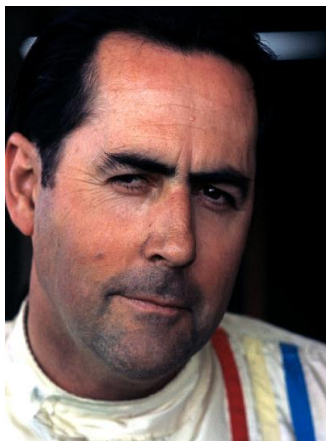
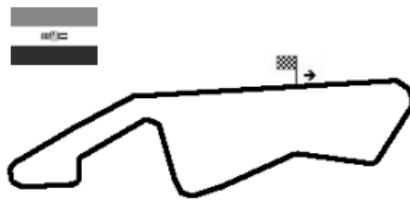


FORMULA ONE

1969 SEASON

GUIDE

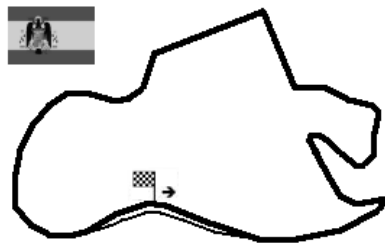




XVth South African Grand Prix

Date: March 1st. Length: 2,5 miles. Laps: 80

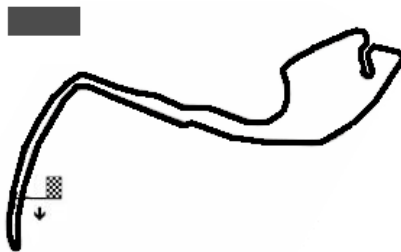
The Kyalami circuit will again host the season opener, but instead of being held at Christmas time, this year the race comes much closer to the traditional European season. Last year's winner was the late Jim Clark (Lotus-Ford).



XVIIth Gran Premio de Espana

Date: May 4th. Length: 2,3 miles. Laps: 90

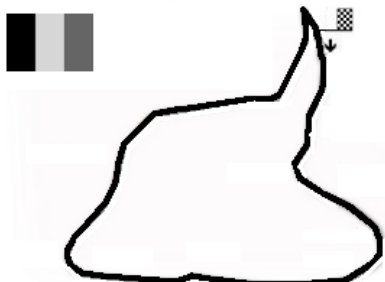
This year the Spanish round is held in Barcelona at the hilly, fast street track around Montjuich Park. Cars do get airborne just after the start / finish line. Last year's winner at Madrid's Jarama circuit was Graham Hill (Lotus-Ford).



XXVIIth Grand Prix de Monaco

Date: May 18th. Length: 1,9 miles. Laps: 80

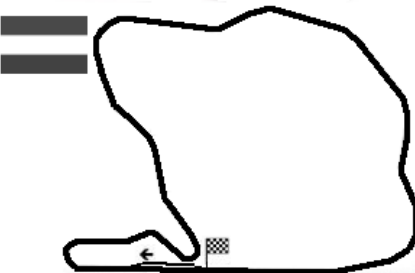
This track has become the playing ground of "Mr. Monaco" himself, Graham Hill. Last year he won for the fourth time in a Lotus-Ford. For the rest of the drivers, a win here is a prestigious way of being noticed.



XXIXth Grote Prijs van België

Date: June 8th. Length: 8,7 miles. Laps: 28

The fast Spa track has come under doubt. An inspection by GPDA president Jackie Stewart showed insufficient safety measures and drivers are threatening a boycott of the race. Last year's winner was Bruce McLaren (McLaren-Ford).



XVIIIth Grote Prijs van Nederland

Date: June 21st. Length: 2,6 miles. Laps: 90

The Zandvoort track is known by its proximity to the beach and the dunes that surround the track. It is designed by John Hugenholtz, who also drew the Jarama circuit. Last year the race was won by Jackie Stewart in a Matra-Ford.



