

BERT EVERETT

Photos
News Clippings
Results

TRANS AM RACING
1968-1975

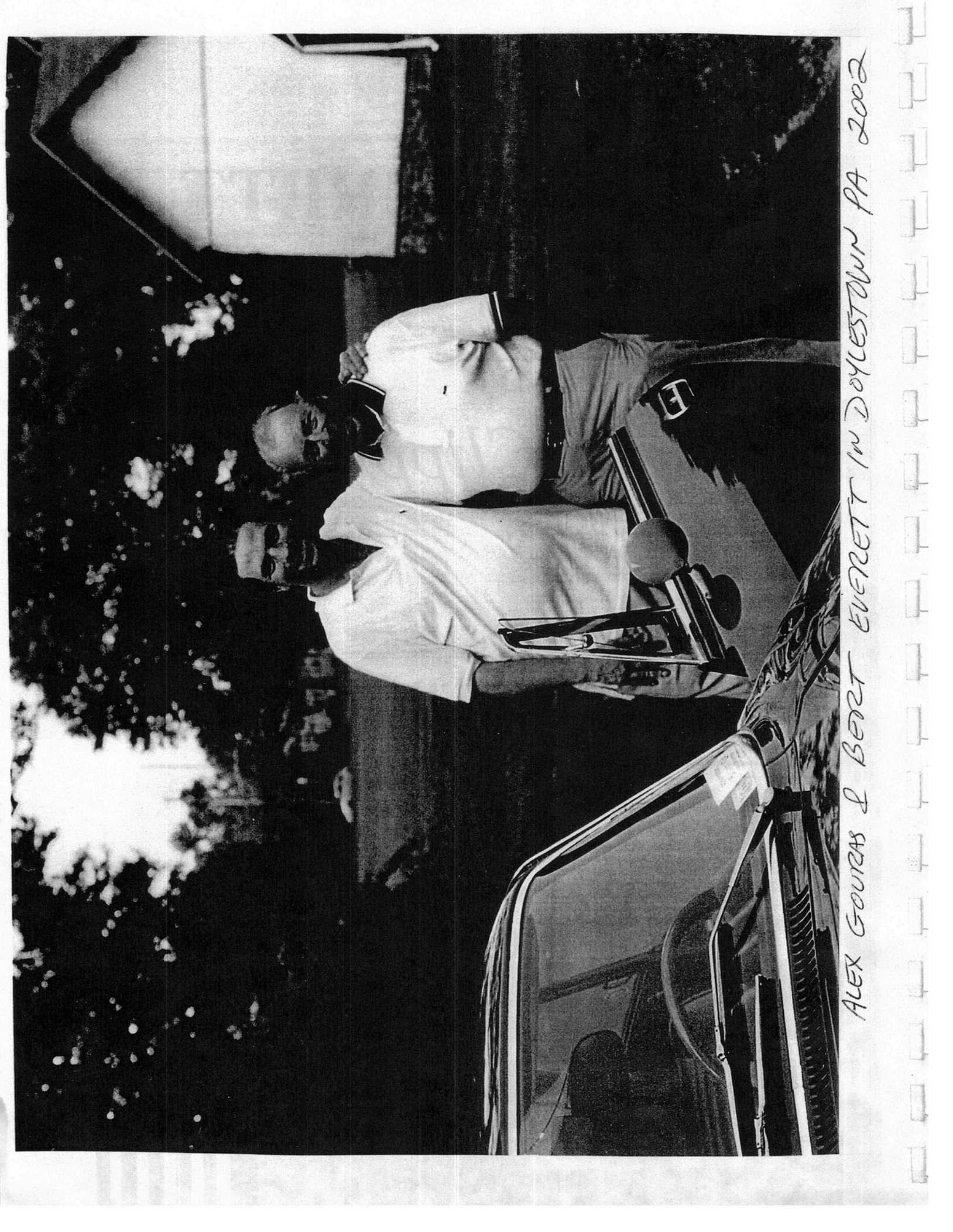
BY: Alex Gouras
2003

alfa  romeo

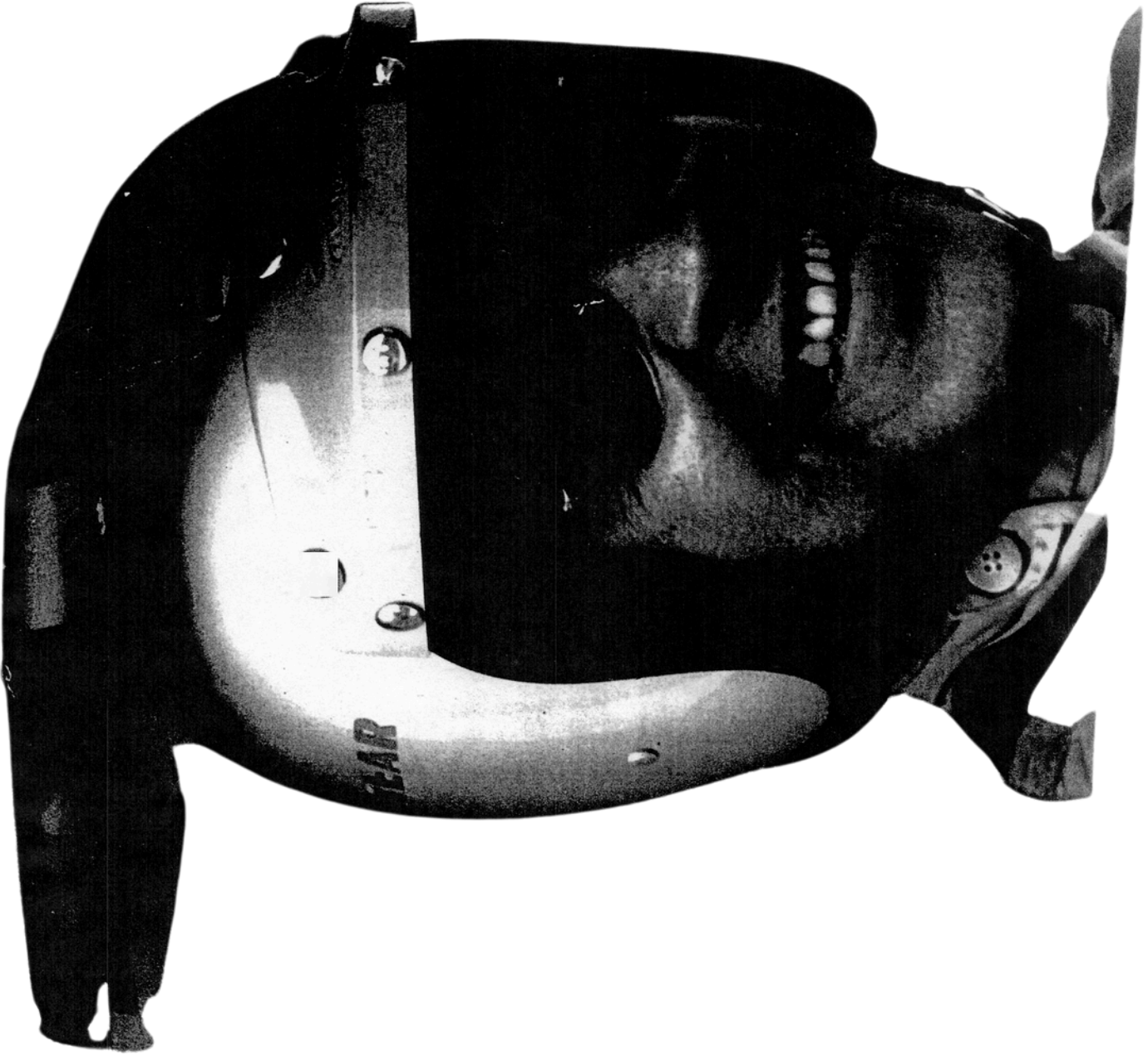
TRANS AMERICAN

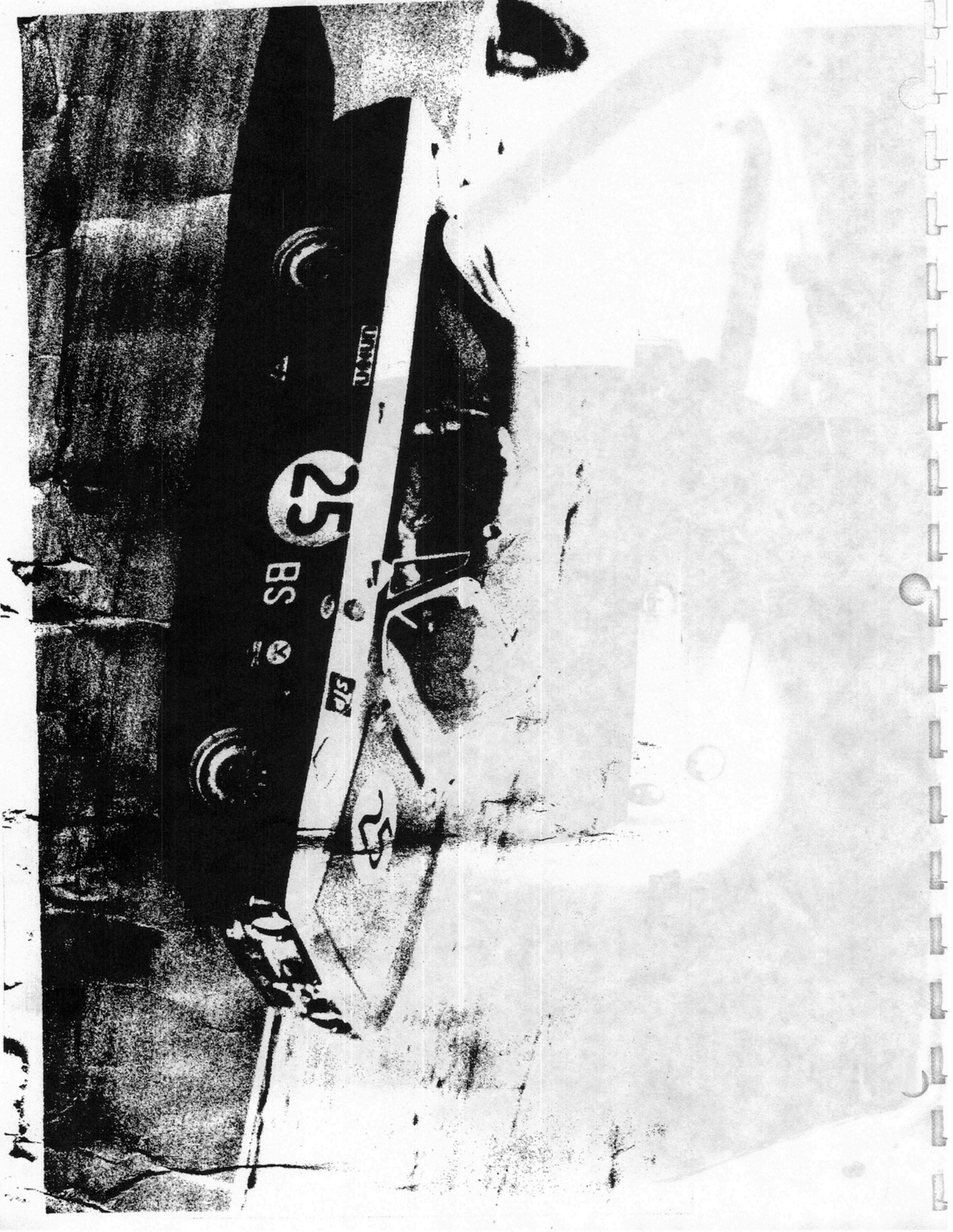
CHAMPION 1970





ALEX GOURAS & BETT EVERETT IN DOYLESTOWN PA 2002





25

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UNION

WON. TWO. FOUR. FIVE.

Alfa Romeo did it again at the Lime Rock Trans-Am. Took 1st, 2nd, 4th and 5th places in the exciting under-2-liter event.

Gaston Andrey's 1600cc GTA came home first after a rousing duel with Horst Kwech in a GTA from Herb Wetson's stable. Another Wetson entry, a GTA piloted by Harry

Theodoracopulos, edged Wilbur Pickett's GTA for 4th place.

As Gus Andrey says, "the best preparation in the world doesn't mean a thing unless you start with a strong car... and that's what an Alfa is. Any Alfa."

Prove to yourself that an Alfa is what safe high-performance is all

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Western Division, 215 Douglas St. So., El Segundo, Calif. 90245.



Alfa Romeo

AUTOWEEK - JAN 1, 1972



2 ALFA GTA's, SCCA approved for competition. 1972 2.5 Chall. One spare engine. Both cars will run at 9.2 lbs. per h.p. for '72. Represent best talents of Oscar Feldmann and Ron Neal. Also trailer and '69 Ford Club wagon and tow bus. Bert Everett, (215) 828-7250. Y

Alfa Romeo Wins Trans-Am Series Again

**Thanks,
Horst**



♣ **Horst Kwech**
Donnybrooke
Road America
Watkins Glen

Lee



♣ **Lee Midgley**
Laguna Seca
Mt. Tremblant

Bert



♣ **Bert Everett**
Mid-Ohio
Kent
Riverside

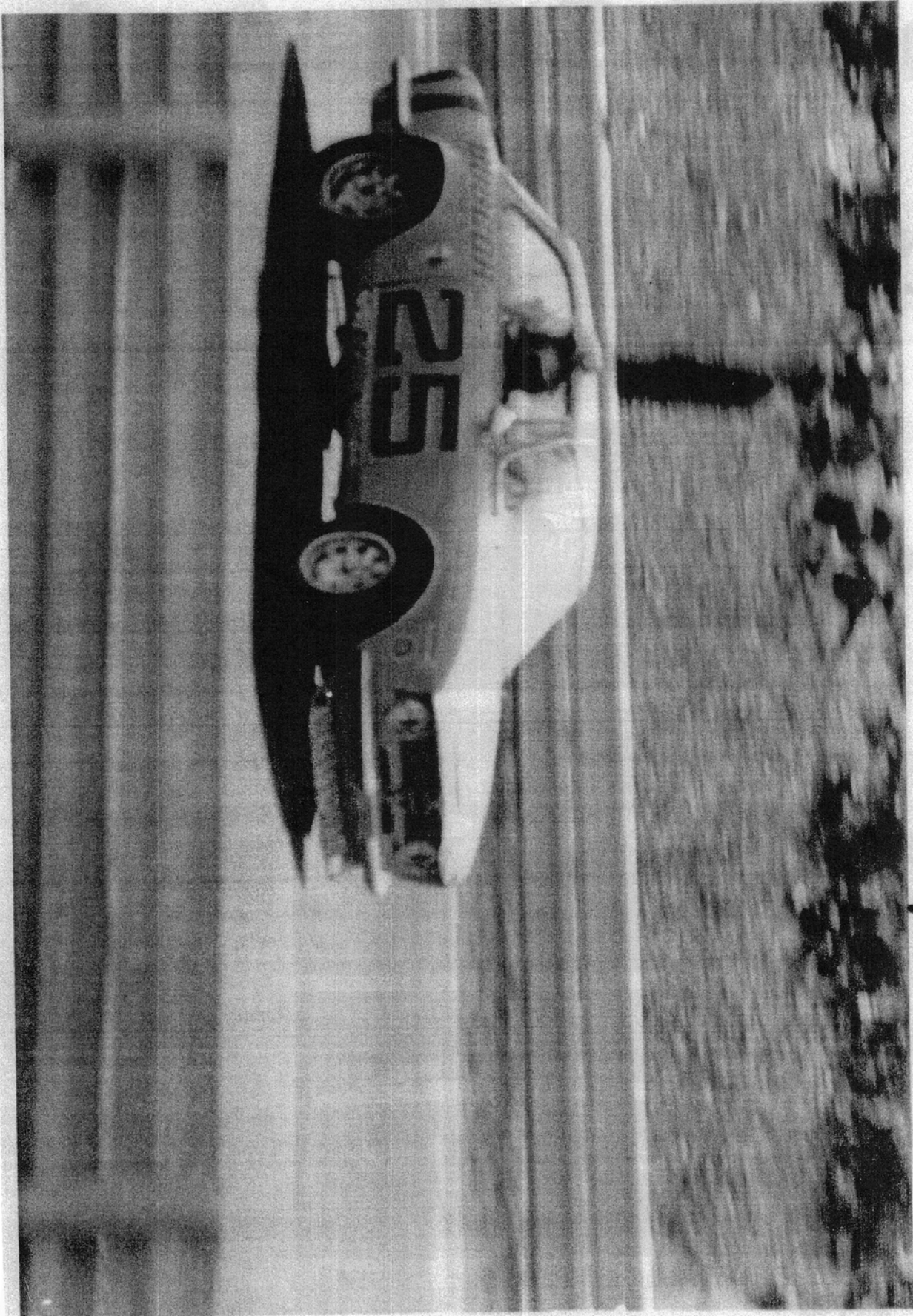
and Gus.



♣ **Gus Andrey**
Lime Rock



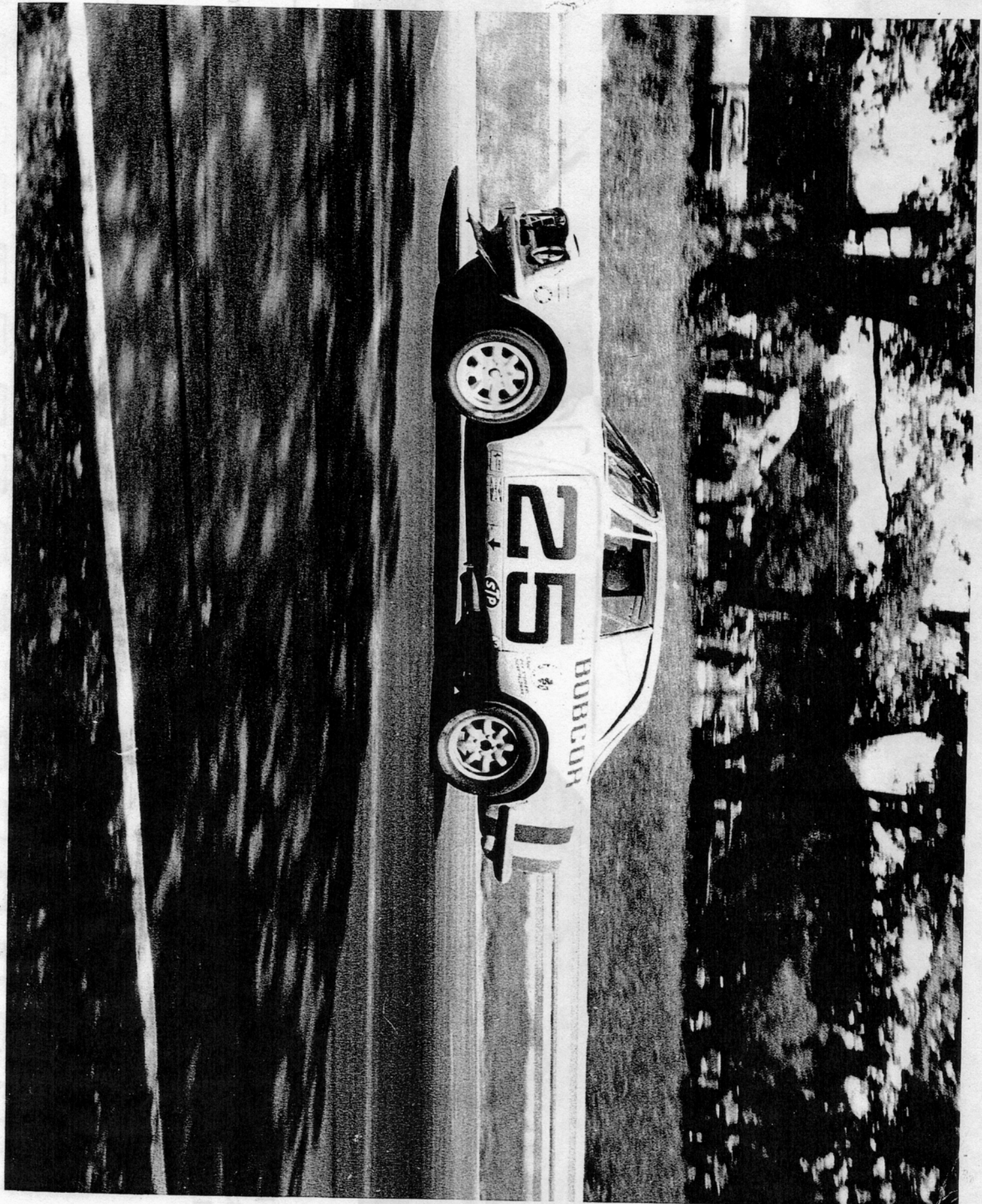
Drive the Winner.

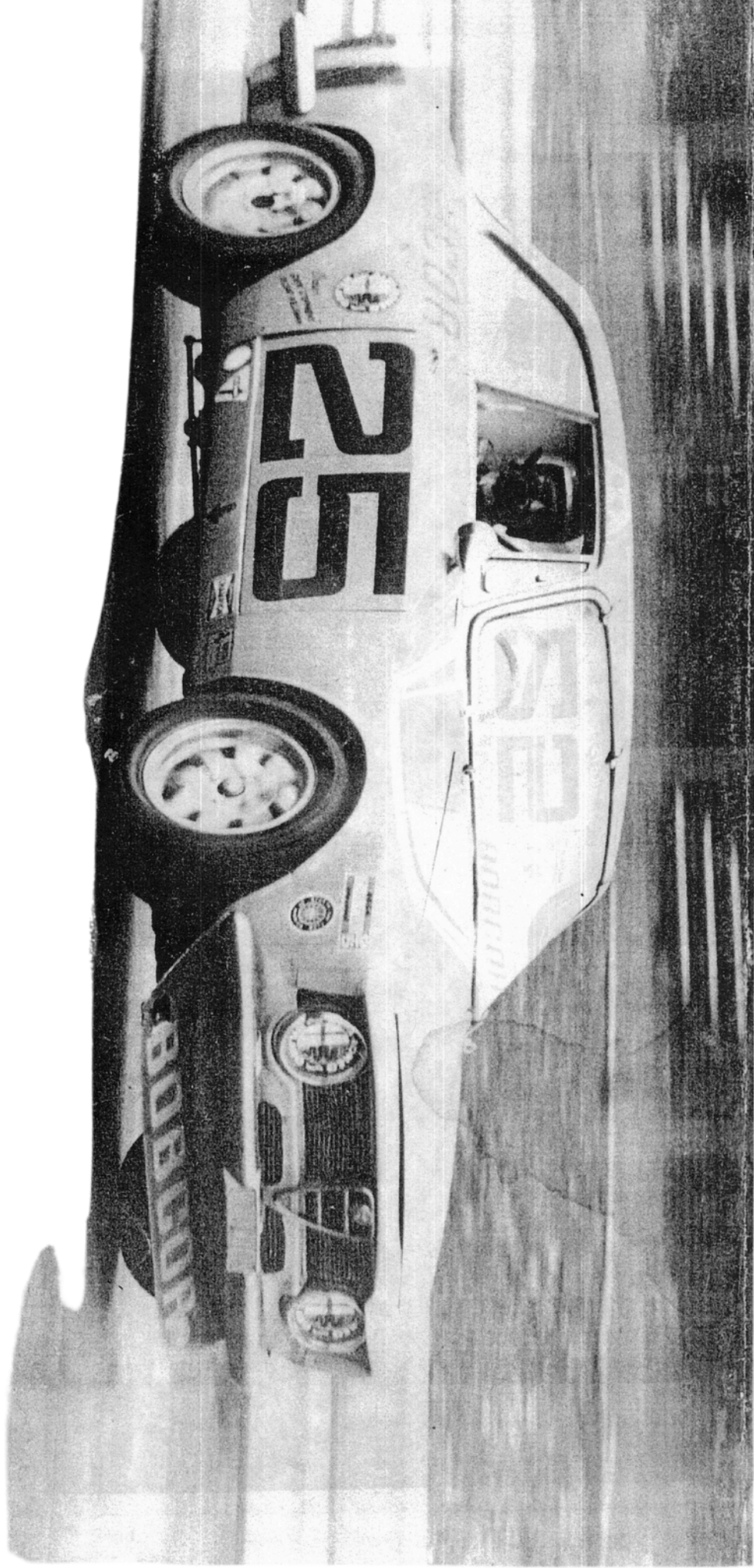


Drive the Winner



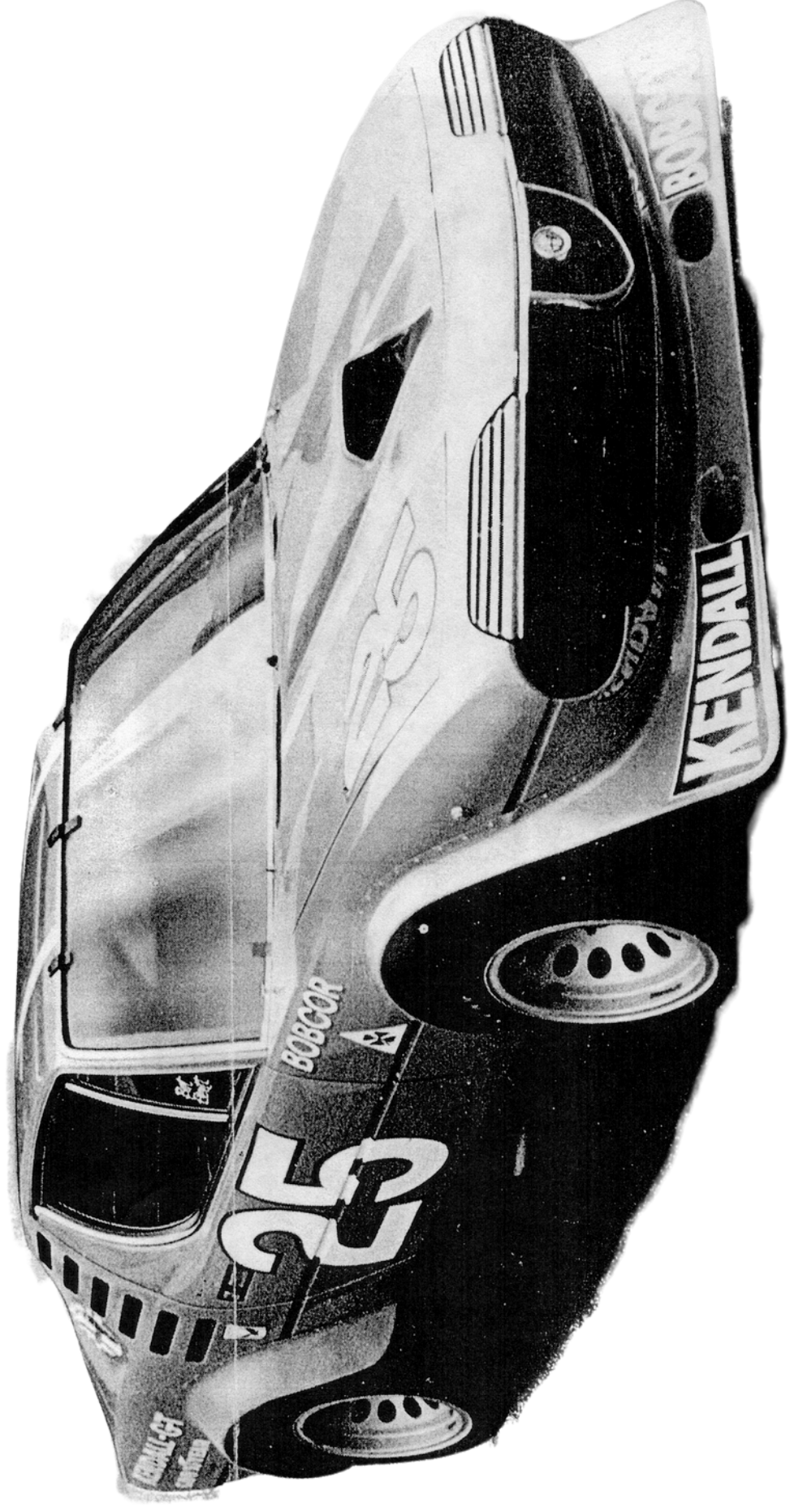
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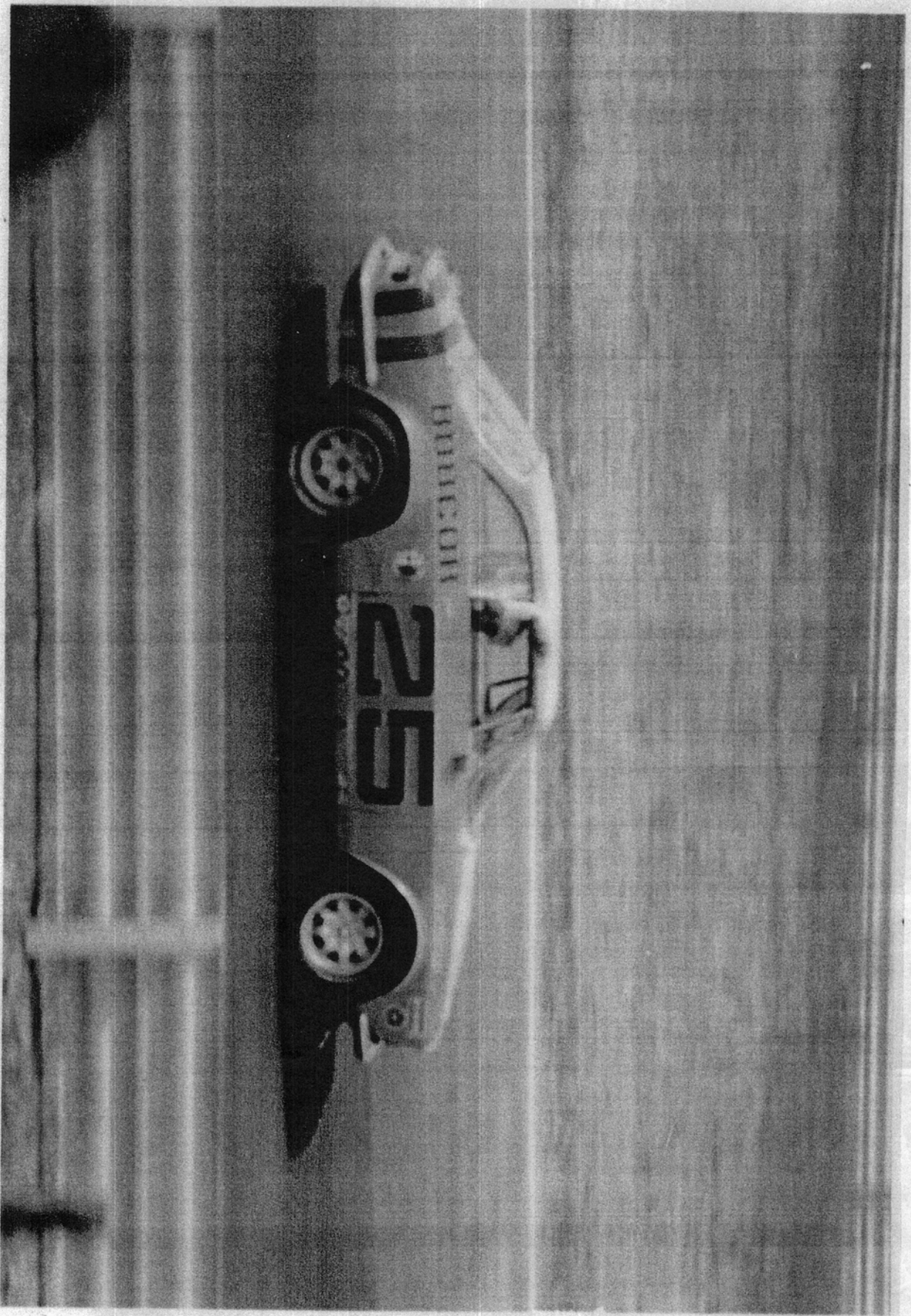


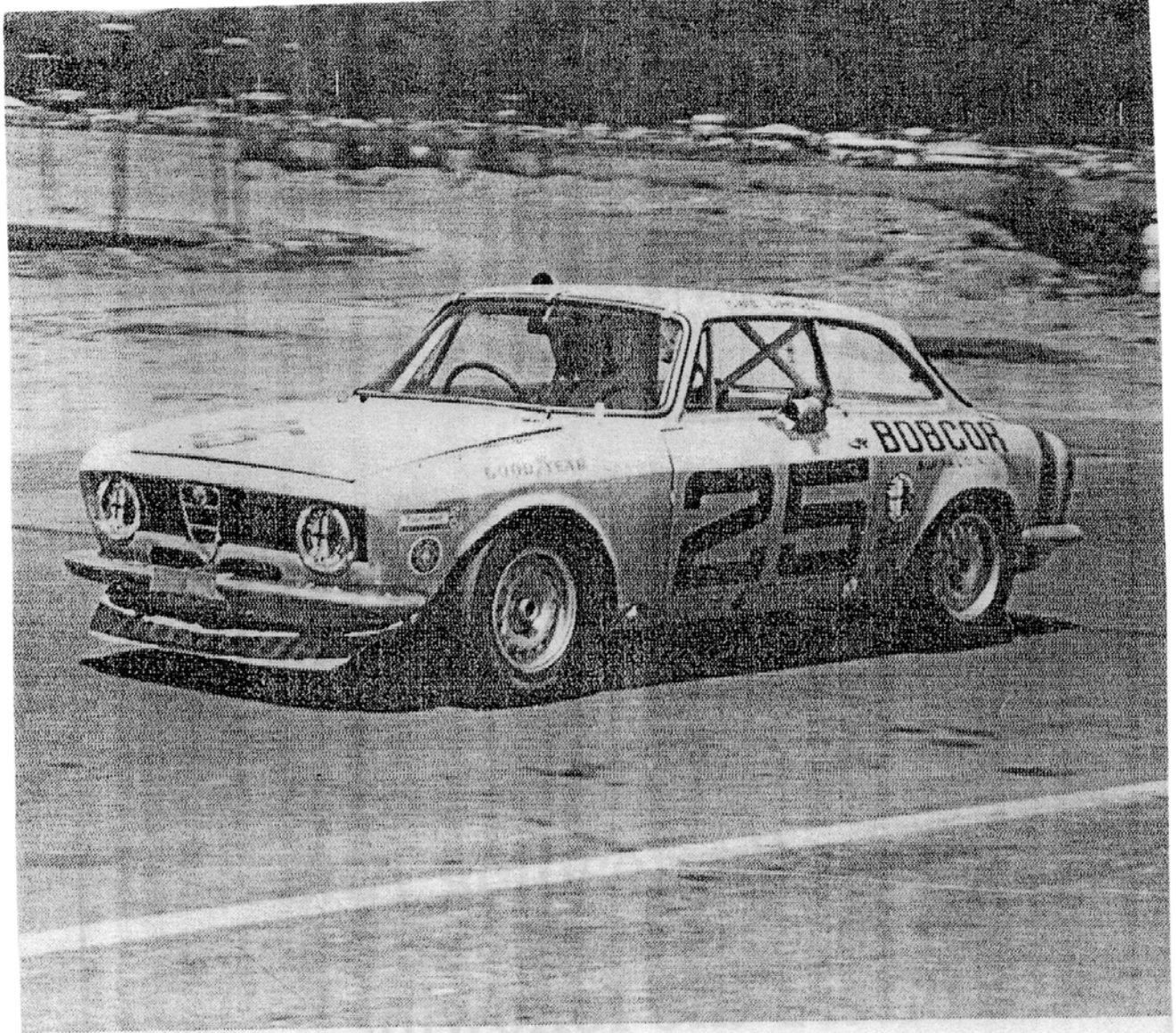


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Bert Everett brings the Bobcor Alfa GTA home first in the 1970 2.5 Challenge at Seattle. Bruce Czaja/Road America



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BOBCOR PERFORMANCE

1974 Eggert Rd., Amherst, N.Y.; (716) 834-7350

Number 14

Road racing enthusiasts realize that Sports Car Club of America race drivers are a varied lot. Lawyers and doctors, teachers and their students, not to mention mail carriers, astronauts, pensioners, jet setters and most everyone between, are among the SCCA's 6,000-plus licensed drivers.

Bert Everett, quiet, average-sized, middle-aged, cigar-smoking, stands out. It isn't because he is comfortably fixed. One look at his Tara-like home or, more to the point, at some of the cars in his barn—a 633 BMW, GTS Ferrari, new Rolls-Royce Corniche or the immaculately restored Austin-Healey and the Porsche 914 with a 2.5 engine—only sends a part of the message.

Unlike the many World War II Navy pilots who turned to flying as a career, Bert is a businessman who made a go of several chemical processing plants. What really distinguishes Bert are his courtesy and that intangible aura of authority that so often surrounds a successful businessman.

Bert was in the same class as Mark Donohue and Peter Revson when he attended driver's school in 1960 at Lime Rock and Vineland. He quickly became an active regional racer and went on to win the Northeast E-production title in his Porsche Speedster.

Bert did not run in his first Trans-Am until he was forty-six. "In fact," he told me, "until I met Steve Smith I'd not even thought about the Trans-Am. Steve, who was an editor at *Car and Driver* at the time, really was the one who got me interested in running the Trans-Am.

"Steve was coming down to Bucks County to see a girl and we met at a couple of par-

ties. Naturally, we talked about racing. Steve didn't drive but he suggested that we pool our resources and buy a new 911 for the under-2 series.

"We each put up \$4,000 and had the car shipped over by air freight. I believe that the 911 cost us \$6,200 and that shipping ran another thousand. So we had enough left over to buy two NASCAR fueling cans and eight mag wheels.

"Our first race was St. Jovite. On the way we stopped somewhere on New York's East Side for lunch. I remember that it was a French restaurant and that we left the race



Sebring Governor's Cup winner 1968. One happy fella! Dennis Koelmel/Bert Everett collection

FROM:
TRANS AM RACING
by BOCHROCH

car out front and asked the owner to keep an eye on it.

"The plan was that Steve would run the pits and I'd drive. But we soon disagreed over our responsibilities. Steve thought that he should plan my driving tactics and direct the team. I was to confine myself solely to driving. Pretty soon Steve was walking around the pits acting like Neubauer. All I wanted was good pit work and for someone to hold up a board every once in a while so that I knew where I stood in the race.

"Actually," Everett continued, "we didn't spend all the \$8,000. Even though the under-2 prize money was bad, we made money, as I'd started to win a few races. Firestone started to give us a little help and later on we worked with Goodyear.

"When Steve left the team after Mid-Ohio we had a couple of thousand dollars profit. But Steve would not take a penny more than he had put into it. We had a joint bank account that I wanted to split with him. But he insisted that all he wanted was his origi-

nal investment. At that point we were about \$6,000 ahead.

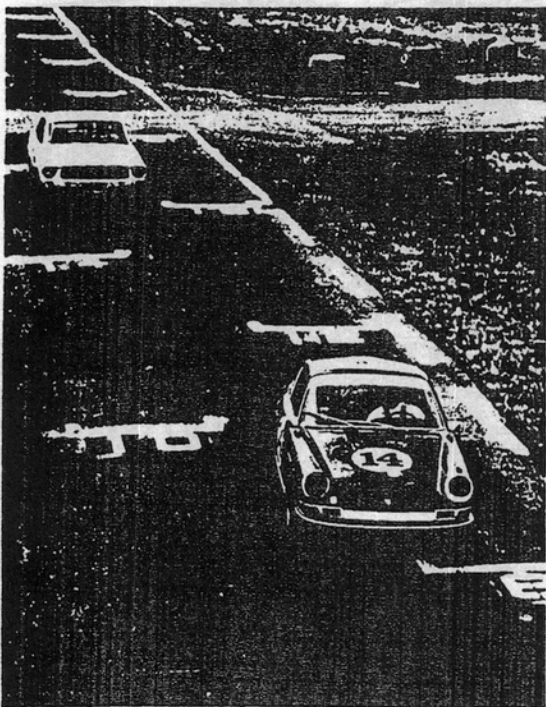
"We're still friends. In fact, Ginny and I spent a recent weekend at his place in Southampton.

"Why number 14? I suppose it was because I had the car serviced at Bob Holbert's. Bob had retired from racing in 1964 and that was his old racing number. As his shop maintained the car, it just seemed like the natural thing to do.

"I dropped number 14 and started to use number 25 when I switched to Alfas. Young Al Holbert was just getting started about that time so, of course, he began to use his dad's number.

"But the 911 didn't need much work. I recall a funny incident one time when I came back from a race with a nonfunctioning oil temperature gauge. I wasn't getting any reading so I asked them to fix it before the next race.

"But Bob Holbert told me to forget it. 'Obviously,' Bob said, 'your oil temperature and pressure are okay or you wouldn't have been able to run.' But I still asked them to fix it because looking at that zero oil temperature reading made me nervous. 'Okay,' Bob told me, 'we'll fix it so you won't get nervous.' So when I picked the car up for the next race



Watkins Glen, 1968. Bert Everett's Porsche 911 was sixth overall and second under-2 liters. Bert Everett collection



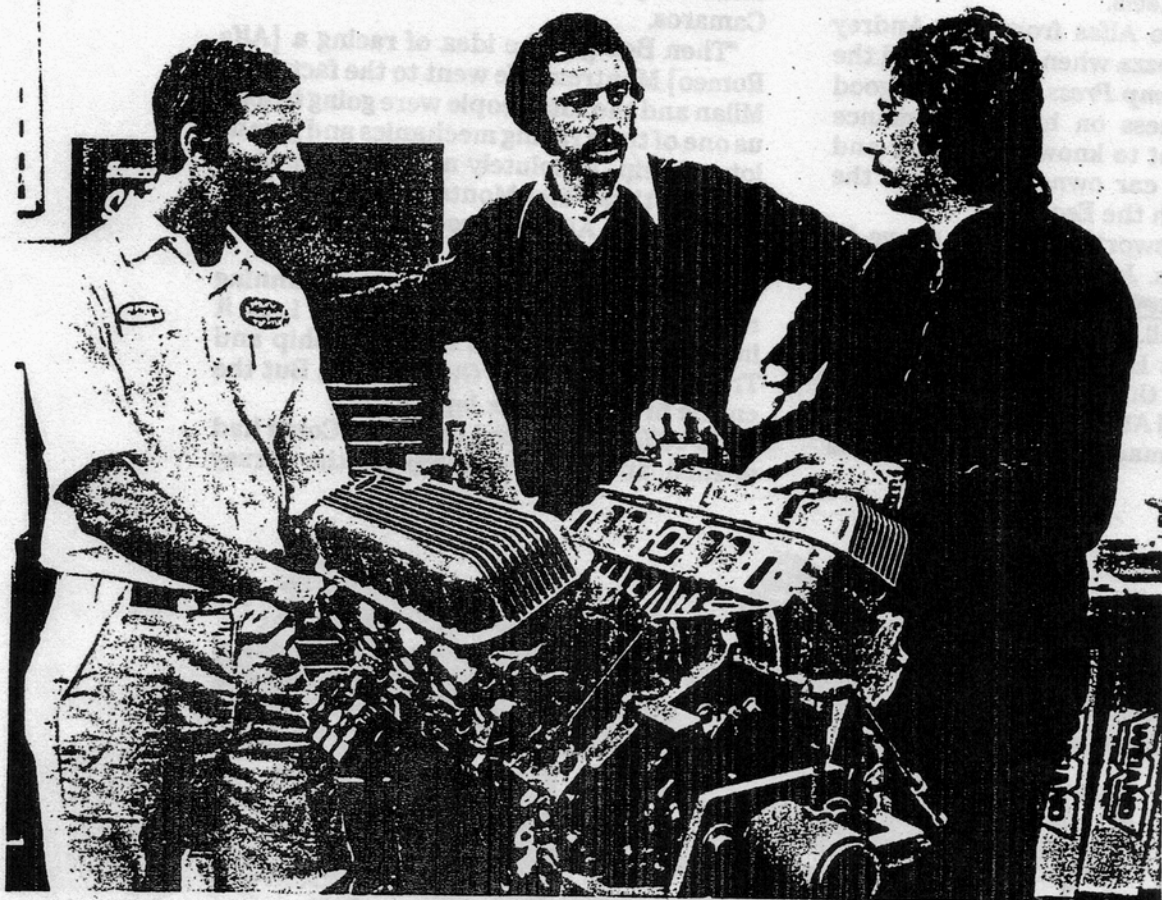
Kwech Capri leading Ford Escort.

they had covered the gauge with masking tape!

"Another incident I enjoyed happened early in the series when things were still pretty disorganized. You couldn't bring your car in underweight. But lots of Porsche drivers were rearranging the weight distribution because the 911 was so heavy in the back and too light in front. One car I recall had about forty pounds of lead in his front bumper. This was when the SCCA's Jim Patterson looked my car over and then told me, 'I can tell that your car is okay, Everett, because it still has the cigarette lighter in the dash.'

"After the Porsche was ruled out, I started using number 25 because that was the number Gus Andrey had used on his Alfa. Gus ran the Alfa for the first two races in 1970. Then I picked it up starting with Mid-Ohio. But Gus had busted the engine. So Andrey's mechanic, Oskar Feldman, and I drove all night. Like Gus, Feldman was a Swiss, and a really wonderful guy. We worked around the clock and got the engine in and I won Mid-Ohio.

Bert also told me, "I'd never driven an Alfa before and it took some time for me to get used to not seeing the horizon when I looked out the window on hard turns. Then some-



Corvette driver/owner John Greenwood, center, driver/journalist Ron Grable, right, and engine builder, Skip McCarthy, work on a Greenwood engine. Six Trans-Am races were held in 1973. In 1974 the series fell to three, but went up to seven

in 1975. As SCCA's regulations favored A-B-C production and class A sedans, six of the seven 1975 Trans-Ams were won by 427 and 454 Corvettes. Road & Track

one came up to me in the pits and said that I was on two wheels most of the time.

