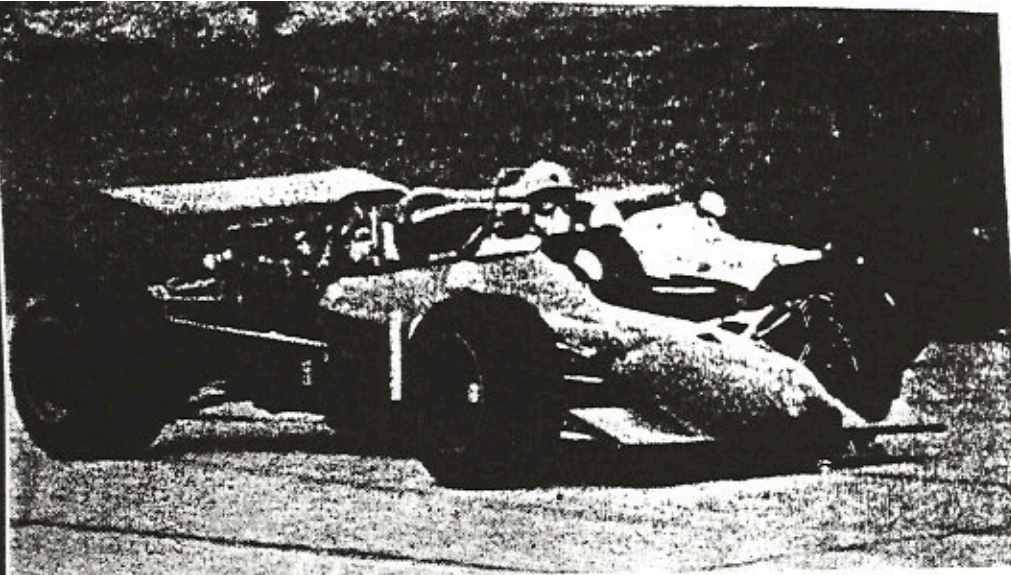
With Hahne now ahead of Westbury and pushing Hart very hard it became clear that the slightest mistake would see the BMW through, but Brian kept his head and, although Hahne tried to pull alongside as the cars rushed for the line, it was still the vivid green Brabham of Hart that crossed the line first. Just 1.2 secs covered the first four cars, with Westbury third and Perrot a delighted fourth. After these four there was a gap of nearly 50 secs before Miles came in a disappointing fifth after a race-long struggle with the Scot Birrell, who was sixth. Roy Pike was seventh and the last driver to go the whole distance, while Frey finished one lap down and McRae and Godden two down. McRae had had a race full of personal excitement, leaving the circuit at various points after his first excursion on the oil. Fastest lap went to Brian Hart in 2 m 1.3 s, some way off the F2 lap record. A couple of years back, in fact, Hart actually held the Hockenheim lap record in the 59s.

Rhine Cup Race, Hockenheim, June 15
30 laps, 265 kms

1. Brian Hart (Brabham-FVA BT23C), 1 h 2 m 2.5 s, 196.3 kph.
 2. Hubert Hahne (Lola-BMW T102), 1 h 2 m 2.8 s.
 3. Peter Westbury (Brabham-FVA BT30), 1 h 2 m 3.4 s.
 4. Xavier Perrot (Brabham-FVA BT23C), 1 h 2 m 3.7 s.
 5. John Miles (Lotus-FVA 59B), 1 h 2 m 52.4 s.
 6. Graham Birrell (Brabham-FVA BT23C), 1 h 2 m 53.1 s.
 7. Roy Pike (Lotus-FVA 59B), 1 h 3 m 42.1 s; 8. Bruno Frey (Tecno-FVA), 29 laps; 9. Graham McRae (Brabham-FVA BT23C), 28 laps; 10. Don Godden (Brabham-FVA BT23C), 26 laps; DNF: 11. Bill Ivy (Brabham-FVA BT23C), 25 laps; DNF: 12. Roland Binder (Tecno-FVA), 20 laps; DNF.
- Fastest lap: Hart, 2 m 1.3 s, 200.88 kph.
Retirements: Bernd Terbeck (Brabham-FVA BT23C), clutch, lap 2; Patrick Dal Bo (Pygmees-FVA MDB12), mechanical fuel pump, lap 2; Werner Lindermann (Brabham-FVA BT23), clutch, lap 2; Gunter Huber (Tecno-FVA), engine, lap 3; Eric Offenstadt (Pygmees-FVA MDB12), mechanical fuel pump, lap 5; Dieter Quester (BMW), clutch, lap 9; Peter Gaydon (Merlyn-FVA Mk 12A), spun, unable to restart, lap 18; Roland Binder (Tecno-FVA), accident, lap 20; Bill Ivy (Brabham-FVA BT23C), gear linkage, lap 25.