LVth Grand Prix de France

Date: July 6th. Length: 5 miles. Laps: 38

This year the French Grand Prix returns to Clermont-Ferrand's Charade circuit, where it once held the GP back in 1965. Last year's winner at Rouen-les-Essarts was Jacky Ickx in a Ferrari.



RAC British Grand Prix

Date: July 19th. Length: 2,9 miles. Laps: 84

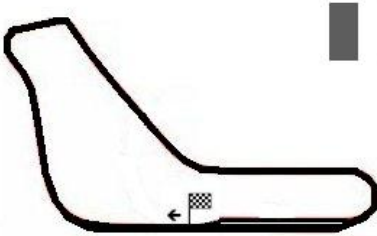
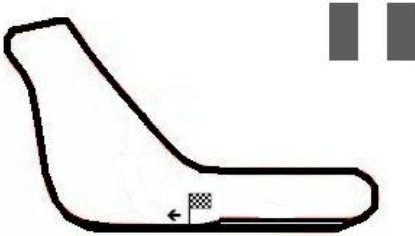
It's back to Silverstone for this year's Grand Prix. The quick Northants track remains unchanged for the occasion. The winner at last year's race at Kent's Brands Hatch was Jo Siffert in Rob Walker's privateer Lotus-Ford.



XXXIst Großer Preis v. Deutschland

Date: August 3rd. Length: 14,1 miles. Laps: 14

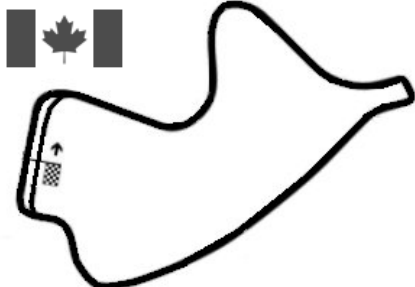
The longest track on the calendar, Nuerburgring Nordschleife has history, danger and sometimes extreme weather conditions, like the ones experienced by Jackie Stewart (Matra-Ford) en route to his win last year.



XLth Gran Premio d'Italia

Date: Sept. 7th. Length: 3,5 miles. Laps: 68

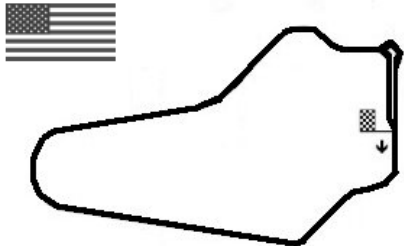
The old, fast Monza park track will probably be another slipstreaming festival. It also is Ferrari's home as shown by the huge reception their drivers get. Last year's winner was Denny Hulme, driving a McLaren-Ford.



IXth Canadian Grand Prix

Date: Sept. 20th. Length: 2,4 miles. Laps: 90

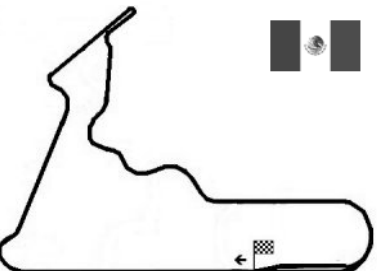
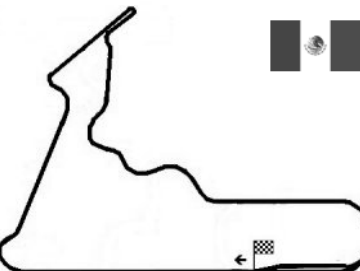
Ontario's Mosport will again be the host of the first North American race after last year's detour to Mont-Tremblant. Last year's winner at the Quebecois track was Denny Hulme, at the wheel of a McLaren-Ford.