"I knew that Alfas normally leaned a lot and that this one was especially bad because it had both driver's weight and the gas tank on the right. But I still didn't really believe I was on two wheels until I went out and charged at a line of pipes that ran crossways lining one of the fast turns. When I didn't feel a thing, no jolts, no bounces, I figured I must be lifting both wheels.

"I'd bought two Alfas from Gus Andrey and I met Bob Cozza when I advertized the second one in *Comp Press*. Bob had a good mail-order business on high-performance Alfa parts. We got to know each other and Bob became my car owner, first with the Alfa . . . then with the Escort.

U-2
& finished

"The Ford Cosworth Escort I drove in 1973 was Cozza's. John Buffum and I won ~~ninth overall. That Escort was a better race~~ finished fifth overall. [The next under-2 was nineteenth.] That Escort was a better race car than either the Alfa or the 911. Two weeks after Road Atlanta I won Lime Rock's under-2 and we made a couple of thousand dollars.

"Cozza had two Escorts at the Glen the next month. I was first under-2, but Buffum's broke. I got a kick out of that Watkins Glen when I finished on the same lap with Mark Donohue and Al Holbert's Porsche Carrera RS.

"John Buffum and I teamed-up again at the '73 Sanair in the Escort. We won the under-2, or 2.5, or whatever they called it. I remember that we finished seventh overall and were just surrounded by Corvettes and Camaros.

"Then Bob got the idea of racing a [Alfa Romeo] Montreal. We went to the factory in Milan and the Alfa people were going to loan us one of their racing mechanics and give us lots of help. Absolutely nothing happened. . . . That three-liter Montreal was a real pig. Unlike other Alfas I've raced, it was a piece to handle.

"We never did get the Montreal running right during 1973. John Morton and I ran it in the combined World Championship and Trans-Am at Watkins Glen in 1974. But the engine broke after six laps.

"In 1975 I only raced once. Bob Cozza had opened an Alfa dealership on the Jersey



Greenwood Corvette at practice, Sebring, June 1973. Road & Track

shore and he entered the Alfetta at the Glen. But the engine went sour after ten laps."

Everett continued, "I think that the race I remember the best is one that I didn't win. It was 1971 at Riverside where I came in second."

"We had stopped off in Denver to visit Del Taylor, a friend who I think may still be racing. The four of us went to a combination night club and restaurant. When we were leaving I tripped and fell down a couple of stairs."

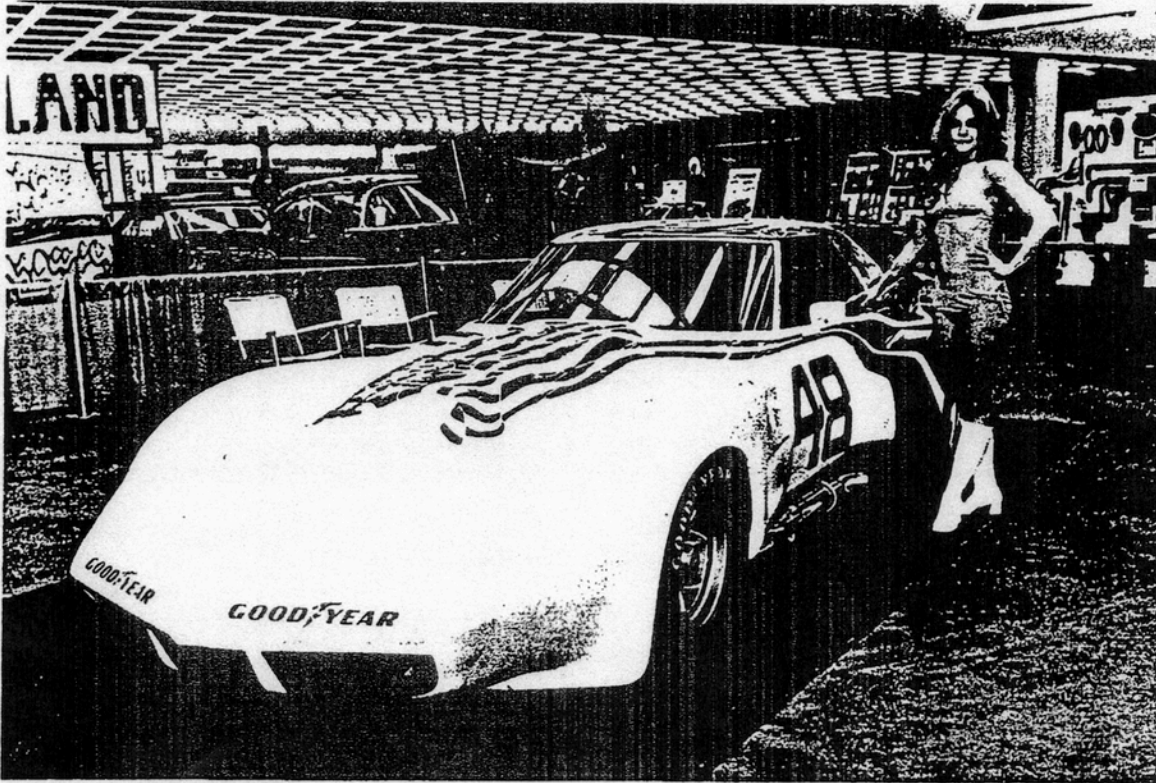
"I didn't see the doctor until the next morning. Then Del and his girl decided to fly out to Riverside with us, as I needed someone to help me work the Navion's brakes."

"The doctor put me in a cast and said I should stay off my feet for six weeks. But I figured that I might still be able to drive so I had the cast made smaller so that it just covered the lower part of my leg."

"But you should have seen the way that I had to twist around to get at the gearbox and peddles. The race stewards at Riverside didn't like the idea of my racing at all. They watched me real close in practice. And they tried to talk me out of it several times. But I made it. Like I said, I came in second."

"But the biggest kick I ever got out of any Trans-Am was at Green Valley when I was able to stay with Parnelli going through those little squiggles near the pits. We came into them side by side a couple of times and he'd get mad because he couldn't pass me."

"Of course Parnelli could blow me off almost anywhere else, but he couldn't catch me going through those little corners. He'd get real mad, and once, at Michigan in 1968, he did bounce me. But he came right up afterward and apologized. I remember that I told him that his bump had cost me two thousand bucks."



John Greenwood Vette displays the latest in paint jobs and ornaments at 1974 auto show. Road & Track

R&T RECORD BOOK

TRANS-AMERICAN SEDAN CHAMPIONSHIP

CROW'S LANDING 250-MI, Crow's Landing, Calif. Sept. 10
86 laps

1 Jerry Titus	Mustang	86
2 Peter Revson	Cougar	86
3 Mark Donohue	Camaro	85
4 Milt Minter / Alan Grant	Mustang	83
5 Ronnie Bucknum	Mustang	83
6 Ed Leslie	Cougar	83
7 Fred Van Beuren	Mustang	82
8 Monty Winkler	Alfa GTA	80
9 Bert Everett	Porsche 911	80
10 Don Zacharie / Woody Harris	Porsche 911	77
11 Dick Stanton / Duane Zinola	Camaro	68
12 Del Taylor / Bob Pratt	Alfa GTA	67
13 Tony Adamowicz	Porsche 911	59

Average speed: 85.2 mph.

LAS VEGAS 350-MI, Stardust International Raceway, Nev. Oct. 1
117 laps

1 Mark Donohue	Camaro	117
2 Ronnie Bucknum	Mustang	117
3 Jerry Titus	Mustang	116
4 Parnelli Jones	Cougar	116
5 Horst Kwech	Alfa GTA	110
6 Don Zacharie / Don Wester	Porsche 911	106
7 Bernd Leckow	Mustang	91
8 Art Hendricks	Alfa GTA	79
9 Del Taylor	Ford Anglia	75
10 Wes Dawn	Ford Cortina	75
11 Al Perez / Milan Micka	Ford Anglia	74
12 Roy Winkelmann	Camaro	71
13 Dick Stanton / Duane Zinola		

Average speed: 94.8 mph.

MISSION BELL 250-MI, Riverside International Raceway, Calif. Sept. 17
96 laps

1 David Pearson	Cougar	96
2 Ed Leslie	Cougar	96
3 Bob Johnson	Camaro	95
4 Milt Minter	Mustang	94
5 Peter Cordts	Mustang	94
6 Ron Dykes	Mustang	94
7 Ron Bucknum	Mustang	94
8 Dick Guldstrand	Camaro	92
9 Bert Everett	Porsche 911	91
10 Bernd Leckow	Porsche 911	87
11 Bill Bowman	Porsche 911	87
12 Terry Hall	Porsche 911	86
13 Carl Fredericks / Bruce Nole	BMW	85
14 James Harris	Mustang	84
15 Monty Winkler / Horst Kwech	Alfa GTA	83
16 Del Taylor	Alfa GTA	82
17 Ed Dempsey	Fiat Abarth	82
18 Larry Cross	BMW	79
19 Al Perez / Milan Micka	Ford Cortina	77
20 Dale Mahar	Barracuda	75
21 Ron Koenig	Sunbeam Imp	64
22 Ken Deckman	Camaro	57

Average speed: 74.7 mph.

PACIFIC INTERNATIONAL RACEWAY 300, Kent, Wash. Oct. 8
135 laps

1 Mark Donohue	Camaro	135
2 Ronnie Bucknum	Mustang	134
3 Dan Gurney	Cougar	134
4 Bob Johnson	Camaro	132
5 Alan Moffat	Cougar	131
6 Gary Wright / Mike Eyerly	Porsche 911	125
7 Milt Davis / Wade Carter	Porsche 911	124
8 Ken Deckman / Alf Hitchcock	Camaro	121
9 Lew Florence / Russ Harness	Camaro	120
10 Bernd Leckow	Porsche 911	120
11 Vic Provenzano	Alfa GTA	120
12 Dave Tatom / Bill Pendleton	Cougar	115
13 Lord Chamberlain / Dennis Pillar	Mustang	114
14 Bob Winkelmann	Ford Cortina	96
15 Laurie Craig	Camaro	95
16 Horst Kwech	Alfa GTA	83
17 Bob Egan	Mustang	80

Average speed: 87.6 mph.

	Daytona	Sebring	Green Valley	Lime Rock	Mid-Ohio	Bryar	Mariboro	CDR	Crow's Landing	Riverside	Stardust	Kent	Totals	(Best 9)
Over 2-liter:	1 Mustang	3	9	4	4	9	6	6	9	9	3	6	6	74 (64)
	2 Cougar	4	2	9	9	6	9	6	6	9	3	4	67	(62)
	3 Camaro	6	6	3	6	4	2	9	2	4	4	9	64	(57)
	4 Dart	9					2						11	
Under 2-liter:	1 Porsche	9	9	9	6	4	9	9	4	6	9	6	9	89 (75)
	2 Alfa Romeo	4	2	3	4	9	9	3	9	9	1	9	3	63 (59)
	3 Cortina Lotus						1				1	2	4	
	4 Austin Cooper	1	1										2	
	5 BMW									2			2	
	6 Ford Anglia										2		2	
	7 Volvo					1							1	

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WAR BONNET/TRANS-AM

A live theatrical production, complete with comedy, near-tragedy, and extreme human pathos.

IN THE ENTIRE HISTORY OF AUTO RACING, THERE HAS NEVER BEFORE BEEN AN EVENT QUITE LIKE THE WAR BONNET TRANS-AMERICAN SEDAN RACE. With a little bit of luck, there won't be another. Staged outside Tulsa, Oklahoma, at War Bonnet Raceway, the first non-endurance Trans-Am was straight out of a Max Sennett comedy. All that was missing was the collection of Keystone Cops—a couple of race officials could easily have been mistaken for the men in blue.

First, there was the weather. Rain in ungodly amounts fell in the Tulsa area from Wednesday through Saturday, fortunately sparing Sunday's race. While the track can't be expected to answer for Mother Nature, the track owners have to bear the blame for the dirt road that provided the only access to the facility. The 'road' became on Friday an impassable sea of mud some six to eight inches deep.

That was the day Mark Donohue tested the Roger Penske/Sunoco Camaro. Car, driver, and crew got to the track before the Great Oklahoma Flood hit, but how they got out remains a mystery. I attempted to get to the track at mid-morning by rent-a-car, and found the road not only impossible to ford, but preparing to swallow a couple of cars that had ventured beyond what was obviously the point of no return.

We heard all the stories about how it was a county road, and how funds to pave it had been appropriated, and how the county officials were sitting on the money (or something). But, the fact remains that the management/ownership didn't bring enough pressure to bear in the right places so that the road would be in decent condition for the biggest event ever held at that track.

And, speaking of the track, here's another story that's a real thigh-slapper. The local ABC television sportscaster got a ride around the track in a rent-a-Mustang, courtesy Jerry Titus. A cameraman was placed in the back seat to record the event, and the film was graphic proof of the condition of the track surface. With Titus motoring slowly around, the camera recorded every violent bounce of the Mus-

Right, many crews brought in dirt to fill their waterlogged pit areas.





Titus demonstrates cornering technique at the 'War Bonnet Wall.' Donohue came even closer, but rain was a constant problem, but it didn't stop the Javelins from making a surprisingly good showing. Pete Revson drove car number 3.



Mustang's hood. And all the time, Titus' calm voice was giving out sage comments about how the race cars would be hitting 110 mph over those same bumps, and how careful a driver had to be not to hit the concrete abutments entering the bridge at back, and how, if he lost it and missed the bridge, he would get a quick trip to the bottom of the ditch. The 'ditch' doesn't look too menacing from the track, but, as the bridge was crossed, the alert cameraman shot through the side windows to show all the sports fans the 100-foot drop to the rocks below!

Came Saturday morning and the mud had been removed by road graders. It was still 'slipping and sliding' going through in the driving rain, but most made it without incident. Present for the first sessions were the factory Mustangs of Titus and Parnelli Jones, the Penske Camaro with Donohue up, and the factory Javelins with Peter Revson and George Follmer driving. Supporting cast included Sam Posey in a non-factory Mustang, John McComb likewise equipped, a handful of additional Camaros, a very non-factory Dodge Dart, and a host of under-two-liter cars that were promptly upstaged by the bigger, noisier over-two-liter cars.

While the act of qualifying in the rain on a narrow, bumpy track didn't bring joy to the hearts of the pony-car drivers, they trooped out at the appointed hour.

After driving through the rivers of water and mud that ran across the track at several places, a pattern began to emerge for the better over-two-liter cars. Coming out of the downhill, right-hand final turn (a hairpin), drivers were confronted with a resounding jolt as they ran out of banking. This was followed by a concrete wall as the cars entered the straight to start/finish, said wall being to keep the cars from entering pit road. Donohue, Jones, Follmer, Titus, and Revson rapidly learned that the quickest way through was to dirt-track-it with the rear end hung out to odd proportions. In the wet! From trackside it looked horrifying. But, it worked, and, after the rain stopped late in the afternoon and the track began to dry slightly, it was quickly learned by all that the same style worked best on the dry track.

Donohue cut it closest, missing the wall by scant inches on every lap. His car was obviously the most powerful and best prepared, and he was rewarded with the quickest time, at 1 minute 37.8 seconds.

Came the dawn Sunday and the sun finally shone on Tulsa and the War Bonnet track. Officials allowed a two-hour qualifying session on race-morning, which must be some sort of record, and the field was soon on the track and going at it hammer-and-tongs.

Donohue dropped to a best of 1:36.6 on the dry track, only to be outdone by

Jones with a 1:36.0. Titus also bettered his time from Saturday, dipping to a 1:38.4 in the second Mustang, but he was fighting a variety of handling problems. Follmer and Revson had their problems, too, but Follmer got down to 1:37.2, and Revson managed 1:37.8, to put the Javelins third and fourth on the grid. Titus, in fifth, was followed by the first of the under-two-liter cars, Horst Kwech's Alfa GTA. It is said that the collective corporate heart in Kenosha beat a little faster at the news of the Javelins' placings.

After a very long lunch break, all entrants were called to the far reaches of the track for the driver's meeting. Chief steward Clyde Viggers, resplendent in a black-and-white-striped official's shirt adorned with a multitude of sew-on patches, presided. The tone of the race was set by Viggers, with the following explanation of why no passing flags would be issued by corner flag teams: "I think you folks (the drivers) know more about what to do than the corner crews." Later action was to bear out the chief steward's beliefs, but a violent objection by Follmer brought forth instructions to the corner teams to issue passing flags.

As the pace car pulled away, Revson encountered a recurring throttle linkage problem again and couldn't get started. With the field out back, his engine roared to life, and Revson was in position as the cars crossed the start/finish line for the green flag. Jones did his 'thing' and led into turn one, holding the lead for six laps before being passed by Donohue, with an obvious power advantage. In the interim, Follmer and Revson had fallen back from the first-place fight, but managed to put some ground between themselves and Titus, who was already again being subjected to handling problems. Still farther back was Sam Posey in the Mathews Enterprises Mustang, followed by Kwech in the first of the under-two-liter cars.

Jones stayed glued to Donohue until around lap 15, when Donohue let him through—probably to see just how much Jones was willing to push the Mustang. Jones was able to outbrake Donohue and build a slight advantage into the turns, but Donohue, with his power advantage, was more than capable of retaking the lead at will.

Then Jones dove for the first of what became five pit stops, this one for electrical problems. The battery was changed while fuel was added: then it was discovered that the coil was at fault, and it was replaced. Donohue, *et al*, sailed by to give Jones a two-lap handicap he obviously didn't need.

Jones reentered the fray, passing cars with vigor in a vain attempt to regain the lost laps. In fighting for lost ground, he eventually set the fastest race lap at 1:35.4.

Meanwhile, the engine in Titus' Mustang let go in a spectacular way, and Titus came walking back to the pits looking a bit disappointed about the whole thing.

Donohue eventually lapped everyone with a series of quick but not-too-taxing laps, and the race had pretty well settled down. Then, on lap 70, all hell broke loose.

Malcolm Starr, driving his own Mus-

WAR BONNET

Continued

tang, lost it going through turn 12, slid onto the mud adjoining the track, mounted a slight hill at about 80 mph, broke through two chain-link fences, and slammed into another Mustang—this one parked in the spectator area. Starr was unhurt, though shaken, and an 11-year-old girl and a 21-year-old boy were taken to the hospital with minor injuries. It wasn't good, but it could have been a lot worse. The area was dense with spectators seated in, on, and around parked cars.

Chief steward Viggers made the best move of his career. Looking up to see the Mustang breaking through the fence, his action was immediate: he called over the phones for all turns around the track to issue a red flag and stop the race, then ordered the two ambulances up the track to the scene of the accident. Race cars pulled off the course at various points, but Parnelli Jones continued through turns 10, 11, and 12, past the accident, through turn 13, and came to rest with his front wheels just past start/finish. As Jones passed the accident, officials, photographers, and nearby spectators were crossing the track while turn crews tried to hold them back.

At the starting line, Jones and the starter, Rex Apker, exchanged words, and Jones had the official by the throat before someone separated them. It was a crowning climax to a race with 40 laps yet to run.

After order had been restored in the accident area, the next hot spot to explode was the starting line. Jim Jeffords, Javelin team manager, was loudly taking exception to the action by Jones under the red flag. Jones and the starter had made up by then, and the official declined to take any action, and prepared to re-start the race in single file. After a one-hour-plus delay, the cars took to the track for the second start. According to Viggers and the lap charts being officially maintained at start/finish (take notes, this becomes important later), the order was Donohue; Follmer, on the same lap; Jones, down a lap; Adamowicz; Kwech; and Revson down two laps.

Out back, Jones was passed by Revson, but reclaimed the position and lapped the leaders just in time to pit for gas. By lap 100, the order was Donohue, Follmer down one lap, Jones down two laps, and Revson down two laps. Then, fate, or whatever you believe looks down on races, hit Jones square in the mouth. The left rear tire went flat. And not just flat—the remains were wrapped around the brake and had to be cut off. As Jones sweated it out, Follmer, Donohue, and Revson sailed by; then Follmer and Donohue repeated the act.

Jones reentered the track ahead of Revson and promptly lapped Follmer and Donohue, making up one of what official scoring claimed was a four-lap handicap. That made the official order Donohue, Follmer on the same lap, Revson two laps back, and Jones now three laps back. And that's the way it stood when the 110 laps were completed. Donohue drank champagne for the third weekend in a row (following wins at the Riverside and La-

guna Seca USRRCs). The losers, instead of crying 'shut up and deal,' waltzed over to the officials and protested the scoring, claiming that Jones was on the same lap as Revson and, having crossed the finish line first, was due third place, not fourth.

By the time word of the protest reached Jeffords, the half-hour deadline for filing a protest was history, and, with no official protest filed for Jones having moved under the red flag, it was all over save the decision.

Provisional results were released showing Jones in fourth, indicating that the two sets of scoring lap charts (one compiled on the infield at start/finish and one compiled in the tower across the track) agreed. Ford manager Fran Hernandez produced the Shelby Racing lap charts as evidence, and everyone sat back to await the outcome.

Horst Kwech protested his sixth place finish behind Tony Adamowicz, and his case was heard first. Forty minutes after the race was over, officials found a scoring error and awarded Kwech fifth overall and the under-two-liter win. It took them another two hours and a few odd minutes to find the second error in the official lap charts, and Jones was given third place, dropping Revson to fourth.

Officials were never willing, or able, to explain how the error was made or how it was discovered. They were asked, several times.

In the two-hour wait, Hernandez entered into a 'debate' with Jeffords in front of around 30 spectators and officials. Since Hernandez gets more emotional than Jeffords, he clearly lost the argument and cost Ford what little honor it had in the eyes of most after Jones' exhibitions. The decision that followed was generally unpopular, but, in the mass confusion that reigned at War Bonnet, most just accepted it as the will of the gods and started for home.

While there are no words of wisdom about the fairness of the decision to be offered, some comments on the state of the art in factory pony-car development are in order.

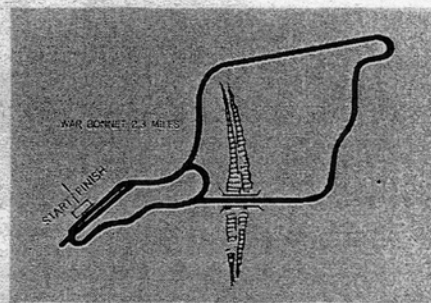
The Mustangs were using the new tunnel-port cylinder heads, which greatly aided power. A protest has been entered by a private Mustang owner claiming that the parts are not available to anyone but Shelby Racing, but it doesn't affect the War Bonnet race. The car had power in abundance, but they were still giving away around 50 horsepower to the Camaro. Brakes seemed the Mustang's strong point, and Jones was able to outbrake Donohue consistently.

The lone Penske Camaro is clearly the trend setter for power. The small-block Chevrolet has been under development for 14 years, and it is a beautiful design. Penske's crew are masters at chassis tuning, and the Camaro boasts handling second to none.

Javelins at War Bonnet were using dual four-barrel carburetion for the first time, and sticking throttle linkage hampered the effort greatly. Also holding the cars back were brakes. The power assist had been removed for the race and the rear brakes were locking before the front. Power available, approximately 435 bhp, was a bit less than the better Mustangs, but solving the carburetion tuning prob-

lems should make the AMC V-8 more than competitive.

In perspective, the Javelin team made a much better showing than had been expected, and while they didn't threaten the Camaro, they plainly caught the Mustang team with its pants down. Fielding one good car and one also-ran won't do the job for Mustang, and the Shelby/Ford crew knows it. ☐



WAR BONNET TRANS-AM

May 12, 1968

110 laps, 253 miles

STARTING GRID

Mark Donohue Camaro 1:36.6	Parnelli Jones Mustang 1:36.0
Peter Revson Javelin 1:37.8	George Follmer Javelin 1:37.2
Horst Kwech Alfa Romeo GTA 1:41.4	Jerry Titus Mustang 1:38.4
Sam Posey Mustang 1:42.6	Wilton Jowett, Jr. Camaro 1:42.0
John McComb Mustang 1:44.4	Tony Adamowicz Porsche 1:42.6
Vic Provenzano Alfa Romeo GTA 1:46.2	Bert Everett Porsche 1:45.6
Ed Wachs Alfa Romeo GTA 1:46.8	Malcolm Starr Mustang 1:46.8
Pete Harrison Porsche 1:49.8	Martin Gifford Porsche 1:48.6
Jim Hall Dodge Dart 1:54.6	Richard McDaniel Austin-Cooper S 1:51.0
Larry Wilcox Camaro 2:30.6	Hugh Grammer Austin-Cooper S 1:54.6

RESULTS

1. Mark Donohue, Camaro, 0-2, 110 laps; 2. George Follmer, Javelin, 0-2, 110; 3. Parnelli Jones, Mustang, 0-2, 108; 4. Peter Revson, Javelin, 0-2, 108; 5. Horst Kwech, Alfa Romeo, U-2, 104; 6. Tony Adamowicz, Porsche, U-2, 104; 7. John McComb, Mustang, 0-2, 102; 8. Vic Provenzano, Alfa Romeo, U-2, 101; 9. Sam Posey, Mustang, 0-2, 100; 10. Martin Gifford, Porsche, U-2, 99; 11. Bert Everett, Porsche, U-2, 99; 12. Hugh Grammer, Austin-Cooper S, U-2, 95; 13. Richard McDaniel, Austin-Cooper S, U-2, 61.

DID NOT FINISH

Malcolm Starr, Mustang, 0-2; Jim Hall, Dodge Dart, 0-2; Larry Wilcox, Camaro, 0-2; Wilton Jowett, Jr., Camaro, 0-2; Ed Wachs, Alfa Romeo, U-2; Pete Harrison, Porsche, U-2.

Donohue Dominates Trans-Am

BRIDGEHAMPTON, N.Y.—Sports Car Club of America's Trans-American Sedan Championship isn't what it used to be.

After a dramatic debut last season, when Ford's Mustangs, Mercury's Cougars and Chevrolet's Camaros waged an evenly matched series and showed U.S. motor-sport fans what sedan racing should be like, this season has sunk to a one-team monopoly with only the appearance of American Motors' Javelins to liven it up.

Apart from the 24-Hours of Daytona, Mark Donohue has won every race (5) in a Roger Penske prepared 302 cu. in. Camaro, by a landslide, with the Shelby prepared Ford Mustangs slipping gradually further and further behind, and Jim Jeffords' Javelins gradually catching up.

The latest trio of races were no exception.

At Lime Rock, Conn., Donohue, starting on the pole, beat Jerry Titus' Mustang by over two laps of the 1.5-mile circuit in a 171-lap race, and finished four laps ahead of Peter Revson's third-placed Javelin.

At Lexington, Ohio, on the 2.4-mile Mid-Ohio track two weeks later, Donohue started at the rear of the grid and lapped Titus again, in 244.8 miles of racing, while Revson again finished third, two laps a week later Donohue was on the pole. He built 86-second lead over Follmer's Javelin after 282 miles of racing around New York's 2.85-mile Bridgehampton road course. Horst Kwech's Shelby Mustang didn't even start this race, and Titus' car only lasted 11 laps.

As if one Penske Camaro wasn't enough, at Bridgehampton Sam Posey emerged behind the wheel of another, and was only robbed of second place by a flat tire at the end of the race which kept him behind Follmer.

Thanks mostly to Titus—who with assists from Ronnie Bucknum and Dick Thompson—Mustang won last year's Trans-Am championship from Mercury, 64 points to 62. Chevrolet was third with 57. Mercury subsequently withdrew its team saying that it was creating



Javelin: supplying the spark in this year's Trans-Am series.



Mustang: the 302 engine has been a big come-down for the defending champion.

much inter-division rivalry, leaving Ford to go it alone.

Ford was running Shelby-built 289 engines in the Mustangs, but this year, after switching to its Engine Foundry Division's 302 Tunnel Port, the cars dropped about 50 hp to the 350-plus-hp Camaros and Titus simply hasn't had the legs to stay with Donohue. At

Bridgehampton he didn't even have enough steam to stay with the 302-in. Javelins.

The Shelby team has reportedly asked Ford for permission to go back to the 289, but permission hasn't been forthcoming. So the Ford team's morale seems to be sagging. The cars don't look as well prepared as they did last season and the

results have reflected these conditions.

But even if the cars were up to par it's doubtful if they'd stop Donohue. It's his year.

It's not easy to see a way out for the Trans-Am. Sedan racing won a lot of followers in a short time, but at this rate it's going to have a hard time keeping them.

LIME ROCK TRANS-AM

Lime Rock, Connecticut

1. M. Donohue	Camaro	171 laps
2. J. Titus	Mustang	169
3. P. Revson	Javelin	167
4. T. Adamowicz	Porsche	162
5. B. Bailey	Porsche	159
6. W. Jowett	Camaro	159

Average speed: 87.21 mph

MID-OHIO TRANS-AM

Lexington, Ohio

1. M. Donohue	Camaro	102 laps
2. J. Titus	Mustang	101
3. P. Revson	Javelin	100
4. B. Johnson	Camaro	98
5. B. Everett	Porsche 911	96
6. W. Jowett	Camaro	95

Average speed: 81.28 mph

Fastest qualifier: J. Martin 1:45.6 (81.82 mph)

BRIDGEHAMPTON TRANS-AM

Bridgehampton, New York

1. M. Donohue	Camaro	99 laps
2. G. Follmer	Javelin	99
3. S. Posey	Camaro	98
4. W. Jowett	Camaro	96
5. T. Adamowicz	Porsche 911	93
6. B. Bailey	Porsche 911	92

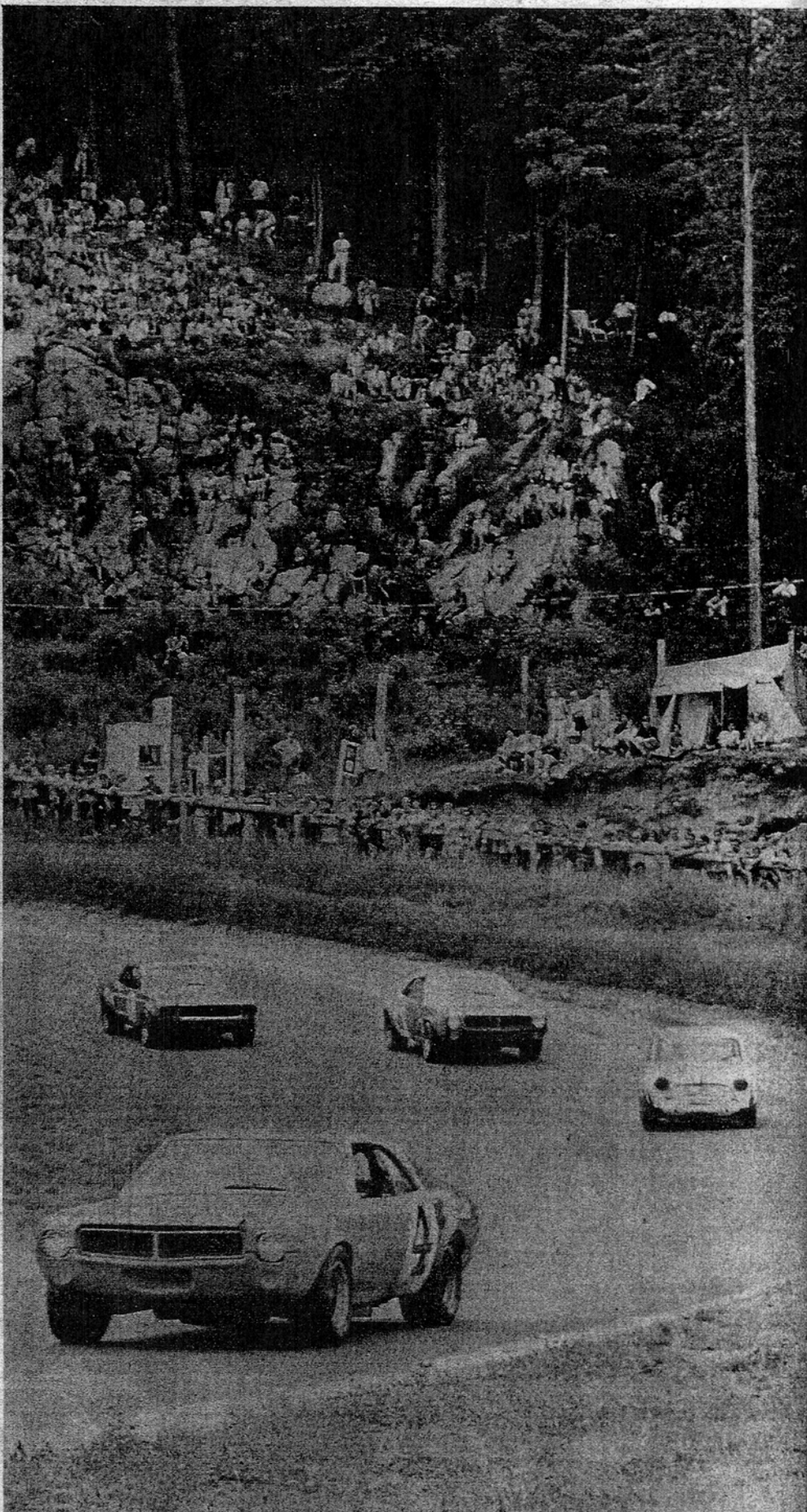
Average speed: 94.372 mph

Fastest qualifier: Donohue 1:45.59 (97.548 mph)

WINE, WOMEN, AND WOAD WACING

Don't be bashful, muh friends! Step right up and see the Most Gorgeous Bevy of Bee-yu-teeful Girls this side of Egypt! Featuring Fantastic little Gyrating Giselle and her French Canadian Gyrenes! She walks French! She talks French! She crawls on 'er belly like a frog! Yes, sir! And featuring this weekend only — the Naughty Vivacious Bubbles LaTour and her All Girl Football Team! Bubbles is gonna make friends with all the sailors in the audience! Yes, sir! So don't be a mooncalf! Don't be a jabber-now! Step forward and get those ducats while they last so you won't miss any of the action! Oh yeah — and there's gonna be a car race too...

That's the kind of billing St. Jovite got around the office. Whenever the subject came up, everyone would kind of leer at me and get this deep-down funky look on their face and mumble out of the side of their mouths, "Boy, I'll tell you what I'd do if I was going," and then relate some slippery story about that hot number back in Boise that would do *anything* to get to a movie on Friday nights. And she didn't even like buttered popcorn, which is what I call a bargain. By the time I got on the plane for Montreal, I felt like I was on my way to an



Photos/Alice Bixler



international skin-flick festival.

Well, being a college graduate (which is apparently quite incurable, though I'm taking pills for it), I was inclined to be a little skeptical of all these good tidings. Underneath it all I was expecting a good old-fashioned fact-finding weekend with Gridley's engine blowing just like last time, Goldfarb winning in record time, and Fern in the #93 Essex a distant second. Lap times. Starting grid. You know how it works. I mean, enthusiasm is a wonderful thing, but people come damn close to being just people, no matter where you go. Or so I thought. And a race track is just a place where they charge too much for plastic hamburgers. And a race is a race is a race

Well, if people usually are just people and hamburgers usually cost too much at the track and so on — and I maintain they usually are and do — at St. Jovite things are different. For one thing, the plant itself looks like it means business. It's not some scraggly piece of land sunk in the middle of a swamp or spattering in its own grease out in some vicious desert. They've got green grass there, and lakes and hills and trees and everything! They even have a control tower that looks like it's supposed to be there for a year or two more, and you can stand in it and not feel like you're waiting for your draft physical. Maybe the pits are a tad crowded and the pit lane is a tad narrow, but it didn't seem to bother any of the drivers, most of whom seemed to agree that the track itself made up for any other shortcomings. And even if there weren't a first-class racing plant here, Mt. Tremblant would *still* be a hell of a nice place to raise cows.

The racing wasn't just like every other race in history, either. Three highly-organized contending teams had been going at it all year, and after seven races they were up to each other's tricks and getting very political about trying to grab that little extra advantage. The factory Mustangs (last year's winner), the factory Javelins (brand new this year and coming on strong), and the non-factory Camaros (and if you don't believe they're "non-factory" Camaros, just ask Roger Penske and he'll tell you over and over and over that they're "non-factory" Camaros) were all at St. Jovite. According to the scoring system in effect at the time (best nine finishes), Penske could clinch the championship with a win there. Though the scoring system was changed later, in keeping with the SCCA regulations, so that the championship would be calculated on a make's best *ten* finishes (which Penske clinched with a win at Bryar two weeks later, anyway), still, it made no difference at St. Jovite because it was beginning to be a simple matter of pride trying to keep Camaro away from the overall victory as long as possible. Just like in pro football, even if it's the fourth quarter and you're behind by four touchdowns, it's still one man against another and you're still trying to knock the crap out of him.

Well, the politics started early. The Ford gang had rented the circuit for the last day before open practice to test their cars privately, and there was a good bit of mum-

bling among various other notables that there was something mildly crooked about it all. It was said that Ford had developed a nasty habit of renting tracks the last day before open practice, though as far as we can see, it's simply a matter of writing ahead and maybe including a nice little money order. On the other side, certain of the same notables were out watching the Fords practice, were putting the evil stopwatch on them, and were asked to leave. And there were strong suspicions that these same notables, instead of going back to town for a good frosty Molson's, were creeping around the underbrush with their stopwatches, slithering up trees with binoculars, and generally playing the Snidely.

Friday morning it rained, but nobody really looked that hot about practicing anyway. People mostly sat around talking in the light sprinkle, the Javelins sitting on their truck and one of the Penske cars arriving about noon. Then there was a God-awful racket from way off by the lake entrance; it got louder, and there came the two factory Mustangs burbling along down the road without any aid from the van, and right behind them came the Malcolm Starr Mustang playing follow-the-factory. I believe that's what is called in military circles a "show of strength." The factory cars were both re-painted "corporation blue" (or is it "Corporation Blue"?), adding moral overtones to the St. Jovite version of the Great Paint War of 1968. Usually the paint guys are just called on to close the wounds from last week's mid-race bumpy-scrapey, but this time Mustang was clearly looking for a fresh start. Penske was heard to mutter something about painting his blue Camaros the old Ford yellow, but the threat never materialized. Tony Adamowicz's under-2-liter, series-leading Porsche 911 was already there, so all the principals gathered, gave each other an assortment of quizzical and suspicious looks, and got ready to show each other the route.

The sprinkle stopped, the track began to dry out, and George Follmer and Peter Revson took the Javelins out to have a look. The Mustangs also went out for a serious round or two, but Donohue's #6 Camaro didn't even arrive Friday, so Mark and Sam Posey traded off cruising around in Sam's #16 car. It's odd how, after all the successes that Penske has had so far this year, you find yourself trying to explain every move he makes in terms of how it gives him some sort of psychological advantage. There could be a hundred reasons why Donohue's Camaro didn't show up Friday (they might even just be behind schedule working on it), but everyone just assumed that it was gamesmanship, that Penske was just trying to look confident. When it comes to Penske, everyone simply assumes the worst — which isn't a bad position to be in, come to think of it. Anyway, while "L'Ecurie Penske" was kind of diddling around and getting to know the lay of the land (I didn't get her name), Javelin and Mustang were snorting around looking for all the world like God's Own Last Hot Rods. Follmer looked hairiest setting up into the first corner past the pits, slamming the car sideways and mak-



An hour before the start, Donohue in quiet mood talks with Penske in quiet pants.

WINE 'N WOMEN

Continued

ing it tremble and twitch on the limit, but Jerry Titus got the fastest time of the afternoon in the not-all-that-powerful Mustang, with a 1:52.0. George was next, with a 1:52.8, followed by Horst Kwech's Mustang (1:53.0) and Peter Revson in the second Javelin (1:53.6). Sam Posey finally got serious towards the end of practice and did a lap in the mid-52's but, as usual, everybody said the Penskes were just doggin' it, and nobody took much notice. Revson decided his car just "woont doot" as is, so he went to a lower rear end for Saturday's practice. And the Mustangs continued to work with their cars' handling, which began to look very good by Sunday's race.

Saturday morning after tech and amateur practice, the first cars out were the two Penske Camaros, both initially going very slow, running-in new rear axles. Kwech's Mustang developed a grievous oil leak early and he had to park it on the course, but a new oil filter seal cleared that up quickly enough and he got back to work. Titus was still turning in the mid-52s, but Follmer began to move the Javelin and did 1:52.0, gritted his teeth a bit harder and got down to 1:51.6, with Posey right behind at 1:51.7. Then the long, slow reduction of times began, often by as little as a tenth of a second at a time. Sam, who has courage like some people have ten fingernails, said he found the second Camaro a bit of a handful, particularly in high-speed corners. His throttle was sticky, and he said the power seemed to want to be either *on* (in a Penske Camaro, that is spelled "On") or *off* — and it may occur to you that this situation is not ideal in a high-speed sweeper. They worked on the carburetor linkage and that helped out, but the handling still wasn't right "there," so some additional changes were made in the front suspension of the car after the first practice session.

Just as a demonstration of how these

cars get refined bit by bit, session by session (and of how drivers get more and more desperate and turn higher r's), here are the times for each of the three Saturday qualifying periods:

1st Session	
1. Follmer	1:51.6
2. Posey	1:51.7
3. Donohue	1:51.9
4. Titus	1:52.2
5. Revson	1:53.0
6. Kwech	1:55.1

2nd Session	
1. Donohue	1:50.7
2. Follmer	1:51.3
3. Titus	1:51.7
4. Posey	1:51.8
5. Revson	1:52.2
6. Kwech	1:53.0

3rd Session	
1. Donohue	1:50.4
2. Revson	1:51.0
3. Posey	1:51.1
4. Follmer	1:51.2
5. Titus	1:51.3
6. Kwech	1:52.5

Note the second through fifth fastest times of the last session. In announcerese, that is called "close contention."

The times for the final qualifying period determined the grid position for the factory entries, with another Camaro, Mustang, and Camaro separating them from Tony Adamowicz's 911, tenth on the grid and first under-2 liters.

Race day was overcast and lukewarm, with just a hint that it might eventually rain, but the locals said it wouldn't — and they were right. With all the grease-and-thunder of qualifying out of the way, most of the crews got out the car wax and Penskeated their machinery till they were so shiny you could see your skeleton in them. Penske still managed to steal the show just by doing things a hair better than everyone else. Saturday he had somehow managed to attract more attention drilling his crews

on pit stops than the other cars did out scratching around on the track. And, even though he was the last to arrive in force Friday, the first thing he had done was to size up the working pits for a good spot. While the Mustang truck was up away from the track on a patch of asphalt and the poor Javelin guys were crawling around on rough gravel in direct hot sun trying to work on their cars, Roger had picked a little plot of green grass in the shade of a thick grove of birch trees, and everyone up there was obviously much more comfortable in their work. It looked more like summer camp than a pit area. It's exactly this kind of good sense that gets Roger's cars home first. He is "The Man." No matter what you think of him — and there's plenty of latitude on that subject — every way you turn he's got you covered.

Several amateur races were run, one of which was won by Jacques Duval in the same 911 he used to place seventh overall and second in class in the Trans-Am. Then an almost endless string of white Camaro convertibles lined up at start/finish for the driver's parade and, two-by-two, the Trans-Am people got in and sat up on the back seat. Kwech and Titus were just getting themselves positioned when their driver saw the cars ahead had already left, goosed the Camaro good, and practically threw Horst and Jerry out the back of the car. No whiplash, though, so the anonymous Canadian chauffeur got off easy.

Then they lined up the race cars for the pace lap, and at 3:38 p.m. the three-hour contest got off to a roaring, bumping start, with Donohue getting past first, followed by Revson, Follmer, Titus, Kwech and Posey. Mark didn't seem to be able to stretch out his lead for the first few laps, with Revson and Follmer stuck to him like camp followers. Only one lap into the race, Don Sessler bounced the Malcolm Starr off some lesser star in Corner 2 and was into the pits first with some weird right-rear bodywork and a flat tire. They



The earth shook and a great light flashed across the heavens and, lo, there was Follmer's Javelin shamelessly ahead of Donohue and intending to prevail.

WINE 'N WOMEN

Continued

first fuel stop, the responsibility was now on George to get in and out of the pits with fuel before Mark steamed by. It was, no doubt, just coincidence, but it put more pressure on Ronnie Kaplan and crew to get the Javelin out quickly. And they weren't quite quick enough. While George was in, both Mark and Titus (who had also made his first stop) got by. Jerry would have stayed in second, but on his first fuel stop he hadn't gotten all the fuel in and had to make another stop only ten laps later for more, dropping him back to third behind Follmer.

Jerry was going very quickly during much of this time, and had actually been closing on Mark before the unscheduled fuel stop. He was able to turn consistent times in the 1:51s. After dropping behind Follmer, he set out to regain second and looked like he might succeed, but then he got into traffic trouble in turn 2, lost it, and took a nasty drive through the loam. Amid wild P.A. announcements that he had rolled, destroyed the car, hurt himself, and other rhapsodically inaccurate information, Jerry motored into the pits not much the worse for wear, the crew pried out a fender here and there and checked the car, while Dr. Brimble checked Jerry. He seemed to be all right, and so did the car, but it was decided to do just a final lap or two at the end so the car would officially finish. And that was the end of what had been a very bleak business for Ford, corporation blue and all.

In the meantime, Follmer had stayed close enough to Mark that he temporarily got the lead during Mark's second fuel stop, but that was only for five laps. When George pitted and Mark regained first, that was pretty much the end of winning thoughts for Javelin. Mark came in once more for a make-sure fuel stop and won easily, with Follmer doing a good job of getting second. Posey, in the second Penske Camaro, was running third after Titus's demise, and got the "go" signal to try and catch Follmer. He gained ground on the Javelin and turned the fastest lap of the race, 1:50.1, in the process, but there wasn't time enough, and Sam had to settle for third. The second place finish for Javelin put them one point ahead of Ford on the season, with 34 points, but way out there grinning in the distance was Camaro, with 69 points.