After pulling away for 22 laps, Bill Ivy (BT23C) dropped back and retired with gearbox trouble. Here he dices with Dieter Quester's BMW, a lap down after a pitstop.



Jonathan Williams had problems throughout practice and the race with the De Tomaso. Here he outbrakes the Max Busch-owned Tecno of Gunther Huber.

the main straight against the cars. Stewart had also suffered a slight misfire throughout the first race, so his plugs and points were changed to cure this. The Gerard Racing pit was busy as the BT23C was pushed back to the paddock where the crew set about taping up the nose, straightening the radiator and fitting a new hose.

Only 13 cars arrived for heat two. This time Westbury made a magnificent start, unlike Beltoise who dragged his clutch badly and got away well down. Hill came round first, closely followed by Rindt, Stewart, Westbury, Nanni, Cevert, Hahne, Beltoise and the rest, with Lindermann and Huber again battling it out at the rear.

Westbury seemed all set to have a real go at the leaders, and although by the fifth lap several gaps had appeared between groups of drivers, Westbury was still holding closely to Hill's tail. Behind Westbury, Galli and Cevert were tied together with Beltoise right with them and then a gap to Hart who was drawing steadily away from Hahne, Williams and Perrot.

In this race, with a perfectly behaving engine, Stewart was giving Rindt some real opposition. The fifth, sixth and seventh laps were Stewart's, but Rindt was back again for the eighth, only to be retaken for the ninth and for the eleventh. This was real motor racing and the crowd loved it. On about the seventh lap Westbury had looked like dropping away, but a few laps later he was challenging strongly again, passing Hill on several laps along the straight.

Beltoise had meanwhile caught and passed the two Tecnos. Rindt led for laps 13 to 22 inclusive. No other changes looked likely, save that Huber retired after 18 laps with a broken front upright.