XIIth United States Grand Prix

Date: Oct 5th. Length: 2,2 miles. Laps: 108

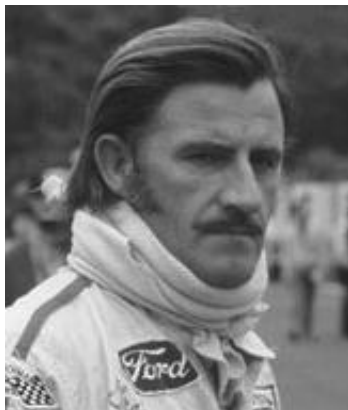
New York's Watkins Glen track continues to be the host for the United States Grand Prix. This race has become quite a popular event over the years. Scotland's Jackie Stewart was the winner in 1968, driving a Matra-Ford.



VIIIth Gran Premio de Mexico

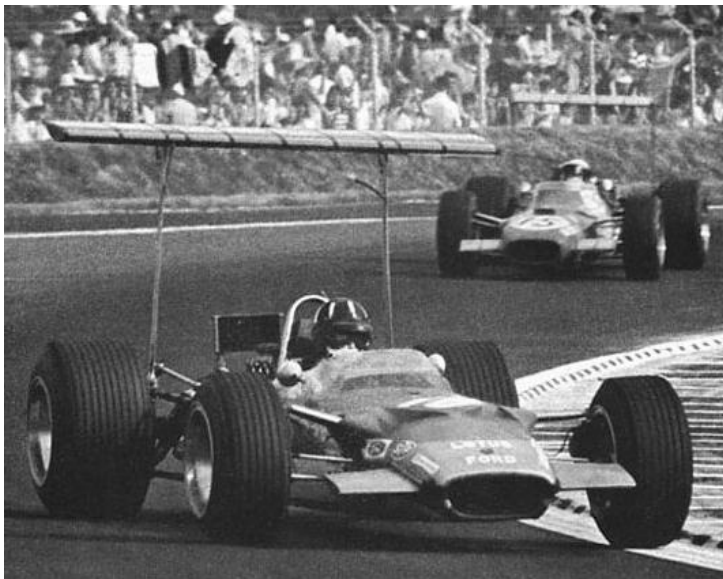
Date: Oct 19th. Length: 3,1 miles. Laps: 65

The season will close again at Autodromo Ricardo Rodriguez, in Mexico City. The circuit is characteristically lined by half-buried tyres, and the altitude can play havoc with engines. Last year Graham Hill won here in a Lotus-Ford.



Graham HILL

BORN February 15th, 1929 in Hampstead, Hill is the reigning Formula 1 World Champion for the second time. The moustachioed man has won 13 times in his career -4 at Monaco- and will be looking to challenge again for the title.



Graham Hill driving at last year's season finale.



Gold Leaf Team Lotus



Jochen RINDT

GERMAN-born in Mainz on April 18th, 1942, but racing for Austria, Rindt has showed plenty of promise in his previous outings for Cooper and last year at Brabham. Will be looking to score his first win in Formula One competition if Lotus maintains its strong form.