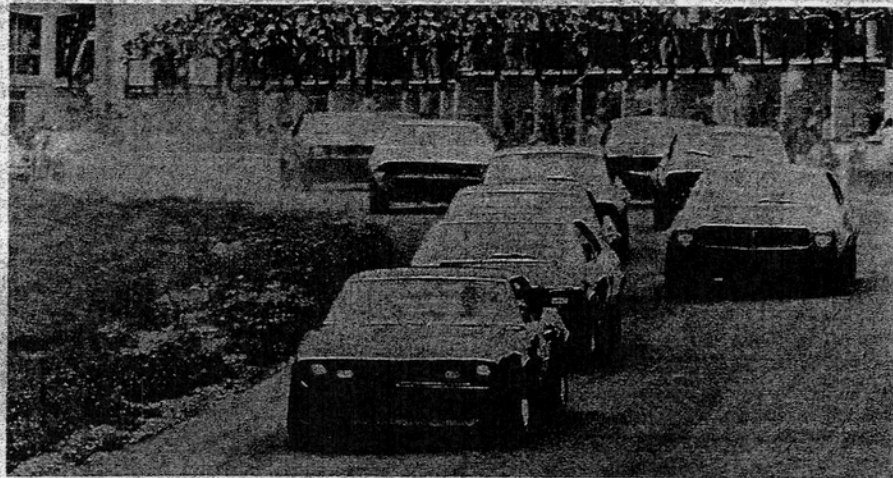
Tony Adamowicz did his usual ooh-aah job of winning with his 911, which was probably the best—handling car on the course. This car has some mystical powers in the corners that none of the other 911s seem to have, and many attribute it to several cuts and bruises (or are they *stigmata*?) on the knuckles of Tony and mechanic Mac Tilton. I asked if they would continue to run the car if they clinched the series at Bryar, and the curious reply was, "We can't afford *not* to!" See, these guys are actually living off their prize money! How long has it been since you've heard of anyone doing *that* in SCCA racing?

The next day everyone just hung around, dug the scenery, rented paddle boats and, with a far-off look in their eyes, inquired about the price of land.

straightened things just enough to put him back on the track, but Don only got 16 of the race's 96 laps out of the way before he crashed it good at Corner 13 and took up walking.

In the meanwhile, Kwech had pitted with fuel feed problems. He had a new fuel pump installed, lost the appropriate amount of time, went back out for a lap and came in again, went out for two more laps and came in again, then went out for another twenty laps with the car running even weaker than before. Horst said the Mustang just wouldn't pull its r's, and after a total of 34 laps he withdrew, concluding that dirt had somehow gotten into the fuel and clogged all those vital little holes in the carburetors.

Mark continued to lead through the first 25 laps, with Follmer getting by Revson into second on lap 17 and then Revson, intent on staying with the front two, hit the rear of an unforgivably slow Volvo in the middle of Turn 5 and retired his Javelin with a broken oil line. All the while, Follmer continued to push Donohue very hard. Then the earth shook, there was a great flash across the heavens, the waters of several local lakes parted and, yes, Donohue hit oil, spun, and Follmer got by! May I sink in STP if what I tell you is untrue! It was the first time *anyone* had led the Camaro without the aid of a pit stop or any other special circumstances since Mustang won Daytona at the beginning of the year. George and Mark were turning consistent 1:53s at the time and George, adding insult to injury, seemed quite able to maintain his lead until lap 30, when the Camaro pitted for gas. Here was another instance where it looked almost like Penske was being the gamesman. Though Mark probably had to come in for gas at that moment anyway, still it took Follmer's psychological advantage away. He could no longer look in the mirror and see the Camaro he had passed. Furthermore, since Mark had already made his



Top — Jerry Titus gave it a rousing good try in the newly painted Mustang, but was delayed at Doc Brimble's, finished tenth. Above — The start, with Donohue, Revson, Posey, Follmer and the whole corps busy warming up their tires.

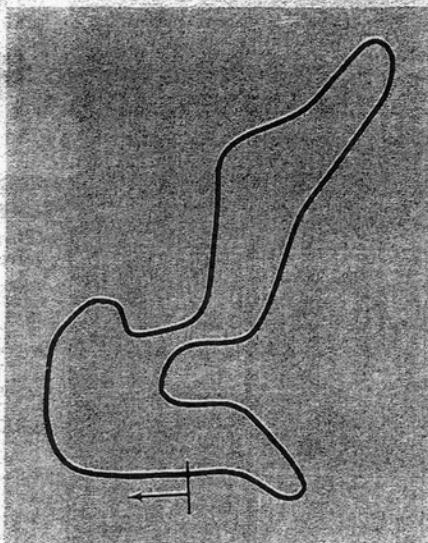
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**St. Jovite Trans-Am
Mont Tremblant, Quebec, July 21, 1968
96 laps, 259.2 miles**

Pos.	Driver	Car	Class	Laps	Pts.
1.	Mark Donohue	Camaro	O-2	96	9
2.	George Follmer	Javelin	O-2	95	6
3.	Sam Posey	Camaro	O-2	94	
4.	Craig Fisher	Firebird	O-2	90	3
5.	Tony Adamowicz	Porsche 911	U-2	89	9
6.	Rusty Jowett	Camaro	O-2	89	
7.	Jacques Duval	Porsche 911	U-2	87	
8.	Bruce Jennings/ Bob Bailey	Porsche 911	U-2	87	
9.	Marty Gifford/ Bill Campbell	Porsche 911	U-2	85	2
10.	Bill Brack	Cooper S	U-2	85	
11.	John Moore	Porsche 911	U-2	85	
12.	Jim Corwin	Camaro	O-2	82	
13.	Dick Bauer/ Bob Huber	Volvo	U-2	78	
14.	Jerry Titus	Mustang	O-2	64	

Did Not Finish

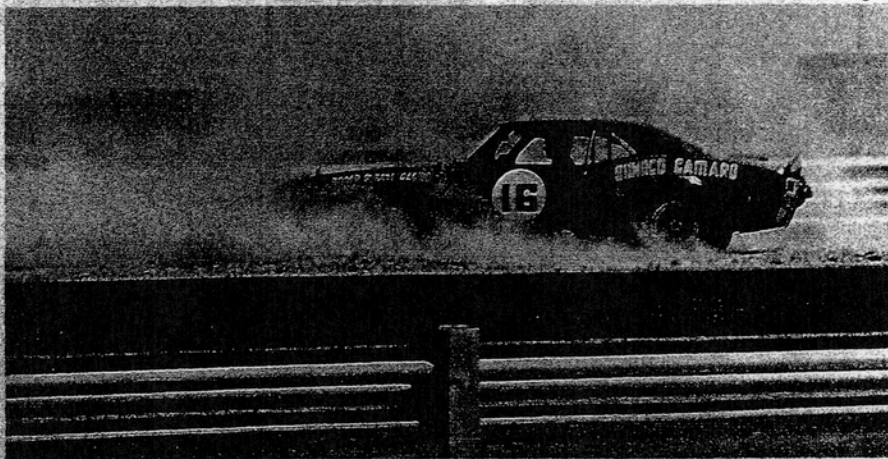
T. Powell, Cooper S, 47 laps, insufficient laps; Horst Kwech, Mustang, 34, fuel feed; Dick Hoffman/Dave Horcher, Camaro, 21, unknown; Peter Revson, Javelin, 18, crash and broken oil line; Don Sessler, Mustang, 16, crash; Bert Everett, Porsche 911, 4, engine; Pete Morrison, Porsche 911, 0, unknown; Floyd Aaskov, Camaro, 0, suspension.



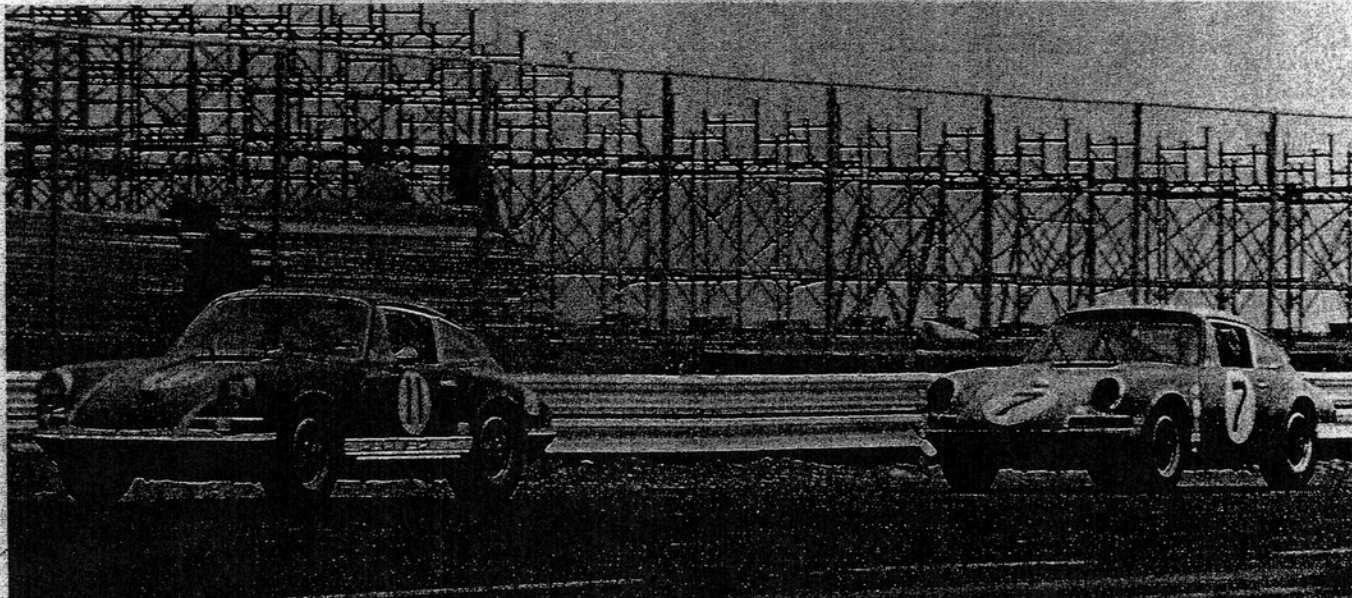
Race time: 3 hrs.
Winner's average speed: 86.419 mph.
Fastest race lap: 88.28 mph, Sam Posey, Camaro.
(Lap leaders) Mark Donohue 1-25, George Follmer 26-33, Donohue 34-61, Follmer 62-66, Donohue 67-96.

STARTING GRID

MARK DONOHUE Camaro 1:50.4	PETER REVSON Javelin 1:51.0	SAM POSEY Camaro 1:51.1
GEORGE FOLLMER Javelin 1:51.2	JERRY TITUS Mustang 1:51.3	
HORST KWECH Mustang 1:52.5	RUSTY JOWETT Camaro 1:55.2	DON SESSLAR Mustang 1:55.8
FLOYD AASKOV Camaro 1:57.7	TONY ADAMOWICZ Porsche 911 1:59.3	
JOHN MOORE Porsche 911 1:59.6	JIM CORWIN Camaro 2:00.3	BERT EVERETT Porsche 911 2:00.6
JACQUES DUVAL Porsche 911 2:01.0	BOB BAILEY/ BRUCE JENNINGS Porsche 911 2:01.9	
M. CARTER Camaro 2:02.8	MARTY GIFFORD/ BILL CAMPBELL Porsche 911 2:03.1	PETER FEISTMANN Porsche 911 2:05.7
PETE MORRISON Porsche 911 2:05.7	T. POWELL Cooper S 2:08.6	
BILL SOMERVAIL Cooper S 2:09.3	BILL BROWNLEE Cooper S 2:09.4	DICK BAUER/ BOB HUBER Volvo 2:12.9
CRAIG FISHER Firebird 2:14.5	DICK HOFFMAN/ DAVE HORCHER Camaro 2:32.3	



Photo/John Hughes



Top, Sam Posey run into guard rail and go boom! Above, Tony Adamowicz about to push Porsche past leading Fred Baker for under-2-liter win at Meadowdale. Photo/John Hughes

More For Camaro

The seventh event of this year's Trans-Am Bumper-Car series was held at Meadowdale Raceways in Illinois and, by force of habit, Mark Donohue managed to steer clear of the maddening crowd and finished shiny, uncrumpled, and first. The weekend was not without its excitement, though. During qualification, the Javelins and Mustangs were lapping in the 2:10s and 2:12s, but Donohue just couldn't seem to go any better than 2:16. Everyone muttered that he was just sandbagging until it got late in qualifying; the Camaro was pitting regularly and Mark still hadn't gotten any quicker. The Penske pits finally discovered that the Camaro's rear brakes were only slightly functional and the front discs were pure ornamentation. With a quick change of hardware, the car went back out, got a 2:09.1 two laps later, and wound up with a pole-winning 2:08.3. And that was the last anyone said about sandbagging.

Meanwhile, the second Penske Camaro, driven by Sam Posey, had gotten itself into difficulties early on. Shortly after the track opened for practice, the three-month-old asphalt began deteriorating on the corners, and Sam, trying a wider entry to Turn 10 at moderate speed, suddenly found himself out on the marbles doing a nice job of moving sideways into the guard rail. The

right side of the car was a mess and Sam was much embarrassed by it all, but, with typical dispatch, Penske had body-and-fender men lined up who worked on the car all night, and there it was race day, good as new (if you didn't look real close). Sam had to start from the next-to-the-last row Sunday since he had no qualifying times, but that didn't keep him from slicing through traffic to sixth position after only six laps, and eventually finishing a very pleasing third.

The bumper-cars had another rousing weekend full of short tempers and protests, this time George Follmer losing to the judges after a goodly joust with Jerry Titus's Mustang. Jerry's car lost 12 minutes in the pits with suspension uglies as the result of the tangle, and dropped out of contention. Follmer later lost oil pressure, but was disqualified anyhow, so that left Peter Revson to pace along behind the distant Mark and take a second for Javelin. Horst Kwech's factory Mustang also had a long stop for rear-end trouble, which kept him back in the pack with Titus.

The real star of the show, though, was amazing Tony Adamowicz. His Porsche 911 led the under-2s for the first nine laps, until he had to pit with a broken condenser wire. Four minutes later, he returned to the race in 18th place to chase Fred Baker, whose 911 was now in the lead. After gain-

ing no less than five seconds per lap on Fred, Tony caught and passed him with 12 of the 75 laps remaining and won the silver bowl for his pains. We hope someone bothers to notice Tony, who obviously knows something about Porsches that everyone else needs to learn.

Meadowdale Trans-Am Carpentersville, Ill. (75 laps, 240 miles)

Pos.	Driver	Car	Cl.	Lps.	Pts.
1.	Mark Donohue	Camaro	O-2	75	9
2.	Peter Revson	Javelin	O-2	75	6
3.	Sam Posey	Camaro	O-2	73	
4.	Craig Fisher	Firebird	O-2	71	3
5.	Tony Adamowicz	Porsche 911	U-2	70	9
6.	Fred Baker	Porsche 911	U-2	69	
7.	Pete Harrison	Porsche 911	U-2	68	
8.	Horst Kwech	Mustang	O-2	68	2
9.	Dick Hoffman	Camaro	O-2	68	
10.	Ed Wachs/ John Martino	Alfa Romeo GTA	U-2	68	3
11.	Jerry Titus	Mustang	O-2	68	
12.	Wilbur Pickett	Porsche 911	U-2	67	
13.	Jim Corwin	Camaro	O-2	66	
14.	Bert Everett	Porsche 911	U-2	65	
15.	Herb Swan	BMW 2002TI	U-2	62	
16.	Peter Braun/ Dick Drexler	NSU 1000TTS	U-2	57	

Race time: 2 hrs., 45 mins., 25 secs.
Winner's average speed: 87.053 mph.
Fastest race lap: 2:09.5 (89.026 mph), Jerry Titus.

FOR THE RECORD

Continued

Mark Clinches Trans-Am Championship At Bryar

The kingdom is saved, the natural order is restored, and Mark Donohue is first in the charts of his countrymen. With the organizational aid of Roger Penske, the competence of his pit crew, the generous support of Sun Oil and, lest it be forgotten, the mechanical and driving skills of Mark himself, this car won eight of nine races entered and placed second in what was left. A decent record.

At Bryar, Mark was not the fastest qualifier, nor did he turn the fastest race lap. Quite to the contrary, Jerry Titus's Mustang took care of both of those chores. On the tight Bryar circuit, the Mustangs handled and stopped far better than the Cam-

aro, which had trouble getting all that power to the ground, and both Titus and Horst Kwech in the second Mustang were able to maintain a lead over Mark for about the first hour of the race. Then the old Mustang gremlins took over. Kwech was using a lot of oil, then got black-flagged with a loose hood latch and, finally, twenty laps later, Horst retired the car with no oil pressure. Then Titus's differential began going soft, eventually had to be replaced (in a very creditable time, we might add), which cost him any chance of a victory. Mark took over, with George Follmer's oil-consuming and misfiring Javelin working its way up to second at the finish.

Third overall was Tony Adamowicz's under-2-liter Porsche 911, which isn't bad if you think about it. In fact, Tony would have finished second overall if it weren't for a last-minute flat tire—but that would have been excessive. Tony's record with the Porsche, by the way, is identical to

Donohue's with the Camaro. With the organizational aid of T. Adamowicz, the competence of his pit crew (M. Tilton), the generous support of the SCCA prize fund and, lest it be forgotten, the mechanical and driving skills of Tony himself, this car has won eight of nine, and placed second in what was left. As we said—a decent record.

BRYAR TRANS-AM Loudon, N.H. (125 laps, 200 miles)

Top Ten Finishers

Pos.	Driver	Car	Laps	Class
1.	Mark Donohue	Camaro	125	O-2
2.	George Follmer	Javelin	121	O-2
3.	T. Adamowicz	Porsche 911	120	U-2
4.	John McComb	Mustang	119	O-2
5.	Bert Everett	Porsche 911	119	U-2
6.	Rusty Jowett/ Sam Posey	Camaro	119	O-2
7.	Skip Barber	Camaro	119	O-2
8.	Herb Wetson/ Bruce Jennings	Porsche 911	118	U-2
9.	Peter Gregg	Porsche 911	118	U-2
10.	Jerry Titus	Mustang	116	O-2

Race time: 2 hrs., 42 min., 18.5 sec.

Winner's average speed: 73.93 mph.

Fastest race lap: 1:10.8 (77.31 mph),
Jerry Titus.

Formula 'A' Win For Hansen At Elkhart

Jerry Hansen took the Badger 200 SCCA GP, co-feature to the Road America 500, and closed to within three points of rival Lou Sell for the lead in the series. Driving his Lola Traco-Chev on the course he knows so well, Jerry not only took the pole away from Lou, as he had in their earlier meeting in Colorado, but ran away from the whole bunch during the race for a never-headed, never-challenged victory worthy of a Donohue, with whom he would co-drive in the Road America 500 the next day. Sell's Bartz-Chev Eagle had an assortment of handling ills, and the engine developed weaknesses that not even Al Bartz himself seemed able to cure immediately. After seven laps of the race, Lou retired his car with severe overheating, and 16 laps later Mak Kronn, the other serious threat to Hansen, crashed like Uihlein's McKee when his brakes locked up in a corner trying to avoid a slower machine. That left Hank Candler and Brian O'Neil to dice for second, with Candler eventually gaining control. Chuck Dietrich took Formula B honors both on the grid and in the race, and Thomas Gelb won Formula C.

ROAD AMERICA 200 GRAND PRIX Elkhart Lake, Wis. (30 laps, 120 miles)

Top Ten Finishers

Pos.	Driver	Car	Laps	Class
1.	Jerry Hansen	Lola-Chev	30	A
2.	Hank Candler	Lola-Chev	30	A
3.	Brain O'Neil	Lola-Chev	30	A
4.	John Gunn	Lola-Chev	30	A
5.	Steve Durst	Vulcan-Chev	29	A
6.	Dave Pabst	Lola-Chev	29	A
7.	Chuck Dietrich	McLaren-Ford	29	B
8.	R. B. Negley	Lotus-Ford	28	B
9.	Bill Brack	Lotus	28	B
10.	B. Robertson	McLaren	28	B

Race time: 1 hr., 13 min., 21.0 sec.

Winner's average speed: 98.16 mph.

Fastest race lap: 2:20.4 (102.56 mph),
Jerry Hansen.



Bored crew and co-driver calmly watch Chuck Parsons win Road America 500.

Parsons/Scott Wax Eloquent At Elkhart

In the eighth edition of this year's USRRC series, points leader Mark Donohue in the 427 CID Chev McLaren Mk. 6A was, as always, the man to beat. But the Elkhart Lake Road America was 500 miles of stay-togetherness, a quality that Group 7 cars are notably short on, and Mark and co-driver Jerry Hansen were depending on just one car to stay together that long, while Chuck Parsons and Skip Scott (second and third on points) had two cars, the Team Simoniz Lolas, doubling their chances of finishing. There was little question of which of the three cars was fastest, though the new Cro-Sal McKee-Olds, driven by Charlie Hayes between movies, looked as quick as any before a 9th lap explosion packed it up for the day. Other than the new McKee, Mark's McLaren was clearly the hotly, and the outcome of the race depended entirely on whether or not the Penske car would finish. If Mark had won the race he would have clinched the series championship, but about halfway through the grind with Hansen at the wheel, the Chev began some unscheduled clanking and thumping, and convinced Hansen it was time to quit.

But that wasn't the end of the story. After Scott blew one of the Simoniz cars on the 11th lap of the 125-lap race, the remaining Lola began sending out smoke

signals and had very questionable oil pressure in the corners. With careful nursing and coaxing, though Skip and Chuck got the car home for the win, and are now only three and two points, respectively, behind Mark's 36 point total. The next and last race of the series, Mid-Ohio, will determine the champion, and we might even tell you how it came out sometime.

ROAD AMERICA 500 USRRC Elkhart Lake, Wis. (125 laps, 500 miles)

Top Ten Finishers

Pos.	Drivers	Car	Laps
1.	Chuck Parsons Skip Scott	Lola-Chev	125
2.	Bob Nagel Ed Lowther	McKee-Chev	119
3.	Brian O'Neil G. Stevens	Lola-Chev	116
4.	L. Heimrath R. Bartling	McLaren-Chev	116
5.	F. P. Rafferty Larry Bock	McLaren Mk 3	114
6.	Gary Wilson Vic Campbell	McLaren Mk 2B	111
7.	C. L. Phillips Al Cervenka	Porsche 906	110
8.	G. W. Dickenson Joe Jann	Elva Porsche	108
9.	Bud Morley B. Betts	Lola Mk 3	106
10.	Art Kijek M. Cronin	Ford Special	104

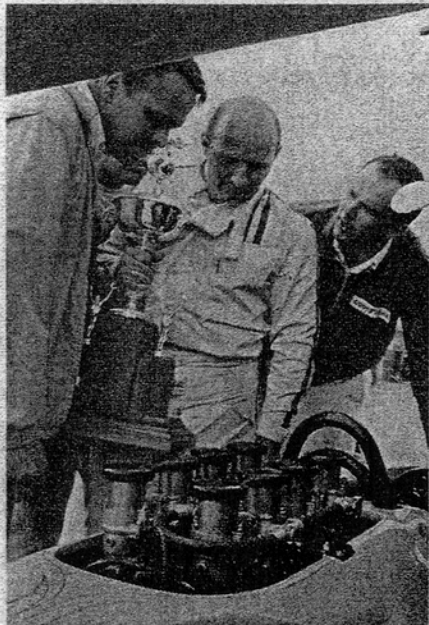
Race time: 5 hrs., 16 min., 41.4 sec.

Winner's average speed: 94.73 mph.

Fastest race lap: 2:18.1 (104.27 mph),
Mark Donohue.

Photo/Su Kemper

Continued



PHOTO/CARL H. BRATTIN

Continental Divide Formula A winner Dick Simon looks over the Weberized Chev-Lola that pulled him home.

barrels, sending them flying, hit a small retaining wall which caused the car to spin around again, and then came to a stop, wrecked and smoking. Several of the barrels, which were being used in place of a guard rail, and much debris flew into the pit area, seriously injuring two pit workers and sending another driver to the hospital with minor injuries. At the point where the race was stopped, Simon had a 61-second lead on Posey, in second place, with Bud Morley, George Wintersteen, Sherwood Johnston and Lothar Motschenbacher following in that order. Several drivers filed a formal protest against safety precautions at the track with SCCA after the race, the results of which are still pending at press time.

DENVER POST CONTINENTAL CHAMPIONSHIP
Castle Rock, Colo., June 8, 1969
29 Laps, 77.14 Miles

RESULTS

Pos.	Driver	Car	Laps	Pts.
1.	Dick Simon	Lola-Chev	29	9
2.	Sam Posey	Eagle-Chev	29	6
3.	Bud Morley	Lola-Chev	29	4
4.	G. Wintersteen	Lola-Chev	29	3
5.	S. Johnston	Lola-Chev	28	2
6.	Lothar Motschenbacher	McLaren-Chev	28	1
7.	C. Trowbridge	McKee-Chev	28	
8.	Chuck Dietrich	Lola-Chev	28	
9.	Rich Galloway	Lola-Chev	27	
10.	Mike Hiss	Lola-Chev	27	

Race time: 58 mins., 19.5 secs.
Fastest race lap: Tony Adamowicz, 1:48.7 (88.67 mph, new record).
Winner's average speed: 79.34 mph.

The Stand-Ins Win at Lime Rock

With most of the top factory drivers at Indianapolis, the Formula A drivers came in and swept the Lime Rock Trans-Am. Sam Posey, Tony Adamowicz and John Cannon took advantage of a break in

Late News, Mutt And Jeff Do It Again

The St. Jovite Can-Am, second in a continuing series of comedies, was greeted with a deafening round of yawns as Team McLaren switched positions this time, Denis Hulme winning and Bruce McLaren coming in second. The first few laps of the race resembled something very much like a motor race, with John Surtees and Lothar Motschenbacher leading for several instants at a time (quick — get a picture of that), but it turned out the kids were just having fun with John and Lothar, exactly as they had been having fun with Gurney at Mosport. When the game got boring Hulme put his foot truly and forthrightly to the wood, blew

the bats out of his engine and just plain ran away from the whole mess. Avoiding a spinning slower car Surtees and McLaren came together smartly early on, eliminating John and delaying Bruce 2 minutes for bodywork taping. John's rear body shell disintegrated slowly, but Bruce's car was only chipped. He got salty about catching up with Denis, turned fastest race lap in the bargain and left Chuck Parsons (who finished third) and Motschenbacher (fourth) very much to themselves. Fifth, incredibly, was John Cordts in his old McLaren M3 with a minuscule 303 CID (!) Chev engine, the only replacement he could find for his 365 Chev, small enough as it was, which had turned to peanut butter earlier in practice. Fred Baker was sixth in the old Penske McLaren. Bruce and Denis both have 35 points so far. Exit entire troupe singing, "I love a parade . . ."

the Formula A series and came to drive the sedans over Lime Rock's twisty 1.6-mile course. Posey and Cannon had Ford factory rides while Adamowicz drove his old Porsche, now owned by Herb Wetson. The factory rides were as follows: Posey and Horst Kwech in Shelby Mustangs, while Bud Moore had John Cannon and Swede Savage in his Mustangs. Bob Johnson and Ed Leslie drove the Sunoco Camaros. Jerry Titus and Milt Minter were in the Firebirds, and Jon Martin and Ron Grable had the Javelins.

Posey lived up to his role as "home town hero" and won the pole position. He was joined on the front row by teammate Horst Kwech in the other Shelby Mustang. Kwech took the lead at the start and was followed by Posey for the first 20 laps. Posey gained the lead on the 21st lap when Kwech retired with a

ished fifth. John Cannon finished fourth in his Bud Moore Mustang, although he too was bothered by a bad brake master cylinder. Rusty Jowett was the first independent home and finished sixth. Tony Adamowicz won the under-two-liter class and finished seventh.

LIME ROCK TRANS-AM
Lime Rock, Conn., 143 Laps, 228.8 Miles
TOP TEN FINISHERS

Pos.	Driver	Car	Laps	Class	Pts.
1.	Sam Posey	Mustang	143	O-2	9
2.	Swede Savage	Mustang	143	O-2	—
3.	Bob Johnson	Camaro	142	O-2	4
4.	John Cannon	Mustang	139	O-2	—
5.	Milt Minter	Firebird	138	O-2	2
6.	Rusty Jowett	Camaro	137	O-2	—
7.	T. Adamowicz	Porsche	135	U-2	9
8.	G. Andrey	Alfa-Romeo	135	U-2	6
9.	Ron Hunter	Javelin	135	O-2	—
10.	Bert Everett	Porsche	134	U-2	—

Race time: 2 hrs., 30 mins., 22.7 secs.
Winner's average speed: 91.30 mph.



PHOTO/PETE LUONGO

Sam Posey takes Peter Revson's Mustang to the Lime Rock win while Peter the Rookie is off getting a fifth at Indy. Time well spent for both.

faulty brake master cylinder. Posey held the lead for the rest of the race and won by 30 seconds over the second place Mustang of Swede Savage. Bob Johnson finished in third place, while teammate Ed Leslie retired with a broken ring and pinion gear. Javelin had their problems too, as John Martin broke an axle and Ron Grable was overcome by fumes from a broken exhaust header. Grable returned after a half-hour rest and finished twentieth. Jerry Titus blew an engine in his Firebird while teammate Milt Minter fin-

Camaro Wins at Mid-Ohio

Ronnie Bucknum finally scored a win for the Camaro column after two Mustang victories in a row in the Trans-Am Sedan series. The first 40 laps of the race had seen a nasty duel between Bucknum's teammate Mark Donohue, fastest qualifier on the grid, and second qualifier Par-



FOR THE RECORD

Continued

nelli Jones in a Bud Moore Mustang, who led for much of the early running. Donohue finally got ahead of Jones and stretched his lead to as much as 20 seconds before a wheel-bearing failure put him in the pits for long enough to ruin his chances at a win. Shortly after, Bucknum began moving up and passed by while Jones was in the pits on the 70th lap, held the lead for the last 30 laps and garnered 9 shiny new points for Chivvy. This puts Camaro within 5 points of the series-leading Mustangs.

MID-OHIO TRANS-AM

Lexington, Ohio, 100 Laps, 240.0 Miles

TOP TWELVE FINISHERS

Pos.	Driver	Car	Laps	Class	Pts.
1.	R. Bucknum	Camaro	100	O-2	9
2.	Parnelli Jones	Mustang	100	O-2	6
3.	G. Follmer	Mustang	100	O-2	—
4.	Peter Revson	Mustang	99	O-2	—
5.	Ron Grable	Javelin	99	O-2	2
6.	Rusty Jowett	Camaro	99	O-2	—
7.	Mark Donohue	Camaro	97	O-2	—
8.	Larry Harley	Firebird	97	O-2	—
9.	Ted Roberts	Javelin	95	O-2	—
10.	Horst Kwech	Mustang	94	O-2	—
11.	Peter Gregg	Porsche	94	U-2	9
12.	Fred Baker	Porsche	94	U-2	—

Race time: 2 hrs., 56 mins. 23.0 secs.

Fastest race lap: Mark Donohue, 1:41.0 (85.54 mph).

Winner's average speed: 83.53 mph.

After You, No, After You Dept.

Racing drivers have never shown such politeness. There was Rico Steinemann offering his galaxy of enduro driving talent the wheel of the (kinda) coveted Group 4 flat-12 917 for the Nurburgring 1000 Ks, and not one of them would say, "Danke schoen." Now Rico doesn't like his drivers to get pushy, but this was taking the *toujour la politesse* bag a bit too far. Of course it just could have been that all the gentlemen in question had driven the thing at Spa and other spots and looked forward to their next opportunity to drive it as they

looked forward to their next opportunity to meet a mad dog.

All of which was just a hair (or is it, herr) embarrassing for the folks at Stuttgart. It wasn't that they really needed the 917 at all, what with the 908 going the way it was, but what can you do when you have 25 of them in the parking lot, a set of homologation papers in the safe, and a thundering great debit in the ledger? Have a garage sale? Not really.

So more in desperation than anticipation, they picked one of the 25, slipped it in the back of the transporter, and set off for the 'Ring in search of some heroes. In due course they found heroes Hubert Hahne and Dieter Quester, who expressed due gratitude for the honor bestowed upon them, and climbed aboard



PHOTO/PETE LUONGO

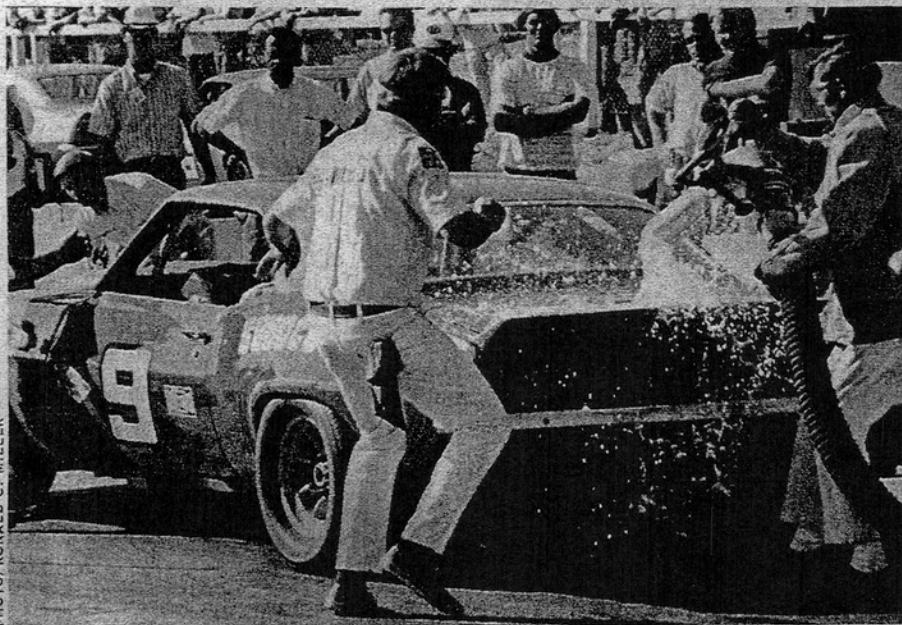
The early race battle at Mid-Ohio was between Parnelli Jones' Mustang, leading here, and Mark Donohue's Camaro. Mark cooked a wheel bearing, though, and the sister-Camaro of Ron Bucknum got past for the win.

Continued

Bucknum The Duke of Kent

A sticky fuel tank safety valve and Ron Bucknum's reliability shot down Ford's \$100,000 charge at the 1969 Trans-Am Sedan Championship. Bucknum in the No. 2 Penske Camaro won the Kent 300 at Seattle International Raceways by almost a full lap. Parnelli Jones, in one of Bud Moore's Mustangs, flailed across the finish line on three tires and a shower of sparks to keep alive what at best is only a slight mathematical hope for Dearborn. Jones held the lead for the first 74 laps, showing that Ford's four-day rental of the track and cubic money might pay off. His job was made easier after lap 33 when polesitter Mark Donohue's Camaro Osterized its engine ("too much practice," Mark said).

Parnelli had to pit for fuel on lap 74. Bucknum, in second place, charged into the pit lane on Parnelli's bumper. Bucknum was gone in 5 seconds. Parnelli was idled for 31 seconds while Moore's men



PHOTO/RONALD C. MILLER

poked at the sticky valve (used in case of rollover) with a long stick. Bucknum had actually passed Parnelli in the pit lane to take the lead. Parnelli then pitted a few laps later for more fuel because the valve would not allow complete refueling. He also was hindered by blistering tires. These were a new breed of Firestone and were available apparently only to the Moore-prepared Mustangs.

The other half of the Ford muscle, Carroll Shelby's Dan Gurney and Peter Revson, wrestled with cars repaired from wrecks in earlier events. Five days of work improved the cars, but Gurney still qualified only seventh, more than 2 seconds off Donohue's new sedan lap record of 1:25.2. While qualifying, Gurney had a temperature of 102, thanks to a rather prolific flu bug which bit all of Shelby's people

More Ickxcitement

Two weeks after his Nurburgring triumph, Jacky Ickx again put it across on World Champion Jackie Stewart, this time in the non-championship Oulton Park Gold Cup. Ickx led the 40-lapper initially in his Brabham BT26, but was passed by Stewart's Matra-Ford MS80 on the second lap. Then just before half-distance Stewart, who had been unable to open up more than a few seconds on Ickx, went into his pit for a long stop to trace an electrical fault. A battery terminal had fractured and he lost three laps before returning to finish ninth.

Jochen Rindt, the reluctant driver of a four-wheel-drive Lotus 63, finished second, a lap behind Ickx, to give the new Lotus its first placing in a Formula 1 race. In third place 23 seconds behind Rindt came Andrea de Adamich in a Surtees TS5-Chev, first of a bunch of Formula 5000 cars admitted to the grid to make up for the shortage of Formula 1 cars. Stewart lowered the lap record for the 2.7-mile Oulton course to 1:28.6, and Ickx ran out the race at an average speed of 109.57 mph.

except the truck driver.

Jones gave his all. He started the next-to-last lap on a right front tire that was losing air. On the last lap the tire came off and Jones made the final 2.25 miles on the rim and a lot of sparks. Bucknum's win means Ford must take the top five positions at both Sears Point and Riverside to pull out the title. For Bucknum it was doubly nice. He won the title for Shelby and Ford at Kent two years ago and won his job with Penske in a tryout the day after last year's Kent Trans-Am. Ron thinks

Porsche, Finale

Porsche, already confirmed as World Champions of 1969 endurance racing, rounded off a fantastically successful season of Group 6 racing with yet another convincing win in the final round of the enduro championship series, the Austrian Grand Prix. That inveterate winner, Jo Siffert, was again in the winning car, but this time his co-driver was Kurt Ahrens of West Germany. They co-drove a 917, giving the car which will spearhead Porsche 1970 racing efforts its first race win.

The Austrian Grand Prix (next year's race will be for Formula 1 cars and will be a World Championship qualifier) was held on the recently completed new road course at Zeltweg, only a short distance from the airfield, which in the past has been leased for a day at a time from the Austrian Air Force for motor races. The new circuit, shaped like an elongated "C" with a hump in the top left corner, is 3.7 miles around and built in a partly wooded area on the side of a hill in the Styrian region of Austria. It has been named the Osterreichring, and will undoubtedly form a permanent part of the European racing scene. It has been lapped in fractionally under one-and-three-quarter minutes by Jacky Ickx, the new lap record holder in the open Ford-engined Gulf Mirage.

For once, Porsche didn't have it all its own way. Bonnier's Lola led initially, then was passed by the Mirage, which in turn was overtaken by Siffert before being re-passed again — all in the first 15 laps of this 170-lap, 1000 kilometers race. When Siffert handed over to Ahrens, the Porsche 917 wouldn't restart, and while panic reigned in the Porsche pit, Ickx and Oliver pushed the Mirage into a two-lap lead, but at 99 laps a steering bracket fractured and the car had to be withdrawn.

The Matra of Servoz-Gavin and Rodriguez then inherited the lead until the Frenchman put it off the track, whereupon Bonnier, co-driving with Herbert Muller, went back in front again in the Lola. Meanwhile, Siffert and Ahrens had been making up ground well after their long stop, and right at the end of the race Siffert hauled-in the Lola and went through to lead just in time. It was quite a race! The big Lola was second on the same lap, and Redman and Attwood third in another 917, ahead of two more Porsches.

it's a real nice place.

In the under-two-liter division Peter Gregg's Porsche 911 won, finishing ahead of the similar cars of Gary Wright and Bob Kennett.

KENT 300 Kent, Wash. 135 Laps, 303.75 Miles

TOP TEN FINISHERS

Pos.	Driver	Car	Laps	Pts.
1.	Ron Bucknum	Camaro	135	9
2.	Parnelli Jones	Mustang	134	6
3.	Jerry Titus	Firebird	134	4
4.	Peter Revson	Mustang	134	
5.	Craig Fisher	Camaro	133	
6.	Rusty Jowett	Camaro	132	
7.	Milt Minter	Firebird	129	
8.	Bill Pendleton	Cougar	126	
9.	Frank Search	Camaro	124	
10.	Dan Gurney	Mustang	124	

Race time: 3 hrs., 24 mins., 26.1 secs.
Winner's average speed: 89.15 mph.

43	Sam Posey	4	9	2	6	3	4
35	Adamowicz	6	6	1	3	2	9
31	George	2	6	3	4	3	4
31	in Cannon	9	1	9	1	9	2
28	Bob Brown	3	1	6	1	3	4
16	Bob Morley	4	1	2	2	1	1
10	Mark Simon	9	1	1	1	1	1
9	Her Gethin	9	1	1	1	1	1
7	Richard	6	1	1	1	1	1
7	Richard	3	1	1	1	1	1
7	Larry Hansen	3	1	1	1	1	1
7	John Cordts	3	1	1	1	1	1
6	John Cordts	6	1	1	1	1	1
5	George Eaton	4	1	1	1	1	1
4	John Gunn	1	1	1	1	1	1
4	George	3	1	1	1	1	1
3	Waltzes	3	1	1	1	1	1
3	John Mahler	2	1	1	1	1	1
2	Wood	2	1	1	1	1	1
2	Ward	2	1	1	1	1	1
1	Lovely	1	1	1	1	1	1
1	Reinold	1	1	1	1	1	1
1	Kroll	1	1	1	1	1	1

CONTINENTAL CHAMPIONSHIP

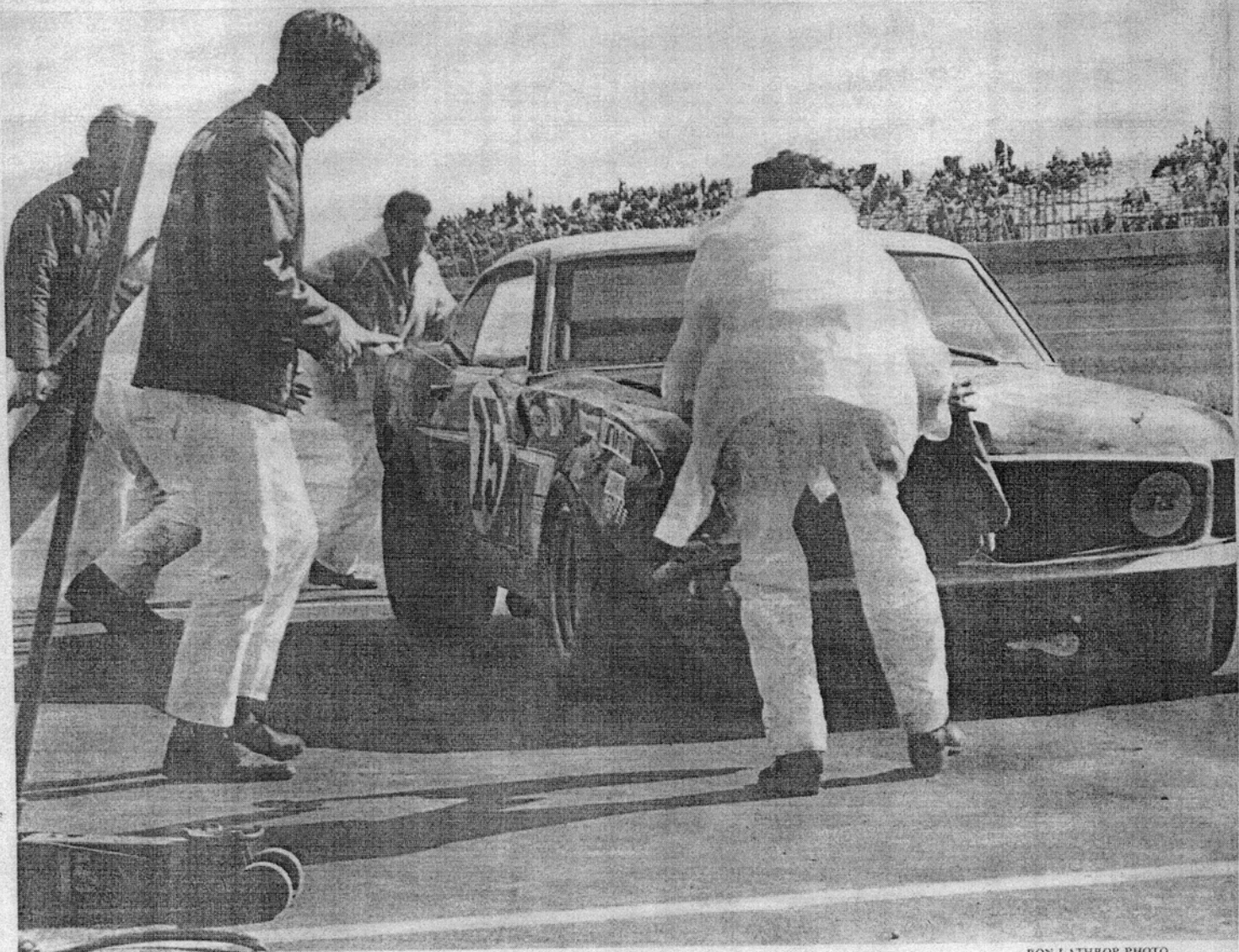
90	any Hulme	15	20	15	20	20	25
90	McLaren	15	20	15	20	20	25
89	Jack Parsons	15	20	15	20	20	25
89	Ammon	15	20	15	20	20	25
89	George Eaton	15	20	15	20	20	25
89	John Cordts	15	20	15	20	20	25
89	Siffert	15	20	15	20	20	25
89	Har Motschen	15	20	15	20	20	25
89	er Revson	15	20	15	20	20	25
89	any Dean	15	20	15	20	20	25
89	acques	15	20	15	20	20	25
89	ar Koveleski	15	20	15	20	20	25
89	ard Brown	15	20	15	20	20	25
89	ard Janke	15	20	15	20	20	25
89	Bonnier	15	20	15	20	20	25
89	ch Gallway	15	20	15	20	20	25
89	pe Leonard	15	20	15	20	20	25
89	ny Servoz	15	20	15	20	20	25
89	oke Doran	15	20	15	20	20	25
89	urruenz	15	20	15	20	20	25
89	ary Wilson	15	20	15	20	20	25

CANADIAN-AMERICAN CHALLENGE CUP

76	72	64	66	66	66	66	66
62	27	42	43	43	43	43	43
27	27	21	21	21	21	21	21
13	13	9	9	9	9	9	9
87	81	9	9	9	9	9	9
26	26	4	4	4	4	4	4
4	4	1	1	1	1	1	1
4	4	1	1	1	1	1	1

TRANS-AMERICAN CHAMPIONSHIP

Best 9-of-12	Total	Michigan	Lime Rock	Mid-Ohio	Bridgheampton	Donnybrook	Bryan Park	St. Jovite	Watkins Glen	Laguna Seca	Riverside	Sears Point	Seattle
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RON LATHROP PHOTO

NASCAR-speedy pit stops such as this helped speed Parnelli Jones on his way to victory in Bud Moore Mustang.