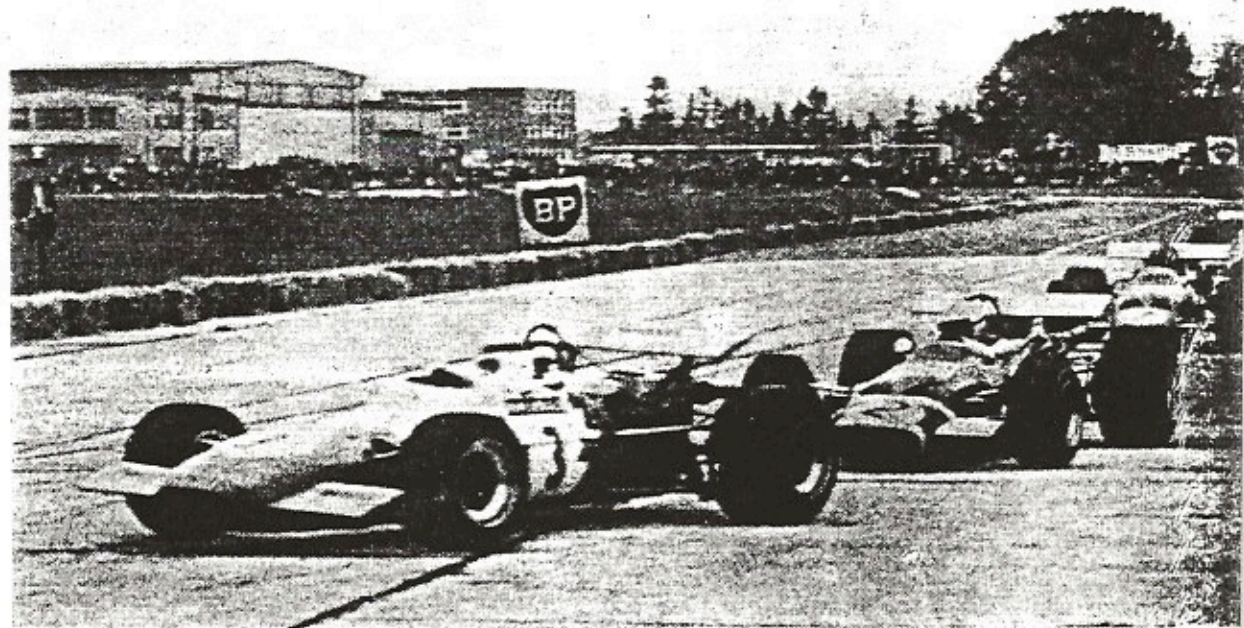
On the 23rd lap Stewart had another brief term at leading, but Rindt was again ahead on the 24th. Then disappointingly Westbury's engine began to stammer and by the 23rd lap he had started gently to fall away.

A lap later Beltoise was right with Westbury, and on the 27th the blue and white BT30 was down to seventh behind the two Tecnos. He

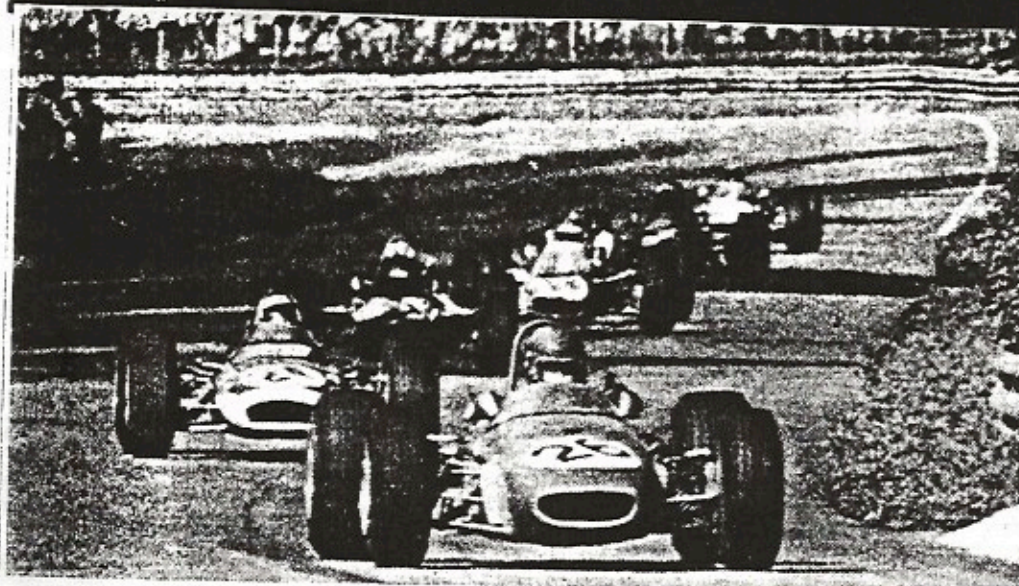
Rindt. On laps 33 and 34 he was overtaken by Hill for he led the Austrian on both occasions past the pits. Then, as if to seal the deal, Rindt who entered the chicane five tenths of a lap in front, with the blue Matra right behind him, was overtaken by Stewart. Stewart tucked in on Rindt's outside, exited the straw chicane and cut across the line. Stewart pulled out of Rindt's slipstream, drove to the line but just failing to get by. The gap between the two was given as a flag swept down. Hill remains in third, just under a sec behind Beltoise, with a long gap to Beltoise in fourth.