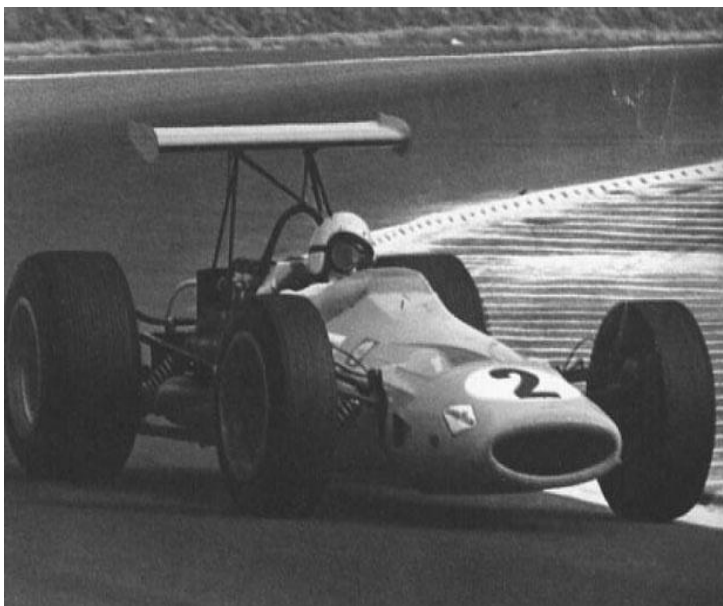
TEAM Lotus will attempt to renew both titles won in 1968. Despite the disturbance that was caused last year by the death of long-time Lotus driver and two-time champion, Jim Clark, the team was able to regroup and channel its efforts behind Graham Hill, who repaid them with the world title. For this season Austrian Jochen Rindt has been hired from Brabham to replace Jackie Oliver, who did not quite fulfil the expectations. Team founder Colin Chapman will be looking to further improve his excellent Lotus 49. This car, now in its B-specification, has already won nine races since its debut and despite not having the advantage of the Ford DFV engine in exclusive as it had two years ago Lotus will still be one of the favourite teams for the title.

There has been talk of a possible debut for the 4x4 car. This new car has been dubbed the 63, and Englishman John Miles has been testing the car, but no date has been set for its initial outing. This car comes from the 56 used at Indianapolis, sharing the same four wheel drive system, but unlike the 56, it does not use a Pratt & Whitney turbine as engine. This technique has been now forbidden at Indy, but rumour has it Chapman could yet try it in Formula One.



Bruce McLAREN

BORN in Auckland, New Zealand in August 30th, 1937, Bruce Leslie McLaren is still the youngest winner of an F1 race. However, his own personal success has been belied by the team's wins in Can-Am, where they have dominated for two years on the trot.



McLaren pictured at last year's season finale.



Bruce McLaren Motor Racing



Denny HULME

NEW Zealand's first World Champion, Hulme (born in 1936) defended his title with two wins last year, but ultimately came up short in 3rd place, a quartet of non-finishes costing him. "The Bear" should be back in contention for this year's championship, as he is a very dependable driver.

THE McLaren team enjoyed its strongest season in Formula One yet last year. Three wins and second place in the Constructors' Championship was a good reward for all of Bruce McLaren's efforts. Also, the team sold its first chassis to Jo Bonnier and Dan Gurney, proving that others believed that McLaren products were good enough to challenge at the top of the pile. On the other side of the pond, McLaren dominated the Can-Am standings for the second year in succession, in what is already being called "The Bruce and Denny Show" over at the States.

There is no doubt that the Kiwi team is at the highest point of its relatively short career, and the orange cars should feature prominently this year, as it has not changed anything from its management, car or driver line-up.

We should not forget that McLaren is a man of great technical knowledge and this could also be to their advantage. Last year the team was one of the first to use wings in racing to great effect, and McLaren also experimented with side mounted, separated fuel tanks. It can be said that only Colin Chapman can claim to be a greater innovator than the New Zealander driver-owner.



Jackie STEWART

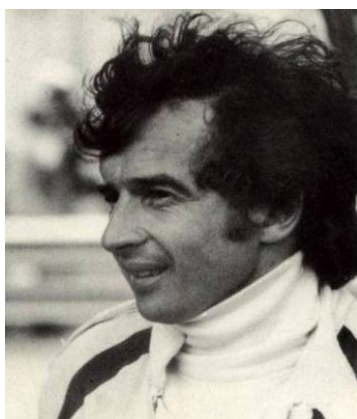
JOHN Young Stewart was born in Dumbarton in 1939. Last year he was second to old BRM teammate Graham Hill after a close battle. This is a man who has won races all years except when he drove the BRM H16, so do not count him out for the title.



Jackie Stewart, winning in Nuerburgring last year.