Trans-Am Opener

GOOD START FOR FORD

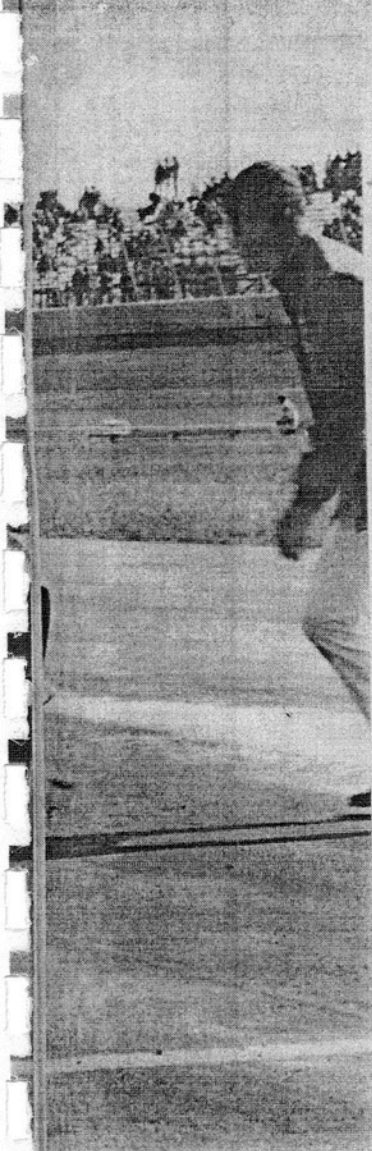
Ford starts the season right by winning the Trans-Am Opener at Michigan International Speedway

BY JAMES T. CROW

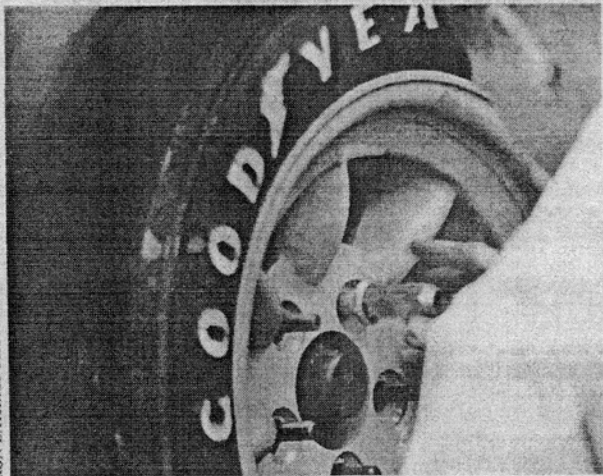
THE 1969 Trans-American Championship for sports sedans opened at Michigan International Raceway this year and, depending on your part in it, it was a success, a partial success, so-so, a flop, a miserable failure, or a tragedy. Everything happened, almost, that could possibly happen.

Mostly it was the rain that made it so miserable. I got to the track early Saturday morning, got myself oriented, then

wandered around, looking. There's a 2-mi oval, a 3.31-mi road circuit (plus shorter combinations), permanent garages, grandstands and bleachers for 25,000 spectators, a big air-conditioned press box and even flush toilets. It's impressive, the MIS plant, especially when you realize that 15 months ago it hadn't even been started and that there are dozens of circuits that have gone for years without getting to this point. It was raining by the time practice began on Saturday and



RON LATHROP PHOTO



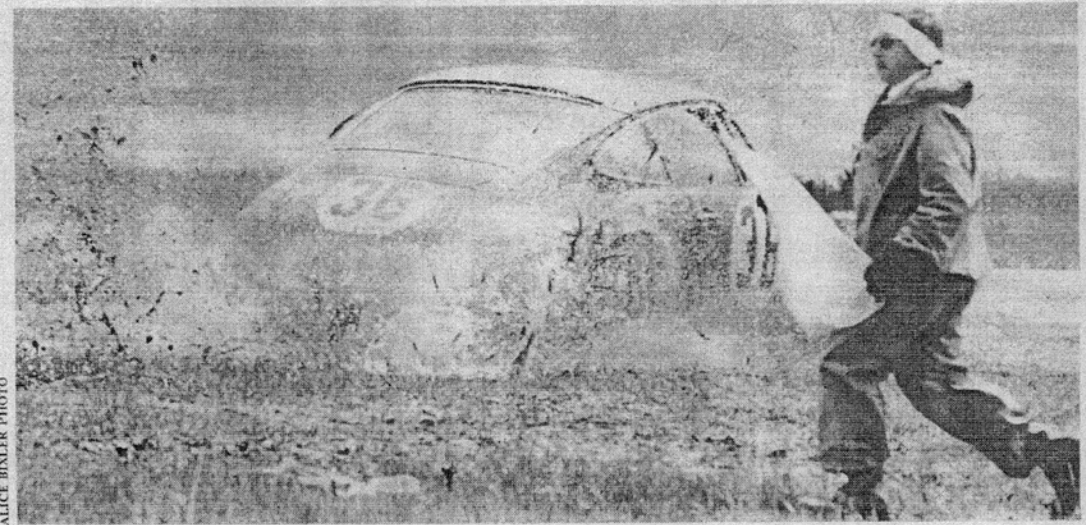
Trouble with a wheel stud during a tire change resulted in a long pit stop for Mark Donohue in Roger Penske's Camaro.



ALICE BIXLER PHOTO

Oh my, didn't it rain. Here a crew member sashes along with a rain tire.

And there were puddles other places, as demonstrated by Wilbur Pickett's Porsche.



ALICE BIXLER PHOTO

Parnelli's winning Mustang. Front end body damage was picked up in early lap as Parnelli bunted Milt Minter into the mud.

RON LATHROP PHOTO





ALICE HIKLER PHOTO

Baker/Smother's Porsche 911 (42) won under-2-liter class. Stands in background show some of the hardy spectators on hand.

Trans-Am Opener

never got really dry the rest of the day. Everybody had a bash at it, though, in conditions that varied from damp to streaming and when it was over, Parnelli Jones was the fastest qualifier at 2 min 25.1 sec, 82.12 mph, in his Bud Moore Mustang and teammate George Follmer was next fastest at 2:25.8. Then came Horst Kwech in the first of the Shelby Team Mustangs at 2:28.7, Milt Minter in one of the Titus-Godsall Team Pontiac Firebirds at 2:29.7, Mark Donohue in Roger Penske's Camaro at 2:30.7 and Jerry Titus in the second T-G Firebird at 2:35.8. Thus four of the five factory teams were represented in the first six qualifiers. The fifth team, Ronnie Kaplan's American Motors Javelins, had gone through a series of last-minute engine crises that kept them from getting to the track on time.

On Sunday morning there was more rain and the paddock area was a quagmire, but the number of spectators already coming through the gates indicated that the crowd wasn't going to be as thin as I would have expected. Around the garages there seemed to be no major panics taking place, especially after the officials agreed to expand the starting field to accommodate the non-qualified Javelins.

The field and the cars are worth taking a look at. This is the fourth year for the Trans-Am series, the first two of which were won by Shelby Team Mustangs and the third, last year, by Penske's Camaro. The rules specify a maximum wheelbase of 116 in., displacement of 5000 cc, 8-in. wheel rim width, 22-gal gas tanks and 2900-lb minimum weight. They have to be produced in quantities of a thousand or more per year and bear about the same relationship to show-

room condition as NASCAR stockers. In total starters at MIS there were 12 Camaros, 7 Mustangs, 6 Firebirds and 4 Javelins. Ten of these were team cars while the other 19 were independent entries.

In the under-2-liter class, the cars conform to the FIA's Appendix J, Group 2 rules which, in general, means production of 1000 per year. In the starting field at MIS there were 13 Porsche 911s (which qualify as sedans through a curiously unplugged loophole in Group 2 rules), 2 Alfa GTAs and one BMW.

In prize money there was a purse of \$35,000 at stake, by far the largest offered in the Trans-Am series. During the season there will be 12 Trans-Am races, winding up at Seattle International Raceway at Kent, Wash., on Oct. 5.

The rules for the series specify that Trans-Am races must last a minimum of 2½ hours and at MIS it was a 4-hr race starting at 1 p.m. A crowd of 21,000 was announced, which I think is probably the largest ever to see a Trans-Am race. About half of these were sitting in the grandstands which command a view, albeit somewhat distant as the cars leave the back side of the oval, of approximately 75 percent of the circuit. It rained off and on most of the morning, there were big fat flakes of soggy snow at one point and yet the fans came. Later the weather improved slightly—at least the rain stopped and the circuit dried—and very few people left before the race was over. For me, accustomed to seeing the crowd begin to leave before the race is half over at River-side, it was impressive.

The race got off from a rolling start just about on time, the fast-qualifying Moore Mustangs at the head of the pack, the no-time Kaplan Javelins at the rear. At the end of the first lap Parnelli still held the lead he'd taken before crossing the starting line and was being followed by Donohue's Camaro and Follmer in the other Bud Moore car. As there'd been a patch of blue in the sky and the track drying just be-

fore the cars formed up on the grid, Parnelli had gambled on starting with dry tires. The showers returned just at the start, though, and after four laps he pitted to change to wet-weather rubber, handing the lead to Donohue.

From that point, everyone except a very, very few of the 21,000 present thought Donohue and the Camaro were in complete command of the race. This happened because the scoring group furnishing information to the press and announcing staff lost Parnelli on their charts and never did get him back in his proper place. Donohue got the checkered flag and was welcomed into the winner's circle but official results were held up for something like five hours while a discrepancy (that didn't affect the top positions) was resolved by the official scorers. The results, once they were released, showed Parnelli winning in the Bud Moore Mustang, not only ahead but more than a lap ahead of Donohue's Camaro. Jerry Titus's Firebird was 3rd, Bob Tullius saved a little of Javelin's bacon by taking 4th after both team cars dropped out, Dick Lang was 5th in his private Camaro and a Firebird driven by Brad Dunn and Larry Harley took 6th. The first under-2-liter finisher, though Gary Wright had been announced as the victor at the finish, turned out to be the Fred Baker/Dick Smothers Porsche 911.

What happened to other people who might have figured in the standings? The Javelin team, which everyone wants to see do well, got up as high as 3rd and 4th in the hands of drivers Ron Grable and John Martin before retiring with, respectively, vanished oil pressure in lap 52 and a broken U-joint in lap 48. The fastest Javelin lap, turned by Martin, was a 2:12.2, and this was appreciably off the pace of the fastest runners as Jones recorded a fastest lap of 2:08.4, Titus a 2:10.9 and both Revson's Mustang and Donohue's Camaro a 2:11.06.

Running down the other teams, the Firebird Team lost Milt Minter in the mud for a quarter of an hour in an early lap and he later retired with a broken axle. Bud Moore's second Mustang, driven by George Follmer, dropped out after 52 laps with a broken clutch. Ron Bucknum, driving the other Penske Camaro, one which was fitted with power steering, quit after 29 laps with steering trouble. Neither of the Shelby Team Mustangs finished; Peter Revson blowing a tire and sliding off course, irretrievably mired, while half a minute behind the leader and closing in lap 73; and Horst Kwech was involved in the tragic accident in lap 8 when, getting off the road at a fast left bend in the infield, he was unable to either steer or stop on the wet grass before sliding into a spectator fence in a crash that caused the death of one spectator and injured 12 others.

According to the official charts from chief scorer Florence Darlington, here's the way the race actually went: Jones

led the first three laps, then pitted, handing the lead to Donohue's Camaro. Donohue kept the lead until he pitted after 17 laps and this put Revson's Shelby Mustang out front. Revson stayed in the lead for only two laps, then pitted himself, at which time Donohue resumed the lead and held it until lap 54. He again pitted at that point, giving the lead to Jerry Titus's Firebird for one lap, then took it back when Titus went into the pits himself. Donohue then stayed in the lead until lap 81 when he was passed by Jones while in the pits changing tires. Jones kept the lead until the finish, 104 laps, lapping Donohue again in the process.

Parnelli's progress up the charts is revealing. He was in 17th place when he returned to the circuit after changing to wet tires in lap 4. He worked up to 9th by lap 10, was 4th by lap 15 and stayed in 4th until lap 24 when he pitted. This stop dropped him to 11th place but by lap 30 he was up to 7th. He was still 7th after 40 laps, had moved up to 5th by lap 50, then into 4th at lap 52, when he pitted again. He lost only one position during this stop, jumped up to 3rd in lap 56, to 2nd in lap 64 and dropped to 4th on pitting again in that lap. He held 4th from lap 65 to 73, moved up to 3rd as Revson sank into the mud, passed Titus to take 2nd in lap 75 and then went into the lead while Donohue was in the pits in the 81st lap.

Big, pleasant Bud Moore talks with a glowering Parnelli Jones.



RON LATHROP PHOTO

2nd-place Mark Donohue's Camaro leads a non-finishing Javelin through the esses.



ALICE BIXLER PHOTO

WOLVERINE TRANS-AM

Michigan Int'l Speedway—May 11, 1969

Driver	Car	Laps
1 Parnelli Jones	Ford Mustang	104
2 Mark Donohue	Camaro	103
3 Jerry Titus	Firebird	103
4 Bob Tullius	Javelin	102
5 Dick Lang	Camaro	102
6 Dunn /Harley	Firebird	100
7 Rusty Jowett	Camaro	99
8 Craig Fisher	Camaro	98
9 Ted Roberts	Javelin	97
10 Fred Baker*	Porsche 911	96

*2-liter class winner

Distance: 104 laps of 3.31-mi circuit—344.24 mi.

Average Speed: 85.99 mph.

Fastest Lap: 2:08.4, Parnelli Jones, Mustang.

Trans-Am Opener

So how does it look for the season? Both the Mustang teams will soon be preparing their own engines rather than having them furnished ready-to-race by Ford's Engine & Foundry Division and both the Moore and Shelby teams like this idea since they're both sure they can do it better. The Javelins added a lot to the show though they're still suffering the underdog role as well as not being able to afford the luxuries available to the bigger manufacturers. They aren't, for instance, permitted to use front and rear spoilers because they haven't built a thousand cars on which they are included while such devices are a part of the Boss model Mustang and the Z-28 Camaro. I am simply baffled by the Firebirds being in the series at all, knowing they are participating only through SCCA's eagerness to accommodate them by "interpreting" the rules when they haven't built anything like a thousand cars that are even distantly related to those that are racing.

Does the Mustang victory at MIS indicate that they are back in power and will clean up this season? They are certainly strong, anyway, and the margin that Donohue enjoyed last season is gone for now, even overlooking the bad luck the Penske pit crew had with slower than usual pit stops because of freak things like a jack that quit working and trouble with wheel studs. The best clue, perhaps, to the fact that the Mustangs are going to make a race of it this year comes not from Ford but from an apparently unrelated item. A couple days after MIS, Roger Penske announced that his team wouldn't be running in the Can-Am series this year, at least not at the beginning of the season. You could almost hear the conversation Penske had with the man from Chevrolet after the race. ("Sure wouldn't want anything to interfere with you winning the Trans-Am for us again this year, Roger.") So Penske, saying so without saying so, has admitted that the Mustangs are going to be harder to beat than they were last year.

That's the way the season opener went at MIS. It looks like a good strong series again this year. It's a shame there isn't any race between marques in the under-2-liter class—which could add interest—but it's nevertheless a good show. Don't miss it when the circus comes your way. 🍷

DECISIVELY

That's the way Mark Donohue & Helpers won the Trans-Am Crown for Camaro in 1968

BY CAM WARREN

ROGER PENSKE overslept that morning and missed his plane. By the time he got to Kent, Wash., the 13th—and final—Trans-Am Sedan race was in the 20th lap. Mark Donohue already had a 10-second lead on the rest of the field and was pulling away. Team manager John Hilton was smiling serenely and one of the crew was polishing a wrench. “Looks like you’re getting along just fine,” said Roger and brushed an offending speck of dust from his otherwise immaculate lapel.

Penske-Hilton Racing was doing fine, just as it had all season. Mark would go on to win this race, making it 10 out of 13, for a grand total of 105 championship points for Chevrolet. Nine times he had been on the pole, 12 times in the front row, and once had gone on to win after starting dead last. There was one did-not-finish on the books for the dark blue Camaro, due to an oil leak at Riverside, but like the intentional flaw woven into a Persian carpet, that only served to enhance the artistry. Certain important people at General Motors were delighted and visions of sugar plums danced in their heads.

Feelings were mixed in Dearborn. Mustang had been decisively dethroned after a 2-year reign as champion manufacturer and king of the ponycars, and that was very bad news. There was a consolation prize, however, if you can consider beating out American Motors’ Javelin for second place much consolation. For their part, AMC was delighted,



for they had changed their rather lacklustre image for a bright, shiny, racy new one virtually overnight. And that feat had to rank as the smartest accomplishment of the year. More dancing sugar plums and up-tilting sales charts. Meanwhile, over at Chrysler, three executives stared moodily out the window at a shiny Barracuda in the parking lot, and wondered where they had gone wrong. Maybe they *should* have given that Tullius fellow some help, after all.

Racing is rules, and “interpretation” of same. When SCCA first announced the Trans-American Sedan Championships,

Concluding 1968 Trans-Am race was held on scenic, winding Kent, Wash., circuit. That's Donohue leading, of course.





There's a little rule on gas tank size, so if you're a Penske man you use dry ice to reduce fuel volume, get more of it in car.

TRANS-AM

light flywheels, and straight-through exhaust systems. The bodywork included fiberglass bumpers, gutted interiors, and NASCAR-type roll cages that also served neatly to stiffen the inclined-to-be-flexible chassis. The Javelin, which had the best aerodynamic envelope, even had an adjustable rear spoiler, complete with AMC part number 8992357. One result of all this hanky-panky, however, was that the three factories were represented by racing machines that were very close to being equal in performance and handling. It was up to the drivers and the pit crews to add the winning ingredient.

And there, race fans, was where the battle was won hands down by Chevrolet. Mark Donohue is a cool and methodical driver. Under the coaching of Roger Penske, he has become a scientific driver. Not at all unlike a skillfully programmed human computer. And the programming is all important. Overlook one small factor—one small but essential bit of information—and you are depending on luck instead of science. The Penske-Hilton Camaro is always ready for a con-

course d'elegance, and Penske organizes the pit work with Neubauer-like efficiency. Tire-changing drills, refueling practice and lectures on who-does-what-and-when are all part of the routine. The Woods Brothers are the acknowledged world champions at this sort of thing but Captain Roger's boys aren't far behind. Eight-second fuel stops, 24-second tire changes. That kind of action wins races and Mark Donohue is the first to agree.

Jerry Titus, who spearheaded Ford teams to Trans-Am victories in 1966 and '67 and was No. 1 on the Mustang team in 1968, tried very hard but with little success. Engines blew frequently (although in all fairness it should be pointed out that when Shelby Racing was building the engines last year, blown engines were rare; in 1968, with Ford's Engine & Foundry Division doing the work, the results were dismal). There were recurring difficulties with a new rear-axle design and the body shape soaked up horsepower. Still, Titus placed first in the two fastest races of the season, Watkins Glen (104.82 mph) and Daytona (98.52 mph), where he co-drove with Ronnie Bucknum. For the rest of the season, the Mustang pit work would have to rank third, though reasonably smooth and well organized (they eventually learned to change a rear axle in less than nine minutes).

The most "gung-ho" team of all was the Javelin effort, whipped into a red-white-and-blue frenzy by team manager and former SCCA champion Jim Jeffords, pr'd by energetic Dick Williford and promoted in the advertising pages by hot-shot agency Wells, Rich and Greene. Although they missed Daytona, Javelin made up for it at Sebring; at least in the amount of attention they attracted. But the cars were well prepared, the pit crews eager and enthusiastic, and Pete Revson and George Follmer determined to give the competition reason to worry a little. Follmer had four 2nd-place finishes, an eighth and tenth while Revson scored two seconds, two thirds, two fourths and a fifth. For their first season in racing, the Javelin team certainly put on a good show and deserve much credit for zinging up what would have otherwise been a rather lacklustre Trans-Am season.

One other serious team effort made an appearance midway in the '68 season, the quasi-factory Firebird entry. Driven by Craig Fisher, and sponsored by Terry Godsall of Montreal, the car managed two seconds, a third and two fourths. Jerry Titus, who has joined forces with Godsall and will build 12 cars for the 1969 season, had the pole at Kent in a second Firebird but was destined not to finish because of a differential problem.

Independent drivers didn't have much chance for the top money. Equipment equal to the factory machinery was virtually non-existent, homologation notwithstanding. Malcolm Starr did pick up a couple of useful points for Mustang at Bridgehampton when both the team cars went out. John McComb brought in four more at Bryar, and repeated at Castle Rock. When Donohue dnf'd at Riverside, Chevrolet was pleased to have the three points contributed by Jon Ward, even if he did finish six laps behind winner Kwech. Aside from that, most of the independents in American (over-2-liter) cars picked up some prize money but not much glory.

To no one's surprise, Porsche easily gained the manufacturer's championship in the imported (under-2-liter) class, with little or no official factory effort. Tony Adamowicz was the principal torchbearer for Stuttgart, with six first-place finishes in the class (he usually placed fifth overall), one second, and two dnfs at the end of the season. Bert Everett (defending champion) was another regular, twice claiming a win (Sebring and Mid-Ohio), twice placing second, and finishing in the money on four other occasions. Fred Baker claimed one win, and two second places.

Alfa Romeo was the only other contender of any note in the small bore crowd, and their effort was not very serious. The best performances were wins at War Bonnet by Horst Kwech and at Riverside by Vic Provenzano.



Javelins, well driven all season by Peter Revson and George Follmer, took six 2nd places but never quite managed a win.

CAM WARREN PHOTOS




Porsche 911s (Tony Adamowicz' here) had little difficulty in mopping up 2-liter category, taking 10 races to Alfa's 3.

The official SCCA party line is to consider the 1968 Trans-Am a big success, pointing to the "record crowds" and the "larger" amounts of prize money offered. A total of 15,000 were officially reported in attendance at War Bonnet, 12,500 at Riverside and Bridgehampton, and Bryar and Lime Rock also produced a lot of people. There were only about 7500 at Kent, according to the promoter, but then it had been raining, and the Northwest turnout is usually modest. A grand total of \$152,000 was paid out in purses, Donohue getting \$28,975 worth of that, and there was something like \$50,650 additional available in contingency prizes (but not necessarily collected). The racing, on balance, was just mildly exciting, partially due to Camaro getting a firm grip on the championship so early in the season. The number of entrants was modest, a total of 294 by actual count, which averages out to slightly under two dozen per race.

To encourage more entrants, reduce red tape and to insure a little more equality in performance, SCCA is making some rule changes. For 1969, only the small-engined (read "im-

ported") cars will run under the FIA Appendix J, and Westport will now formulate their own regulations for the up-to-5-liter class. This means regulations that would be easier to understand, as well as easier to enforce, as the specifications will be written just once a year, instead of five or six times.

Indications are that 1969 will see Ford build a specific model for Trans-Am racing, similar to the pacesetter Z-28 Camaro, and this makes life easier for the aspiring competitor. Javelin may well follow suit, and let us hope that the new set-up will encourage Dodge and/or Plymouth to field a 5-liter racer. BMW might try its hand with a serious effort to challenge Porsche; we hear Ford will enter a team of twin-cam Escorts and don't be surprised to see one or more contenders from Japan.

One final thought. Now that the USRRC is being replaced by the Formula-car series, maybe more of the "semi-pro" Group 7 drivers will make the switch to the ponycars. And that could mean a bigger and better Trans-American Sedan Championship for 1969. 

Mark Donohue



1968 TRANS-AMERICAN SEDAN CHAMPIONSHIP

	Daytona, Fla.	Sebring, Fla.	Tulsa, Okla.	Lime Rock, Conn.	Lexington, Ohio	Bridgehampton, N.Y.	Carpentersville, Ill.	Mt. Tremblant, Que.	Bryar, N.H.	Watkins Glen, N.Y.	Castle Rock, Colo.	Riverside, Calif.	Kent, Wash.	Total Points
Over 2 Liters:														
Chevrolet Camaro.....	2nd	1st	1st	1st	1st	1st	1st	1st	2nd	1st	4th	1st	105	
Ford Mustang.....	1st	3rd	3rd	2nd	2nd	5th	5th	np	3rd	1st	3rd	1st	63	
AMC Javelin.....	np	5th	2nd	3rd	3rd	2nd	2nd	2nd	4th	5th	2nd	np	51	
Pontiac Firebird.....	np	np	np	np	np	np	4th	4th	np	np	2nd	3rd	22	
Under 2 Liters:														
Porsche.....	1st	1st	2nd	1st	1st	1st	1st	1st	1st	1st	2nd	np	102	
Alfa Romeo.....	5th	3rd	1st	np	4th	np	5th	np	np	np	3rd	1st	40	
BMW.....	np	np	np	np	np	np	np	np	np	np	np	2nd	6	
Volvo.....	np	np	np	6th	5th	np	np	np	6th	np	np	np	4	
BMC.....	np	np	6th	np	np	np	5th	np	np	np	np	np	3	
Lancia.....	np	np	np	np	np	np	np	np	np	5th	6th	np	3	

Points are awarded 9-6-4-3-2-1 for 1st through 6th, except that only the leading car of the marque receives points. np indicates that no points were scored by the marque at that event.

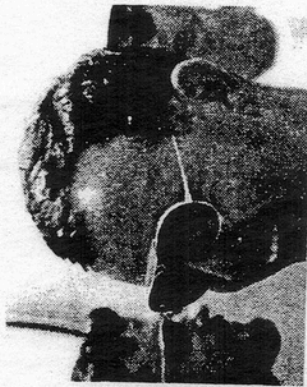
Former Porsche Driver

Bert Everett Scores For Alfa

By Dave Arnold
Area Editor

LEXINGTON, Ohio, June 7 — Before yesterday, Bert Everett claimed he had never driven an Alfa Romeo GTA or a right-hand drive car.

Everett, who purchased an Alfa from Gaston Andrey Friday, scored a 38-second victory and \$1750 for his win over Horst Kwech's Alfa in the under-2-liter segment of the Mid-Ohio TransAm here today.



sister car didn't even start. This left the Everett, Kwech and Midgley Alfas on the same lap by the 20th circuit and Theodoracopolus and Fisher a lap behind.

With a ground hog sitting at the edge of the track enjoying it all, veteran BMW driver Herb Swann pulled off course, leaving Lazebnik in sixth as the first BMW.

Everett averaged a swift 78.531mph for the 30 laps, 72 miles, turning the trick in 55:00.6.

1970 Trans-American Championship

OVER-2-LITER

- 1-Mustang
- 2-Javelin
- 3-Camaro
- 4-Challenger
- 5-Barracuda

UNDER-2-LITER

- 1-Alfa Romeo
- 2-BMW
- 3-Fiat-Abarth
- 4-Austin Cooper

Monterey, Calif., April 19	3	1	2	6	2
(Postponed) Lewisville, Tex., April 26	1	4	6	1	9
Lime Rock, Conn., May 9	9	4	6	4	1
Loudon, N.H., May 31	9	6	3	3	6
Lexington, Ohio, June 7	9	1	4	4	9
Bridgehampton, N.Y., June 21	1	1	1	1	2
Brainerd, Minn., July 5	5	1	1	1	1
Eikhart Lake, Wis., July 19	19	1	1	1	1
St. Jovite, Que., Aug. 2	2	1	1	1	1
Watkins Glen, N.Y., Aug. 16	16	1	1	1	1
Sonoma, Calif., Sept. 20	20	1	1	1	1
Riverside, Calif., Oct. 4	4	1	1	1	1
Kent, Wash., Oct. 11	11	1	1	1	1
TOTAL	36	33	30	28	26

TRANS-AM COMPETITION

At Lime Rock on May 9, the Connecticut quiet was shattered by Gaston Andrey's GTA blasting home 12 seconds ahead of Horst Kwech at the end of a solid hour of racing. There was a lot of bumper tag played by all, if all the stoved-in body panels were any indication. Don Pike's BMW was coming on like a Panzer tank and Andrey even ended up with a smashed windshield which he blamed on the rampaging German car.

Kwech led the first lap, with Pike taking the lead for the next three laps until Andrey caught them both for a while, but Pike got out ahead again. Pike had to have his front bumper pulled away from a front tire at one point when the competition got a little rough, but finally dropped out altogether with a broken engine. The finishing order was Andrey, Kwech, and then Peter Schuster in a BMW followed by the GTAs of Harry Theodoracopolus and Dr. Wilbur Pickett.

The next scene was Bryar Motorsport Park in Loudon, New Hampshire on May 31. It was there that Peter Schuster came home first in his BMW 2002, with Horst Kwech snatching defeat from the jaws of victory when he ran out of gas — of all things — five laps from the end of the 45-lap event. He got back on the course 8.5 seconds later, but that was enough to let Schuster get by and take the lead just when it counted the most. Schuster later complained that Kwech was dumping gas on the left-hand turns, which probably explains the shortage at the end. BMWs were third, fourth and fifth, with Harry Theodoracopolus fifth in his GTA.

Mid-Ohio was the scene of the next round on June 7 and the Alfa GTA showed them the way home. Horst Kwech was fastest in practice, breaking the all-time under two-liter record for the course with a 1:47.6 at 80.30 mph. The old record was held by a Porsche 911 at 1:51.5. Also under the old mark was the Alfa GTA of Bert Everett, an old Porsche pilot who has recently seen the light and crossed over to Alfa Romeo.

Everett claimed it was his first time out in a right-hand drive car, and first in an Alfa as well. He steamed around to a 30-second win over Kwech, who had led for six laps but spun out, dropping back to second for the rest of the race. Lee Midgley and Harry Theodoracopolus were third and fourth in their Alfas, making it a clean sweep for the first five places.

After his win, Everett was quoted as saying "This is a lot different than driving Porsches. Get in some of these tight turns and the horizon tilts about 45 degrees, which would have you on your ear in a Porsche. These are much faster cars than Porsches ever were."

Things are not so rosy on the international scene. Even before Porsche's impressive one-two-three victory at Le Mans, it had a decisive lead in the international points standings, with 33 points, compared to 21 for Ferrari and only 4 each for Alfa Romeo and Matra.

ALFAS WITHDRAWN FROM WATKINS GLEN

Alfa Romeo announced at press time that three T-33-3 cars scheduled to run at Watkins Glen would be withdrawn, presumably because of the death of driver Piers Courage in a Grand Prix race in Europe. Together with the death of Bruce McLaren, two top drivers have been lost to Alfa, although both were driving other makes of cars at the time of their accidents.

Page 2

CAM TIMING BY USING A DIAL INDICATOR

Typical of the many letters on this subject is the following one from Alan Russell.

"In the Volume 11, Number 10 (October 1968) issue of the ALFA OWNER there was an article on cam timing using two dial indicators. The article stressed that the values given were for just the Duetto, GTV and Super. Can you possibly give me the measurements for steps 7, 9 and 13 which would work for the following engines: Giulia Spider 101.23, Giulietta Sprint 101.02, and Giulietta Spider Veloce 101.25."

Others have asked about the 1750 cars also. We just don't know what to say. Many of the cams are the same on these cars as far as grind is concerned, but the timing marks vary from car to car. Has anyone out there tried this trick on one of the above cars? Does it work? Has it been checked against a degree wheel? Please drop us a line and let us pass the word along.

IGNITION SWITCH

1967 GTV

A worthwhile change, I believe, is the replacement of the standard ignition switch with one which has an accessory position (JC Whitney No. 74-498). This will allow the radio, turn signals, windshield wipers, etc., to be controlled by the ignition switch.

In addition to the new switch I obtained an old Opel fuse block and mounted it on a piece of strap iron which was in turn mounted under the existing fuse block. The new switch supplies battery voltage to this block, and connectors were simply moved from the old block to the new one. The new block also provides fused battery voltage for driver-installed air horn and driving lamps.

The new switch is a little smaller than the old one, so a grommet was formed from aluminum clothesline wire and slipped over the switch after it was inserted in the dash and before tightening the lock nut.

Richard L. Dyer
San Antonio, Texas

REWIRING FOR EASIER STARTS

It was difficult, if not impossible, to start my 1750 Spider in cold, damp weather. I cured that by re-wiring the ignition. Packard suppressor wire does a great job. It took about an hour to cut and fit the wires.

Victor White
Hartsdale, New York

Now is the time to...

Check the water level in your battery and top it up with distilled water.

Replace those worn-out windshield wiper inserts.

Think up some "Now is the time to..." items for the ALFA OWNER.

The Alfa Owner

IN EUROPE...

REPORT FROM THE CONTINENT

I just got back from a trip to Israel and Rome. While in the latter spot I visited the Alfa branch there and argued over my problem of the head gasket on my 2600 being eaten away by anti-freeze. Doesn't exist, they told me. And anyway, they indicated, why use anti-freeze? When I told them how cold it got here in Massachusetts, they didn't believe me! As ever, they were very charming, I enjoyed arguing with them, and it was such a joy to be back in Italy that I couldn't have gotten mad.

Rented a Fiat 2300-S sprint from Hertz and buzzed down to Naples and back for the day, with some stops en route. Much like the 2600, but lighter steering and much more instant response from the engine (due I'm sure to the Weber carbs) but far more noise than the 2600, probably due also to the Webers and maybe the design of the air filter. A very nice, fast car.

I drove most of the way at an indicated 170 kph, occasionally 175 (about 96 mph). At that speed I felt very comfortable and didn't get too much complaint from my passengers. They were Americans also, and except for an initial remark "Hey, do you know how fast you're going?" they were silent about the speed so evidently felt secure. Interestingly, I was passed by just three or four cars, all of them new 1750 Alfa Berlinas. Evidently, any Italian who buys a 1750 buys it for the performance and uses it!

Of course, the Fiat had more soup left and I probably could have outrun the 1750s, but I was content at my speed. The 2300-S, a six cylinder push-rod engined car with Ghia body and plush interior, was, with the new Fiat 130 automatic sedan, Hertz's most expensive car. Cost for the day? Not counting extra gas purchased, \$88.00 - yes, \$88.00.

Niel Bakker
Gardner, Massachusetts

ROAD HAZARDS IN ROME

This from MOTOR, the British motoring weekly:

"One young play-boy type openly declared (in court) that he stopped abruptly because he noticed two beautiful girls walking along the pavement, clothed in the shortest of mini-skirts ever seen. He could not resist the temptation to stop and admire, and offer - in broken English - his company. Of course, the girls concerned were tourists from the United Kingdom as no Italian girls of good breeding would dare walk the streets attired in such brevity.

"In this particular case, the playboy pointed out that any man would have taken similar action had he seen the two beauties; therefore, he could not be held responsible for the other car driving into his back-end. The magistrate agreed with this thesis and suggested the Police 'Good Costume' squad should be more severe in their action against these foreign visitors with their minute mini-skirts."

LETTER FROM ITALY

Over here the big interest is the new Del'Orto carburetors for the 1600 and 1750s. They are to be replacements for the side draft dual throat Webers. Supposedly they are more precise and absolutely trouble-free, but you cannot juggle jets and venturis.

Bill Jones
Naples, Italy

(Ed. note - could it be that Spica fuel injection is not to be the hot set-up, what with the new Government smog cycle testing procedures?)

MOTOR PICKS 1750 BERLINA AS ONE OF DECADE'S BEST

Not just of the year, mind you, but of the decade. Motor, the prestigious British weekly, called off its choices for the top ten cars of the years 1960-1970, and sure enough there was an Alfa among them. They picked the Alfa Romeo 1750 "for its outstanding blend of character, driver appeal and refinement."

Alfa was also the only Italian make among the top ten. The others were the Jaguar E-type and XJ6, Lotus Elan, Daf 55, Ford Escort 1300 GT, Simca 1100, Peugeot 404, NSU Ro80 and the 7-liter AC Cobra, the latter chosen "for doing 0-100 m.p.h. in ten seconds."

TRANS - AM

BRIDGEHAMPTON - JUNE 20

Our hero Horst Kewch boomed out ahead at the start and looked like a sure thing, building up a seven second lead after 15 laps, but then things went wrong for the Alfa fans. Lee Migdely's GTA spun from second place to fifth, and ten or so laps later, Kwech had to pit for fuel - the skinny fuel cell problem again. Bert Everett's second-place GTA suffered a sudden attack of the no-oil-pressures and had to be parked. This left the lead to the BMW 2002 of German-born Hans Ziereis, who was pressed by Kewch at the end but began to play games by weaving about the track and balking Kwech's car, which was clearly faster. Kwech settled for second, another BMW was second, and GTAs were fourth, fifth and sixth.

DONNYBROOKE - JULY 5

This Minnesota course was the scene of Horst Kwech's first really decisive win over the stumbling herd of BMWs that had been getting in his way all season. Stated simply, he and his Herb Wetson racing teammate Harry Theodoracopulos just ran away and hid. Kwech set a new under two-liter lap record of 91.5 miles per hour. Bert Everett's GTA might have been third but a blown head gasket sidelined the car. After trying three different fuel cells, Horst seems to have found one that will get him home.



Everett Survives Fumes To Capture Kent U-2-L

By Dee Norton

KENT, Wash., Sept. 19 — Thirty-six of the 40 laps of the under-2-liter TransAm race at Seattle International Raceway today were drab, with Horst Kwech—or Tony Adamowicz depending on whom you believed—roaring to an apparent victory.

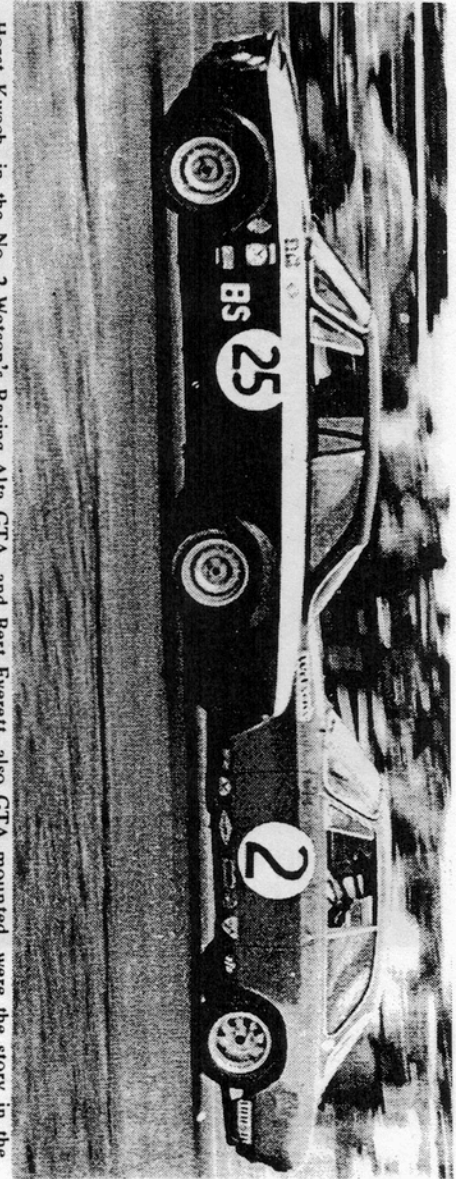
Then Bert Everett, who drove much of the race with one hand drooping from the driver's window, surprised everyone and himself by taking the checkered flag first in his Alfa Romeo.

And Kwech finished third, although only Adamowicz and a few others knew it.

VIC GETS BELTED

The 40-lap chase around the 2.25-mile course started on a frightening note. Vic Provenzano had slipped into second place with his Alfa Romeo GTA as the pack of 16 cars roared through turn two on the first lap. Then someone nudged him from behind and spun him in the middle of the track, setting him up for another belt in the trunk.

Harry Theodoracopoulos, in another Alfa, found him and patted him solidly in the backside. Provenzano's fuel cell exploded in a 30-foot high ball of flame. The fuel also ignited the nose of Theodoracopoulos' mount. Both came to blazing halts in the middle of the track with the remaining cars



Horst Kwech, in the No. 2 Welson's Racing Alfa GTA, and Bert Everett, also GTA mounted, were the story in the under-2-liter race at Seattle International Raceway. Kwech dominated the event, but Everett slipped in for the win. (Murray Chambers photo)

successfully avoiding the inferno.

Both drivers hot-footed to safety, although their contending cars were badly burned. Of the fuel cell, both drivers said, "They aren't supposed to do that."

Don Pike got his BMW up in second spot then and headed Lee Midgley's leading Alfa for two laps, until Midgley was forced to pit for some pry-bar work on his left rear fender. The stop, although quick, dropped Midgley from contention.

"Adamowicz" slipped his Alfa into the top spot on the third lap, when Midgley pitted, and for several laps Pike made a race of things.

But by lap 10, "Adamowicz" had a two-second lead, the public address system told the crowd of about 5000.

Trouble was, Adamowicz was working in the Welson's Racing pits. And he was graciously thanking friends who shouted, "You're doing a beautiful job out there, Tony."

TONY GETS CREDIT

But somehow the word never reached the announcer as Adamowicz got public credit earned by Kwech, who drove a storybook contest until the last lap.

Adamowicz was to drive the new 2-liter GTAm Alfa. It had developed engine trouble and was withdrawn, with Kwech taking over the 1600cc GTA and Adamowicz

being without a ride. With a straightaway length's lead over Pike on the 39th lap, Kwech shot into the pits, out of gas, even though he had already made one pit stop for the stuff like everyone else.

Everett a little earlier had nipped ahead of Pike and whistled past Kwech as the latter blasted away from the refueling.

Kwech eked into first place again again as the two Alfas scorching into turn one. But entering turn two, "I left my braking much too late," Kwech said. He spun about 50 feet off the course. Both Everett and Pike got by before Kwech got things in hand and underway again.

Kwech finished third, trailing runner-up Pike by about five seconds. Everett had about the same margin over the BMW.

Everett said he was troubled during much of the race by exhaust fumes from a leaking manifold filling the car. He drove with one hand out the window, deflecting fresh air into his face. Everett said he was "really shocked" when his pit crew told him he had won.

He added Kwech's fuel problems probably stem from the camshafts of his engine. They provide more power than those in his own car, the winner explained, but also involve higher fuel consumption.

Pike was lucky to have started the race at all, even though he was the second fastest qualifier. Grid marshals discovered, as cars lined up for the start, that Pike's shoes were not the leather required by safety regulations.

1970 Trans-American Championship

Over-2-Liter	Monterey, Calif., April 19	Lime Rock, Conn., May 9	Loudon, N.H., May 31	Lexington, Ohio, June 7	Bridghampton, N.Y., June 21	Brainerd, Minn., July 5	Eikhart Lake, Wis., July 19	Mt. Tremblant, Que., Aug. 2	Watkins Glen, N.Y., Aug. 16	Kent, Wash., Sept. 20	Riverside, Calif., Oct. 4	TOTAL
1-Mustang	9	9	9	9	6	2	6	4	9	6	9	59
2-Javelin	6	6	4	9	9	9	9	6	2	6	6	65
3-Camaro	2	6	3	3	3	9	3	1	9	2	4	41
4-Challenger	1	4	2	2	2	4	3	1	4	4	4	18
5-Barracuda	3					2	6		1			12
Under-2-Liter												
1-Alfa Romeo	9	9	6	9	6	9	9	9	9	9	9	84
2-BMW	6	4	9	1	9	4	6	3	4	6	6	52
3-Austin Cooper	2	1										3
Flat-Adarth	1											3

(Best nine finishes count toward the championship.)

The start was delayed while Pike's crew frantically checked every pair of feet on the starting grid. Shoes the right size and material were found on Burdick Martin, TransAm steward. He loaned Pike his "quick ones" and wished him well.

The first feminine driver in the TransAm was in today's event—Jo Letha Rogers. She finished 12th, last classified finisher, in her Datsun 510 sedan.

SCCA TRANS-AMERICAN CHAMPIONSHIP RACE UNDER-2-LITER, SEATTLE INTERNATIONAL RACEWAY, KENT, WASH., SEPT. 19

FINISHERS: 1 - Bert Everett, Alfa Romeo GTA, 40 laps or 90 miles in 1:05:36.5 for an average speed of 83.70mph; 2 - Don Pike, BMW 2002 TI, 40 laps; 3 - Horst Kwech, Alfa Romeo GTA, 40; 4 - Lee Midgley, Alfa Romeo GTA, 40; 5 - Gerry Gregory, BMW 2002 TI, 39; 6 - Neis Miller, BMW 2002 TI, 39; 7 - Charles Thieriot, Alfa Romeo GTA, 38; 8 - Bob Rinde, Alfa Romeo GTE, 38; 9 - Carl Friedrichs, BMW 2002 TI, 37; 10 - Leslie Strahn, Ford Cortina, 35; 11 - Jon Norman, Alfa Romeo GTA, 33; 12 - Jo Letha Rogers, Datsun 510, 30.