Flugplatzrennen Tuin-Land
July 12
European F2 Championship
Aggregate of two 35-lap races

1. Jochen Rindt (Lotus-FVA 500), 1 m 17.7 s, 163.94 kph.
 2. Jackie Stewart (Matra-FVA 500), 1 m 24.64 s.
 3. Graham Hill (Lotus-FVA 500), 1 m 25.13 s.
 4. Jean-Pierre Beltoise (Matra-FVA 500), 1 m 29.74 s.
 5. François Cevert (Tecno-FVA 500), 1 m 33.4 s.
 6. Nanni Galli (Tecno-FVA), 1 m 33.4 s.
 7. Hubert Hahne (BMW), 50 laps.
 8. Perrot (Brabham-FVA BT23C), 49 laps.
 9. Westbury (Brabham-FVA BT30), 47 laps.
 10. Werner Lindermann (BMW), 47 laps.
 11. Guntar Hart (BMW), 47 laps.
 12. Brian Hart (BMW), 47 laps.
 13. Williams (De Tomaso-FVA), 46 laps.
- Fastest lap: Rindt, 1 m 17.7 s (38.72 s, 163.94 kph); 2. Stewart, 1 m 24.64 s; 3. Hill, 1 m 25.13 s; 4. Beltoise, 1 m 29.74 s; 5. Cevert, 1 m 33.4 s; 6. Galli, 1 m 33.4 s; 7. Hahne, 1 m 33.4 s; 8. Huber, 1 m 33.4 s; 9. Lindermann, 1 m 33.4 s.
- Fastest lap: Rindt and Stewart, 1 m 17.7 s.
- Retirements: Enzo Corni (Brabham-FVA BT23C), lap 1; Kurt Ahrens (BMW), lap 1; Henri Pescarolo (BMW), lap 3; Hart, accident, lap 3; Quester (BMW), oversteering, lap 3.
- Part 2 (35 laps, 100.1 kph): 1. Hill, 1 m 44.48 s; 2. Stewart, 1 m 44.48 s; 3. Beltoise, 1 m 44.48 s; 4. Cevert, 1 m 44.48 s; 5. Hart, 1 m 44.48 s; 6. Hahne, 1 m 44.48 s; 7. Lindermann, 1 m 44.48 s; 8. Huber, 1 m 44.48 s.
- Fastest lap: Rindt, 1 m 17.7 s.
- Retirements: Huber, front upright broken, lap 18; Westbury, engine, 28 laps.



With an engine cured of its early misfire, Stewart's Matra leads the Lotuses of Rindt and Hill, with a very on-form Peter Brabham BT30) right with them.



Robin Widdows pushes the Gerard Brabham BT23C ahead, chased by Peter Westbury's BT30, François Cevert's Tecno and Jonathan Williams' De Tomaso.

Monza maestro Widdows

Gerard Brabham scores second win in two weeks despite spin—Westbury (BT30) second from Cevert (Tecno) and Guthrie (BT30)

By JOHN COMBER

SKILFUL driving and well-judged trackcraft gave Bob Gerard Racing their second consecutive F2 win at Monza last Sunday, when Robin Widdows brought the Firestone-shod Gerard Brabham to a very fine slipstreaming win. Widdows spun when firmly in the lead with only 17 of the 45 laps to go, but recovered in extraordinarily quick time to take the lead again and re-establish an advantage of nearly 3 secs.

Peter Westbury had his best outing yet in the Felday-entered Brabham BT30, outfoxing François Cevert (works Tecno). Malcolm Guthrie was only 0.2 sec behind Cevert, indicating that perhaps he is a driver who should be taken more seriously than he has been up until now. Derek Bell came fifth, a further 5 secs behind after losing touch with the leading group in the final laps of the race. Both his team-mates retired with mechanical trouble, and he was nearly beaten by the Ecurie Ecosse Brabham of Graham Birrell, who was a very close and competitive sixth.