Matra International



Jean-Pierre BELTOISE

FRENCH Beltoise started up in motorcycling and even scored a few points in the 50, 125 and 250 cc classes before moving to cars. Now 32, Beltoise was last year's F2 champion and will want to add a win to his second place last year at Zandvoort.

ANOTHER team in change. Last year, Matra competed with the "works" team, Matra Sports, which ran their own V12 engine, and Matra International, the Ken Tyrrell-led team which used Ford DFV V8 engines. Having seen the success of the Tyrrell operation with Jackie Stewart (who was second in the championship), Matra decided to put aside the V12 and centre all its efforts behind Matra International, the Tyrrell and Stewart organisation. This will not be a full-works team but will be supported by Matra. As a result, the two full-time drivers from both 1968 operations, Jackie Stewart and Jean-Pierre Beltoise, will team up driving the same car, which at the start of the season will be last year's MS10. A new car, the MS80, is expected to debut at Spain.

There's a chance that Matra will also produce a four-wheel drive car of its own, but whether this will be driven by the regular drivers or given to a third driver such as Henri Pescarolo or Johnny Servoz-Gavin is not known as of now. Another rumour in the French press is talking already about a return of the Matra V12 engine in conjunction with French car brand Simca, but this would be in any case for next season.



Chris AMON

STILL only 25, the man from Bulls, New Zealand has been around for some time now. Amon has scored poles and several podiums, but is yet to step on the highest place of the rostrum. If Ferrari can provide him with a car like last year, he will trouble the leaders.



Chris Amon, speeding at Monza last year.



Scuderia Ferrari SpA SEFAC

FERRARI is not expected to enter a second car in Kyalami, and for now, no second car is expected from the Italian team at other races. Last year's full-time driver alongside Amon, and championship contender, Belgian Jacky Ickx, has departed for Brabham.

1968 part-time drivers, Brit Derek Bell and Italian Andrea de Adamich could yet return for some races, as could Pedro Rodríguez, from Mexico.

It is to be seen whether the reorganisation under FIAT ownership will allow the old "Commendatore" to field three and four cars as he used to do in the past.

FERRARI. Always seemingly in turmoil this decade after the desertions of 1962, or the break-up with John Surtees in 1966, or the tragic death of Lorenzo Bandini and the career-ending injuries of Mike Parkes in 1967... Last year for a change was calm on the racing side, and it showed, as Jacky Ickx won the first race for a winged car in France, and Chris Amon scored three poles to add to Ickx's one to prove that the scarlet cars were quick, if a bit unreliable. Fourth in the constructors' standings was scant reward, owing more to the lack of wins than to the pace of the drivers.

Now that FIAT's buyout of the fifty percent of Ferrari's shares is almost complete, and that Ferrari is not racing anymore at the 24 hours of Le Mans, one can expect the same level, or even more competitiveness from this team, and perhaps the "Commendatore" Enzo Ferrari will concentrate even further on the racing endeavours of the Italian team, led by engineer Mauro Forghieri. For now though, Belgian Ickx has left for Brabham and Ferrari will field a single car, the same V12-engined 312 in the same specification as last year. Chris Amon will return to drive this entry.



John SURTEES

HIS nickname is "Big John" and for a good reason: he won seven motorcycling world titles before turning his attention to F1, where he became the first champion in both 2 and 4 wheels. Now 35, he will be hoping for a competitive BRM after the end of the Honda adventure.



BRM already used a high wing last year in Monza.



Owen Racing Organisation



Jackie OLIVER

BORN in Chadwell Heath, on August 14th, 1942, Oliver comes over from Lotus, where he had been thrown in at the deep end following Jim Clark's death. Prior to last year he had done Formula Two and touring cars and GT on a national basis.

ALFRED Owen's British Racing Motors is going through a lean period. The team has not won a race since Jackie Stewart triumphed at Monaco three years ago. The failed experiment of the revolutionary H16 engine meant that 1967 was a lost year and despite turning to a more conventional V12 engine last year, the results did not come as expected. Four podiums were the rewards that Richard Attwood and Pedro Rodriguez could get amidst poor qualifying times and a plethora of car failures, and both are on the out for 1969. Attwood is racing for the factory Porsche team in sportscars, while Rodriguez will still race a BRM but in Reg Parnell's private team.