DNF: 13 - Walt Maas, BMW 2002 TI, 21, blown engine; 14 - Jim Rogers, Datsun 510, 5, unknown; 15 - Harry Theodoracopoulos, Alfa Romeo GTA, 0, accident; 16 - Vic Provenzano, Alfa Romeo GTA, 0, accident.

Sixth Straight For Alfa

Bert Outlasts Horst At Riverside

By Ron Hickman
Area Editor

RIVERSIDE, Calif., Oct. 4 - For 35 laps Bert Everett and Horst Kwech put on a battle for the victory in today's Mission Bell 200 companion under-2-liter race that will provoke discussion through a long winter.

Their Alfas circulated nose to tail for most of the distance, swapping the lead numerous times, and finally finished with less than a car's length separating them.

Don Pike, in the Gregory Racing BMW, mixed it up with the leaders in the early going until a weakening engine forced him off the pace to settle for third place, 30 seconds in arrears.

Everett's Alfa GTA averaged 92.4mph for the 89.25-mile distance and shared honors for fastest lap with Kwech's Watson Racing Alfa GTV as each turned a 1:38.31 lap during the race.

Tony Adamowicz finished fourth in a Watson Racing Alfa, trailed by Nels Miller's BMW and the Watson Racing Alfa of Harry Theodoropoulos. Only the top six finishers were on the same lap at the end.

With the exception of Pike in the sixth qualifying position, Alfas occupied the first eight positions on the grid, the order being Kwech and Lee Midgley's Alfa in the front row, Adamowicz and Everett in the second row, Vic Provenzano and Pike in the third row and Jon Norman and Theodoropoulos in the fourth row. Only 17 cars took the green flag, all either Alfas or BMWs with the exceptions of Les Strahm's Ford Cortina and Ron Moore's Mini Cooper.

Midgley snatched the lead from Kwech at the start, with Pike blasting his way up to third and Everett tucking in behind in fourth. Provenzano and Adamowicz settled in to the fifth and sixth spots.

This order held for the first five laps until Midgley pitted with engine problems, diagnosed by engine builder John Shankle as faulty fuel feed. Several attempts at remedial action were unsuccessful and Midgley retired half a dozen laps later.

PIKE BATTLES ALFAS

After Midgley made his first visit to the pits, a three-way battle for the lead erupted among Kwech, Everett and Pike. The three leaders pulled away from the field and engaged in some interesting position swaps. Pike could run second but could not get the lead, with the result that Kwech and Everett were spending their time in either first or third place—a matter of about 30 feet most of the time.

On the 10th lap Provenzano retired from fourth place and parked on the back straight with mechanical problems. Six laps later, Norman, who had inherited fourth from Provenzano, made contact with Adamowicz who was attempting to pass and pitted for body repairs, dropping to dead last in the process.

At mid-point both Kwech and Everett got the best of Pike and spent the rest of the race fighting between themselves over the lead. Shortly thereafter Pike's engine went sour, with one cylinder misfiring, and he faded slowly back from the two front runners.

Jeff Kline, in the 1300cc Alfa

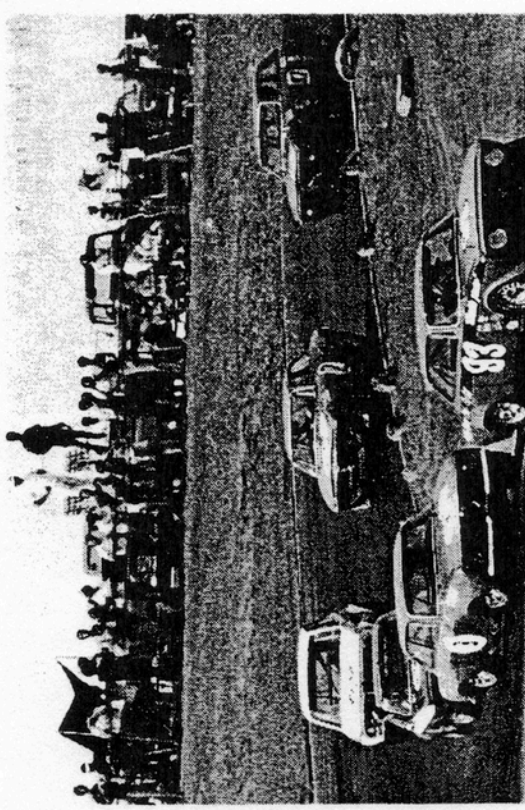
GTA Jr. which has been the scourge of C sedan racing in regional events for the past two seasons, finished seventh just behind Theodoropoulos.

Kwech's ability to stay with Everett was rendered remarkable by virtue of the fact that he, as well as Adamowicz and Theodoropoulos, were driving Alfa GTVs, with steel bodies and single ignition engines, which gave away about 350 pounds and some horsepower to the aluminum-bodied, dual ignition GTAs favored by the other Alfa pilots.

And Everett's victory saved the day from being a complete washout for John Shankle as Everett was running a Shankle Engineering engine.

S C C A U N D E R - 2 - L I T E R
T R A N S - A M E R I C A N C H A M P I O N S H I P
R A C E , R I V E R S I D E I N T E R N A T I O N A L
R A C E W A Y , R I V E R S I D E , C A L I F .
O C T . 4

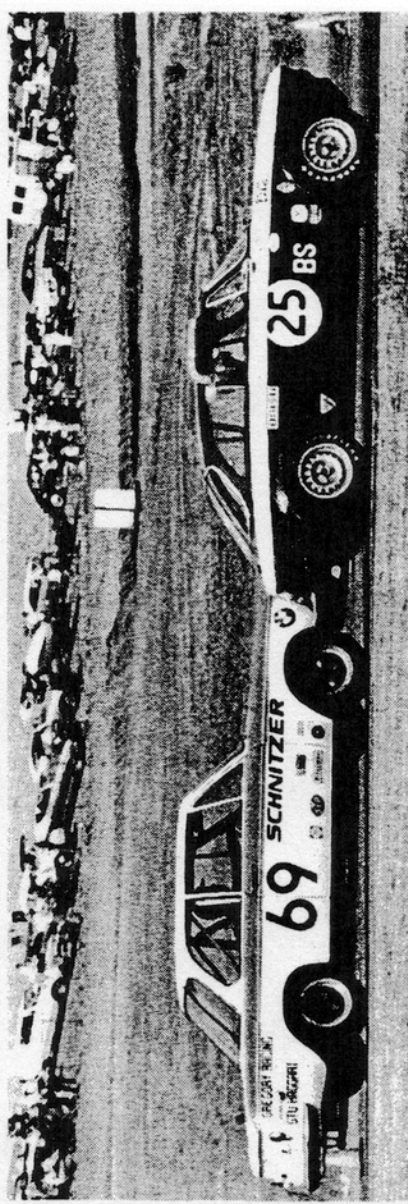
F I N I S H E R S : 1 - B e r t E v e r e t t , A l f a
R o m e o G T A , 3 5 l a p s o r 8 9 . 2 5 m i l e s i n



Lee Midgley's Alfa (93) led the early under two liter chase at Riverside, with Horst Kwech (3), Bert Everett, don Pike and Tony Adamowicz in line behind. All but Pike were in Alfas.

57:56.85 for an average speed of
92.4mph, \$1700; 2 - Horst Kwech, Alfa
Romeo GTA, 35 laps, \$950; 3 - Don
Pike, BMW 2002, 35, \$650; 4 - Tony
Adamowicz, Alfa Romeo GTA, 35,
\$400; 5 - Nels Miller, BMW, 35, \$350; 6 -
Harry Theodoropoulos, Alfa Romeo
GTA, 35, \$300; 7 - Jeff Kline, Alfa
Romeo GTA, 34, \$250; 8 - Del Taylor,
Alfa Romeo GTV, 33, \$200; 9 - Bob
Rinde, Alfa Romeo GTAm, 32, \$150; 10

- Les Strahm, Ford Cortina, 30, \$100; 11
- Ron Moore, Mini Cooper, 28, \$100; 12
- Jon Norman, Alfa Romeo, 27, \$100.
DNF: 13 - Charles Theriot, Alfa
Romeo, 27, mechanical, \$100; 14 - Lee
Midgley, Alfa Romeo GTA, 17,
mechanical, \$75; 15 - Carl Fredricks,
BMW, 13, mechanical, \$75; 16 - Vic
Provenzano, Alfa Romeo GTA, 10,
unknown, \$50; 17 - Terry Enk, BMW
2002 Ti, 6, mechanical, \$50.



Don Pike moves his BMW up to challenge Bert Everett's Alfa GTA in the early going at Riverside. Pike challenged the leaders several times and finished third. Everett went on to win. (Ed Ingalls photos)

More on:

BRE's Demon Datsun

(Continued from page 2)

been speculating that on a tight course like that we might even be able to outqualify the 5-liter cars."

Getting around faster than Mark and his Nash will be a tall order, of course, but there seems to be some substantiation for hoping to get around faster than Horst Kwech's Alfa GTV or Bert Everett's GTA.

At Lime Rock May 8, Bob Sharp put a hastily-prepared 510 third on the grid, less than a half-second students of the sport stack it up.

The Alfa GTVs are getting about 205hp at best and have a minimum weight of 2135 pounds, and thus have one horsepower pulling 10.41 pounds. The GTA ratio is about the same—1 to 10.47, figuring 180hp and 1884 pounds minimum.

The BMW 2002 is the series heavy weight—2289 pounds minimum—and the best engines may be getting as much as 210hp or 1:10.90. The 1600 needs to weigh only 1809 and if 180hp figures are reliable, then the ratio is 1:10.05.

The Triumph Vitesse now growing in the Kas Kastner shops will scale 1998. If Kastner is able to coax 210hp out of the 2-liter pushrod six—the same engine as the GT6—he'll have a very competitive ratio of 1:9.51, although the Vitesse will be about the least

favorable aerodynamic design going.

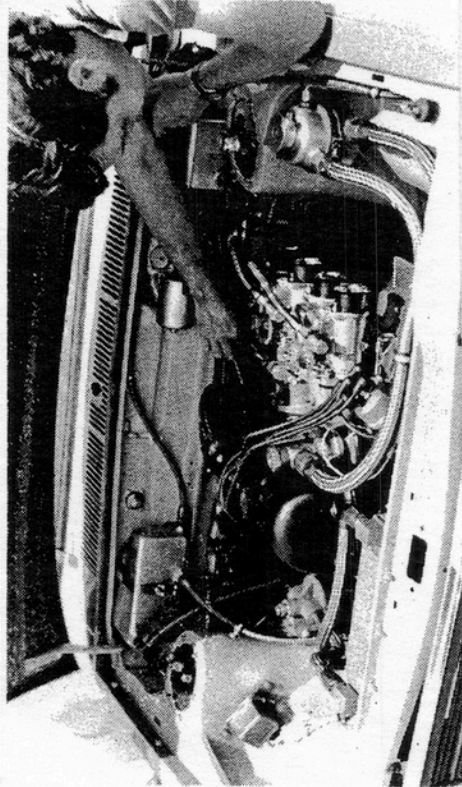
All of which makes the little Datsun unveiled here today look better and better. Although Alfa will certainly have the edge in aerodynamics, power to weight looks like the private province of BRE.

Again, this depends on what you want to believe. "A horsepower per each 10cc is a pretty good output," said Brock which would be 160 or

for it, so horsepower may be even higher—1:9.49 at 185 or 1:9.24 at 190.

And for the longer courses, where aerodynamics will be a bigger handicap than at Bryar, BRE has an 1800cc engine in the works.

Most of today's doings were devoted to picture-taking, but once the bulk of the assembled press left, Morton took the little car out for a few fast laps and promptly got under Ontario's D production lap



Datsun, BRE Team Up For Trans-Am Trail

By Tony Swan
Special Features Editor

ONTARIO, Calif., May 20 — You remember the Datsun 510, don't you? The humble little Datsun 510? The subliminal Datsun 510?

Well, if you remember that car you can forget it. There's a new Datsun 510 on the beach, and nobody's going to kick sand in its face.

Among the nobodies, according to Brock Racing Enterprises chief soothsayer Pete Brock, will be Alfa Romeo, BMW, Volvo, Ford's Escort and all the others who have made an appearance in SCCA's small sedan series, this year called the 2.5 Challenge.

In a press presentation at Ontario Motor Speedway here today Datsun officially acknowledged what has been known unofficially for some time: Datsun's commitment to a performance image and the 2.5 Challenge.

According to a member of Nissan's advertising legions, the Datsun campaign will be employed as a sales and promotional item at the dealer level, "win or lose."

But when Datsun West president Yutaka Katayama, an eminently pleasant and enthusiastic gentleman, came to the phrase "win or lose" in the luncheon address prepared for him today, he balked, then substituted "win or win" for

the eventualities of Datsun's performance promotion.

Not that Katayama feels that winning is directly linked to sales, in the sense that Ford assessed its program some 10 years ago. Rather he regards Datsun's program as a long-range sell on durability. The word "quality" occurred regularly in his private remarks, and he called much of the current U.S. marketing philosophy "shortsighted."

The gains have progressed to the point that Datsun is outselling Volkswagen and Toyota in the Los Angeles area by 500 units per month and the all-conquering 240Z is backed up about six months on orders.

Although Katayama says it's difficult to tell how much of the Z car's phenomenal success can be attributed to the ministrations of BRE and John Morton (the defending SCCA C production champion), he admits there has been impact.

So, Can the little 510, a car which has been in production since July of 1967, suddenly cash in on a successful racing program?

The answer to that, of course, will come after the winning. Chapter one of "win or win" will occur at Bryar May 31, and Brock is optimistic.

"I think we can sit on the pole there," he said. "In fact, we've all

(Continued on page 15)



Driver John Morton fires up BRE's 2.5 Challenge Datsun for testing as Trevor (Shadow) Harris looks on. The car will make its debut at Bryar May 31. A second team car is being readied for Mike Downs.

Morton Takes Datsun To Small Sedan Crown

Small sedan racing in SCCA came of age in 1971. The 2.5 Challenge TransAm was an unqualified success the past year thanks to the general public's whole-hearted embracing of small sedans. Datsun's factory participation in the series and some of the finest racing in the country. Datsun's interest in the series cannot be over emphasized. Pete Brock's BRE Datsun 510s added the competition Herb Wetson's Alfa needed. And Datsun's national advertising campaign built around their successes in the TransAm sparked new interest in old, jaded fans and brought scores of new fans to circuits around the country.

The season opened at Lime Rock, Conn., with Horst Kwech's Alfa taking the first checkered flag of the season after coming from as far back as 15th to overhaul Don Pike's BMW 2002 and drub Datsun's first attempt with Bob Sharp in a 510.

DATSUN 510 DEBUT

BRE wasn't ready to go racing by the early May opener, but was on hand for the second round at Bryar Motorsport Park in New Hampshire, won by Gaston Andrey's Alfa GTA.

John Morton, BRE's lead driver and master of the 240Z in SCCA amateur competition, debuted the team's 510 sedan at Bryar. He led from the second lap to the 42nd when 17 laps were spent in the pits to replace a broken drive shaft.

More on: Title Goes To Datsun

(Continued from page 12)

gain on Alfa. At Watkins Glen, Morton ran out of gas, giving Kwech the breather he needed to take a gulp of fuel and drive on to the flag. With two races left, Seattle International and Riverside, Datsun was anything but a shoo-in, but had a good chance of overtaking Alfa. Only eight of the 10 races on the schedule would count in the final tally.

But Seattle threw in a new wrinkle by canceling its race.

Datsun's screams could be heard from Tokyo to Westport. Without the Seattle race, there was no chance of overhauling Alfa in the championship.

Laguna Seca to the rescue. The TransAm would run at Riverside as scheduled and the 2.5 Challenge would then come on up the coast for the showdown at Monterey.

And a showdown it became. Morton scored again at Riverside, and with a victory at Laguna Seca, the title would be Datsun's in its first season of racing.

Then ensued the great gas tank controversy. Morton and Kwech fought a fender bending, paint swapping battle at Laguna that only ended when Morton came in to the pits for gas. Kwech, however, stayed on the track, took the flag in first place and slowly ground to a halt—out of gas. Apparently.

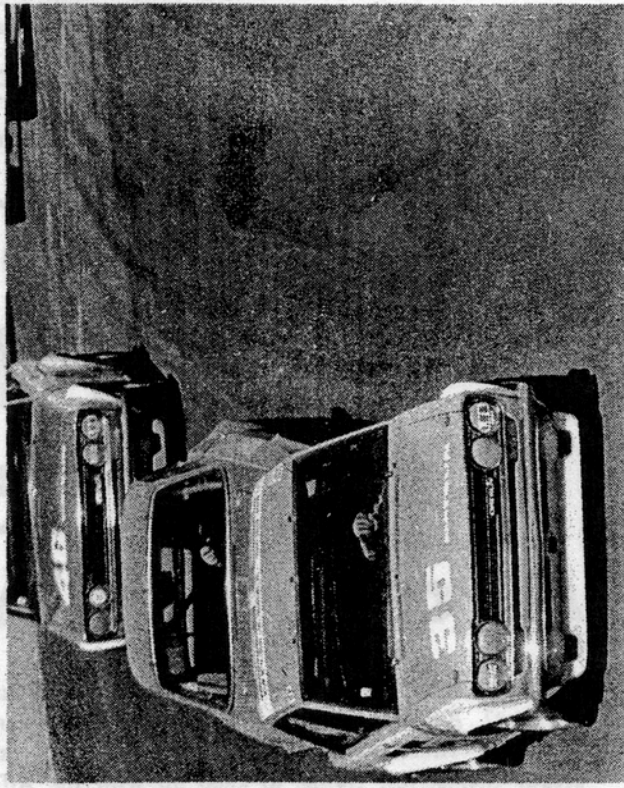
Post race inspection revealed the Alfa's fuel tank too large and Morton was declared the winner. It was a strange end to a great season of racing.

Although he came back to finish only 16th, notice had been served on Wetson's Alfa contingent that Datsun was going to make a fight of it. Morton narrowed the gap in the points race for the manufacturer's championship with another Morton victory, almost unchallenged this time, at Elkhart Lake. With four races remaining, the tally had Alfa only 15 points ahead, 45 to 30.

Datsun turned the trick at Mid-Ohio the first weekend in June, downing Kwech, slowed by a broken shock absorber, by more than 55 seconds.

Morton repeated when the TransAm train pulled into Edmonton, Canada. A field of only six regular 2.5 drivers was fleshed out with a pack of locals left over from an earlier regional race, and Morton had no trouble dominating the action. Alfa was represented in the winner's circle by Bert Everett, who followed Morton.

Back in the U.S. for the fifth



Mike Downs' Datsun leads the Alfa of Horst Kwech and John Morton's Datsun

OLATHE EVENT

The 2.5 Challenge struck off by itself late in July for a race on the 2.2-mile Olathe (Kan.) airport course in front of 49,000 fans. Morton lapped the field on the way to this victory and a slight points

(Continued on page 13)



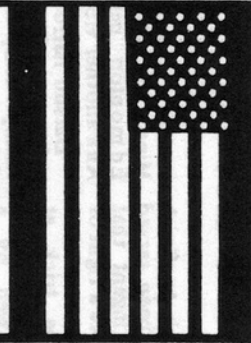
The

alfa owner



NEWSLETTER OF THE ALFA ROMEO OWNERS CLUB

alfa  romeo
TRANS AMERICAN
CHAMPION 1970



Alfa Romeo Wins 1970 Trans-Am

Remember when the two-liter Porsches were winning all the time? And the poor little 1600cc GTAs were panting to keep up? Those Porsches would have been pretty short of breath themselves, trying to keep up with the Alfas this year. If they could, that is.

You already know that Alfa won the 1970 TransAm under two-liter title, and that Horst Kwech came home with the most driver points. The fantastic thing was that nobody else was even close. The BMW 2002s were out in their first full year of racing and had more power, but more problems along with it. Only the other Alfas were around to give the leaders a little excitement from time to time.

The first races of the series were Laguna Seca, Lime Rock, Bryar, Mid-Ohio and Bridgehampton. A flat tire at Laguna kept Horst out of the winner's circle, and a too-small fuel cell hung him up in all the others even though he could seemingly break out and lead the race at any time - up to the end. At Donnybrooke, the toughest BMW competition broke down and finally allowed Kwech to take his first checker. When Elkhart Lake came around, Horst had it all together and was able to clean the BMW's cuckoo clocks with ease.

Horst just about had another win at Mont Tremblant when he spun on the last lap, but the victory parade was still all Alfas, led by Lee Midgley. Horst won again at Watkins Glen, Bert Everett won at Kent when Horst's oil pressure faltered, and the two had a real ding-dong at the wind-up race at Riverside, where they were only fractions of a second apart. That

was the first race for Horst's new GTV, advertised by some as the mysterious plastic-bodied GTAm raced this year in Europe but was actually a steel-bodied GTV off the showroom floor from Knauz Continental Motors in Lake Forest, Illinois. With some AUSCA tricks, of course.

Things ended up with Horst having 70 points to 34 for Midgely and 27 for Everett. Next were Pike and Schuster in BMW's (23 points each) followed by assorted Alfas and BMWs in varied order. In all, Alfas occupied seven of the top twelve places, with BMWs filling in the gaps.

Horst won a total purse of \$8500, which is not a whole lot when you think there was at least \$20,000 in parts and labor tied up in his Wetson Racing GTA even before the season started. But it must have been a heap of fun!

BE STUCK UP ABOUT THE TRANSAM VICTORY!

Alfa Romeo is justifiably proud of their Transam win for 1970, and has gone out and gotten us a bunch of new decals, as shown on this page. You can have one free for your Alfa (they stick on the inside of any window, just like the AROC decal badges) just by writing us. Send a self-addressed envelope, with postage on it, to: AROC TransAm Sticker, P.O. Box 331, Northbrook, Illinois 60062. They will be supplied until our stock runs out.

When Parnelli Jones comes up from behind,
women faint and strong men finish 2nd, 3rd and 4th

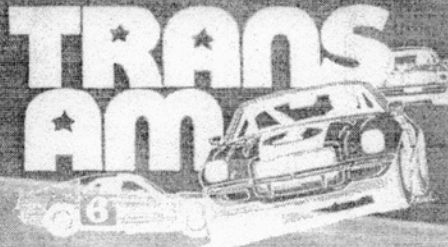


PHOTO BY BOB MANGRUM



As Riverside went, so went the season

BY ALLAN GIRDLER

THE LAST RACE in the 1970 Trans-American series was nearly an echo of the first race. At Riverside in October, as at Laguna Seca in April, the Mustangs were clearly superior. (Parnelli Jones didn't merely close the season by repeating his opening win, he won the final race three times.) The Javelins were competitive. (Not quite up to Mustang but ready, given the right breaks—think about that—to win.) The Barracudas showed uneven promise. (Sometimes they had speed, sometimes stamina, but never both at the same time.) The Camaros weren't competitive. The Challengers were almost ready. (But always had just one more engineering problem to solve.)

What the season proved is that racing improves all the members of the breed: the weak get strong and the strong get stronger. To see why, we'll leap a few chronological barriers, from (1) qualifying at Riverside to (2) what the teams said about the season after qualifying, then to (3) the race itself.

At Riverside, Jones qualified first and second fastest in Bud Moore Mustangs. This is important. Last year, with two 2-car teams, they never recovered from the crash of

Color photo of Parnelli Jones' Mustang, pages 58-59, by Cam Warren.

three cars in one race at St. Jovite. This year, with only one team, Moore's, during the working time the crew didn't need to spend rebuilding cars, they worked the spare car into a competitive racer. Jones went out in it and set quick time of the day. Then he took the old car and went quicker still. Jones would rather drive the new car, says it fits him better, so that's the one he used in the race. An emotional decision, amply repaid, as we shall see.

George Follmer in the third Mustang was faster than anybody except Jones, which led to minor worry during the race, but served at this point to put all the other drivers in their places, that is, farther back on the grid.

Next came Dan Gurney, back behind the wheel of an All American Racers Barracuda for the last race of his career. When everything is right, the Barracuda is a match for the Mustang. Today, the edge wasn't there.

Mark Donohue was fourth fastest. The Javelin is consistent. There is nothing wrong with the car, other than not being as quick as the Mustang or Barracuda.

Relative strengths began to show, with Swede Savage's Barracuda and Peter Revson's Javelin next on the grid. Then came Sam Posey, in the Challenger newly fitted with what amounts to a racing Barracuda rear suspension.

Riverside

Vic Elford and Ed Leslie followed with the Chaparral Camaros two seconds off the pace, and they had to scramble to do it.

Tenth at the start was Milt Minter, in the American Racing Associates' 1969 Camaro, a fast—and very non-factory-sponsored—privateer.

The various turns of speed displayed during qualifying came as no surprise to Bud Moore. He is not the sort of man who blurts out his life history to strangers. In his view, not much happened during the year. His crew had more experience with their cars, the Ford engine has the most power, and the drivers are faster. Simple as that, said Moore.

However, there had been a dip in the Mustang progress chart during the season. Four wins, then two seconds. But at Road America, Follmer crashed and the best Jones could



PHOTOS BY GORDON CHITTENDEN

Jones began to pull away from the field on the first lap.

do was fifth. Then the curve started back up with a second, a third, and a victory at Kent, which clinched the title for Ford.

"We don't know why that happened," said Moore happily. "But that's all fixed now."

Moore has no enemies. Ford and the SCCA have frequently differed in their interpretations of the rules, but this year, said Moore, he and SCCA Technical Administrator John Timanus are more like friendly rivals. Moore and his helpers do everything they can think of, but "if he calls our hand on it, we fix it."

Bob Tarozzi, crew chief for the AAR Barracudas, would give a lot to be able to fix things that easily. The Barracuda effort started from behind with a new car and a crew unused to road-racing sedans. The original plans called for two race cars for Gurney and Savage, plus a test car, a spare that could be flogged around until the weak links revealed themselves. Chrysler Corp. cut back, and AAR became a one-car team. Even so, the Barracuda came up fast. Savage took top time at Bryar, Bridgehampton and Donnybrooke. At each race, the car broke. And it never saw the pole again.

"Ford and Javelin made giant steps," Tarozzi said. "We stood still."

An odd aspect here is that AAR was backed by a factory involved in racing. This means that the factory has within it people who know about racing. They are likely to insist on the use of what are to them well-proven components. The Chrysler 4-speed transmission works in NASCAR and was

presented to AAR as bulletproof. It broke. "In NASCAR," Tarozzi said, "they never move the shift lever."

It wasn't until the AAR builders talked to the Chrysler drag racers, and obtained a list of the parts routinely replaced by the professional drag teams, that the transmission could be trusted.

The factory came up with an aluminum differential carrier. Saves weight. It also flexed on the rougher tracks, fatigued, and killed differentials. At Riverside the Barracudas were back with the cast-iron carriers. (Gurney's car weighed 3207 lb, or seven more than the minimum limit, so the aluminum carrier wouldn't have done any good, anyway.)

The longest struggle has been with the oil system. The rules require wet sumps. A Trans-Am car is subject to extreme forces and combinations of forces. Keeping a head of oil at the pick-up during one-g cornering and/or braking and acceleration, while also going up or down hill, is a problem. The Barracuda engine will live under power for days, provided it has enough oil. If the pressure drops, not disappears, mind, but just drops, POW! Right through the block!

Six months, 10 races and a few engines after work began, AAR has an oil pan and pick-up that works pretty well, most of the time. Tarozzi would welcome a rule change allowing dry sumps next year.

So would Mark Donohue.

To anybody except Donohue, the first year of the Penske Racing-Javelin marriage looks like a honeymoon. No offense meant but the Javelin as it comes from the factory is a long way from best in class. The engine is both heavy and weak and the body develops twice as much drag as the 1969 Camaros raced by the Penske team.

From this humble beginning, the Javelin became a racing car. Donohue won three times and he and Revson together got four seconds and two thirds. They racked up 55 points for second in the series.

While Roger Penske promised seven wins, Donohue only said they'd give it a good try. The record shows better than



By lap two, Follmer, Gurney, et al were eating Jones' dust.

a good try. Donohue says now, "We didn't take it on to come in second."

For several years it was popular to assume that Penske et al were front men for Chevrolet, that they received race-ready cars in plain brown wrappers. This was not true. Nor was it good for business. Penske and Donohue are in the business of winning races. All they have to sell is expertise. Hard to do with credit going elsewhere. Money also mattered. Running a Trans-Am team is expensive, well into six figures for a proper effort. Even sponsors like Sunoco and Sears can't do it all.

Penske put the team up for bids. American Motors made the best offer and the contract was signed. The team was allied with a factory blissfully lacking in racecraft. This was

more of a help than you'd think. Nobody at AMC had anything to lose by going along with the team's ideas. No red faces when engines blew. Nobody ever said the AMC engine was a racing engine. American Motors "did a fantastic job for us," Donohue said. "They did what they had to do . . . What a tremendous attitude."

The lack of semi-racing hardware was just as helpful. When the racing Javelins were built, only the best materials were used. The team "had every machine shop in Philadelphia on overtime" and front spindles, for example, cost \$600 each. But where last year's cars were rebuilt after every race, the basic Javelin was good for a full season.

Engines were a problem, still only partially solved. Traco built the Penske engines and developed them. At Laguna Seca, the Javelin had 370 bhp. By Riverside, peak power was 446 bhp. Still not enough but more than anybody except Penske and Traco thought was there.

The weakest point is the oil system. Same as the Barracudas but worse. Counting blown engines, testing time, fees and expenses for oil system experts, etc., the search for a workable wet sump cost \$67,000. For this incredible sum,



PHOTO BY LARRY GRIFFIN

After the crash, and despite ominous smoke, Jones charged back.

the team now has a 2-pump wet sump that works most of the time. Donohue says flatly, "There are some problems that can't be solved."

He is preparing a proposal for SCCA to allow use of dry sumps. A workable dry sump can be bought across the counter for \$800, thus lowering costs and improving reliability.

Donohue's only complaint for the year is that his team didn't win. No quarrel with the rules: "Everybody stuck to them . . . At least, I don't know of anybody cheating."

The Challenger's season has been similar to the Javelin's, except that cures came slower because the problems were more elusive. At Laguna Seca, the chassis wilted. Finding out why and changing the design, re-doing it, finding that it wasn't quite right yet, re-re-doing it, took until Bridgehampton. Posey led the race at Elkhart and it looked like the Autodynamics crew had found the magic switch. Not so. At St. Jovite "we just got driven away from in the turns."

Posey's Challenger had plenty of power, masking a rear suspension that looked better on paper than on the track. It was elaborate with fore-and-aft Watt links controlling axle travel and a horizontal Watt link for lateral location. It didn't work.

Posey learned this at Chrysler Corp.'s swap meet. The parent company reasoned that because neither Barracuda or Challenger was winning, neither had any secrets worth keeping and both teams could learn from the other. Posey and Savage drove each other's cars and Posey learned why the

competition drove past him. The Barracuda could use all its power coming out of the turns while the Challenger spun its rear tires. (As an aside, AAR and Autodynamics submitted to cross-inspection grudgingly. This happy family stuff may work in the boardroom but not in racing.)

The trick suspension was removed after Kent and Leaf springs with Panhard rod, as used by the Barracuda, were substituted. For Riverside, Posey was optimistic, just as he was when the chassis was fixed, and when he led at Elkhart.

Posey agreed with Donohue on the rules. "The climate throughout has been very calm. So much is known about the cars that you don't bother to try to get away with anything. It would be seen."

He didn't agree on the need for dry sumps. The Challenger pan works so dry sumps would cost the Challenger an advantage. Posey "doesn't believe in altruism in racing." He predicted that the rules will be changed. "The SCCA loves to do what Roger wants."

Jim Hall is the lone dissenter on the rules. "As an entrant, it's hard to know what to do . . . I don't know what kind of rules we've got."

He disagreed with the early removal of the Camaro's spoilers and didn't like the argument over the cylinder heads used at Watkins Glen, the Chaparral team's only win in 1970. The protest—involving the location of the spark plugs—didn't stick. But Hall thought he had been singled out.

"What heads are on the cars now?"

"Anybody who wants to know will have to file a protest."

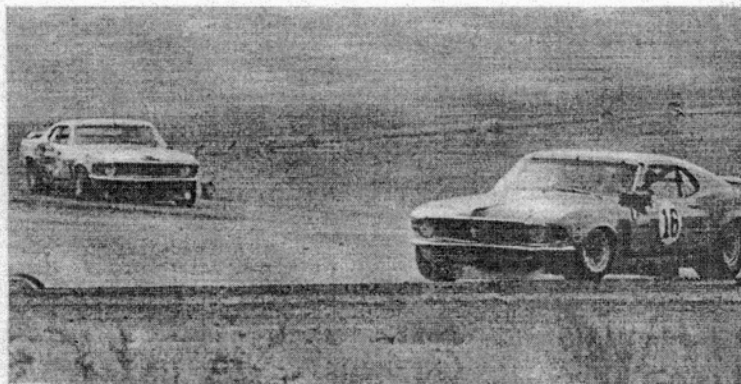
"But suppose you win and the heads are declared illegal?"

"You ever see a winner get disqualified?"

Hall's best finish in seven races was fourth. "I decided the time had come to put in somebody else."

Ed Leslie was fast, "but we messed him up with a misplaced fuel cap at Lime Rock and a blown engine at Mid-Ohio."

The small-block Chevy V-8 has no more power hidden in it. Keeping up with the newer Fords and Plymouth/Dodges →→



There is no such thing as a safe lead. Ask George Folbner.

The winner, contoured by crash, but minus the cloud of smoke.



PHOTO BY LARRY GRIFFIN

Riverside

is taking a toll. A dismal year for Chaparral. Next year? "I don't know yet, but if we do, I think we'd be better."

Milt Minter has high hopes for next year. Minter is a sports car driver, in the big leagues because Roy Woods, the sponsor and founder of American Racing Associates, considered the year an investment. He spent his money, piles of it, to field two 1969 Camaros. Look good, he reasoned, and sponsors will come forth. By Riverside there was a sponsor on the line, even though not formally committed.

Minter won the Donnybrooke Trans-Am. He did it the only way a private entrant can, by conserving his equipment and hoping that the factory cars would break. When they did that, Minter was ready. His car won't go a full race at full speed but it was strong enough to stay with George Follmer until a Camaro-Mustang shoving match ended with Follmer off course and Minter home first. He earned Camaro nine points there and two points for fifth at Laguna Seca. What did the factory do for him? There's a man who wears a Chevy T-shirt and attends all the Trans-Am races. From time to time during the season he sidled up to Minter and asked knowledgeable questions, like if, by chance, Minter's

engine was missing at 4500 rpm during uphill lefthand turns? Yes, Minter would say. Here, said the mysterious stranger, and handed Minter some carburetor parts. They worked. Minter was properly grateful for such help. Few people, however, would define it as factory assistance.

There were other teams in the series but they weren't, frankly, a factor. The first time both Owens-Corning Camaros were on the track together, they collided. The cars got better, but never good enough to be a threat to the leaders.

The T/G Firebirds never had a chance. Work started late, then the revised engine blocks were declared contrary to the spirit of the regulations, and sold. (To Buck Baker, who's been winning NASCAR races with them ever since.) Time and money shortages forced Jerry Titus to try to sort and race the car at the same time. The car didn't finish five times in a row. Titus died after a practice crash at Road America. The team missed two races. David Hobbs drove at Kent and the car broke again.

Acquainted as you now are with the cast, you can write the script for the last race of the season at Riverside. For the first few laps, you will be right. Jones and Follmer pulled away, in that order.

Early racing was done by Gurney and Savage, who both passed Donohue. Two points here: During pre-race practice, Gurney's engine died and was replaced. Savage's engine lost oil pressure and was—the team hoped—repaired. Gurney

Little Riverside Trans-Am

THE STEPCHILDREN of the Trans-American series, the under 2-liter sedans, put on a fine race of their own to close the season.

The series was settled long before this. Porsche was firmly and officially declared a non-sedan before the season began, and the Alfa Romeos had things pretty much their own way. The drivers and teams varied, but the factory got points for nine wins and two seconds. Only the best nine finishes count, so Alfa Romeo had a perfect score, 81 points. BMWs won twice, and picked up seconds and thirds sufficient to give that maker 52 points. Austin Coopers and Fiat-Abarths, with smaller engines and no factory involvement, each managed one fifth and one sixth, to tie for third in the series, at three points.

A lopsided record. The various teams compete fiercely, no matter what badge is on the hood, and the racing is much closer than the points tally.


At Riverside, the race was as close as it was physically

possible to be, minus an inch or two. Seven of the first eight cars on the grid were Alfas, either lightweight, dual-plug GTAs or heavier GTVs, with steel body panels and one plug per cylinder. The exception was Don Pike, in a BMW 2002.

Early leader Lee Midgely dropped back and out with fuel feed bothers, leaving Bert Everett and Horst Kwech, both in GTAs, and Pike to practice driving in formation.

Keen fun. The geometric shape of the dynamic trio varied from single file, to flying wedge, to three abreast. Pike was the catalyst. He couldn't quite take first, but he made things so busy for Kwech and Everett when either Alfa was in first that the other Alfa could nip through from third into first. And Pike would badger the new leader, and the new third-place man would pass, and they'd do it again.

This went on for some 15 laps, until Pike's engine faded and he fell back to a safe third. Everett and Kwech dueled, to the point of cymballing off each others doors. Everett rebounded ahead on the last lap, and won.

It was the very best sort of production car racing. If this is what the SCCA had in mind when the rules were drawn up, it's too bad it doesn't happen more often. 

Bert Everett (Alfa), Don Pike (BMW) and Horst Kwech (Alfa) convoy through turn 7 literally bumper to bumper. Good show.



PHOTOS BY GORDON CHITTENDEN



Bud Moore



Bob Tarozzi



Mark Donohue



Sam Posey



Jim Hall



Milt Minter



John Timanus

thus didn't know how much power he had and Savage didn't know how long his power would last. Savage displayed his hard-won racecraft. Donohue won at Road America by passing Savage. He passed Savage on skill. Donohue knew he could out-brake Savage but only if Savage didn't know he was going to be out-braked. So Donohue feinted an attempt to go deep and inside the Barracuda. But he didn't do it, giving Savage the idea that there was no need to shut the door. When Savage stopped being ready, Donohue out-braked him and nipped inside for the lead and the victory.

You don't have to show Savage anything more than once. At Riverside, he positioned his car to take advantage of its strength, exit power, and Donohue's positioning was to no avail. Savage gunned past and away.

Meanwhile, Jones had his first victory of the day. But as he lapped the backmarkers, one moved into the side of the Mustang, and bounced Jones into plowed ground. He came back with the right side crumpled, the fenders rubbing the tires, the driveshaft bent and in 10th place.

He beat the field again for his second win. The crowd cheered what was obviously a gallant gesture. The smoking, clattering Mustang couldn't last. Follmer had the lead and Jones had a chance to prove he could drub the opposition with a dying car.

But no, Jones was flagged in and Bud Moore's wizards cut and pried until the tires were clear. Nothing could be done about the driveshaft. The smoke was traced to the transmission, where the bent shaft had hammered out the rear seal. Gear lube was sloshing out and onto the exhaust pipes.

Indianapolis fans will recall Jones' 1963 roadster, the one that stopped leaking in the nick of time. Remember, Jones picked the slower of his two Mustangs, because he likes it. The car feels the same way. When the transmission had half its lubricant gone, the level was below the seal. No slosh, no leak. Out of pits, into the battle again.

Meanwhile, Follmer led, and second was a long way back. The placings changed during fuel stops but with the exception of Jones, nobody passed anybody.

Rather the opposite. Revson and Posey collided in turn two. Both spun but continued. Both stopped some laps later. Posey first. He walked back to the pits and was sitting on the pit wall when Revson returned.

You should know that other people in the Trans-Am group have said during the season that Posey is overly reluctant to give way. After the race, Posey will explain that his transmission broke, and that the shunt with Revson was due solely to mechanical failure.

Revson (who was not one of those commenting on Posey's driving) didn't know this. He knocked Posey over the wall, and the two drivers tussled until separated. No damage done, and the crowd enjoyed it. They never believed that stuff about nicey-nice eastern sports car drivers anyway.

Jones' third win was the best. Here he'd come, trailing Donohue by 100 yards. Next lap, bumper to bumper. And as the Javelin and Mustang came out of the turns, the Javelin would widen the gap. The lap after that, Jones was ahead. He did it on handling, brakes and skill. Fantastic.

The space behind the Mustang pit was solid with Ford brass, muttering about the risk of having Jones and Follmer fight it out. In the nick of time, Follmer's shift linkage short-

ened itself. He couldn't reach third gear. Jones went past with no more drama than a friendly nod. There the Mustangs were, first and second, and there they stayed. The pack, like water, sought its own level. Donohue finished third. Again, no problems. The Javelin simply wasn't as fast as the Mustangs. Gurney and Savage made extra stops, for fuel, tires and adjustments. Savage was fourth and Gurney fifth.

Leslie's Camaro dueled with Minter and Woods for most of the race and finally won: Leslie was sixth, Minter and Woods seventh and eighth. Hobbs recorded the first Firebird finish since Laguna Seca, in ninth.


Casualties for the day included Elford, Posey and Tony Adamowicz in the Challengers, Jerry Thompson and his Owens-Corning Camaro and Revson in the second Javelin.

A good race, a good season. Attendance was up by about one-third, on the average. The Can-Am and the Continental have problems, but the Trans-Am is a success, financial and artistic.

The safety regulations worked well this year. Trick fueling rigs were banned, and all the competitors were limited to hand-held cans. There was only one fire and that involved a car that didn't conform to the regs but which was allowed to run as a sportsmanlike gesture. A mistake, obviously.

Collapsible steering columns could be mandatory. Titus's seat belts and rollbar withstood the force of his crash, but the column was moved back against him. To quote an SCCA official, it's hard to justify not requiring a racing car to be as safe as a road car.

On the operational side, the racers ridicule the pretension that the nearest SCCA region should control Trans-Am races, with each local technical inspector liable to impose his interpretation of the rules on people who have been living with said rules for months. Timanus dealt with this ably. He shouldn't need to. Traveling professional racers deserve traveling professional officials.

Fulltime promotion couldn't hurt. The teams say promotion varies directly with the skill of each track. If the track owner doesn't know how to draw a crowd, no crowd is drawn. The Trans-Am deserves better. 

Final standings for 1970 Trans-Am Championships will be found on Page 10.

Privateer Milt Minter leads the Chaparral team and Posey.



From ALFACIONADA, Alfa Owners of Southern California

ON THE TRANS-AM TRAIL

By Lee Midgley
as told to Tom Atkins



Ed. Note: The Trans America series for sedans. Glamour. Crowds. Big Factory teams. Back-up cars. Back-up engines. Big Names. What's it like? What's it really like: Not for Parnelli, Gurney, Donohue -- what's it like for the independent dogging the series: towing around the country; living on your last dollar? Well here it is -- the nitty gritty. Lee Midgley. An underdog, under 2 liter, under-financed, under-lucked. An under-hero. But to us, a hero. Here's his story...

"It started right out. We stayed up 48 hours straight before Laguna Seca preparing for the race. When we drove to the track, the engine hadn't even been turned over. I'd forgotten to put in the bracket that holds the instrument panel in, hopped in the car and crash. The whole thing fell out. By the time the race started, we were really wishing we'd never come, but believe me, on the way home -- Well it sure is a good thing we went. (Lee won the Laguna Seca race after a long battle with Vic Provanzano's GTA.)

Mid-Ohio was the first Eastern race we hit, missing Lime Rock and Bryar in May. My kid did his usual (towing the car) and made a left turn in Flagstaff -- went almost clear to Canada before he realized his mistake. We gave him 48 hours to get to the track, which would have gotten him there just in time for practice. Well, he made it in 55, and got there with 20 min. left for qualifying. So we jammed it thru tech and got on the track but didn't make a lap. The fuel pick-up hose got crimped in the cell! (An omen for things to come.)

We got in some practice Sunday morning but there were 22 cars and I was 22nd. They easily had 9 million of the slowest BMW's -- they go like rockets down the straight and get about 10 ft. wide in every corner. It took me forever to get around 3 of them and by that time everyone else was long gone. Everett led from the beginning, and Horst and I eventually had our best race yet. But later, Horst locked his brakes and went off course and I was so busy watching him and trying to get by this BMW that I didn't even see the yellow flag. The BMW put on his brakes and I shot right by him, so they pulled me in to black flag and chewed on me a while. I finally finished third.

At Bridgehampton, we decided to save a few dollars by buying a tent to sleep in. We picked a lonely looking beach. At 6 o'clock in the morning -- it seemed like the middle of the night when somebody starts playing reveille on a bugle.

Turns out we had picked a nice spot -- right next to a whole boy scout camp! It is beautiful out there, tho -- Sag Harbor is more like California used to be than California is now.

When we went to Donnybrook, we had to place 1, 2 or 3 so we could afford to go to the next race. So we got a DNF! We were the first car there. On a Wednesday. First guys on the track -- and right away we knew something was wrong. Couldn't make it go fast. We wore out the engine practicing! We rented a cabin about 20 miles up the road from a guy who was a real racing nut -- he cleared out a garage, helped us pull the engine and all that stuff -- but back at the track, it still wouldn't go. Finally got it so I thought we could finish 3rd. Worked on it so long and got so disgusted that I forgot to put the clip in the little plastic throttle link (we were using a paper clip). So here we are going good and strong, Harry Theodoracopulos dying, Kwech going away -- as the race went on, everyone quit. Norman blew up. Schuster blew up, someone else hit a tree. They kept going away. No one left but Horst and Harry, and if we had kept going there was no way I could have been anything but second, but what happens? The throttle rod goes plink -- falls off. I stop, put it back on, drive off -- it does it again. I pull in the pits, put a wire on it and still could have finished 5th -- but it wouldn't start. So we just sat there and watched our dollars go by.