Although there were as many as ten cars battling for the lead throughout the 45-lap race, it was free of serious accidents in spite of the very high speeds and extremely close slipstreaming battles.

ENTRY

ALTHOUGH Monza's F2 race clashed with the Dutch Grand Prix the previous day, entries for the Lotteria were good. Sefac Ferrari brought along three six-cylinder Dinos for regular F2 men Tino Brambilla, Derek Bell and Gianclaudio Regazzoni. The latest 24-valve engine with exhaust pipes both above and below the engine (pictured last week in *P&P*) made an appearance on the day before official practice began, but was not seen thereafter, and engineer Marelli stated that further development was required before the new cylinder heads could be considered raceworthy.

The Tecno Racing Team also had three cars (the first time they have run more than two) and Swedish F3 driver Ronnie Peterson joined the usual team of François Cevert and Nanni Galli. Peterson has won virtually all the important F3 races in Italy this year and, with his experience of Monza, was an obvious choice for the team.

Another works team was sent by Constructions Mécanique Pygmée, who entered their two blue MDB12s for Patrick Dal Bo and Eric Offenstadt. A works Merlyn entered by Bob Gerard was a non-starter, in spite of hard work to get it ready in time after its Hockenheim accident, to the disappointment of Philippe Vidal who had been asked to drive it.

The Matra International team sent one car

for Johnny Servoz-Gavin, who had his greatest triumph at Monza when he came second in the Grand Prix here last year. The only other car with works backing of any kind was the De Tomaso entered for Jonathan Williams. A very neat monocoque design, it was very cleanly prepared and distinctive in its pinkish paint job. The monocoque tub ends abruptly just behind the driver's back in the form of a light alloy casting, onto which the 9-series FVA engine is directly mounted as a stress-carrying component. There are tubular engine bearers, acting as additional supports, but the suspension hangs directly on another flattish casting which is sandwiched between the engine and gearbox.

All suspension parts, including the uprights, are self-manufactured and the thing is smothered with very expensive adjustable joints. Wishbones are wide-based, like on a Tecno, and the brakes are outboard. The oil tanks are rear-mounted, and the whole thing looks very clean and tidy. It is as well, however, that Jonathan is such a little bloke, for the orifice in the tub for his legs is only just big enough. A second car is to be built, but it is a couple of months away and no driver has been selected as yet.

The rest of the entry was all private Brabhams and Tecnos. Brabham BT30s arrived for Malcolm Guthrie and Felday boss Peter Westbury, while older BT23s and BT23Cs were brought by Graham McRae, Bill Ivy, Bob Gerard for Robin Widdows, Bernd Terbeck, Ecurie Ecosse for Graham Birrell, Xavier

Perrot, Werner Lindermann and Franco whose entrants (Scuderia Picchio Rosso) had a Tecno for the veteran Italian former works Tecno driver Carlo Facetti. Swiss driver Bruno Frey also had a Tecno in the entry, with the exception of the Peugeot had Cosworth-FVA 1600 cc engines.

Disappointing non-starters were the ham BT30 of Frank Williams (because of Courage's absence for Mike Hailwood's Ahrens' similar car, Alistair Walker's ham BT23C and the Gerard Merlyn. Roland Binder also failed to arrive because he had broken his leg at Hockenheim the previous week.

PRACTICE

THE only timed practice session was a drawn-out three-hour affair on Tuesday afternoon. The sunshine was so hot that one was interested in trying to set a time and this became impossible anyway because of the Tecnos broke an oil line in the rear of the Parabolica, which instantly turned into a skating rink, although mercifully it actually crashed. Servoz-Gavin, who was using a very deep wing deflector on the engine cover, quickly came into his pit to be removed, but the mechanics went even deeper and changed virtually all the system and electrics in search of a solution. When Servoz eventually got going he found fellow-countryman Dal Bo on track and the pair of them towed each other to respectable times, although neither was happy with his car.