In come Jackie Oliver, replaced at Team Lotus by Jochen Rindt, and 1964 World Champion John Surtees, free from Honda now that the Japanese team decided not to continue in Grand Prix racing. Surtees' signing will bring a proven race winner to the team, but also a new level of expectation from a driver who is known for being demanding. How this character will fit in with BRM's management remains to be seen, as Surtees famously left Ferrari three years ago over difference of opinions.



Jack BRABHAM

NAMED "Black Jack" due to his –at times- gruff mood, the Australian is, at 38 years old, the most experienced of his peers. Champion in 1959, 1960 and 1966, one can never count out this man if his cars are as well-sorted as they normally are.



An image of Jack Brabham last year at Germany.



Motor Racing Developments



Jacky ICKX

BORN in Brussels and just turned 23 on New Year's Day, Ickx is one of the most promising young drivers of this year's crop. Ever since his impressive F2 drive at the Nuerburgring in 1967, he has been racing for top positions and seems to have recovered well from his leg injury from last year.

CHANGE is in store for this team. Jack Brabham has signalled his intention to retire after this season, and is in the process of selling his shares to co-owner and friend Ron Tauranac. The entrant's name has changed from Brabham Racing Organisation to Motor Racing Developments, and the Repco engine association has also come to a halt, following the disappointing results of last year's V8. Ford DFV power will now drive the rear wheels of the Australian veteran and new signing Jacky Ickx, who comes from Ferrari. Ickx will try to make good on the promise he has shown so far, and prove that he's a good replacement for Austrian Jochen Rindt, who departed to Team Lotus.

Expectations are high for this season. The BT26A is an evolution from last year's design, which proved easy to handle and driver friendly, but was often let down by the Repco engine, which was always down on power on the Ford DFV. Coupled to that, the new evolution of the Australian motor was less reliable, which prevented Rindt to pick up the pieces when others faltered. Despite that, the Austrian scored two poles, but the points told the tale: only eight points for Rindt (two third places) and a single fifth place for Brabham.

Reg Parnell Rob Walker F. Williams

REG Parnell Racing will start its eleventh season of racing and the third using BRM cars. Tim Parnell has not yet been able to reproduce what his father achieved in 1962 with Lola and John Surtees.

The team has never won a race and its best results are two second places by "Big John" in that year 1962.

Last year Piers Courage could only score 4 points with the V12-engined BRM P142, and this season Mexican Pedro Rodriguez will drive the same car.

ROB Walker's team is the most successful privateer so far, and last year it won a race again after 7 years. Jo Siffert won the British Grand Prix to add to the six wins Stirling Moss gave the team at the start of this decade.

The team will again race a Lotus 49B-Ford for Siffert, who will turn up for the sixth year in succession for the whisky heir.

Count out this team at your peril, as the combination of Siffert, the Lotus and the shrewd management may spring a surprise or two.

Formula 1 debutant and sometime Formula 3 driver Frank Williams has gone up from Formula 2 with close friend Piers Courage, whom Frank Williams Racing Cars ran to fourth place in last year's F2 championship.

The team has bought a BT26A car from Brabham and will put a Ford DFV engine on the back.

Williams is not expected to travel to South Africa for the season opener, instead waiting to join the circus at the 2nd race at Barcelona's Montjuich Park street circuit.



P. RODRIGUEZ

MEXICO City-born Pedro Rodriguez is the older of the brothers, Ricardo sadly dying 7 years ago. Aged 29, Rodriguez scored three podiums for BRM last year en route to sixth in the championship, his best placing. He also won the 24 hours of Le Mans race.