Now we had to go home and get a financial shot in the arm. That was futile. That thing in Competition Press about eating newspaper soup was no joke -- it was really looking grim!

The next race was at Elkhart Lake. We worked at Kwech's place and had everything going for us. The car was handling beautifully, lots of power, loved the track and the people -- that always helps. Got lots of sleep. But it was the same thing again. I was going around, running 3rd, Schuster right behind, Kwech up in front. Down the straight I could pull both of them. I knew it would just be a question of time -- I couldn't beat Kwech, but Schuster was no problem. Had everything in the bag, smiling big as hell, not driving hard or anything -- and the rotor broke.

Canada was next. We got to the border at Fort Erie and they wanted \$300 in guarantees. We were down to \$80 and discouraged, but finally got to the track. We pushed the car

TRANS-AM...

off the trailer to go out to practice -- and dropped a valve while idling in the pits. So we got Shankle on the phone, took the head apart, scrounged up pieces, and then the starter went dead. I finally got out to qualifying and followed Kwech around. I noticed he was tapping his brakes around an easy corner. I thought 'he doesn't have to brake here' so next time around I didn't tap my brakes -- I tapped the guard rail! Then the front brake line went -- lost another qualifying session fixing that, and had only 20 mins left. It's a difficult track to learn, and I'd had only 4 laps. So I take off -- right away I smell gasoline and the engine quits. I crawl under to listen to the fuel pump and 10 gallons of gas pour out on me. The line had blown off. Finally got it sorted out with 5 mins left to qualify -- and we'd seen the first ones there. But I qualified 6th -- a good omen. That's what happened at Laguna and I pulled it off again. Kwech got out ahead of Bert Everett and I, then Everett got by me. I thought if he could catch Kwech, that would be great. They could do each other in. The next thing I knew, the 3 of us were together really going at it. We finally broke a valve stem off a rear tire of Everett's car and I had a secure 2nd. I was just hoping to finish when I noticed I'm gaining a little. Half way thru the last lap I was right on him. He got sideways thru a corner and I hit him slightly -- it was unavoidable, and he spun. But even after the win, things were grim. The check's no good 'til the bank opens Monday morning, you know. So Bert Everett is going by and hands me \$50. These guys are really good people.

At Watkins Glen the people were so bad -- so unresponsive to us because we were in the under 2-liter class. We were the first ones there and found that only over 2-liter cars were allowed in the garages -- and we needed to change an engine. Registration was 10 mi. from the track in a grammar school. We went down there to register and the guy says he can't give my crew paddock passes because they aren't 21. We finally had to get a Philadelphia lawyer to write up something to get in. They didn't care if we ever came back. Peter Schuster (BMW) was in a rage -- 'If you more guy says anything to me, I punch him in the mouth!' The cops were real good though -- the ones who guard the garages -- and I just don't normally get along with cops.

Well, the first thing we did at the track is fry the rear end. It seems that at St. Jovite on the cool off lap or something, I picked up a rock and it poked a little hole in the rear end. We never check the rear end grease, and we'd pitted in the grass, so we didn't notice a thing. When I got on the track, going down the straight just warming the thing up in 5th gear, all of a sudden it goes 'LOCK'. God knows how many times I spun -- just went around, around, and around. Out there they ran the big cars with us in practice -- my crew thought Parnelli had run over me! I was sitting in a very good position for that, too...at the end of the straight in a downhill sweeper -- right in the line. So it was the same old thing again. Run around scrounging up parts. Finally Don Black, ARI, got some stuff for us.

One of the last things that happened was we went to check the starter and the damn ring gear turned on the flywheel and just kept going around. So we ran 20 miles down the road to Kwech's place and stole one off his spare engine. We put that in and there was something different about the thickness so the clutch wouldn't release. Couldn't find an Alfa clutch. Got one of these BAP things from Jon Norman. Nice and thick. It was so thick that the rod coming out of the transmission would hit the case before it fully released. At this point it's midnight and I didn't want to take out the trans again so I just reached up with a torch, heated the rod and bent it. That thing is made out of something strange and when you heat it, it's just like mush. It worked OK until we got in the race and everything warmed up and the clutch just kept getting farther down. Then the lining all came off the clutch and doubled up in there so the pedal wasn't working. So I am shifting without a clutch. The synchros got red hot and married to the synchro rings. I'm just trying to match the engine speed and clunking into gear and by the time the race was about 2/3 old the only gears I have left are 3rd and 5th. Then the damn throttle return spring busted. I stuck the pedal between the sole of my shoe and I'm trying to match the speed to shift gears and at the same time get by Hans Zeireiss -- racing like hell!

I was in 3rd place from the start -- Everett did his bit and hit the guard rail, then Kwech, then the wall, so I'm 2nd. I hadn't had much practice and there is one very tricky corner right in front of the pits where everyone is watching. I spun around right there and lost 2 or 3 positions and spent about a half hour catching up. Finally I'm in 3rd, Zeireiss is 2nd, and that's when the car's falling apart. The engine's only turning 6500 rpm, clutch on the floor, gas pedal broke, trying to drive it with the ignition switch -- just a mess. Zeireiss would go into a corner taking the tightest apex all around and motion you to pass on the outside which you can't do. Well I was tired, the car was falling apart, and I'd had enough. We came down to this corner, right between the pits where everyone can see. Well Zeireis misses the apex by about this much (arms spread apart) and that is enough room as far as I am concerned, so I go sailing in there and the throttle won't come back up. So I just crash against him and he goes out in the weeds. He protested me at the end and I told him -- look at the car. The pedals all lying on the floor, the clutch busted. What a hell of a season!

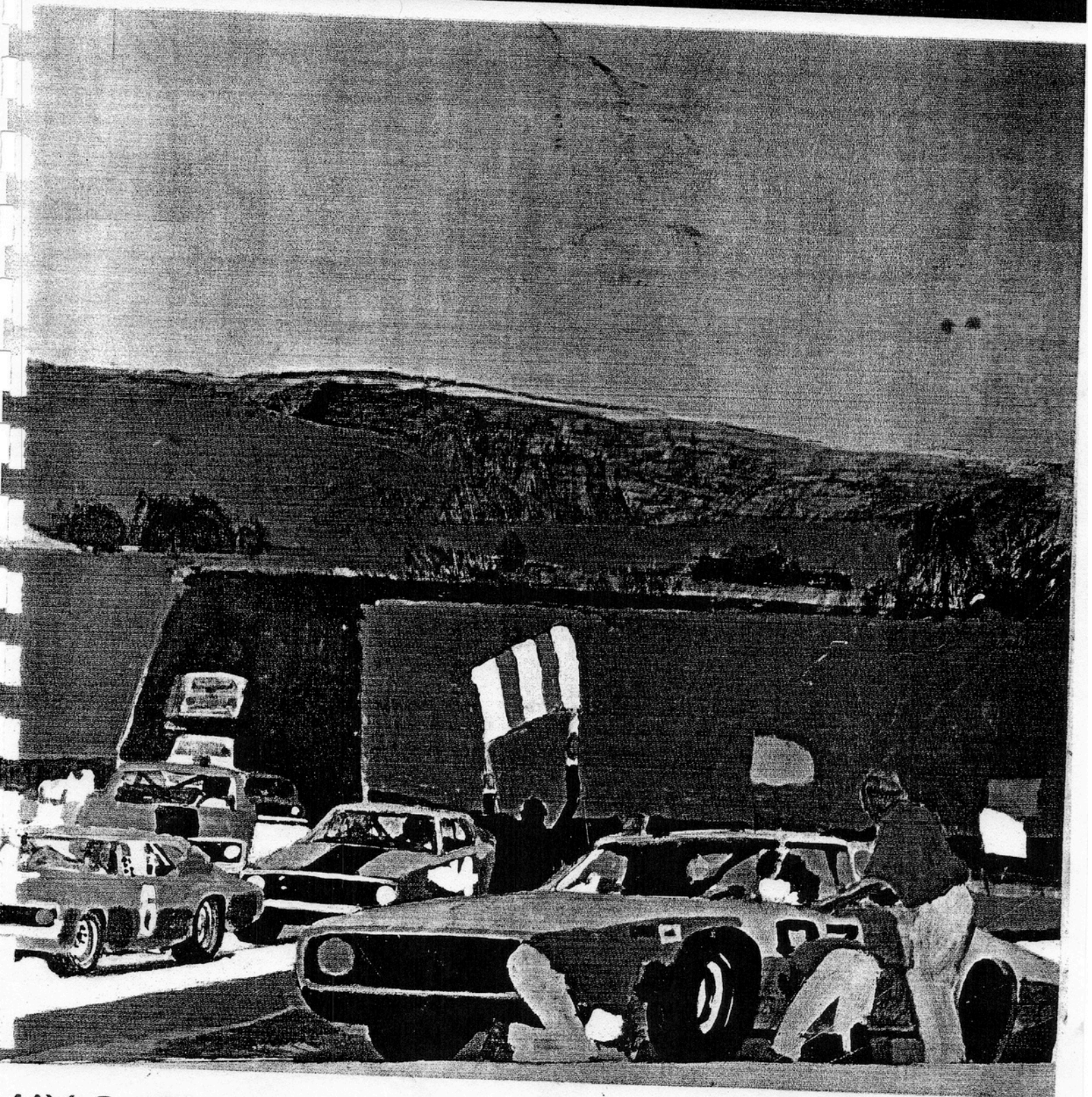
What about the tracks? I liked St. Jovite the most. The one thing we found out is that the people in the U.S. come to see the big cars, loud noises, big crashes. In Canada the people were really neat, and really enthused when we won the race. The people are lined around the hills like at Laguna. Everyone was cheering, women throwing kisses. People there are interested in good racing. They don't care if it's formula, small bore, or whatever. Even on the cool-off lap -- you know how noisy the car is -- everyone was cheering. I could hear these people cheering. That track was the best. It's one of those tracks where if you do something wrong, it's disaster.

All together with contingency money, we made about \$5,000 and spent about \$8,000. But it was a hell of a season!



SCHAEFFER TRANSAM

LIME ROCK PARK



MAY 8, 1971

ONE DOLLAR

LIME ROCK PARK



Lakeville, Connecticut 06039

Area Code 203-435-2572

SCHEDULE

Friday, May 7

8:00- 2:30 Registration & Tech
(at track)
10:00-10:45 Practice O-2.5-L Sedans
10:00-11:45 Practice U-2.5-L Sedans
12:00- 1:30 Qualifying O-2.5-L Sedans
1:45- 2:45 Qualifying U-2.5-L Sedans
3:00- 4:30 Qualifying O-2.5-L Sedans
4:45- 5:30 Qualifying U-2.5-L Sedans

9:30-10:30 Warmup U-2.5-L Sedans
11:00-12:00 Warmup O-2.5-L Sedans
12:45 Grid U-2.5-L Sedans
1:00 Start Two-Five Challenge
130.05 Miles (85 laps)
Fastest 30 Cars to Start
Grid O-2.5-L Sedans
2:45 Start Schaefer Trans-Am
3:00 200.43 Miles (131 Laps)
Fastest 30 Cars to Start
Awards Ceremony

Saturday, May 8

9:00-11:00 Registration

5:15
(Approx.)

CONTINGENCY AWARDS

BELL HELMETS

\$500 to driver winning most
Trans-Am races

CASTROL OILS - U.S. Races Only

Trans-Am: 1st \$350
2nd 150
3rd 200

CHAMPION SPARK PLUG - 11 Races

Trans-Am: 1st \$1,000
2nd 500
3rd 300
4th 200
Fastest Qualifier 250

Plus \$1,000 to driver winning
most Trans Am races

Two-Five Challenge: 1st \$100

FIRESTONE TIRE - 11 Races

Trans-Am: 1st \$600
2nd 250

Two-Five Challenge: 1st \$200

GOODYEAR TIRE - 11 Races

Trans-Am: 1st \$600
2nd 250

Two-Five Challenge: 1st \$200

HURST SHIFTERS - 11 Races

\$100 to winner of each
Trans-Am race

STP CORP. - 11 Races

Trans-Am: 1st \$250
2nd 150
3rd 50

Plus \$1,000 to the driver
winning most Trans-Am races

Two-Five Challenge: 1st \$200
2nd 100
3rd 50

Plus \$1,000 to the driver
winning most Two-Five races

OFFICIALS

T/A Chief Steward
Burdette Martin, Jr.

T/A Series Scrutineer
John Timanus

Operating Chief Steward
Tom McNeill

Race Chairman
Pete Wilke

Registrar
Ruth McNeill

Stewards of the Meeting
Walter Reese

SOM Chairman/SCCA Observer
John Bornholdt
Charlie Rainville
Les Seasongood
Floyd Stone

AWARDS

Pos.	O-2.5-L	U-2.5-L
1	\$4,000	\$1,500
2	3,000	1,000
3	2,500	750
4	2,200	500
5	1,900	400
6	1,600	300
7	1,400	250
8	1,200	200
9	1,000	200
10	800	150
11	700	150
12	600	100
13	500	100
14	400	75
15	350	75
16	300	(16-25) 50
17	250	
18	200	
19-21	150	
22-25	100	
25-30	50	
	<u>\$24,000</u>	<u>\$6,000</u>

Official Timing by HEUER

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Lime Rock, Conn. 1971

LITTLE BIG CARS

by Tony Muldoon
SCCA Press Officer

A number of racing observers have freely predicted that some of the hottest action in 1971 sedan racing would be among the under 2.5 liter cars. The new sedan regulations adopted last fall by the Sports Car Club of America liberalized preparation rules for existing sedans and permitted the entry of new ones in both club and professional competition.

The upper engine displacement limit was raised from two to two and a half liters — thus the name 2.5 Challenge series — to allow the new breed of American compact cars to try for a piece of the action. More than 70 sedans — from Europe, America, and Asia — have been approved for SCCA competition.

Besides bringing a host of new cars into competition, the SCCA sedan regulations — through a power to weight formula — are aimed at equalizing the competition. Life being what it is, some of the sedans will be more equal than others but the new regulations are expected to allow ingenuity and sound preparation to accomplish what previously limited to the purchasers of the latest "super sedan" from a highly racing oriented manufacturer.

The weight formula is the key to understanding the new SCCA sedan rules. This year, in addition to engine displacement, the capacity of the engine cylinder head is considered in defining an automobile's official weight within its class. What it amounts to is a performance potential rating system — similar to the one used in the classification of SCCA production sports cars. The major difference is that in the case of production category sports cars, one computes the capacity of the cylinder head and the induction system — carburetors, manifold, etc.

In the sedan category, however, carburetion is free. You can use whatever you want provided that it can be bolted on without modifying the cylinder head. Also, if a car is homologated with carburetors, it must use carburetors even if they are not the ones supplied by the manufacturer. If a sedan is produced with fuel injection — and such fuel injection is duly recognized by the SCCA — any modifications



may be made to that system with the exception of the fuel metering unit and/or fuel distribution unit.

Class B sedans — with engine displacements between 1,300 cc and 2,500 cc, have been assigned the following weight factors. A pushrod engine with a non-cross flow head must weigh one pound per cubic centimeter of engine displacement. Thus, a two liter car with pushrod operated valve train and a non-cross flow head must weigh at least 2,000 lbs.

A pushrod, crossflow BS car has a weight factor of 1.05 pounds per c.c.; single overhead camshaft, non-cross-flow, 1.1 pounds per c.c.; SOHC, cross-flow, 1.15 pounds per c.c. and a double overhead camshaft engine — such as the Alfa-Romeo carries — a weight factor of 1.2 pounds per c.c.

The smaller sedan classes — C and D — have displacement to weight factors of 1.2 pounds per c.c.; 1/25 pounds per c.c.; 1.3 pounds per c.c.; 1.35 pounds per c.c.; and 1.4 pounds per c.c. according to the type of engine design. Regardless of the weight factor, no sedan can be less than 80 per cent of its curb weight for reasons of safety.

That is a bit more complicated system than the SCCA has used in the past but just what does it mean for the people who have purchased tickets to come and see the race? It should mean more competition and better theater — which is, after all, the name of the game.

Starting in 1971, we should see the best imported sports sedans going head-on against the best domestic sedans. Think of it; Datsun, Alfa-Romeo and BMW, knocking fenders with Vega and Pinto. The new rules have also opened the SCCA racing doors to such cars as Opel, Toyota, Capri, Escort, Audi, Isuzu, Fiat and many others.

The pre-season favorite, on the basis of the past performance, has to be the Alfa-Romeo GTA. The Alfa has been a major factor in small sedan racing since the SCCA established the Trans-American Championship in 1966. Alfa won the under-two-liter manufacturer's championship in 1966 and 1967 and regained it in 1970. The Alfa has had more

development time than any other small sedan and is a well proven racing automobile.

You have to pick the Wetson's Alfas if you are forced into making pre-season predictions. With Horst Kweck and Harry Theodoracopoulos in the driver's seats, the orange Weston Alfas regained the manufacturers championship in 1970. Kweck, of Waukegan, Illinois, probably knows more about racing Alfas than any man in the United States and with the backing of hamburger baron Herb Wetson has to start the season with a big edge on paper anyway.

But, from Asia comes the inscrutable Datsun, from Europe the methodical BMW and from England the sturdy Triumph to do battle with the fiery Italian Alfas. Pete Brock, of El Segundo, Calif., is building a pair of Datsun 510 sedans using the experience gained in several years of running the various Datsun sports cars in SCCA National competition. R. W. "Kas" Kasner, who made Triumph sports cars a name to be reckoned with, is building a sedan, and there are expected to be BMW's from a number of shops.

Whatever the eventual line-up looks like, it is certain that the 2.5 Challenge series is going to be a hotly competitive one. Look for Alfas or BMWs to be strongest in the early races simply because of their more advanced state of racing development.

As the season goes along, however, one can expect builders such as Brock and Kasner to get their sports car racing experience pretty well transferred into sedan racing and then things should heat up even more.

Even though the starting fields were smaller than the SCCA and most of the competitors would have liked them, small sedan racing was fiercely competitive in 1970. True, the Alfa-Romeo GTA had a large point lead at the end of the year, but the BMWs were fender to fender with them at almost every race.

The way things look before the 1971 season opens, the 2.5 Challenge promises to be a real "Katy bar the door" brawl.



TRANS-AM, a look back

by John Heilig

The Trans-American Sedan Championship series — Race One for '71 is on tap for today — owes its creation directly to the popularity of the "Little Le Mans" ("Little for little sedans") races at Lime Rock and 12-hour endurance races at Marlboro. These races were generally for imported sedans although a Studebaker Lark is on record as being a winner in one of them, outlasting the Volvos and Saabs that usually won.

Despite its rightful claim to at least part of the parentage of Trans-Am racing, Lime Rock didn't get a T/A race in the first year of the series, 1966. That was the year when Bob Tullius' Dodge Dart was the top over-two-liter car, but Jochen Rindt's Alfa-Romeo was the fastest overall at Sebring in the first race. Ford Mustangs took the series that year. Tullius was a two-time winner in the Dart, as were Tom Yeager and Bob Johnson in a Mustang they shared at Mid-America and Virginia International Raceway.

In 1967, Lime Rock held its first Trans-Am race on Memorial Day. That was the first of three races that conflicted with the Indianapolis 500. It's not that Indy and the Rock took spectators away from each other; it's just that all the "factory" drivers were making left turns at Indian-no-place while their stand-ins were here.



And what stand-ins they were! Peter Revson and Ed Leslie were handling the Bud Moore Cougars in that first race while Parnelli Jones and Dan Gurney were away. Revvy promptly went out and won the four-hour race, leading Camaro-mounted Mark Donohue to the wire by over a lap. It was Peter's first ride ever in a sedan, although he was to win another race later in the year at Bryar, again in the Merc.

The 1967 race was also only the fourth race for the Camaro, and Donohue and team mentor Roger Penske spent most of the year sorting the car out and making it race-ready. That they knew how to do their job well was proven in the last two races of the year,

at Kent and Las Vegas, where Donohue drove to convincing wins. But Carroll Shelby and Jerry Titus won the title for FoMoCo, 64 points to Cougar's 62. Camaro was third in its first year of competition. Titus had four wins to lead the "driver's championship." Revson had two in the Cougar, and Donohue picked up a third win at Marlboro with Craig Fisher. Bob Tullius (Dodge), Dan Gurney (Cougar), and David Pearson (also Cougar) also had wins.

In 1968, Lime Rock was again competing with Indy. Jerry Titus and David Pearson drove for the Ford team, Mark Donohue was again Camaro mounter, while Peter Revson and George Follmer



were put in charge of the new Javelin effort for American Motors. Donohue won the Lime Rock race handily — he won 10 races that year — ahead of Titus and Revson. Titus was a winner in two races and Horst Kwech won the 13th, both in Mustangs.

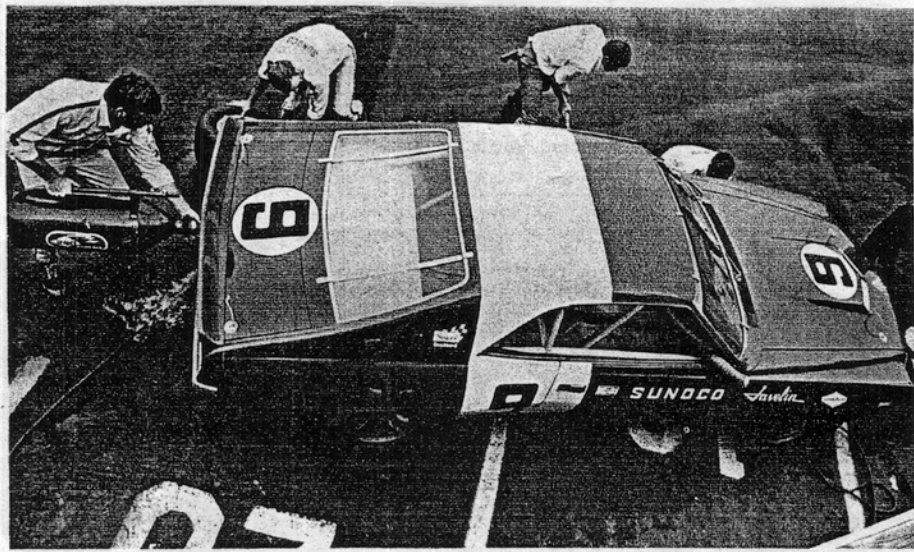
1969 looked to be Donohue's and Camaro's year again, after the convincing manner in which they demoralized the competition in 1968. But Ford was not to be outdone. They countered with two teams of two cars each — under the able leadership of Bud Moore and Carroll Shelby — with P.J. and Follmer in the Moore Mustangs, and Horst Kwech and Revson in the Shelby ponies. Memorial Day came, though, and everyone was out in the Midwest again. Ed Leslie and Bob Johnson had Penske's Camaros for the day, and Swede Savage, Sam Posey, and John Cannon joined Kwech in the saddle for the Mustang effort. Once again the subs did an excellent job, as Posey and Savage placed one-two. The Posey win was the only Shelby team win of the year, but it wasn't enough to help Mustang. When Donohue returned he promptly went on to win the series, aided slightly by a small demolition derby incident at St. Jovite that wiped out three-fourths of the Fords.

Last year was the year of the Factory in Trans-Am racing. Direct or indirect factory support came from Barracuda (Gurney and Savage), Camaro (Jim Hall and Leslie), Challenger (P.J. and Follmer). Parnelli ran away and hid at Lime Rock while the rest of the cars broke or suffered from sloppy pit work or inadequate preparation.

The series, too, belonged to Jones and Ford as they won a total of six races (five for P.J., one for George). The best the opposition could do was three wins by Donohue in the Javelin, and two Camaro wins, one each for Milt Minter and Vic Elford.

While last year was the Year of the Factory, this year will probably be the Year of the Independent. As of this writing (April 15), there's only one factory car in the race — the Sunoco-Javelin of Mark Donohue. There are a lot of rumors around about other teams coming in, but as of now they're unfounded. You will know more than I when you read this. The big factor does remain though; the economic squeeze we're going through has cut sponsorship for racing.

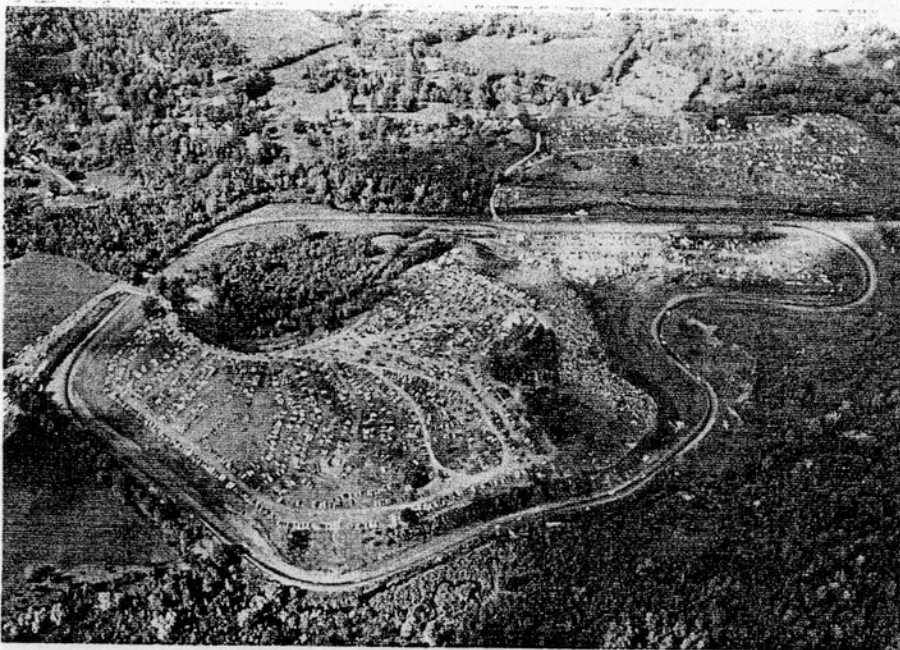
If Donohue is going to be the first to collect two checkered flags for Lime Rock Trans-Am victories, he's going to



have to beat one of the strongest independent fields ever seen in the Trans-Am series. First and foremost there will be Tony Adamowicz and Roy Woods in last year's Penske Javelins. Tony is a two-time T/A winner here, but he did it in Porsches in 1968 and 1969. Woods is the reigning ARRC A Sedan champion, so obviously he's no slouch behind the wheel. Bob Esseks, who always puts on a good show, has the ex-Posey Challenger (hopefully without the trick rear

end) and can be expected to be up there. Jerry Thompson and Tony DeLorenzo will be driving Mustangs in the 200-mile race across the finish line.

This will be the shortest Trans-Am in Lime Rock history, but 200 miles and 131 laps won't make it exactly a sprint race. Pit work will be an important factor in the race, as well as overall speed and endurance. We can't tell you who's going to win, but it should be an exciting race. So enjoy.



In order to provide consistency in judgments, SCCA's appeal system is based on a Standing Court of Appeals consisting of one member from each of SCCA's seven geographical divisions with each member serving a two-year term. At least three members of the standing court determine whether or not an appeal will be heard.

Members of an individual appeal court are appointed from among the roster of SCCA stewards and at least one member of the court must be a member of the Standing Court of Appeals. No member of a court can have been a party to a dispute that comes before it, nor can he have been a participant in the event at which the dispute arose.

Besides offering SCCA members the legal recourse of an appeals mechanism, the system has assembled a body of precedents in the interpretation of the club's General Competition Rules.

RACE CHAIRMAN: The Race Chairman is truly one of the unsung heroes of Sports Car Club of America racing. Almost all the various GCR subparagraphs describing his job begin with the word "arrange."

The Race Chairman takes care of virtually everything from the agreement between the race course owner or the SCCA national organization and the organizing SCCA region, contracts with sponsors, preparation and distribution of entry forms, the securing of proper insurance coverage, and additional services such as ambulances, fire engines and so forth.

Russ Berry, writing in the Oklahoma Region's *Gasket Gazette*, said: "The perfect Race Chairman is a clairvoyant, omniscient, diplomatic administrator with training in psychology, law, engineering, and with an understanding of almost every area of human knowledge."

CHIEF STARTER: The Chief Starter is the most visible official at an SCCA race. Dressed in his black and white striped shirt, or perhaps even more colorful clothing, so he will be more visible to the drivers, the Chief Starter gets the race underway with a drop of the green flag and ends it with the dramatic wave of the checkered flag. Between the green and the checkered flags, however, comes a lot of hard, and sometimes dangerous work.

"The starter," according to the General Competition Rules, "shall operate directly under the supervision of the Chief Steward. All competing drivers shall be under the orders of the Chief Starter from the time the automobiles are placed in their starting positions ready to start, until the competition is completed and all competing automobiles have left the course."

COURSE MARSHAL: The Course Marshal is seen touring the course in a car between races. His job is to see that the circuit is ready in all respects for the next competition.

"Ready" means a myriad of responsibilities: Corner personnel — all on station? All their equipment operating? Any gravel, dirt, oil or gasoline on the course? Emergency trucks and ambulances on station? All spectator fences intact? Crowd control personnel on station? Any stray dogs? Any paper blowing along the course? Any abandoned race cars too close to the course?

COMMUNICATIONS CHIEF: The corner stations are linked by telephone lines or, in some cases, by radio. The field or permanent communications systems come together at a central control point, usually located near the start/finish line or where the Chief Steward is stationed. The Chief Steward gets all his information on course conditions and incidents from this network.

The Communications Chief is responsible for the maintenance and use of the communications system and the flow of information on it. The techniques of his trained corner workers are much like the military or air traffic controllers — but the chief's carefully trained operators are very often women!

In some parts of the country, the jobs of communications chief and flag marshal are combined.

FLAG MARSHAL: The Flag Marshal probably has the largest staff of any key race official. He is in charge of the white-suited corner workers stationed at specified locations around the course. There may be over one hundred corner workers at an SCCA race, depending on the size or configuration of the course.

The corner workers are stationed to insure safe conditions and effect emergency measures in specific areas of the course. The several different stations thus keep the entire course under visual surveillance at all times and are able to rush emergency aid to any driver in distress while at the same time reporting the incident and calling for additional help if needed.

Most visibly, the flag personnel "talk" to the drivers while they are racing by means of colored signals, flags, boards or lights.

CHIEF TIMER AND SCORER: Practice and races are timed and scored through a variety of methods, ranging from lap charts and time cards to the most modern electronic devices.





The constant flow of information that is needed by the news media, the track announcer, and officials begins with people recruited, trained and supervised by the Chief Timer and Scorer.

Racing, like any other sporting event, must be scored meticulously and without error. The absolute necessity of providing accurate accounting of qualifying times and race finishing orders has led to the development of timing and scoring procedures employing "back up" systems and sometimes large numbers of trained personnel.

CHIEF TECHNICAL AND SAFETY INSPECTOR: The Chief Technical and Safety Inspector, also known as the Scrutineer, makes sure that all competing cars are in compliance with the regulations for their particular classifications and with the stringent safety requirements set forth in the General Competition Rules.

The Chief Technical and Safety Inspector and his crew inspect each automobile entered in each race meeting. There is no "season pass"! No automobile can go onto the course during a race meeting until it has passed technical inspection.

The Chief Technical and Safety Inspector is also charged with post-race teardowns and detailed inspections.

CHIEF RACE PHYSICIAN: The Chief Race Physician, who must of course be an M.D., is one of the critical race officials.

No Sports Car Club of America race can start unless the doctor and a staffed ambulance are standing by and ready to roll. Invariably, there are two or more race physicians because, if one leaves the premises — for example, to accompany an ambulance — the entire event must stop unless another race physician is present.

Race Physicians are unique at most races: They are the only officials prac-

ticing their vocation instead of their avocation.

OBSERVERS: Observers are usually licensed racing drivers or experienced former drivers. They are assigned to various locations around the race track, generally on corner stations. Their experience as racing drivers permits them to see some of the fine points of an individual performance.

CHIEF OF SAFETY: The Chief of Safety, appointed by the divisional safety administrator, is the Chief Steward's key assistant in all matters pertaining to the safety of competitors, officials and spectators.

The Chief of Safety's duties include, but are not limited to: pre-race inspection of the track, including barriers; the road surface and distances between the course and spectator control fences; the performance of crowd control personnel; the conduct of all race officials as they relate to safety; and the utilization of personnel in an efficient safety and emergency operation.

Sometimes, despite everyone's best efforts, accidents do occur. When they do, it is the responsibility of the Chief of Safety to make a report of the accident, including statements, photographs and diagrams.

LICENSING: With the growth of the Sports Car Club of America's club and professional racing programs, it became obvious by 1967 that high standards of proficiency for officials and workers had to be established, maintained and recognized.

The SCCA established a national program for the licensing of race officials. About 450 officials and workers held SCCA licenses in 1967. Currently, approximately 3,000 officials licenses are held by SCCA members.

Under the direction of a national Director of Officials Licensing, three grades of licenses are issued in five

basic race specialties. The new worker starts at the regional level with a log book and then can move on to divisional, national and chief licenses in the fields of Flagging and Communications; Starter; Timing and Scoring; Scrutineer, or Technical Inspector; and Race Control.

Each of the five specialties may also have several sub-specialties depending on local practices. Within the framework of the race control specialty, for instance, are sub-specialties for pit, grid and paddock marshals and miscellaneous officials.

* * *

Stewards must also be licensed by the national Sports Car Club of America organization. The fledgling Steward, who has most likely had years of experience in other areas of racing, starts out with a log book and then moves on through the divisional, divisional chief, national and national chief phases of the program.

* * *

These are the top officials at Sports Car Club of America races. They are licensed by the national organization and are held to the highest standards of performance.

The chief officials, as pointed out earlier, are assisted by many people. They travel long distances at their own expense, work long hours, and are exposed to the elements and to danger.

As with race officials everywhere, they are highly proficient volunteers. They are doing what they want to do in auto racing. No amount of money could reimburse them for their talent and ardor.

Tony Muldoon - SCCA Press Officer

KEN STODDARD, 24: Chevrolet Camaro

Ken Stoddard, who works at the Chevrolet Division's Lordstown Plant in Warren, Ohio is tackling the tough Trans-American Championship series in his second year of Sports Car Club of America road racing. In the first three races of his career, Stoddard took second in class A-Sedan at Summit Point, West Virginia and Steel Cities International Raceway in Warren, Ohio and a third place at Watkins Glen, New York. He is single, skis on snow and water, sails and swims in addition to racing.

JERRY THOMPSON, 33:

Troy Promotions Mustang

Jerry Thompson and Tony DeLorenzo, former Corvette and Camaro stars, will campaign a pair of Bud Moore built Mustangs under the Marathon Oil banner in the 1971 Trans-Am series. The move to a Ford Mustang is a big switch for Thompson who has driven Chevrolet products for almost his entire racing career. He won the 1967 Sports Car Club of America D-Production National championship in a Corvair based Yenko Stinger and the 1969 A-Production National championship in a Chevrolet Corvette. He co-drove a Corvette to sixth over-all and first in the GT class in the 1970 24 Hours of Daytona. Thompson and DeLorenzo raced a pair of Camaros under the Owens-Corning sponsorship during the 1970 Trans-Am season. Thompson, a mechanical engineering graduate from Iowa State University, water skis, does motorcycle enduro races and is a student pilot. He lives in Clawson, Michigan with his wife Jean and their three children, Kelly, Chris, and Suzanne.

WARREN TOPE, 24: Tope Racing Mustang

Warren Tope, a systems analyst from Bloomfield, Michigan, is leading his own two car team into the Sports Car Club of America's 1971 Trans-American Championship season. Tope will drive a 1970 Bud Moore Engineering built Mustang and teammate Gene Harrington will drive a Mustang built by Tope Racing. Tope's racing career began in June, 1969 at Waterford Hills, Michigan, where he won his first time out. He won the 1970 Central Division class A-Sedan championship and set lap records with his Mustang at Donnybrooke, Road America, Michigan International Speedway, Indianapolis Racing Park, Waterford Hills, and Blackhawk Farms. He qualified for the 1970 American Road Race of Champions in his first full season of SCCA national racing but was involved in an accident during practice. His back up car blew the engine after he charged from dead last to fifth place in three laps. Tope received a degree in management sciences from Oakland University in Rochester, Michigan. He is a bachelor and enjoys skiing and golfing when not racing.



ENTRY LIST

THE SCHAEFER TRANS-AM RACE
LIME ROCK PARK, CONNECTICUT

MAY 8, 1971

Over 2.5 Litre Sedans

1-3 Alfa
2-83 Handwritten BMW
3-1 BMW
4-21 BMW
5-24 Alfa

DRIVER	ENTRANT	CAR
DeLorenzo, Tony Troy, Michigan	Troy Promotions, Inc. Troy, Michigan	Ford Mustang 1970
Thompson, Jerry Troy, Michigan	Troy Promotions, Inc. Troy, Michigan	Ford Mustang 1970
Grossman, Robert Upper Grandview, N.Y.	Grossman Motor Car Corp. W. Nyack, New York	Camaro 1969
Donohue, Mark Media, Pa.	Roger Penske Enterprises Newtown Square, Pa.	Sunoco Javelin AMX -1971
Cicccone, Thomas, Jr. Providence, R.I.	Same	Camaro Z-28 1967
Bock, Larry Osceola, Indiana	Laurel Racing South Bend, Indiana	Camaro 1971
Agor, Warren Pittsford, N.Y.	Warren Agor Racing Enterprises E. Rochester, N.Y.	Camaro 1969
Nelson, Jan Woodside, N.Y.	Ray Cuomo Racing Glen Cove, N.Y.	Ford Mustang 1966
Jones, Parnelli Torrance, Calif.	Bud Moore Engineering/New York & Connecticut Ford Dealers Ass'n. Spartanburg, S. C.	Ford Mustang 1970
Gregg, Peter Jacksonville, Florida	Bud Moore Engineering/New York & Connecticut Ford Dealers Ass'n. Spartanburg, S. C.	Ford Mustang 1970
Gimondo, Vince Orlando, Florida	Takondo Racing Orlando, Florida	Camaro Z-28 Spl. Cpe. 197
Fryer, Bob Pittsburgh, Pa.	University of Pittsburgh Racing Team, Pittsburgh, Pa.	Camaro 1969
Mattera, Larry Bayside, New York	Same	Camaro 1968
Nichter, Paul South Wales, N.Y.	Nichter Associates South Wales, N.Y.	Camaro Z-28
Robbins, Marshall Royal Oak, Michigan	J. Marshall Robbins Enterprises Royal Oak, Michigan	Camaro 1971

THE SCHAEFER TRANS-AM RACE ENTRY LIST

-2-

<u>CAR NO.</u>	<u>DRIVER</u>	<u>ENTRANT</u>	<u>CAR</u>
28	Gregson, R. Dean W. Barrington, R.I.	Same	Mustang Boss - 302 1970
29	Wiseman, Peter Mississauga, Ont. Can.	Fossman Racing Mississauga, Ont. Canada	Camaro 1968
31	Tope, Warren Bloomfield, Hills, Mich.	Tope Racing Ent. Bloomfield Hills, Mich.	Mustang-Boss- 302 1970
32	Harrington, Gene Louisville, Kentucky	Tope Racing Ent. Bloomfield Hills, Mich.	Mustang Boss- 302 1970
35	Matzen, Warren Beltsville, Md.	Beall Racing Associates Beltsville, Md.	Ford Mustang 1970
39	Barg, Robert St. Catharines, Ont.Can.	Same	Camaro Z-28 1967
41	Goldleaf, Ron	Jockos, Inc.	Camaro 1968
43	Tremblay, John Orlando, Florida	Bruce Behrens Racing Winter Park, Florida	Camaro 1969
45	Pettey, Paul Litchfield, Conn.	Reventlow-Pettey Automotive	Mustang 1969
49	Tullius, Bob Falls Church, Va.	Classic Wax Special/Herb Adams Waterford, Michigan	Pontiac Tempe: 1964
57	Gimbel, John Oyster Bay, N.Y.	Same	Mustang - Bos: 302 1970
64	Esseks, Bob New York, N.Y.	Same New York, N.Y.	Dodge Challen
65	Guy, Roy-Jean Shawinigan, Que. Can.	Gelinas Auto Shawinigan, Quebec, Can.	Camaro 1969
68	Adamowicz, Tony Torrance, Calif.	American Racing Associates Northridge, California	ARA-Javelin A 1971
69	Revson, Peter Harbor City, Calif.	American Racing Associates Northridge, California	ARA-Javelin A 1971
78	Ruys De Perez, Alfred Willowdale, Ont. Canada	Same	Camaro 1969
81	Hinchliff, Ed Ypsilanti, Michigan	Same	Mustang Boss 1970
84	Lisberg, George Setauket, N.Y.	Ray Cuomo Racing Glen Cove, N.Y.	Camaro 1969

THE SCHAEFER TRANS-AM RACE ENTRY LIST

-3-

<u>DRIVER</u>	<u>ENTRANT</u>	<u>CAR</u>
Peterson, Jerry Chesterland, Ohio	Allin Engineering Chesterland, Ohio	Camaro 1968
Carter, Maurice Burlington, Ont. Can.	Maurice Carter Chevrolet Hamilton, Ont. Canada	Chaparral- Camaro 1971
Brown, Dick Laval, Quebec, Canada	Todco Racing Montreal, Quebec, Can.	Camaro Z-28 1971
Bienerth, Bob Willoughby Hills, Ohio	Same	Camaro 1968
Jett, Paul San Antonio, Texas	Paul Jett, Inc. San Antonia, Texas	Camaro Z-28 1969

THE LIME ROCK TWO-FIVE CHALLENGE RACE

Under 2.5 Litre Sedans

Lazebnik, Robert Jackson, Michigan	Same	BMW 1600 1970
Kwech, Horst Australia	Wetson's Racing Valley Stream, N.Y.	Alfa GTV 1971
Theodoracopulos, Harry Athens, Greece	Wetson's Racing Valley Stream, N.Y.	Alfa GTV 1971
Fisher, Craig Brewster, N.Y.	Faza Squadra Brewster, N.Y.	Fiat Abarth 1970
Schley, Ken Santa Ynez, Calif.	Same	Alfa GTA 1970
Roberts, Dan Runnemedede, N.J.	Barb Racing Enterprises Runnemedede, N.J.	BMW 2002 T.I. 1968
Emery, Donald L. Rochester, N.Y.	Same	BMW 2002 1968
Huber, Robert Scarsdale, N.Y.	Julius Mayer Volvo New Rochelle, N.Y.	Volvo 142 1969
Gregory, Gerry San Marino, Calif.	Gregory Racing San Marino, California	BMW 2002 1968
Choiniere, Paul Malletts Bay, Vermont	Libra International Racing S. Burlington, Vermont	Mini Cooper S 1967
Buffum, John Grand Isle, Vermont	Libra International Racing S. Burlington, Vermont	Ford Escort- Twin Cam 1971

THE LIME ROCK TWO-FIVE CHALLENGE RACE

<u>CAR NO.</u>	<u>DRIVER</u>	<u>ENTRANT</u>	<u>CAR</u>
25	Everett, Burt Conshohocken, Pa.	Gaston Andrey, Inc. Framingham, Mass.	Alfa GTA 1967
26	Andrey, Gaston Framingham, Mass.	Gaston Andrey, Inc. Framingham, Mass.	Alfa GTA 1970
27	Folsom, Mike Burlington, Vermont	Libra International Racing S. Burlington, Vermont	BMW 2002 1971
29	Geisel, Fred Miami Lakes, Florida	Miami Lakes, Florida Same as Driver	Datsun 510 1971
33	Sharp, Bob Wilton, Conn.	Bob Sharp Racing Wilton, Conn.	Datsun 510 1971
31	Larkin, Francis Binghamton, N.Y.	Autosport by Jiri Race Team Vestal, N.Y.	BMW1600 T.I. 1967
35	McKnight, Don Scarborough, Ont. Can.	Scarborough, Ont. Can. McMac Racing	Volvo 1225 1969
33	Tanner, Bob Oakville, Ont. Can.	Tanner Competition Mississauga, Canada	Escort-Twin Car 1969
36	Norburn, Russ Durham, N. C.	Russ Norburn Racing Durham, N.C.	BMW 2002 T.I. 1970
39	Pike, Don Hawthorne, Calif.	Gregory Racing San Marino, Calif.	BMW 2002 1967
71	Mollin, Dr. Arthur Port Washington, N.Y.	Arthur Mollin Racing Associates Port Washington, N.Y.	Volvo 142 1971
81	Perlman, Dave Wappingers Falls, N.Y.	Daron Racing Wappingers Falls, N.Y.	Fiat Abarth 1969
83	Ziereis, Hans Whitehouse Stn., N.J.	Foreign Cars of Hunterdon, Inc. Lebanon, N.J.	BMW 2002 1968
88	Holden, Mike Phoenix, Arizona	Same	Austin Mini- Cooper 1967

IMPORTANT NOTICE

The Memorial Day National Races are recheduled private for Saturday,
May 29.

THE AMERICAN MOTORS CUP

*Or, as the Admiral said to the Queen,
nobody came in second*

BY ALLAN GIRDLER

THE CHECKERED FLAG still fluttered over Mark Donohue's Javelin when POP! from the glovebox of every American Motors car at Lime Rock came a bumper sticker proclaiming Javelin's victory at the first 1971 Trans-Am. The Penske team and AMC were obviously confident and their confidence was not misplaced. But the credit isn't theirs alone. The Javelin had help, from the competition and from the nature of professional road racing.