The Gerard Brabham disappeared after five laps, and was eventually retrieved after much shouting and arm-waving on the part of the Italian officials, which inspired Widdows some remarkable results later in the race. Perrot had a broken mainshaft in his Brabham; the fuel in the Ferrari was to be vapourising, and the De Tomaso lost a lot of time minus its front wheels on smaller tyres were persuaded onto the track in search of reduced frontal area. Some of the entrants either toiled around the track heartedly waiting for a faster car to tow them along into a good time, or retired to their pits, where the ice cream sellers were doing a roaring trade.

But with half an hour to go the strength of the sun declining fast, the time began to increase. The biggest group consisted of Galli, Cevert, Westbury, Widdows and zoni. Galli pulled in after very few laps, one of which was an amazing 1 m 1.4 secs under the official F2 time set in last year's race by Jean-Pierre Beltoise. Tecno before the sickening accident which resulted in so much damage and cost the life of the Frenchman.

Widdows, who had possibly had a bad race here last year with the Chequer McLaren (he was third), got well away and used the tow to its best advantage, pulling up a very fine 1 m 33.7 s to put him on the front row alongside Galli. He joined in with the mob right at the end of the session and scratched round enough to put himself on the second row beside Westbury, but none of the others could equal the pace set here last year. Derek Bell, who was then making his debut with the team, Bell's best was good enough for the third row with Servoz-Gavin. The mechanics were still looking for the cause of slight misfire. Cevert's efforts were rewarded with 1 m 35.2 s and a place on the front alongside young Dal Bo, who had made a very big personal effort to put the unattractive Pygmée in a good position. Team-mate Offenstadt tried the same car in the afternoon while the mechanics fitted a fuel pump on his own car, but he eventually got into it the timekeeper failed to catch him, so he had to be content with a place at the back of the grid.

Williams found that the smaller engine ruined the De Tomaso's good handling.

...not powerful enough to give
...An experiment with a
...deemed a failure, and the
...Englishman settled for the
...with which the car was

Widdows	
Brabham	1 m 33.7 s
Brambilla	
Dino	1 m 34.13 s
Bell	
Dino	1 m 34.7 s
Dal Bo	
Pygmée	1 m 35.4 s
Birrell	
Brabham	1 m 35.6 s
Peterson	
Tecno	1 m 35.91 s
Perrot	
Brabham	1 m 36.43 s
Williams	
De Tomaso	1 m 36.7 s
Lindemann	
Brabham	1 m 38.1 s
Frey	
Tecno	1 m 39.4 s

...does not appear on the
...very good reason that he did not
...the official session. Having got
...on Friday, the motorcyclist
...impression that Monza is a very
...track (with which it is difficult to
...worthless, Ivy was prepared to
...presented his car in the pit lane at
...of the session. It appears that
...confusion over paperwork, so
...to his van to collect the neces-
... When he returned, he was
...by an official, resulting in an exchange
...agreed that the first move
...by an Italian, and the upshot was
...to race, especially when he
...to undergo a second medical
...he was informed that he was
...to check whether or not he
...the influence of drugs! The tests,
...proved negative, and once tempers
...looked as though Ivy would
...to practise, but he told his
...to take the car away and dis-
...to search of some sunshine.

...late afternoon start to the
...place in bright sunshine. Eric
...even started his warming-
...a result of a broken fuel pump,
...a delay after the three-minute
...had been given, so several drivers had
...warm engines when the flag
...dropped. All got away cleanly,
...Dal Bo, whose goggles broke
...the warming-up lap: his
...was still bringing a spare pair after
...in his anxiety, the Frenchman
...the road at Parabolica on the first
...was very disappointing after he
...hard in practice. The Pygmée
...badly damaged. Xavier Perrot's
...halfway round lap 1, so that
...of the Swiss's race too.
...end of the lap, Galli led from
...each Bell's Ferrari third and the
...in the order Cevert, Westbury,
...Birrell, Peterson, Williams, Corti
...Widdows (who had made a very
...Frey, Terbeck, Lindemann and
...the Matra of Servoz-Gavin rushed
...to have a badly slipping clutch
...but when it left several minutes
...the note rose and fell intermit-
...suggesting that the damage was too

far gone; so it turned out, in spite of two further stops.