Jo SIFFERT

DESPITE being around since 1962, Swiss Joseph Siffert only scored his first win last year at Brands Hatch. But this is normal as he has always raced for privateer teams. Now 33, Jo will try to do some more giant-killing performances at the wheel of a Lotus.



Piers COURAGE

BORN in Colchester 26 years ago, Courage is the heir of the Courage brewery but has so far decided to race with mixed results. Has a reputation for going off the course, but last year he won his first international race in F2 with Williams and is ever improving.

FORMULA ONE

1969 SEASON GUIDE

Races started

1. Jack Brabham.....	105
2. Graham Hill.....	103
3. Jo Bonnier.....	98
4. Bruce McLaren.....	88
5. Dan Gurney.....	83
6. Maurice Trintignant..	82
7. John Surtees.....	79
8. Jim Clark.....	72
9. Stirling Moss.....	66
10. Jo Siffert.....	62

Race wins

1. Jim Clark.....	25
2. J.M. Fangio.....	24
3. Stirling Moss.....	16
4. Alberto Ascari.....	13
4. Jack Brabham.....	13
4. Graham Hill.....	13
7. Tony Brooks.....	6
7. John Surtees.....	6
9. Nino Farina.....	5
10. Dan Gurney.....	4

Pole positions

1. Jim Clark.....	33
2. J.M. Fangio.....	29
3. Stirling Moss.....	16
4. Alberto Ascari.....	14
5. Graham Hill.....	13
6. Jack Brabham.....	10
7. John Surtees.....	8
8. Phil Hill.....	6
9. Nino Farina.....	5
10. Mike Hawthorn.....	4



Brabham & Hill: veterans



Clark just edged Fangio



Moss scored well in his time

Fastest laps



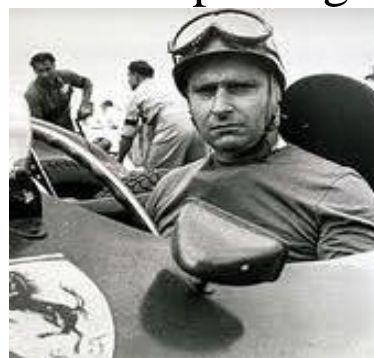
Gonzalez: won Ferrari's 1st race at Silverstone

1. Jim Clark.....	28
2. J.M. Fangio.....	23
3. Stirling Moss.....	19
4. Alberto Ascari.....	12
5. Graham Hill.....	10
6. John Surtees.....	10
7. Jack Brabham.....	8
8. Froilan Gonzalez.....	6
8. Dan Gurney.....	6
8. Mike Hawthorn.....	6

F1 World Champions

1950. Nino Farina (Alfa)
1951. J.M. Fangio (Alfa)
1952. A. Ascari (Ferrari)
1953. A. Ascari (Ferrari)
1954. J.M. Fangio (Merc)
1955. J.M. Fangio (Merc)
1956. J.M. Fangio (Ferrari)
1957. J.M. Fangio (Maser)
1958. M. Hawthorn (Ferr)
1959. J. Brabham (Cooper)
1960. J. Brabham (Cooper)
1961. Phil Hill (Ferrari)
1962. Graham Hill (BRM)
1963. Jim Clark (Lotus)
1964. J. Surtees (Ferrari)
1965. Jim Clark (Lotus)
1966. J. Brabham (Brab)
1967. Denny Hulme (Brab)
1968. Graham Hill (Lotus)

Podium placings



Fangio is leading in titles: 5

1. J.M. Fangio.....	35
2. Graham Hill.....	34
3. Jim Clark.....	32
4. Jack Brabham.....	25
5. Stirling Moss.....	24
6. Bruce McLaren.....	23
6. John Surtees.....	23
8. Nino Farina.....	20
9. Dan Gurney.....	19
10. Mike Hawthorn.....	18



RAC British Grand Prix Silverstone 19 July 1969



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