Last year there were frankly factory teams from AMC, Ford and Chrysler, plus the Chaparral Camaros with semi-obvious technical help and the T/G Firebirds with help concealed from all but the sharpest eyes. Ford won, and quit winners. The others were there to win, they didn't, and they didn't come back.

district. Then there was American Racing Associates, last year's best fully-independent Camaro team now serving as the Javelin Junior Varsity. Tony DeLorenzo and Jerry Thompson switched from new Camaros to ex-Bud Moore Mustangs, there were no Barracudas or Challengers, etc. Understand, the private entries were well prepared and evenly matched. But the Trans-Am is no longer a factory battleground.

For entertainment, we turn to an underdog of mysterious origins. Bob Tullius, best known for his production car work under the Group 44 banner, turned up in a 1964 Pontiac Tempest, of the model known as GTO.

This must be true. You couldn't make it up. Way back in 1964 Pontiac brought out a performance car and enraged



FREDERICK P. FOLTZ PHOTO

AMC excepted. During the winter Penske persuaded and Donohue perfected. When tech inspection opened, there was the Javelin with dry sump oil system, bulged fenders, tested rear spoiler, flush-front grille, in short, everything a Trans-Am car could wish for. No wonder they printed those stickers beforehand.

The opposition was darned near overpowered. Parnelli Jones was there on a temporary basis. Ford dealers in New York and Connecticut paid Jones and backed Bud Moore for this race only. No sense flying the flag beyond the sales

the purists by lifting the GTO designation heretofore used by Ferrari. What wasn't known then was that somebody at Pontiac had a conscience. To justify the designation the appropriate papers were filed and the GTO was duly homologated. A gesture, obviously and nothing much was done with the model's eligibility.

Enters now some engineers at Pontiac, men who incidentally were involved with the T/G Firebird last year. They wanted to do some flag waving too, but were instructed from above not to mess with Firebirds because somebody might →→

Horst Kwech's Alfa had a safe lead and a relaxed pit crew.



PHOTOS BY BILL HALL

287
Avg.
171

After all these years, Pontiac's GTO lives up to its name.



THE TITLE DEFENDED

*Last year's winning team returns
and wins without factory backing*

SOME WONDERFUL THINGS have happened to the Trans-Am on its way to being dominated by Mark Donohue and Javelin. They aren't running away with the series. Despite the easy win at the first race, the Javelin has had problems and competition from Bud Moore and George Follmer, converted from factory team to shoestring effort

*Good loser Donohue treats covering
winner Follmer to a champagne shower.*



by a set of economic circumstances beyond their control.

The catalyst is Ford Motor Co. policy. In 1970 Ford gave Moore lots of money and got some of the money back because Moore had to buy lots of parts. From Ford. When the factory took the title and retired, Moore found himself with a large stock of equipment and experience for which there was no market. He created a market, by assembling two more 1970 Boss 302 Mustangs, replicas of the three team cars raced during last season and sold at its finish.

Drivers are Follmer and Peter Gregg, through whose good offices the team acquired a season-long but partial sponsorship from S.S. Jacobs, a Miami, Fla., construction firm. Castrol Oil is providing some financial aid, too, and Moore has enough backing to field the cars. The difference between profit and loss depends on prize money, so the team is relying on its winnings to keep going. "And," Follmer says, "it ain't easy."

But it is great fun to watch. At Bryar, second race in the series, the official clocks were stopwatches, working to the nearest 10th of a second. Donohue, Follmer and Tony Adamowicz were credited with equal times and drew lots for the pole. Follmer won and Donohue picked the third spot: perhaps an omen, because after 35 laps of Donohue and Follmer running neck and neck, side by side, the Javelin's carburetor flooded and the car stopped, unluckily in a place where safety regulations marooned Donohue for the rest of the race. Gregg and Peter Revson (in a last-year's Javelin) had a lovely battle for second, won by Gregg. So the Mustangs finished one and two, and Adamowicz dropped out with no oil pressure.

More luck at Mid-Ohio. Follmer was clearly the quickest, one second better than Donohue. But the race began in the rain. Firestone has cut back on its racing efforts, just as Ford has. Follmer is a Firestone dealer, so you can guess


Trans-Am

what tires he uses. Goodyear has been developing new tires this year, but Firestone hasn't. In the rain, Firestone is one year behind and Follmer was in 7th place after two spins and two laps.

Then the track dried and Follmer caught up and passed Donohue, as the Javelin team discovered a bug they hadn't known about. In 1970, remember, the Javelins had engine failures because the stock-based oil system didn't work well.

Now they have dry sumps and the engines can run hard enough to exhaust the brakes. Follmer won, with Donohue second and Gregg third.

The form book resumed power at Edmonton. Donohue was the quickest and he won the race. Not by much, but this time the Mustang had mechanical difficulty and Follmer finished the race with his engine hitting on seven cylinders. He was only 19 sec behind, though.

That's the actual reason for this mid-season report. At this writing the Mustang is in first place, two points ahead of Javelin. By the time you read this there will be four races left, and the title likely will still be in question. The Trans-Am is not dead and you should go watch one if you have the chance. 



THE TITLE CHALLENGED

*Give Datsun and Pete Brock some helpful rules
and they'll take Alfa Romeo and BMW*

OUR CAUTIOUS PREDICTION that the Datsun 510 might be a threat to Alfa Romeo and BMW dominance of the Trans-Am's 2.5 Challenge should have been put more strongly. The Datsun has become the overdog.

Pete Brock and John Morton, builder and driver, respectively, of the BRE 510, are responsible. Datsun is very inter-


Bert Everett showed off front roll stiffness with wheel lifting, was running third when a crash put him out near end.



ested in winning the title, as the factory was (and still is) in winning C-Production with the 240Z. Brock is a good man with the rule book. With the factory's blessing and bankroll Brock created a 510 based on the SCCA's equalization formula. The car is within a few pounds of the minimum weight for its displacement; lightweight body panels, etc. put its weight at exactly where Brock wanted it. A beautiful car, immaculate in BRE's red, white and blue color scheme.

The BRE 510 made its debut as fastest qualifier at Bryar. Morton led for 38 laps and set a class record for the course before dropping out with a broken halfshaft.

For Mid-Ohio the bugs had been worked out. Morton was fastest qualifier again and led from flag to flag except for two laps during a gas stop. He repeated at Edmonton, leaving the BMW and Alfa teams muttering about cars built to go the distance vs sprint cars that luck through.

If one car isn't enough Brock has a second Trans-Am 510 in the works. Plus, Brock says that power-to-weight is all very well on twisty circuits but that on the fast courses power-to-frontal-area, which determines top speed, is what wins races. So BRE is hard at work on a Datsun 1800 sedan. It's not sold here but it is homologated and thus eligible for the series. Brock will then have a car for acceleration and a car for top speed, whichever is more important for each track. Bob Sharp will field his 510 on occasion and there are several private Datsuns running. The Vegas and Pintos won't be missed. 

55 TARGA FLORIO

16 11A (C) 1971



Winning Alfa T-333 of Vaccarella/Hezemans.

ALFA 1-2 AT TARGA FLORIO

All of Sicily went mad with pride as Sicilian Nino Vaccarella with Toine Hezemans brought one of Carlo Chiti's Autodelta Alfa Romeo 3 liter T-33 Spyderys in for a first place in the 55th Targa Florio. Andrea de Adamich with Gijs Van Lennep finished 11 seconds behind for a clean 1-2 Alfa sweep.

The circuit is a mountainous 44.73 mile course over some of the worst public roads in all of Italy. Fulvio Tandoi driving an Alpine-Renault went off course, struck a tree, and was killed. Brian Redman, in one of the Wyer Porsches, spun off course, the car catching fire. Redman suffered serious burns and the car was destroyed. Alfa's third car with driver Rolf Stommelen, spun at the beginning of the race and retired with a broken wheel. The Vic Elford/Gerard Larrouse Porsche retired with a flat tire on the 6th lap.

This win gives Alfa Romeo 9 more points in the World Manufacturers Championship series. Porsche, however, remains too far in the lead to give anyone else much hope for the title this year.

Dry Cell Fends Off Cooling Corrosion

Our sometime correspondent E.A. Suverkrop in Spain tells us that a marvelous substitute for the electrolytic zinc elements used in radiators to stop head and block corrosion is the casing from an ordinary dry-cell battery.

Clean the cell out thoroughly, cut it down to where it will fit in the radiator opening, anchor with a sturdy brass chain, and you are secure against electrolytic corrosion for a long, long time.

Kwech Takes Lime Rock

The name of the game is TransAm and Horst Kwech plays it better than anyone. He proved that last year bringing home the highest drivers points and \$8500. for the Wetson Racing GTA.

BMW, Datsun, and other dispensers of conventional prophecy claimed Alfa would have to move over in '71 relinquishing their championship title. But if the TransAm opener at Lime Rock, Connecticut is any indication of things to come, Alfa will not be outdone in '71 either.



The Schaefer 2.5 Challenge race began in a brutal rain. Burt Everett put his Alfa GTA on the pole during qualifying with Kwech second, a Datsun and BMW right behind. Kwech got off to a bad start even before the race began. The fenders of the Wetson car had to be cut to accommodate the only available rain tires. Then on the pace lap, Kwech's door came open necessitating a trip to the pits. This left our frustrated hero in 15th position on the first lap. Later in the race the omen of bad luck visited Burt Everett's GTA which promptly stuck its nose in a sandbank. Theodoracopulos, Kwech's teammate, spun off course, pitted with a bad clutch, and joined the long list of D.N.F.

Despite the illfate of the other Alfas and his own poor start, Kwech came from 15th to 2nd on the fifth lap. Don Pike in a BMW gave Kwech a real duel for first position until the BMW engine let go on the 65th lap. That left Kwech with no real competition. BMW's were 2-3-4 followed by Alfa GTA's of Gaston Andrey and Del Taylor.

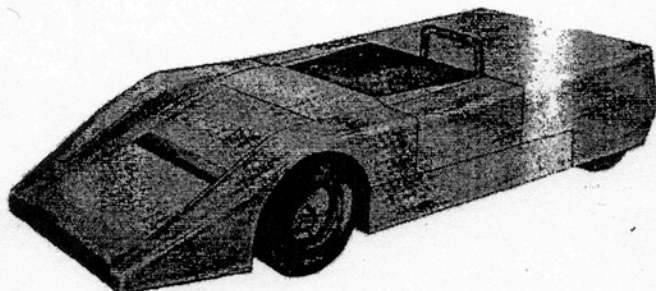
Andrey came back in the second TransAm conquering all for 1st place. BMW's were 2nd and 3rd with Kwech and Theodoracopulos 4th and 5th respectively.

The third TransAm was not as happy a tale but nobody wins them all (Datsun 1st, Alfa 2nd, 3rd, 4th, 6th).

Trans-Am 2.5 Championship Points ..	
	Lime Rock, Conn., May 8
	Loudon, N.H., May 31
	Lexington, Ohio, June 6
	Edmonton, Alta, June 20
	Brainerd, Minn., July 4
	Elkhart Lake, Wis., July 17
	Mt. Trablant, Que., Aug. 1
	Watkins Glen, N.Y., Aug. 15
	Brooklyn, Mich., Sept. 6
	Kent, Wash., Sept. 19
	Riverside, Calif., Oct. 3
Alfa	9 9 6
BMW	6 6 2
Datsun	-- 1 9



A ROC Driver of the Month



The Spartan by Fisk Engineering - powered by Alfa.

KENT FISK -

Faster Than a Plumber's Truck

The history of amateur racing has a long pedigree both of cars and drivers. If you are going to take up the sport, you're going to have to meet some stiff competition, Kent Fisk can and does.

Kent, a guru of the methodical method, started racing two years ago with an exotic C Sports Racing Alfa ("Alfa makes the most reliable engine in the world"). His route took him from drivers school, through two firsts, three seconds, and one DNF for the regional championship of the season.

The only sane approach to racing is honesty. And Kent says honestly he was pushing his car too close to its limit. Focused on the task of remedying this, Kent has taken this year off to better his machine. He is presently moulding a new body (pictured above) to achieve a broader wheel base - overall length 141", overall width 63", front height from the ground 24", rear 28", ground clearance 3½", wheel base 88 to 90". Kent, a former Lockheed engineer, estimates the weight of the new body at 70 lbs. and the total of the assembled car will be approximately 800 lbs. The mould is for sale and if you need proof of its validity on the track, watch out for Kent Fisk next season!

The BRE Datsun

by Ken Askew

You're kidding! A 140 mph Datsun 510? It can't be true. But it is. There definitely is a Brock Racing Enterprises. The Land of the Rising Sun, the Divine Wind (Kamikaze in Japanese) has breathed its breath on the Trans-Am series for 2.5 liter cars. Horrified, unbelieving Alfa Enthusiasts watched as Kwech's best time was bettered in practice - qualifying on Saturday.

There was a rumor around the race course on Saturday that the parade of Pony cars sent out 30 seconds apart had some-

thing to do with Sunday's race but, if they did, it certainly didn't look like racing. Someone named Donahue seemed fastest. He had a very funny car but since he has never driven small cars like Alfas or Porsches, it is hard to tell, if he can really drive. Bert Everett, on the other hand, could swing his Alfa through the turns in classic style on two or three wheels. Lee Midgley went his own way quietly and got ready for the race.

The ominous, inscrutable Datsun was the object of intense speculation as the weary travelers from Detroit gathered around the tables of the Derrick Motel dining room after their swims and/or showers. After dining leisurely, the safari of Boelters went for pop and ice to stock the club for the next days racing. After a cyneigistic struggle with a reluctant ice machine, a purchase of a cooler to keep it in, a packing of our ice with dry ice to preserve it, carrying the ice some forty miles to have it, we gave it to Gus Andrey to cool his fuel cell to get a little more gas in his Alfa.

Spirits were cynically lifted when Craig Morton in the Datsun set a new lap record and then blew his engine in morning practice. Spirits were cruelly wilted by the installation of a spare which was even better.

It is a painful experience, even now, to record the actual race, but honesty requires it be recorded that Morton, in the Nagasaki Revenge, drove faultlessly to a win while the Alfas proceeded to cannibalize themselves. Midgley was in on the first lap to remove sheet metal from the wheel well. Horst pursued furiously while the Datsun slipped through the Alfas (who seemed too busy racing with each other to notice). Team work to Alfa drivers seemed to mean let the Nissan Nightmare go and block any Alfas that try to pass to chase him. Theodoracopulos (I was dared to write that) motored gently, until Kwech tried to lap him, then went racing. Bert Everett and Lee Midgley summed it all up by running into each other and eliminating themselves.

Storm clouds gathered while the Formula cars provided intermission. Underdressed "ladies" turned into mobile tents while Detroit Alfisti strung out a great plastic sheet to catch the wind, and occasionally some rain. The Pony cars changed to rain wear while the pain of the 2.5 Challenge race throbbled dully. The monsters started the Trans-Am race in the rain and we knew that Mid-Ohio can always come up with something to match the Demolition Derby.

Penske's Javelin led at first and mostly with Tullius' Grand National Midget Tempest wallowing after. As the track dried up, the racers resorted themselves behind Donahue and Tullius. The Mustangs began to move through traffic as cars distributed themselves along the retaining walls. Gene Harrington bull-dogged the track clear at places while someone else removed the communications at turn eight. Tullius mis-cued and lost time in the grass. Donahue lost time in the pits and the Mustangs of Fullmer won the race. Whatever happened to sports car racing?

Wet and mud reduced the infield to a morass which, having been successfully navigated, led to the sad sight of the Alfa-Watson team stuck in the mud. Finally, with enough help from Alfa enthusiasts, the truck was free. Horst had had a bad day. When an Alfa Romeo Inc. executive was told later how we all cried all the way home, he said, "Get used to it."

from "Alfa Giornale" of Detroit

The Alfa Owner

10/7/78



Dear Owner... continued

'you.'
If a person is in the U.S., they need have no concern about crossing the border. Winmar works with you so there is no problem. I trailered an Alfa across the border to them and one phone call had the paper work waiting at the border in a hours time (when driving across no paper work needed).
Anybody in the area who needs help should call Roland, the Service Manager. The people around here (central Michigan) with Alfas drive over 100 miles to this dealer which is a short distance for a "good" dealer.

John Schoepke
Okemos, Michigan

DEAR OWNER:

In obtaining the necessary metric tools for my new 1750 Berlina, my first Alfa. I ran into all kinds of problems finding an Allen-wrench for the cam-covers and transmission-plug. A

Trans-Am '71...continued

the press, or was offended by my breath (but I use Scope) as he had nothing to say on the matter. "It's too early to tell" was all he contributed.
Kwech, however, contributed far more at Laguna Seca, the final run-off for the Trans-Am Championship. He brought his beastly machine across the line first showing God and everyone what a real winner looked like. Twenty hours later Kwech was disqualified for an oversized fuel cell and Datsun inherited the title. It was a disappointing end but you still don't have to "Drive a Datsun" to decide...

Trans-Am '71

The 6th annual Riverside Trans-Am turned out to be a dreary and mindless grind of Datsun persistence (perhaps it is ungenerous to pursue the details further).
The opening speech by some high-up from Nissan should have been recorded in the annals of eroded truth - his oratory on how the Trans-Am track Datsuns are no different than the ones at "your local Datsun dealer" made even the Nissan freaks snicker. Anyway that's how it started and it ended no better.
Kwech pitted several laps into the race and was two down before anyone knew what the problem was. Theodoracopulos followed the Kwech show with a pit stop of his own leaving Bert Everett to battle the two leading BRE Datsuns. It was soon apparent that John Morton was running away with the race (I'd call 1 minute lead "running away"). Everett and Mike Downs played leap-frog for second and third. Luckily for Alfa, Everett got the last leap - Datsun 1st, Alfa 2nd, Datsun 3rd.
All was not wasted as the event gave me the opportunity to interview Kwech, Everett, and Theodoracopulos. I asked Harry T. what he thought was the future of the under 2.5 liter

series. The problem seems to be the moronic SCCA double overhead cam penalty by which the Alfas must carry 200 extra pounds. Harry said this is absurd - the Datsuns are getting the same horse power out of their cars. Twenty years ago, yes, there was an advantage to dohc but not today. Harry said,



"This ruling is turning the series into a Datsun benefit." On top of this, Alfa's racing budget is not 1/5 that of Datsun. If some rules aren't changed, there will be no Alfa budget for the Trans-Am. Harry feels SCCA is killing this type of racing and FIA should take over.



Bert Everett was just as vehement on this subject and in the same direction. He said, "We're not getting more horse power so why should we carry the extra weight." He felt Alfa would put their racing budget behind a 4-liter Can-Am for next year if the rules aren't altered.



Horst Kwech is either a closed-mouth conservative, hates
Continued on Page 4

OFFICIAL RESULTS of the Two-Five Challenge Race for the SCCA Two-Five Challenge Championship, Lime Rock Park, Lime Rock, Conn., May 6, 1972. Event sanctioned by the Sports Car Club of America, promoted Lime Rock Park and conducted by the Northern New Jersey Region, SCCA.

1972

ce on 1.5 mile course. Event :aranteed minimum: \$7,500
 ce length: 85 laps, 130.05 mi es. Total race time: 1 hr. 30 min. 49.9 sec.
 nner's average speed: 85.968m.h. Victory margin: 13.3 sec.
 stest qualifier: John Morton. BRE Datsun, 1:01.644, 89.41mph. Fastest lap: Bob Sharp, 1:01.2, 90,00mph,
 p-15. Weather: Clear, 65 degrees.

Driver/Hometown	Car/Sponsor	Laps Comp.	Reason Out	Mfg. Pts.	Acc. \$\$	Prize \$\$
Bob Sharp, Wilton, Conn.	BRE Datsun	85		9	\$800	\$2000
Mike Downs, El Segundo, Calif.	BRE Datsun	85			200	1300
Lothar Stahlberg, Utica, N.Y.	Datsun	83			100	900
Bert Everett, Amherst, N.Y.	Alfa	83		3		700
Ed Wachs, Chicago, Ill.	Alfa	82				500
John Diamanti, Huntington, N.Y.	Alfa	82				400
George Alderman, Newark, Del.	Datsun	81				300
Edward Rogers, Aurora, N.Y.	Alfa	79				250
John Meskauskas, Merion, Pa.	Datsun	79				200
Paul Choiniere, Mallets Bay, Vt.	Austin-Cooper	75				150
Oliver Jones, Avon, Conn.	Capri	74				150
Gary Witzenberg, Royal Oak, Mich.	Datsun	74				100
Arthur Mollin, Pt. Washington, N.Y.	Volvo	70				100
Roderick Bremner, Toronto, Ont.	Cooper S	70*	eng. failure			75
John Bufum, Shelbourne, Vt.	LIR Escort	69*	oil seal			75
Robert Rolfe, Glen Allen, Va.	BMW	68				75
J. H. Magee, Rochester, N.Y.	BMW	57*	accident			75
Jerry Walsh, Englewood, N.J.	Pinto	28*	rocker arm			50
Horst Kwech, Gurnee, Ill.	Wetson Alfa	20*	gearbox			50
Al Alden, White River, Vt.	BMW	18*	eng. failure			50
John McCollister, Toledo, Ohio	VW S/B	17*	cam gear			50
Bill Baldwin, Gladstone, N.J.	Fiat	15*	eng. failure			50
Donald Emery, Rochester, N.Y.	BMW	12*	eng. failure			50
Andy Petery, Peekskill, N.Y.	BMW	9*	eng. failure			50
George C. Rainville, No. Scituate, R.I.	Datsun	8*	eng. failure			50
Harry Theodoracopulos, New York, N.Y.	Alfa	4*	water pulley			50
Dean Gregson, W. Barrington, R.I.	Pinto	0*	off course			50

Running at Finish
 Qualified
 John Morton, Torrance, Calif. BRE Datsun 0 push started

OFFICIAL RESULTS for the SCCA Two-Five Challenge race, Bryar Motorsport Park, Loudon, N.H., May 29, 1972. Event sanctioned by the Sports Car Club of America, promoted by Bryar Motorsport Park, and conducted by the New England Region, SCCA.

Race on 1.6-mile course. Event guaranteed minimum: \$7500.
 Race length: 70 laps, 112 miles. Total race time: 1 hr. 33 min. 20.6 sec.
 Winner's average speed: 71.987mph. Victory margin: 1 lap + 1.3 sec.
 Fastest race lap: John Morton, 1:17.5, 74.323mph. Fastest qualifier: Horst Kwech, 1:16.009,
 75.780mph (record). Weather: clear, 85 degrees. Attendance: estimated 7000.

Fln. Pos.	Driver/Hometown	Sponsor/Car	Laps		Reason	Mfg. Pts.	Prize \$\$	Acc. \$\$	Qual. Pos.
			Comp.	Out					
1	John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	70			9	\$2000	\$800	2
2	Bob Sharp, Wilton, Conn.	Simoniz/BRE Datsun 510	69				1300	200	4
3	John Buffum, Shelbourne, Vt.	Libra Int'l Ford Escort	69			4	900	100	3
4	Bert Everett, Amherst, N.Y.	Bobcor Alfa Romeo GTA	68			3	700		6
5	Wayne Sherer, Cheektouaga, N.Y.	Bobcor Alfa Romeo GTA	67				500		7
6	Mike Downs, El Segundo, Ca.	Simoniz/BRE Datsun 510	66*		driver ill		400		5
7	Mickey Cohen, Kingston, Pa.	Cohen Auto. Research Pinto	65				300		15
8	John McColister, Toledo, Ohio	Treuhart VW Super Beetle	65				250		16
9	Ed Wachs, Chicago, Ill.	Wachs Racing Alfa Romeo GTA	64*		mechanical		200		11
10	Art Mollin, Pt. Washington, N.Y.	Mollin Racing Volvo 142	63				150		14
11	Oliver Jones, Avon, Conn.	Race & Rallee Ford Capri	63				150		18
12	Harold Cunningham, Palmyra, N.Y.	Sharkey Volvo 122	59				100		19
13	Lothar Stahlberg, Utica, N.Y.	Stahlberg Datsun 510	59				100		10
14	John Meskauskas, Merion Stn., Pa.	JNA Racing Datsun 510	46*		off course		75		9
15	Ed Rogers, Aurora, N.Y.	Bobcor Alfa Romeo GTA	36*		accident		75		13
16	Harry Theodoracopoulos, N.Y., N.Y.	Pepsi/Watson Alfa Romeo GTV	26*		gearbox		75		8
17	Horst Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	13*		gearbox		75		1
18	George Alderman, Newark, Del.	Alderman Racing Datsun 510	6*		accident		50		12
19	Dean Gregson, W. Barrington, R.I.	Manley Ford Pinto	6*		broken exhaust		50		20
DNS	Mike Noble, Rochester, N.Y.	Barbara Noble BMW 2002			clutch failure				17

* Not running at finish.

June 4, 1972. Event sanctioned by the Sports Car Club of America, promoted by Mid-Ohio Sports, Inc., and conducted by the Fort Wayne Region, SCCA.

Race on 2.4-mile course. Event guaranteed minimum: \$7500.

Race length: 50 laps, 120 miles. Total race time: 1 hr. 31 min. 32.9 sec.

Winner's average speed: 78.64mph. Victory margin: 37.1 sec.

Fastest race lap: John Morton, 1:47.00, 80.74mph. Fastest qualifier: Morton, 1:45.672, 81.762mph (record).

Weather: sunny, 85 degrees. Attendance: 17,000.

Fin. Pos.	Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
1	Peter Gregg, Jacksonville, Fla.	Simoniz/BRE Datsun 510	50		9	\$2000	\$800	3
2	Mike Downs, El Segundo, Ca.	Simoniz/BRE Datsun 510	50			1300	200	4
3	Bert Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	50		4	900	100	5
4	Horst Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	49			700		2
5	Lothar Stahlberg, Utica, N.Y.	Stahlberg Datsun 510	48			500		8
6	John McCollister, Toledo, Ohio	Treuhart VW Super Beetle	47		1	400		11
7	Gary Witzenburg, Royal Oak, Mich.	Different Drummer Datsun 510	47			300		NT
8	Bob Shafer, Somerset, Pa.	Shabro Datsun 510	45			250		17
9	Ed Long, Suitland, Md.	Long Datsun 510	45			200		NT
10	A.L. Entwistle, Louisville, Ky.	Entwistle BMW 2002	45			150		20
11	Larry Clingman, Westland, Mich.	Kopp Toyota 1600	45			150		18
12	Jim Lombard, Columbus, Ohio	Coolle VW Super Beetle	44			100		19
13	Don Eichstaedt, Berkley, Mich.	Performance Service Ford Pinto	43*	eng. failure		100		12
14	John Meskauskas, Merion Stn., Pa.	Widner Coll. Datsun 510	40*	eng. failure		75		13
15	Wayne Sherer, Buffalo, N.Y.	Bobcor Alfa Romeo GTA	40*	eng. failure		75		9
16	John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	29*	overheating		75		1
17	Harry Theodoracopoulos, New York, NY	Pepsi/Watson Alfa Romeo GTV	26*	battery		75		6
18	George Alderman, Newark, Del.	Alderman Racing Datsun 510	19*	rocker arm		50		10
19	Jerry Walsh, New York, N.Y.	Racer Walsh Parts Ford Pinto	14*	throttle cable		50		16
20	Robert Huff, Hubbard, Ohio	Tim Meehan Opel Rallye	13*	eng. failure		50		14
21	John Buffum, Shelbourne, Vt.	Libra Int'l Ford Escort	9*	throttle cable				15
22	Robert Lazebnik, Jackson, Mich.	Lazebnik BMW 1600	8*	accident				7
23	Dean Gregson, W. Barrington, R.I.	Manley Ford Pinto	7*	eng. failure				22
DNS	Mike Noble, Rochester, N.Y.	Barbara Noble BMW 2002		clutch failure				21

* Not running at finish.

NT No qualifying time.

THE GLEN CHALLENGE

For the Two-Five Challenge Championship

Watkins Glen, N. Y. — Saturday, June 17, 1972

Car	Car and Driver	Type	Color
3	HORST KWECH Gurnee, Ill. Entrant: Wetson's Racing, Hewlett, N. Y.	Pepsi Alfa Romeo	Blue
4	HARRY THEODORACOPULOS New York, N. Y. Entrant: Wetson's Racing, Hewlett, N. Y.	Pepsi Alfa Romeo	Blue
5	ROBERT LAZEBNIK Jackson, Mich. Entrant: Commercial Exchange, Inc., Jackson, Mich.	BMW 1600	Orange-Black
10	STEPHEN SHARKEY Penn Yan, N. Y. Entrant: Same	Volvo 122S	Red
13	JAMES LOMBARD Columbus, Ohio Entrant: Afunzalo Racing, Columbus, Ohio	Volkswagen	Tan
17	PETER SCHWARTZOTT Niagara Falls, N. Y. Entrant: Dimension Racing, John E. Hoyt, Buffalo, N. Y.	Datsun 510	White
20	JACQUES FORTIN, M.D. Montreal, Quebec, Canada Entrant: MOJAK Racing, Montreal, Quebec, Canada	BMW	Yellow-Black
24	JOHN BUFFUM Sherburne, Vt. Entrant: LIBRA International Racing, South Burlington, Vt.	Ford Escort	Blue
25	BERT EVERETT, Conshohocken, Pa. Entrant: BOBCOR Performance, Amherst, N. Y.	Alfa Romeo	Yellow-Green
27	MIKE NOBLE Rochester, N. Y. Entrant: Barbara Noble, Rochester, N. Y.	BMW 2002	Blue-White
31	JOHN McCOLLISTER Toledo, Ohio Entrant: Treuhalt Automotive Specialties, Toledo, Ohio	VW Super Beetle	Yellow
32	GEORGE ALDERMAN Newark, Del. Entrant: George Alderman Racing, Newark, Del.	Datsun 510	White-Blue
35	MIKE DOWNS El Segundo, Calif. Entrant: Brock Racing Enterprises, El Segundo, Calif.	Simoniz-BRE Datsun 510	Red-White-Blue
36	BILL BALDWIN Gladson, N. J. Entrant: Auto Sport Racing, Bondbrook, N. J.	Flat 124	Blue
44	DONALD L. EMERY Rochester, N. Y. Entrant: Same	BMW	Red
46	JOHN MORTON Torrance, Calif. Entrant: Brock Racing Enterprises, El Segundo, Calif.	Simoniz-BRE Datsun 510	Red-White-Blue
51	FRAN LARKIN Binghamton, N. Y. Entrant: Tech Garage Racing, Binghamton, N. Y.	BMW	Yellow-Black
52	"BING" SHERER Cheektowaga, N. Y. Entrant: BOBCOR Performance, Amherst, N. Y.	Alfa Romeo	Yellow-Red
54	A. CHRISTOPHER GROSS Ijamsville, Md. Entrant: David Domizi, Weston, Conn.	Ford Cortina	Green
65	ROBERT HUFF Hubbard, Ohio Entrant: Tim Meehan, Ashtabula, Ohio	Opel-Rallye	Yellow-Black
68	Entrant: Brock Racing Enterprises, El Segundo, Calif.	Simoniz-BRE Datsun 510	Blue-White
71	LOTHAR STAHLBERG Utica, N. Y. Entrant: Stahlberg Racing, Ltd., Utica, N. Y.	Datsun 510	Black-White
72	DON EICHSTADT Berkley, Mich. Entrant: Performance Engineering, Berkley, Mich.	Pinto	Red
74	OLIVER JONES Farmington, Conn. Entrant: Race and Rallie, Farmingham, Conn.	Capri	Red-Black
84	WARREN KLINGMAN Dearborn, Mich. Entrant: Gregory Kopp, Dearborn, Mich.	Toyota Corolla	White-Burgundy
85	TONY ROLFE Glen Allen, Va. Entrant: Robert Rolfe, Glen Allen, Va.	BMW	Yellow-Blue-Orange
91	DR. ARTHUR MOLLIN Port Washington, N. Y. Entrant: Arthur Mollin Racing, Port Washington, N. Y.	Volvo 142	Red
93	JERRY WALSH Suffern, N. Y. Entrant: Racer Walsh Pinto Parts, Suffern, N. Y.	Pinto	Lavender-Chartreuse
99	GEORGE SHAFER Somerset, Pa. Entrant: SHABRO Racing Enterprises, Somerset, Pa.	Datsun 510	Orange-White

* BING ENTERED #52 BUT NOT SHOWN IN RESULTS ? DID SHELLEY RUN #52

Corp., and conducted by the Glen Region, SCCA.

Race on 3.377-mile course. Event guaranteed minimum: \$7500.
 Race length: 34 laps, 114.818 miles. Total race time: 1 hr. 16 min. 1.47 sec.
 Winner's average speed: 90.616mph (record). Victory margin: .022 sec.
 Fastest race lap: John Morton, 2:11.343, 92.563mph (record). Fastest qualifier: Peter Gregg, 2:14.653,
 90.287mph (record). Weather: sunny, warm. Attendance: not available.

Fin. Pos.	Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
1	Peter Gregg, Jacksonville, Fla.	Simoniz/BRE Datsun 510	34		9	\$2000	\$800	1
2	John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	34			1300	200	3
3	Horst Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	34		4	900	100	2
4	Mike Downs, El Segundo, Ca.	Simoniz/BRE Datsun 510	34			700		5
5	Bert Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	34			500		7
6	Harry Theodoracopoulos, New York, N.Y.	Pepsi/Watson Alfa Romeo GTV	33			400		6
7	John Buffum, Shelburne, Vt.	Libra Int'l Ford Escort	33			300		4
8	Tony Rolfe, Glen Allen, Va.	Robert Rolfe BMW 1600	30			250		20
9	Stephen Sharkey, Penn Yan, N.Y.	Sharkey Volvo 122	29			200		18
10	Jim Lombard, Columbus, Ohio	Afunzalo VW Super Beetle	29			150		13
11	Robert Lazebnik, Jackson, Mich.	Commercial Exch. BMW 1600	27			150		9
12	Fran Larkin, Binghampton, N.Y.	Tech Garage BMW 2002	18*	brakes		100		14
13	Iothar Stahlberg, Utica, N.Y.	Stahlberg Datsun 510	18			100		10
14	John McCollister, Toledo, Ohio	Treuhaf VW Super Beetle	17*	blown engine		75		16
15	George Alderman, Newark, Del.	Alderman Racing Datsun 510	14*	wheel bearing		75		12
16	George Shafer, Somerset, Pa.	Shabro Racing Datsun 510	13*	brkn gearbox		75		19
17	Mike Noble, Rochester, N.Y.	Barbara Noble BMW 2002	11*	suspension		75		15
18	Jerry Walsh, Sufforn, N.Y.	Racer Walsh Parts Ford Pinto	9*	suspension		50		17
19	Dr. Art Mollin, Port Washington, N.Y.	Mollin Racing Volvo 142	6*	blown engine		50		11
20	Wayne Sherer, Buffalo, N.Y.	Bobcor Alfa Romeo GTA	5*	blown engine		50		8
DNS	Peter Schwartzott, Niagara Falls, N.Y.	Dimension Racing Datsun 510						
	Bill Baldwin, Gladstone, N.J.	Autosport Racing Fiat 124						
	Don Eichstaedt, Berkley, Mich.	Performance Serv. Ford Pinto						
	A. Christopher Gross, Janeville, Md.	David Domizi Ford Cortina						
	Don Emery, Rochester, N.Y.	Emery BMW 2002						

* Not running at finish

OFFICIAL RESULTS of the Brown Photo Two-Five Challenge race for the SCCA Two-Five Challenge Championship, Donnybrooke, Brainerd, Minn., July 2, 1972. Event sanctioned by the Sports Car Club of America, promoted by Donnybrooke, Inc., and conducted by the Land O'Lakes Region, SCCA.

Race on 3-mile course. Event guaranteed minimum: \$7500.

Race length: 50 laps, 150 miles. Total race time: 1 hr. 36 min. 16.093 sec.

Winner's average speed: 93.489mph. Victory margin: 1 min. 27.3 sec.

Fastest race lap: Horst Kwech, 1:52.0, 96.429mph (record). Fastest qualifier: John Morton, 1:52.117, 96.328mph (record). Attendance: 4000. Weather: partly cloudy, 75 degrees.

Fin. Pos.	Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
1	Horst Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	50		9	\$2000	\$900	2
2	Bert Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	50			1300	275	5
3	Jerry Thompson, Clawson, Mich.	Latimer Racing Datsun 510	49		4	900	150	6
4	Ed Wachs, Chicago, Ill.	Wachs Alfa Romeo GTA	46			700		8
5	Richard Hull, Grand Ledge, Mich.	Hull Toyota 1600	44		2	500		7
6	James Lombard, Columbus, Ohio	Afunzalo VW Super Beetle	44		1	400		13
7	Ted Strait, Cedar Rapids, Iowa	Cyclone Toyota 1600	43			300		14
8	Tom Cronin, Chicago, Ill.	Trackside Austin Cooper	42			250		16
9	Tony Rolfe, Glen Allen, Va.	Robert Rolfe BMW 1600	42			200		17
10	Corky Bell, Arlington, Tex.	Bell Datsun 510	41			150		11
11	Peter Gregg, Jacksonville, Fla.	Simoniz/BRE Datsun 510	37*	oil pressure		150		3
12	John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	22*	accident/radiator		100		1
13	John McCollister, Toledo, Ohio	Treuhart VW Super Beetle	7*	bearing		100		15
14	Harry Theodoracopoulos, N.Y., N.Y.	Pepsi/Watson Alfa Romeo GTV	3*	drive shaft		75		4
15	Gary Witzenburg, Royal Oak, Mich	Dif. Drummer Datsun 510	1*	headgasket		75		12
DSQ	Ken Schley, Carmel Valley, Ca.	Bobcor Alfa Romeo GTA		push start				10
DNS	Russ Norburn, Durham, N.C.	Gemini Racing BMW 2002Ti						9

REMINDER TO THE PRESS:

The Sports Car Club of America, in cooperation with General Racing of Southport, Conn., is making available qualifying information and race reports for both the Trans-American Championship and Two-Five Challenge as well as the L&M Championship.

Recorded reports are available by calling (203) 255-6602 on qualifying and race days.

OFFICIAL RESULTS for the SCCA Two-Five Challenge race, Road America, Elkhart Lake, Wis., July 16, 1972.
 Event sanctioned by the Sports Car Club of America, promoted by Road America, Inc., and conducted by the
 Chicago Region, SCCA.

Race on 4-mile course. Event guaranteed minimum: \$7500.
 Race length: 27 laps, 108 miles. Total race time: 1 hr. 15 min. 0.382 sec.
 Winner's average speed: 86.393mph. Victory margin: 3.165 sec.
 Fastest race lap: John Morton, 2:43.7, 87.966mph (record). Fastest qualifier: Morton, 2:43.476,
 88.086mph. Attendance: estimated 26,000. Weather: clear, 85 degrees.

Fin. Pos.	Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
1	John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	27		9	\$2000	\$900	1
2	Mike Downs, El Segundo, Ca.	Simoniz/BRE Datsun 510	27			1300	275	3
3	Richard Hull, Grand Ledge, Mich.	Hull Toyota 1600	27		4	900	150	7
4	Lee Midgley, Hemet, Ca.	Midgley Alfa Romeo GTA	27		3	700		8
5	Horst Kwech, Gurnee, Ill.	Pepsi/Wetson Alfa Romeo GTV	26*	differential		500		4
6	Ken Schley, Carmel Valley, Ca.	Bobcor Alfa Romeo GTA	26			400		9
7	Ed Wachs, Chicago, Ill.	Wachs Alfa Romeo GTA	26			300		10
8	Gary Witzenburg, Royal Oak, Mich.	Dif. Drummer Datsun 510	25			250		13
9	Corky Bell, Arlington, Tex.	Bell Datsun 510	25			200		12
10	Ted Strait, Cedar Rapids, Iowa	Cyclone Toyota 1600	24			150		15
11	Tom Cronin, Chicago, Ill.	Trackside Austin Cooper	23			150		17
12	Tony Rolfe, Glen Allen, Va.	Robert Rolfe BMW 1600	23			100		16
13	Harry Theodoracopoulos, New York, N.Y.	Pepsi/Wetson Alfa Romeo GTV	21*	transmission		100		6
14	Jim Chambers, Grand Rapids, Mich.	Chambers Volvo 544	21			75		18
15	Bert Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	20*	unknown		75		5
16	John Meskauskas, Merion Station, Pa.	Widner Coll. Datsun 510	17*	mechanical		75		19
17	John McCollister, Toledo, Ohio	Treuhart VW Super Beetle	14*	mechanical		75		14
18	Sam Posey, San Juan Capistrano, Ca.	Simoniz/BRE Datsun 510	7*	eng. failure		50		2
DNS	Robert Lazebnik, Jackson, Mich.	Commercial Exch. BMW 1600						11

* Not running at finish.

NEXT EVENT: July 29-30, Sanair International, St. Pie de Bagot, Quebec

OFFICIAL RESULTS for the SCCA Two-Five Challenge race, Sanair Internationale, St. Pie, Que., July 30, 1972.
 Event sanctioned by the Canadian Automobile Sport Clubs and promoted by Sanair Internationale.

Race on 1.3-mile course. Event guaranteed minimum: \$7500.
 Race length: 80 laps, 104 miles. Total race time: 1 hr. 22 min. 49.3 sec.
 Winner's average speed: 75.317mph. Victory margin: 1:06.3
 Fastest race lap: Bert Everett, 1:00.3, 77.580mph. Fastest qualifier: Everett, :59.3, 78.912mph.
 Attendance: estimated 6000. Weather: clear, hot.

Fin. Pos.	Driver/Hometown	Sponsor/Car	Laps Comp	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
1	Bert Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	80		9	\$2000	\$800	1
2	Ken Schley, Carmel, Ca.	Bobcor Alfa Romeo GTA	79			1300	200	6
3	Harry Theodoracopoulos, New York, N.Y.	Pepsi/Watson Alfa Romeo GTV	78*	transmission	3	900	100	2
4	Ron Shantz, Canada	Auto Racing Dev. Datsun	76		3	700		10
5	John McCollister, Toledo, Ohio	Treuhart VW Super Beetle	76		2	500		8
6	Don Sobering, Canada	Cooper	73		1	400		17
7	Jacques Bienvenue, Canada	Manley Pinto	69			300		20
8	Monique Proulx, Canada	Mojak Racing BMW 2002	68*	blown engine		250		**NF.
9	Robert Lazebnik, Jackson, Mich.	Commercial Exch. BMW 1600	68			200		9
10	Werner Gudzus, Canada	Beach Auto. Elec. BMW	63			150		5
11	Don McKnight, Canada	Donco Racing Ent. Volvo	58			150		11
12	Paul Choiniere, Mallets Bay, Vt.	Libra Austin Cooper	39*	accident		100		14
13	Mike Noble, Rochester, N.Y.	Barbara Noble BMW 2002	39*	engine		100		13
14	Stephanie Ruys de Perez, Willowdale, Ont.	Fossmen Racing Austin Cooper	34			75		19
15	Mario Valee, Canada	Valee Austin Mini Cooper	32*	unknown		75		18
16	Jim Lombard, Columbus, Ohio	Afunzalo Racing Super Beetle	30*	engine		75		15
17	Lee Midgley, Hemet, Ca.	Shaw-Midgley Alfa Romeo GTA	24*	unknown		75		3
18	Rod Bremner, Toronto, Ont.	Fossmen Austin Cooper	19*	differential		50		12
19	Ed Wachs, Chicago, Ill.	Wachs Alfa Romeo GTA	13*	accident		50		4
20	George Comacchio, Toronto, Ont.	Dino's Garage Fiat	1*	accident		50		7
	DNS Robert Rolfe, Glen Allen, Va.	Rolfe BMW 1600						

*Not running at finish **Timed in special qualifying session

NEXT EVENT: August 19-20, Road Atlanta, Gainesville, Ga.

FINAL RESULTS of the Simoniz Two-Five Challenge race for the SCCA Two-Five Challenge championship, Atlanta, Gainesville, Ga., August 19, 1972. Event sanctioned by the Sports Car Club of America, Inc. and conducted by the Atlanta Region, SCCA.

On 2.52-mile course. Event guaranteed minimum: \$7500.
 Length: 50 laps, 126 miles. Total race time: 1 hr. 25 min. 02 sec.
 Driver's average speed: 89.05mph. Victory margin: 37.4 sec.
 1st race lap: John Morton, 1:39.932, 90.97mph. Fastest qualifier: Morton: 1:39.503, 91.28mph.
 Distance: estimated 2500. Weather: clear, hot.

7274
\$8200
\$7350
\$650

MANUFACTURE
 CHAMPIONSHIP F
 (After eight round
 SCCA Two-Five Chai
 series.)

Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual Pos	
John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	50		9	\$2000	\$550	1	1. Datsun
Sam Posey, San Juan Capistrano, Ca.	Simoniz/BRE Datsun 510	50			1300	200	3	3. Toyota
Dave Madison, Van Nuys, Ca.	Miller Datsun 510	49			900	100	5	4. Volkswagen
Ken Schley, Carmel Valley, Ca.	Bobcor Alfa Romeo GTA	48		3	700		11	
Corky Bell, Arlington, Tex.	Bell Datsun 510	48			500		8	Ford Escort
Tony Rolfe, Glen Allen, Va.	Robert Rolfe BMW 2002	45		1	400		15	
Ed Long, Suitland, Md.	Long Datsun 510	44			300		13	
Vic Matthews, Mechanicsville, Va.	Matthews Toyota 1600	44			250		16	5. Austin Cooper:
John McCallister, Toledo, Ohio	Trenhaft VW Super Beetle	44			200		12	BMW
Jim Fitzgerald, Clemmons, S.C.	Simoniz/BRE Datsun 510	43	eng. failure		150		2	
Bert Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	42*	eng. failure		150		7	
Lee Midgeley, Hemet, Ca.	Shaw/Midgeley Alfa Romeo GTA	28*	head gasket		150		7	
Lee Sacks, Owings Mills, Md.	Sacks Renault 12	20*	eng. failure		100		10	* = clinched 1st
Don Duplass, Hooma, La.	Duplass Ford Escort	4*	overheating		100		14	championsh.
Horst Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	3*	battery		75		NT	
Richard Hull, Grand Ledger, Mich.	Hull Toyota 1600	3*	oil pressure		75		4	
Tony Settember, Penngrove, Ca.	Manley RAC Ford Pinto	2*	head gasket		75		9	
Ed Wachs, Chicago, Ill.	Wachs Alfa Romeo GTA	1*	eng. failure		75		NT	

not running at finish.