Gulli and Brambilla battled out the lead for another half-dozen laps, apparently pulling away from their rivals, and Brambilla went into the lead on lap 4. But Widdows was recovering fast from his lowly 12th place on lap 1, and on lap 6 he was up to third, with in striking distance of the leading two, with the others tagging along behind. Facetti spun on lap 5 at the Parabolica, and Corti could not help hitting him: both cars were non-runners.

So the leading group was reduced to 10 cars, who came through on lap 10 with Widdows in the lead, pursued by Peterson (who was consistently showing up well in the bunch), Galli and Cevert in the other two works Tecnos, followed by Brambilla, these five covered by exactly 1 sec, with a tiny gap before the second battling group of five (Westbury, Guthrie, Williams, Bell and Birrell). Regazzoni was next, a long way behind after his spin, but now ahead of McRae, who was clear of Frey and Lindemann; the last two were now battling for 14th and last place, Terbeck having just disappeared when his filter cap spouted hot water all down his back.

On lap 12 Peterson seized the lead—a very fine performance in his first F2 race—with Tecno team-mates Galli and Cevert next up to make it a Bologna 1-2-3 for one glorious lap.

Widdows was soon back in front for another three laps, and the two bunches had closed up again, so that once more there were 10 cars nose-to-tail, side by side and almost climbing all over each other all the way around the circuit. On lap 19, groans from the crowd could mean only one thing: an Italian in the pits. It was Galli, with his engine overheating like mad. The mechanics could do nothing, so the group now consisted of nine cars. Two laps later Brambilla, too, was in the pits with smoke pouring from his exhaust, and although he was told to rejoin, there was no hope of catching up with the leaders.

Widdows now led for eight laps, and by sheer determination actually managed to pull out enough distance to break the tow! But his chances seemed to have evaporated completely when he came up to lap Brambilla on lap 29, got off line at Lesmo and spun off. By the time the bob-sleigh man had got the green Brabham pointing in the right direction again the leading seven had gone through. He set off determined to get back in their draft, while Westbury and Guthrie in the two BT30s took a turn at leading.

On lap 27 the hard-driving Peterson came in to check the suspension of his Tecno, suspecting that a brush with a steel barrier had deflated a tyre, but after a few moments the Swedish youngster was assured that all was well and he got back into the fray, still on the same lap, but now in eighth position.

On lap 33, Widdows had achieved the impossible: he was back in the lead again! The crowd were getting very excited at the prospect of a grandstand finish, albeit mainly with foreigners in the leading positions; Brambilla was out once and for all with a cooked engine, joining team-mate Regazzoni in the walk in from the circuit.

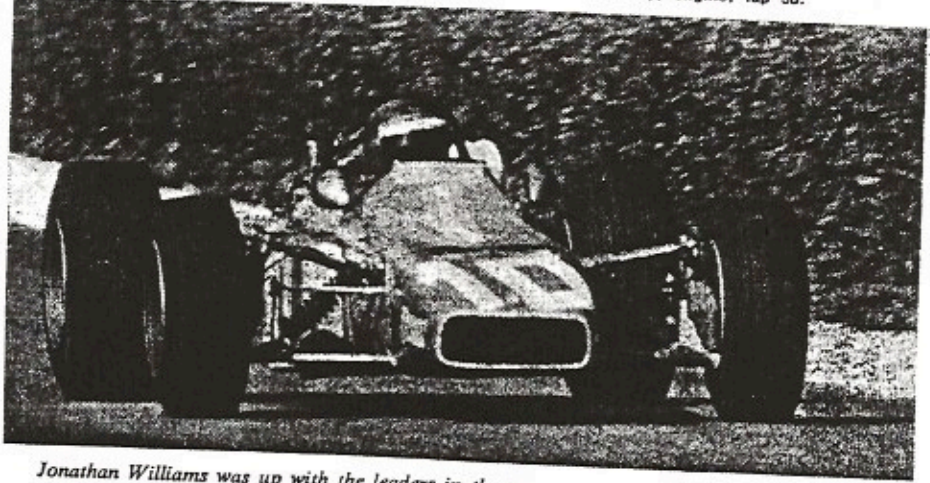
But Widdows seemed to be playing with the others, and with five laps to go he had not only eased into the lead but had pulled away again, out of reach, in a 2-secs lead. He simply had to win: second place was now all the opposition could hope for.

After staying with the leading bunch for 40 laps, there was a disappointment in store for Jonathan Williams, who had to come into his pit with a broken injection trumpet, which was replaced. Peterson moved up to seventh, but by the time Jonathan was mobile again he was down to eighth. His temporary departure had split the leaders, and Bell and Birrell were on their own, 4 secs behind Guthrie.

As they started their last lap, Cevert was second, with Westbury third and Guthrie fourth. The Frenchman tried to lead all the way, but Westbury had it well figured out and nipped out from behind the Tecno's tail to take second place. A few yards more and Guthrie would have been through too, but he had to be happy with his well-earned fourth place. Bell arrived fifth, his greater experience just giving him the verdict over Birrell, but they were both 5 secs astern of Guthrie.

Amid enormous crowds of people, hardly any of whom had previously heard of Robin Widdows, the Surrey man received a huge garland, with Westbury a happy second and Cevert a disappointed but much wiser third.

- 11th GT della Lotteria di Monza, F2, June 22
45 laps, 256.75 kms
1. Robin Widdows (Brabham-FVA BT23C), 1 h 12 m 3.5 s, 215.435 kph.
 2. Peter Westbury (Brabham-FVA BT30), 1 h 12 m 5.8 s.
 3. Francois Cevert (Tecno-FVA), 1 h 12 m 6.2 s.
 4. Malcolm Guthrie (Brabham-FVA BT30), 1 h 12 m 6.4 s.
 5. Derek Bell (Ferrari Dino 166), 1 h 12 m 11.2 s.
 6. Graham Birrell (Brabham-FVA BT23C), 1 h 12 m 11.9 s.
 7. Ronnie Peterson (Tecno-FVA), 1 h 13 m 21 s; 8. Bruno Frey (Tecno-FVA), 43 laps; 9. Jonathan Williams (De Tomaso-FVA), 43 laps; 10. Werner Lindemann (Brabham-FVA BT23), 43 laps.
- Fastest lap: Widdows on lap 32, 1 m 33.1 s, 222.341 kph.
- Retirements: Eric Offenstadt (Pygmée-FVA MDB 12), mechanical fuel pump, lap 1; Xavier Perrot (Brabham-FVA BT23C), clutch, lap 1; Patrick Dal Bo (Pygmée-FVA MDB12), accident, lap 1; Johnny Servoz-Gavin (Matra-FVA M57), clutch, lap 5; Enzo Corti (Brabham-FVA BT23), accident, lap 5; Carlo Facetti (Tecno-FVA), accident, lap 5; Bernd Terbeck (Brabham BT23C-FVA), water filter cap, lap 9; Nanni Galli (Tecno-FVA), overheating, lap 18; Clay Regazzoni (Ferrari-Dino 166), engine, lap 21; Graham McRae (Brabham-FVA BT23C), fuel pump, lap 22; Tino Brambilla (Ferrari-Dino 166), engine, lap 30.



Jonathan Williams was up with the leaders in the new, very compact De Tomaso until a fuel injection trumpet broke.