EVENT: Sept. 16-17, Portland International Raceway, Portland, Ore.

5. VATESU 61 - *Charles F. Hille*
 ALFA 38
 TERRY 6
 { *WLS - 4*
FRS 500-27-4
ASSIN 600-27-1

14/12-100-1000

RESULTS of the Oregon Grand Prix Two-Five Challenge race for the SCCA Two-Five Challenge
 nship, Portland International Raceway, Portland, Ore., September 17, 1972. Event sanctioned
 Sports Car Club of America, promoted by the Portland Rose Festival Assn., and conducted by the
 region, SCCA.

1.915-mile course. Event guaranteed minimum: \$7500.
 Length: 55 laps, 105.325 miles. Total race time: 1 hr. 16 min. 17.17 sec. *\$9180*
 Average speed: 82.841mph. Victory margin: 53.63 sec.
 Race lap: Lee Midgley, 1:21.33, 84.7mph. Fastest qualifier: John Morton, 1:21.64, 84.44mph.
 Pace: estimated 7500. Weather: partly cloudy, 72 degrees.

\$7500 \$1100

Driver/Hometown	Sponsor/Car	Laps	Reason	Mfg.	Prize	Acc.	Qual.
		Comp.	Out	Pts.	\$	\$	Pos.
John Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	55		9	\$2000	\$1000	1
Richard McGriff, Bridal Veil, Ore	Simoniz/BRE Datsun 510	55			1300	300	2
John Maas, Mountain View, Ca.	FAR Performance Datsun 510	55			900	200	5
John Provenzano, Van Nuys, Ca.	Provenzano Alfa Romeo GTA	53		3	700	100	9
Richard Gordon, Portland, Ore.	Import Parts Volvo 142	52		2	500		10
Lee Anderson, Seaside, Ore.	Scandia Motors Volvo 142	52			400		13
Douglas Sande, Bellingham, Wash.	Import Motors Datsun 510	51			300		16
John McCollister, Toledo, Ohio	Treuhart VW Super Beetle	51			250		17
John Theodoracopoulos, N.Y., N.Y.	Pepsi/Watson Alfa Romeo GTV 50	50			200		6
John Schley, Carmel Valley, Ca.	Bobcor Alfa Romeo GTA	49			150		7
Norman Matovich, Burnaby, B.C.	Clemente Fiat 124	48			150		24
John Mills, Seattle, Wash.	Millspeed Opel Rallye	48			100		19
John Norman, Oakland, Ca.	Demon Alfa Romeo GTV	46			100		25
John Bennett, Anchorage, Alaska	Manley Racing Ford Pinto	37*	illegal fueling		75		20
John Stevens, Richmond, B.C.	Stevens Datsun 510	31*	electrical		75		11
John Midgley, Portland, Ore.	Stevens Datsun 510	22*	blown engine		75		12
John St. Lawrence, Salem, Ore.	Shaw/Midgley Alfa Romeo GTV	18*	engine failure		75		4
John Charles Thieriot, Los Angeles Ca.	Import Center BMW	15*	broken valve		50		8
John Bennett, Portland, Ore.	Thieriot Alfa Romeo GTA	3*	electrical		50		14
John George Cheyne, W. Hollywood, Ca.	Manley Racing Ford Pinto	1*	engine failure		50		21
John Dittmore, Redondo Bch, Ca.	Pinto Racing Ford Pinto						15
John Quinlin, Portland, Ore.	Am. Transit Corp. Ford Pinto						18
John Lividore Tomasello, Sher. Oaks, Ca	Quinlin Alfa Romeo GTV						22
	Bower/Tomasello Alfa Romeo GTV						23

MANUFACTURERS'
 CHAMPIONSHIP POINT
 (After nine rounds of
 SCCA Two-Five Challen
 series.)

1. Datsun *70th*
 2. Alfa Romeo *41*
 3. Toyota *6*
 4. Volkswagen *4*
 5. Ford Escort *4*
 6. Volvo *2*
 7. Austin Cooper *1*
- BMW |

* = clinched 1972
 championship

NEXT EVENT: Oct. 13
 Laguna Seca Race
 Monterey,

running at finish.

ctioned by the Sports Car Club of America, promoted by the Sports Car Racing Association of the Peninsula, and conducted by the San Francisco Region, SCCA.

1.9-mile course. Event guaranteed minimum: \$7500.
 54 laps, 102.6 miles. Total race time: 1 hr. 16 min. 11.31 sec.
 average speed: 80.79mph. Victory margin: 32.17 sec.
 race lap: Bobby Allison, 1:19.88, 85.62mph. Fastest qualifier: Horst Kwech, 1:16.59, 89.30mph
 Attendance: 46,300. Weather: rainy, low 60s.

\$8825

MANUFACTURERS' CHAMPIONSHIP POINT

(After ten rounds of Two-Five Challenge s

Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	54		9	\$2000	\$900	3
t Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	54		6	1300	275	1
y Allison, Hueytown, Ala.	Simoniz/BRE Datsun 510	54		900	150		4
Midgley, Hemet, Ca.	Shaw/Midgley Alfa Romeo GTV	54		700			7
Maas, Mountain View, Ca.	FAR Performance Datsun 510	53		500			2
Provenzano, Van Nuys, Ca.	Provenzano Alfa Romeo GTA	52		400			9
Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	52		300			11
Anderson, Seaside, Ca.	Scandia Motors Volvo 142S	52		250			13
erge Cheyne, N. Hollywood, Ca.	Pinto Racing Ford Pinto	51		200			14
ry Theodoracopulos, New York, NY	Pepsi/Watson Alfa Romeo GTV	51		150			6
Norman, Oakland, Ca.	Demon Alfa Romeo GTV	51		150			30
rls Thieriot, Los Angeles, Ca.	Thieriot Alfa Romeo GTA	50		100			10
id Burns, Redwood City, Ca.	Alfa Romeo GTA	50		100			12
Fitzgerald, Winston Salem, NC	Simoniz/BRE Datsun 510	50		75			5
Finn, Santa Monica, Ca.	Datsun 510	50		75			19
n McCollister, Toledo, Ohio	Treuhart VW Super Beetle	50		75			24
l Fox, Studio City, Ca.	Austin Cooper S	49		75			18
ald Murch, Portland, Ore.	Stevens Datsun 510	47		50			17
l Seip, San Jose, Ca.	Fiat 124 Sport Coupe	47		50			28
l Seip, Portland, Ore.	Renault	46		50			25
y Small, Portland, Ore.	Volvo 122S	46					16
. Ethridge, Los Angeles, Ca.	Alfa Romeo GTA	46					26
. Ghilardi, Castro Valley, Ca.	Volvo 122S	40					23
es Hensel, Redwood City, Ca.	Datsun 510	34*	head gasket				22
vidore Tomasello, Sher. Oaks, Ca	Alfa Romeo GTV	16*	lost brakes, trans.				21
e Bean, Van Nuys, Ca.	Am. Transit Corp. Ford Pinto	16*	brkn rear wheel				NT
Wachs, Chicago, Ill.	Wachs Alfa Romeo GTA	9*	electrical				8
t Hornbach, Santa Ana, Ca.	Bobcor Alfa Romeo GTA	7*	oil leak				31
Dittmore, Redondo Beach, Ca.	BRR BMW 2002Ti						15
Sacks, Owings Mills, Md.	Am. Transit Corp. Ford Pinto						20
rk Fahey, San Diego, Ca.	Renault						27
	Ford Pinto						29

* = clinched 1972 championship

FINAL EVENT: Riverside Int'l River

running at finish.

Continued on page 2

1. Bobby Williams, 1:19.88, 82.63mph. Fastest qualifier: Horst Kuech, 1:16.28, 82.10mph.
 2. Average speed: 80.73mph. Victory margin: 33.17 sec.
 3. 54 laps, 101.9 miles. Total race time: 1 hr. 18 min. 11.31 sec.
 4. 1/2 mile course. Event distance minimum: 27500.
 5. Held at the Sports Car Club of America, sponsored by the Sports Car Racing Association of the
 6. and conducted by the San Francisco Region, SCCA.

Driver/Manufacturer	Position	Time	Speed	Label	Reason	Wtd.	Hrs.	Min.	Sec.	Cost	Class	Notes
Bobo	1	1:19.88	82.63	34	OTC	3	54	10	11.31	\$2,800	Open	Champion
Williams	2	1:53.05	70.15	34	OTC	6	13	50	57.5	\$1,150	Open	5. Alfa Romeo GT
Williams	3	2:06.22	65.85	34	OTC	3	54	10	11.31	\$2,800	Open	3. Volvo
Williams	4	2:39.39	58.36	34	OTC	6	13	50	57.5	\$1,150	Open	4. Volkswagen
Williams	5	3:12.56	50.87	34	OTC	3	54	10	11.31	\$2,800	Open	6. Volvo
Williams	6	3:45.73	43.38	34	OTC	6	13	50	57.5	\$1,150	Open	7. Austin Cooper
Williams	7	4:18.90	35.89	34	OTC	3	54	10	11.31	\$2,800	Open	8. Ford Escort
Williams	8	4:52.07	28.40	34	OTC	6	13	50	57.5	\$1,150	Open	9. BMW
Williams	9	5:25.24	20.91	34	OTC	3	54	10	11.31	\$2,800	Open	10. Austin Cooper
Williams	10	5:58.41	13.42	34	OTC	6	13	50	57.5	\$1,150	Open	11. Ford Escort
Williams	11	6:31.58	6.93	34	OTC	3	54	10	11.31	\$2,800	Open	12. BMW
Williams	12	7:04.75	0.44	34	OTC	6	13	50	57.5	\$1,150	Open	13. Austin Cooper
Williams	13	7:37.92	-3.05	34	OTC	3	54	10	11.31	\$2,800	Open	14. Ford Escort
Williams	14	8:11.09	-10.56	34	OTC	6	13	50	57.5	\$1,150	Open	15. BMW
Williams	15	8:44.26	-18.07	34	OTC	3	54	10	11.31	\$2,800	Open	16. Austin Cooper
Williams	16	9:17.43	-25.58	34	OTC	6	13	50	57.5	\$1,150	Open	17. Ford Escort
Williams	17	9:50.60	-33.09	34	OTC	3	54	10	11.31	\$2,800	Open	18. BMW
Williams	18	10:23.77	-40.60	34	OTC	6	13	50	57.5	\$1,150	Open	19. Austin Cooper
Williams	19	10:56.94	-48.11	34	OTC	3	54	10	11.31	\$2,800	Open	20. Ford Escort
Williams	20	11:30.11	-55.62	34	OTC	6	13	50	57.5	\$1,150	Open	21. BMW
Williams	21	12:03.28	-63.13	34	OTC	3	54	10	11.31	\$2,800	Open	22. Austin Cooper
Williams	22	12:36.45	-70.64	34	OTC	6	13	50	57.5	\$1,150	Open	23. Ford Escort
Williams	23	13:09.62	-78.15	34	OTC	3	54	10	11.31	\$2,800	Open	24. BMW
Williams	24	13:42.79	-85.66	34	OTC	6	13	50	57.5	\$1,150	Open	25. Austin Cooper
Williams	25	14:15.96	-93.17	34	OTC	3	54	10	11.31	\$2,800	Open	26. Ford Escort
Williams	26	14:49.13	-100.68	34	OTC	6	13	50	57.5	\$1,150	Open	27. BMW
Williams	27	15:22.30	-108.19	34	OTC	3	54	10	11.31	\$2,800	Open	28. Austin Cooper
Williams	28	15:55.47	-115.70	34	OTC	6	13	50	57.5	\$1,150	Open	29. Ford Escort
Williams	29	16:28.64	-123.21	34	OTC	3	54	10	11.31	\$2,800	Open	30. BMW
Williams	30	17:01.81	-130.72	34	OTC	6	13	50	57.5	\$1,150	Open	31. Austin Cooper
Williams	31	17:34.98	-138.23	34	OTC	3	54	10	11.31	\$2,800	Open	32. Ford Escort
Williams	32	18:08.15	-145.74	34	OTC	6	13	50	57.5	\$1,150	Open	33. BMW
Williams	33	18:41.32	-153.25	34	OTC	3	54	10	11.31	\$2,800	Open	34. Austin Cooper
Williams	34	19:14.49	-160.76	34	OTC	6	13	50	57.5	\$1,150	Open	35. Ford Escort
Williams	35	19:47.66	-168.27	34	OTC	3	54	10	11.31	\$2,800	Open	36. BMW
Williams	36	20:20.83	-175.78	34	OTC	6	13	50	57.5	\$1,150	Open	37. Austin Cooper
Williams	37	20:54.00	-183.29	34	OTC	3	54	10	11.31	\$2,800	Open	38. Ford Escort
Williams	38	21:27.17	-190.80	34	OTC	6	13	50	57.5	\$1,150	Open	39. BMW
Williams	39	22:00.34	-198.31	34	OTC	3	54	10	11.31	\$2,800	Open	40. Austin Cooper
Williams	40	22:33.51	-205.82	34	OTC	6	13	50	57.5	\$1,150	Open	41. Ford Escort
Williams	41	23:06.68	-213.33	34	OTC	3	54	10	11.31	\$2,800	Open	42. BMW
Williams	42	23:39.85	-220.84	34	OTC	6	13	50	57.5	\$1,150	Open	43. Austin Cooper
Williams	43	24:13.02	-228.35	34	OTC	3	54	10	11.31	\$2,800	Open	44. Ford Escort
Williams	44	24:46.19	-235.86	34	OTC	6	13	50	57.5	\$1,150	Open	45. BMW
Williams	45	25:19.36	-243.37	34	OTC	3	54	10	11.31	\$2,800	Open	46. Austin Cooper
Williams	46	25:52.53	-250.88	34	OTC	6	13	50	57.5	\$1,150	Open	47. Ford Escort
Williams	47	26:25.70	-258.39	34	OTC	3	54	10	11.31	\$2,800	Open	48. BMW
Williams	48	26:58.87	-265.90	34	OTC	6	13	50	57.5	\$1,150	Open	49. Austin Cooper
Williams	49	27:32.04	-273.41	34	OTC	3	54	10	11.31	\$2,800	Open	50. Ford Escort
Williams	50	28:05.21	-280.92	34	OTC	6	13	50	57.5	\$1,150	Open	51. BMW
Williams	51	28:38.38	-288.43	34	OTC	3	54	10	11.31	\$2,800	Open	52. Austin Cooper
Williams	52	29:11.55	-295.94	34	OTC	6	13	50	57.5	\$1,150	Open	53. Ford Escort
Williams	53	29:44.72	-303.45	34	OTC	3	54	10	11.31	\$2,800	Open	54. BMW
Williams	54	30:17.89	-310.96	34	OTC	6	13	50	57.5	\$1,150	Open	55. Austin Cooper
Williams	55	30:51.06	-318.47	34	OTC	3	54	10	11.31	\$2,800	Open	56. Ford Escort
Williams	56	31:24.23	-325.98	34	OTC	6	13	50	57.5	\$1,150	Open	57. BMW
Williams	57	31:57.40	-333.49	34	OTC	3	54	10	11.31	\$2,800	Open	58. Austin Cooper
Williams	58	32:30.57	-341.00	34	OTC	6	13	50	57.5	\$1,150	Open	59. Ford Escort
Williams	59	33:03.74	-348.51	34	OTC	3	54	10	11.31	\$2,800	Open	60. BMW
Williams	60	33:36.91	-356.02	34	OTC	6	13	50	57.5	\$1,150	Open	61. Austin Cooper
Williams	61	34:10.08	-363.53	34	OTC	3	54	10	11.31	\$2,800	Open	62. Ford Escort
Williams	62	34:43.25	-371.04	34	OTC	6	13	50	57.5	\$1,150	Open	63. BMW
Williams	63	35:16.42	-378.55	34	OTC	3	54	10	11.31	\$2,800	Open	64. Austin Cooper
Williams	64	35:49.59	-386.06	34	OTC	6	13	50	57.5	\$1,150	Open	65. Ford Escort
Williams	65	36:22.76	-393.57	34	OTC	3	54	10	11.31	\$2,800	Open	66. BMW
Williams	66	36:55.93	-401.08	34	OTC	6	13	50	57.5	\$1,150	Open	67. Austin Cooper
Williams	67	37:29.10	-408.59	34	OTC	3	54	10	11.31	\$2,800	Open	68. Ford Escort
Williams	68	38:02.27	-416.10	34	OTC	6	13	50	57.5	\$1,150	Open	69. BMW
Williams	69	38:35.44	-423.61	34	OTC	3	54	10	11.31	\$2,800	Open	70. Austin Cooper
Williams	70	39:08.61	-431.12	34	OTC	6	13	50	57.5	\$1,150	Open	71. Ford Escort
Williams	71	39:41.78	-438.63	34	OTC	3	54	10	11.31	\$2,800	Open	72. BMW
Williams	72	40:14.95	-446.14	34	OTC	6	13	50	57.5	\$1,150	Open	73. Austin Cooper
Williams	73	40:48.12	-453.65	34	OTC	3	54	10	11.31	\$2,800	Open	74. Ford Escort
Williams	74	41:21.29	-461.16	34	OTC	6	13	50	57.5	\$1,150	Open	75. BMW
Williams	75	41:54.46	-468.67	34	OTC	3	54	10	11.31	\$2,800	Open	76. Austin Cooper
Williams	76	42:27.63	-476.18	34	OTC	6	13	50	57.5	\$1,150	Open	77. Ford Escort
Williams	77	43:00.80	-483.69	34	OTC	3	54	10	11.31	\$2,800	Open	78. BMW
Williams	78	43:33.97	-491.20	34	OTC	6	13	50	57.5	\$1,150	Open	79. Austin Cooper
Williams	79	44:07.14	-498.71	34	OTC	3	54	10	11.31	\$2,800	Open	80. Ford Escort
Williams	80	44:40.31	-506.22	34	OTC	6	13	50	57.5	\$1,150	Open	81. BMW
Williams	81	45:13.48	-513.73	34	OTC	3	54	10	11.31	\$2,800	Open	82. Austin Cooper
Williams	82	45:46.65	-521.24	34	OTC	6	13	50	57.5	\$1,150	Open	83. Ford Escort
Williams	83	46:19.82	-528.75	34	OTC	3	54	10	11.31	\$2,800	Open	84. BMW
Williams	84	46:52.99	-536.26	34	OTC	6	13	50	57.5	\$1,150	Open	85. Austin Cooper
Williams	85	47:26.16	-543.77	34	OTC	3	54	10	11.31	\$2,800	Open	86. Ford Escort
Williams	86	47:59.33	-551.28	34	OTC	6	13	50	57.5	\$1,150	Open	87. BMW
Williams	87	48:32.50	-558.79	34	OTC	3	54	10	11.31	\$2,800	Open	88. Austin Cooper
Williams	88	49:05.67	-566.30	34	OTC	6	13	50	57.5	\$1,150	Open	89. Ford Escort
Williams	89	49:38.84	-573.81	34	OTC	3	54	10	11.31	\$2,800	Open	90. BMW
Williams	90	50:12.01	-581.32	34	OTC	6	13	50	57.5	\$1,150	Open	91. Austin Cooper
Williams	91	50:45.18	-588.83	34	OTC	3	54	10	11.31	\$2,800	Open	92. Ford Escort
Williams	92	51:18.35	-596.34	34	OTC	6	13	50	57.5	\$1,150	Open	93. BMW
Williams	93	51:51.52	-603.85	34	OTC	3	54	10	11.31	\$2,800	Open	94. Austin Cooper
Williams	94	52:24.69	-611.36	34	OTC	6	13	50	57.5	\$1,150	Open	95. Ford Escort
Williams	95	52:57.86	-618.87	34	OTC	3	54	10	11.31	\$2,800	Open	96. BMW
Williams	96	53:31.03	-626.38	34								

RESULTS for the SCCA Two-Five Challenge race, Riverside International Raceway, Riverside, Ca., 8, 1972. Event sanctioned by the Sports Car Club of America, promoted by Riverside International and conducted by the California Sports Car Club Region, SCCA.

.55-mile course. Event guaranteed minimum: \$7500.
 Total race time: 1 hr. 21 min. 51.42 sec.
 Total laps: 50 laps, 127.5 miles. Total race time: 1 hr. 21 min. 51.42 sec.
 Average speed: 93.279mph (record). Victory margin: 41.4 sec.
 Qualifier: John Morton, 1:35.52, 95.729mph (record).
 Weather: clear, warm.

Driver/Hometown	Sponsor/Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$	Acc. \$	Qual. Pos.
-----------------	-------------	------------	------------	-----------	----------	---------	------------

Morton, Torrance, Ca.	Simoniz/BRE Datsun 510	50		9	\$2000	\$900	1
Gregg, Jacksonville, Fla.	Simoniz/BRE Datsun 510	50			1300	275	4
Everett, Doylestown, Pa.	Bobcor Alfa Romeo GTA	50		4	900	150	6
Stevens, Richmond, B.C.	Stevens Datsun 510	49			700		12
Burns, Redwood City, Ca.	Alfa Romeo GTA	48			500		18
Fredericks, Inglewood, Ca.	BMW	48		1	400		16
Bell, Arlington, Tex.	Bell Datsun 510	48			300		19
Redding, Poway, Ca.	Datsun 510	47			250		22
Stridge, Los Angeles, Ca.	Alfa Romeo GTA	46			200		27
Buttrie, Scottsdale, Ariz.	Ford Cortina	46			150		23
Schley, Carmel Valley, Ca.	Bobcor Alfa Romeo GTA	45			150		14
Midgley, Hemet, Ca.	Shaw/Midgley Alfa Romeo GTV	43	overheating		100		7
Matovich, Burnaby, B.C.	Clemente Fiat 124	43			100		17
Maas, Mountain View, Ca.	FAR Performance Datsun 510	41	connect. rod		75		3
Seip, San Jose, Ca.	Fiat 124 Sport Coupe	40			75		28
Burns, Montclair, Ca.	Chevrolet Vega	40			75		29
Kwech, Gurnee, Ill.	Pepsi/Watson Alfa Romeo GTV	35	eng. failure		75		2
Thieriot, Los Angeles, Ca.	Thieriot Alfa Romeo GTA	35	accident		50		20
Provenzano, Van Nuys, Ca.	Provenzano Alfa Romeo GTA	27	drive shaft		50		10
Wachs, Chicago, Ill.	Wachs Alfa Romeo GTA	26	oil leak		50		24
Fahey, San Diego, Ca.	Ford Pinto	23					31
Madison, Van Nuys, Ca.	Miller Datsun 510	19	rear end seal				9
Harris, Arroyo Grande, Ca.	Datsun 510	17	overheating				26
Allison, Hueytown, Ala.	Simoniz/BRE Datsun 510	11	connect. rod				5
McCollister, Toledo, Ohio	Treuhaf VW Super Beetle	9					25
Cheyne, N. Hollywood, Ca.	Pinto Racing Ford Pinto	8	brkn. valve				15
Norman, Oakland, Ca.	Demon Alfa Romeo GTV	8	off course				13
Theodoracopoulos, New York, NY	Pepsi/Watson Alfa Romeo GTV	6	clutch failure				4
Daily, Chula Vista, Ca.	Datsun 510						11
Tomassello, Sher.Oaks, Ca.	Bower/Tomassello Alfa Romeo GTV						21
Barnett, Bonita, Ca.	Ford Pinto						32

\$1500 \$1325

FINAL MANUFACTURE
 CHAMPIONSHIP POINTS
 (After eleven rounds of SCCA Two-Five Challenge series.)

- Datsun 81 50
- Alfa Romeo 4
- Toyota 6
- Ford Escort 4
- Volkswagen 4
- Volvo 2
- BMW 2
- Austin Cooper 1

Points based on a manufacturer's best finish in three-fourths (9) races.

* Tie broken by Escoc higher finishing

Points based on a manufacturer's best finish in three-fourths (9) races.

ENTRY LIST

THE SCHAEFER TRANS-AM RACE
LIME ROCK PARK, CONNECTICUTMAY 6, 1972
OVER 2.5 LITRE SEDANS

<u>CAR NO.</u>	<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
1	Roy Woods Racing, Inc. Northridge, Calif.	George Follmer Arcadia, California	Javelin AMX - 1971 Red/White/Blue
2	Roy Woods Racing, Inc. Northridge, Calif.	Roy Woods Northridge, Calif.	Javelin AMX - 1971 Red/White/Blue
3	John Gimbel Oyster Bay, N.Y.	John Gimbel Oyster Bay, N.Y.	Mustang - 1970 Black w/Red & White
5	Steve Ross Spenceport, N.Y.	Steve Ross Spenceport, N.Y.	Camaro - 1969 Orange
12	Trackstar Racing Equip. Bellrose, N.Y.	Dick Young Valley Stream, N.Y.	Camaro - 1967 Maroon & White
13	Warren Agor Racing Ent. E. Rochester, N.Y.	Warren Agor Pittsford, N.Y.	Camaro - 1971 Hugger Orange
14	Ray Cuomo Glen Cove, N.Y.	Jan Nelson Woodside, N.Y.	Mustang - 1966 Blue/White
15	Jocko's Racing Equip. Poughkeepsie, N.Y.	William Cagle Tampa, Florida	Camaro - 1968 Red
17	Warren Agor Racing Ent. E. Rochester, N.Y.	Kent Fellows Pittsford, N.Y.	Camaro - 1971 Hugger Orange
19	Joseph A. Miller Broadview Hts., Ohio	Paul R. Hecker Cleveland, Ohio	Camaro Z-28 - 1969 Dk. Blue & White
22	Nichter Associates Buffalo, N.Y.	Paul Nichter South Wales, N.Y.	Camaro - 1968 Blue/Orange
23	W & W Racing Ent. Morris, Illinois	Duane Winkel Morris, Illinois	Camaro - 1968 Lavender/Gold
24	J. Marshall Robbins, Ent. Troy, Michigan	Marshall Robbins Birmingham, Michigan	Mustang - 1970 Red/White
25	Libra International Racing S. Burlington, Vt.	Mike Folsom Burlington, Vt.	Mustang - 1970 Green/Black
26	Dan Furey Racing Columbus, Ohio	Dan Furey Columbus, Ohio	Mustang - 1970 Yellow/Red
31	Warren Tope Bloomfield Hills, Mich.	Warren Tope Bloomfield Hills, Mich.	Mustang - 1970 Red/White/Blue
36	Troy Promotions, Inc. Madison Heights, Mich.	Tony DeLorenzo Troy, Michigan	Mustang - 1970 Black/White/Blue

THE SCHAEFER TRANS-AM ENTRY LIST

-2-

<u>CAR NO.</u>	<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
37	Troy Promotions, Inc. Madison Heights, Mich.	Carl "Bugs" Stevens Rehobeth, Mass.	Mustang - 1970 Black/White/Blue
41	Automotive Eng. Ent. Jacksonville, Florida	Tom Nehl Jacksonville, Florida	Zabatt Camaro-1971 Blue
43	Larry Mattera Bayside, New York	Larry Mattera Bayside, New York	Camaro - 1968 Black & Blue
47	Harrington Racing Ent. Louisville, Ky.	Gene Harrington Louisville, Ky.	Camaro Z-28 - 1969 Sublime
54	Shook-Bruehler Racing Cleveland Hts., Ohio	Martin Shook Cleveland Hts., Ohio	Camaro Z-28 - 1968 Red/White/Blue
55	F. G. Racing St. Pie de Bagot, Quebec	Francois Guertin St. Pie de Bagot, Quebec	Camaro - 1967 Dark Blue
61	Gelinas Camaro Shawinigan, Quebec	Roy Jean Guy Shawinigan, Quebec	Camaro - 1969 White
63	Collins Racing West St. Paul, Minne.	Bill Collins West St. Paul, Minne.	Javelin AMX - 1971 Red/White/Blue
64	Richard Sterbins Magnolia, Delaware	Richard Sterbins Magnolia, Delaware	Camaro - 1969 Yellow - Black
65	Ray Cuomo Racing Glen Cove, N.Y.	Leo Tomczyk Whitestone, N.Y.	Mustang - 1968 Purple/White
69	Business Machines of America Silver Spring, Md.	Tom Dutton/Lou Statzer Silver Spring, Md.	Camaro - 1969 Orange/White
77	Walter Parkins White Bear Lake, Minne.	Walter Parkins White Bear Lake, Minne.	Camaro Z-28 - 1971 Orange
79	Fred Kashork Lebanon, Conn.	Dean Gregson W. Barrington, R.I.	Mustang - 1970
80	Frank Grimaldi Tewksbury, Mass.	Frank Grimaldi Tewksbury, Mass.	Camaro Z-28 - 1968 Maroon/Yellow
81	Hinchliff Racing Entries Ypsilanti, Mich.	Edward E. Hinchliff Ypsilanti, Mich.	Mustang Boss - 197 Blue
83	Al Costner Kettering, Ohio	Al Costner Kettering, Ohio	Mustang Boss - 196 White/Black
84	George Lisberg Setauket, N.Y.	George Lisberg Setauket, N.Y.	Camaro - 1969 Gold & Silver
85	JNJ Racing Pittston, Pa.	Jerry Coffee Avoca, Pa.	Mustang Boss - 197 Orange & Black

THE SCHAEFER TRANS-AM ENTRY LIST

-3-

<u>CAR NO.</u>	<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
86	Todco Racing Montreal, Quebec	Dick Brown Laval, Quebec	Camaro - 1971 Blue
88	Maurice Carter Racing Ser. Hamilton, Ontario	Maurice Carter Burlington, Ontario	Camaro - 1970 Red & White
89	Maurice Carter Racing Hamilton, Ontario	Alfred Ruys de Perez Willowdale, Ontario	Camaro - 1971
96	Team Associates Waterford, Mich.	Herb Adams Waterford, Mich.	Pontiac Firebird 1972 - Black
97	Takondo Racing Orlando, Florida	Vince Gimondo Orlando, Florida	Camaro Z-28 - 1971 White/Yellow
98	William A. Weick Floral Park, N.Y.	William A. Weick Floral Park, N.Y.	Camaro - 1969 Orange
99	Bob Bienert Willoughby Hills, Ohio	Bob Bienert Willoughby Hills, Ohio	Camaro Z-28 - 1970 White

THE LIME ROCK TWO-FIVE CHALLENGE RACE
UNDER 2.5 LITRE SEDANS

3	Wetson Racing Valley Stream, N.Y.	Horst Kwech Australia	Alfa Romeo - 1971 Blue
4	Wetson Racing Valley Stream, N.Y.	Harry Theodoracopulos Greece	Alfa Romeo - 1971 Blue
6	Ed Wachs Racing Wheeling, Illinois	Ed Wachs Chicago, Illinois	Alfa GTA - 1968 Red & Yellow
14	Mickey Cohen Auto Research Luzerne, Pa.	Mickey Cohen Kingston, Pa.	Ford Pinto - 1972 Orange
17	John E. Hoyt Jr./Dimension Racing, Niagara Falls, N.Y.	Peter Schwartzott Niagara Falls, N.Y.	Datsun 510 - 1969 White
23	Libra International Racing South Burlington, Vt.	Paul Choiniere Mallets Bay, Vt.	Austin Cooper - 1967 White
24	Libra International Racing South Burlington, Vt.	John Buffum Shelburne, Vt.	LIR Escort Twin Cam 1971 - Blue
25	Bobcar Racing, Ltd. Amherst, N.Y.	Bert Everett Conshohocken, Pa.	Alfa-GTA - 1965 Yellow
26	Bobcar Racing Ltd. Amherst, N.Y.	Edward A. Rogers E. Aurora, N.Y.	Alfa-GTA - 1967 Yellow
27	Barbara L. Noble Rochester, N.Y.	Milner "Mike" Noble Rochester, N.Y.	BMW-2002 - 1969 Blue/White
31	Treuhaft Automotive Spec. Toledo, Ohio	John E. McCollister Toledo, Ohio	VW-Super Beetle 1972 - Yellow

THE LIME ROCK TWO-FIVE CHALLENGE RACE

-4-

<u>CAR NO.</u>	<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
32	George Alderman Racing Newark, Del.	George Alderman Newark, Del.	Datsun PL510 - 1971 White & Red
35	BRE (Pete Brock) El Segundo, Calif.	Mike Downs El Segundo, Calif.	Simoniz/BRE Datsun 1972 - Blue/White/Red
36	Fossman Racing Service Toronto, Ontario	Roderick Bremner Toronto, Ontario	Cooper S - 1969
44	Donald L. Emery Rochester, N.Y.	Donald L. Emery Rochester, N.Y.	BMW 2002 TI - 1968 Red
45	Knights Garage Datsun West Warwick, R.I.	George C. Rainville No. Scituate, R.I.	Datsun PL 510 - 1971 Red/White
46	BRE (Pete Brock) El Segundo, Calif.	John Morton Torrance, Calif.	Simoniz/BRE Datsun 1972 - Red/White/Blue
49	Widener College Motor Racing Team/Merion, Pa.	John Meskauskas Merion, Pa.	Datsun 510 - 1971 Purple/White
51	Tech Garage Racing Team Binghamton, N.Y.	Francis M. Larkin Binghamton, N.Y.	BMW 2002 TI - 1968 Yellow/Black
62	Al Alden's Inc. White River Jct., Vt.	Al Alden White River Jct., Vt.	BMW 2000 - 1970 Orange
65	Tim Meehan-T/M Enterprises Ashtabula, Ohio	Bob Huff Hubbard, Ohio	Opel-Rallye/Manta 1972 - Yellow/Black
68	BRE (Pete Brock) El Segundo, Calif.	Bob Sharp Wilton, Conn.	Simoniz/BRE Datsun 1972 - Red/White/Blue
71	Stahlberg Racing Ltd. Utica, N.Y.	Lothar Stahlberg Utica, N.Y.	Datsun 510 - 1969 Black/White
74	Race & Rallee Eng. Farmington, Conn.	Oliver F. Jones Avon, Conn.	Capri 2000 - 1971 Red/Black
77	FAZA Daytona, Florida	Bill Baldwin Gladstone, N.J.	Fiat - 1972 Blue
84	Petery Racing Peekskill, N.Y.	Andy Petery Peekskill, N.Y.	BMW 2002 - 1968 White
85	Robert A. Rolfe Glen Allen, Va.	Robert A. Rolfe Glen Allen, Va.	BMW 1600/2 - 1970 Yellow/Black
88	Different Drummer Racing Royal Oak, Mich.	Gary L. Witzenberg Royal Oak, Mich.	Datsun 510 - 1969 White/Blue
89	Foreign Cars of Suffolk Huntington Sta., N.Y.	John Diamanti Huntington Sta., N.Y.	Alfa GTV - 1969 Red/Black
91	Arthur Mollin Racing Ent. Pt. Washington, N.Y.	Dr. Arthur Mollin Pt. Washington, N.Y.	Volvo 142 - 1971 Red

RESULTS of the Two-Five Challenge Race for the SCCA Two-Five Challenge Championship, Lime Rock Park, Lime Rock, Conn., May 6, 1972. Event sanctioned by the Sports Car Club of America, promoted by Lime Rock Park and conducted by the Northern New Jersey Region, SCCA.

Race on 1.5 mile course. Event guaranteed minimum: \$7,500
 Race length: 85 laps, 130.05 miles. Total race time: 1:30:49.9
 Winner's average speed: 85.968mph Victory Margin 13.3 sec.
 Fastest qualifier: John Morton, BRE Datsun, 1:01.644, 89.41 mph
 Fastest lap: Bob Sharp 1:01.2 90.00mph, Lap 15
 Weather: Clear, 65 degrees

Pos.	Driver/Hometown	Car	Laps Comp.	Reason Out	Mfg. Pts.	Prize \$\$\$
1	Bob Sharp, Wilton, Conn	BRE Datsun	85		9	\$2000
2	Mike Downs, El Segundo, Calif.	BRE Datsun	85			1300
3	Lothar Stahlberg, Utica, NY	Datsun	83			900
4	Bert Everett, Amherst, NY	Alfa	83		3	700
5	Ed Vachs, Chicago, Ill.	Alfa	82			500
6	John Diamanti, Huntington, NY	Alfa	82			400
7	George Alderman, Newark, Delaware	Datsun	81			300
8	Edward Rogers, Aurora, N. Y.	Alfa	79			250
9	John Meskauskas, Merion, Pa.	Datsun	79			200
10	Paul Choiniere, Mallets Bay, Vt.	Austin-Cooper	75			150
11	Oliver Jones, Avon, Conn.	Capri	74			150
12	Gary Witzenberg, Royal Oak, Mich.	Datsun	74			100
13	Arthur Mollin, Ft. Washington, NY	Volvo	70			100
14	Robert Rolfe, Glen Allen, Va.	BMW	68			75

Did Not Finish

15	Roderick Bremner, Toronto, Ont.	Cooper S	70	eng. failure		75
16	John Buffum, Shelbourne, Vt.	LIR Escort	69	oil seal		75
17	J. E. Magee, Rochester, N.Y.	BMW	57	crash		75
18	Jerry Walsh, Englewood, N. J.	Pinto	28	rocker arm		50
19	Horst Kwech, Gurnee, Ill.	Alfa	20	gearbox		50
20	Al Alden, White River, Vt.	BMW	18	eng. failure		50
21	John McCollister, Toledo, Ohio	VW S/B	17	cam gear		
22	Bill Baldwin, Gladstone, N. J.	Fiat	15	eng. failure		
23	Donald Emery, Rochester, N. Y.	BMW	12	eng. failure		
24	Andy Petery, Peekskill, N.Y.	BMW	9	eng. failure		
25	George C. Rainville, No. Scituate, RI	Datsun	8	eng. failure		
26	Harry Theodoracopoulos, New York, NY	Alfa	4	water pulley		
27	Dean Gregson, W. Barring on, R. I.	Pinto	0	off course		

Disqualified

John Morton, Torrance, Calif.

BRE Datsun 0 push started

P. Strachan

1520 A.D.



1520 A.D.

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Paul Wallach, Restaurant Critic
"Westways" magazines of the Automobile Club
of Southern California

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Joe Buena, Gourmet Guide, L.A. Herald Examiner

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—Orange County Register

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—L.A. Free Press

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Allison Vs. Morton in Two-Five

Bobby Allison, the hottest shoe on NASCAR's Grand National circuit of swift, high banked oval tracks, has an obvious itch to go road racing.

The Hueytown, Ala., Chevrolet pilot will race a Datsun 510 sedan in the 2.5 Challenge Series race during the 15th annual Times Grand Prix weekend at Riverside International Raceway.

The 50-lap (127.5-mile) race will begin at 2 p.m. on Saturday, between qualifying periods for the big-bore Can Am cars which will race in Sunday's Times Grand Prix.



JOHN MORTON

Allison will race a Peter Brock prepared BRE Simonize Datsun in the 2.5 race. He will drive as a teammate to John Morton, who has won five of the 10 races in the series held thus far.

Morton is the driver responsible for Datsun winning its second straight manufacturers' championship in the series. The 30-year-old driver from Torrance works as a fabricator (race car builder) in the Brock shop.

Allison will have his work cut out for him, but he proved himself capable of the new challenge Oct. 15 at Laguna Seca.

In that race, he finished third behind Morton and Horst Kwech, but expert observers praised him for his skillful and swift driving on the tight (1.9 mile, 9 turn) course. To further complicate matters for the NASCAR driver, it rained a good bit of the race.

However, when the rain stopped and the course dried, Allison put his foot to the floor. During this period he ran the fastest lap of the race, 85.62 mph.

On the Grand National circuit, Allison has driven his Chevrolet Monte Carlo to nine victories in 32 races and has been second 12 times. He has over \$200,000 in winnings this year.

But in Morton and Kwech, he faces the two top drivers in the small sedans. Kwech, who owns an Alfa Romeo race car preparing business in Gurnee, Ill., drives an Alfa with a 2,000 cc engine.

The nine-turn, 3.3 mile Riverside course is considerably faster than the compact Laguna Seca track. Last year, Morton won the 2.5 Challenge Series race with an average lap speed of 92.1 mph. He qualified with a sizzling lap of 94.278 mph.

Morton is up in power this year, so the lap times are expected to be even faster. His engine has grown from the 1600 cc displacement of 1971 to 1800 cc.

How close is a Peter Brock prepared Datsun to the one you buy off the show room floor? Well, the bodies look alike.

Your dealer will sell you at Datsun 510 to drive on the streets for about \$2,200. Brock will sell you one to go racing for \$13,000.

Autoweek Racing Review

Donohue Bags TransAm

For American Motors

Once upon a time (1970) the car manufacturers in the United States went TransAm racing.

Factory teams from Chrysler, Ford, American Motors and General Motors (that's right, General Motors) lavished big bucks and lots of attention on the Sports Car Club of America's sedan racing series. But unlike most fairy tales, the SCCA and the manufacturers didn't live together happily ever after.

For the season just completed, only American Motors was on hand with a factory effort, but their perseverance paid off. Mark Donohue, with only a slight hesitation early in the year when George Follmer and his Mustang were going good, won the TransAm championship for Javelin.

In pre-season predicting sessions, the series had been generally conceded to the Roger Penske/Donohue Javelin, with only a slight hope held out for a competitive series if Bud Moore could get an effort cranked up.

Moore, who carried the Mustang banner for FoMoCo in the halcyon

days of factory participation, had some updated 1970 Mustangs and wanted to do battle with the Javelins and other assorted pretenders, but was in need of operating capital.

Without the Moore Mustangs driven by Parnelli Jones and Follmer, the series promised to be somewhat hollow, so when Moore announced the team would be at the opener at Lime Rock, with the remainder of the series run as money became available on a race-to-race basis, things looked bright.

Certainly not to be counted out in pre-season speculation was Roy Woods American Racing Associates team set to run a brace of Javelins with Peter Revson and Tony Adamowicz driving. That effort had the blessing of American Motors and Penske and was to be considered a back-up to assure a Javelin victory in the championship.

Tony DeLorenzo and Jerry Thompson forsook their traditional General Motors ties to run two ex-Moore Mustangs and other independents like Mo Carter, Marshall Robbins and Warren Tope could be expected to be consistent, if not victorious, competitors.

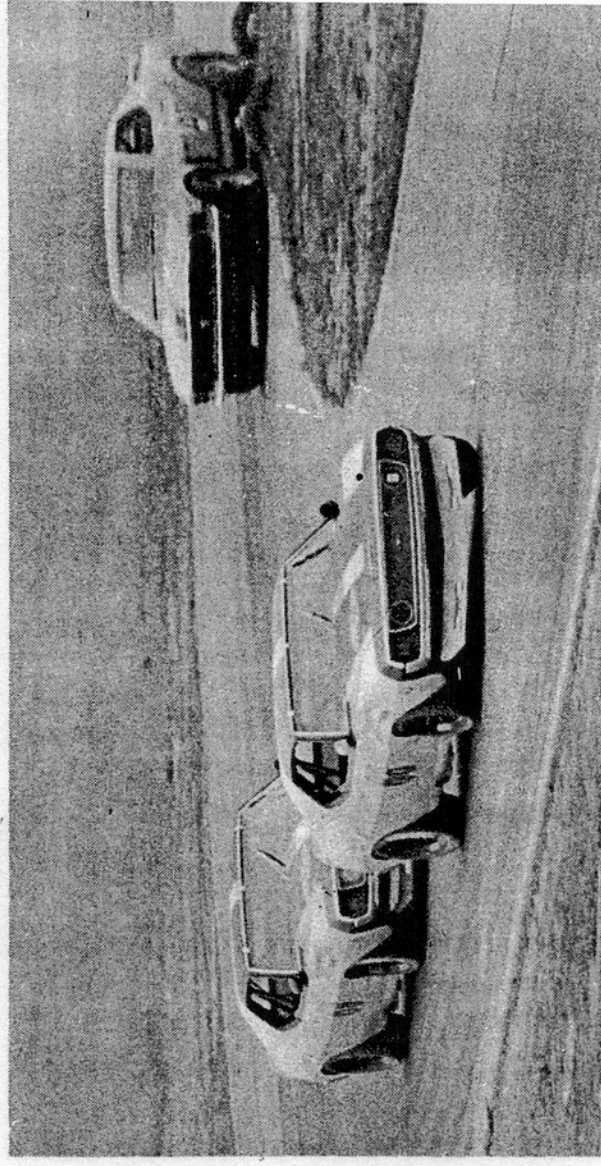
The Lime Rock opener fell to Donohue who finished with five laps in hand over Peter Gregg, a surprise Moore Mustang driver, who was left to carry the banner

when Jones went out after a first-lap incident.

Three weeks later at Bryar Motorsport Park, Donohue and Follmer—now on hand in the Moore camp instead of P.J.—battled for some 35 laps until the Javelin was sidelined with mechanical ills. Follmer and Gregg finished 1-2.

Although AM knew they couldn't win 'em all, the company (Continued on page 13)

Bob Tullius spiced the '71 TransAm proceedings with some strong performances in his venerable '64 Pontiac GTO. Here he leads Mo Carter's Camaro. (Bill Fox photo)



The twin ARA Javelins provided strong backup to the first team effort of Penske/Donohue during the '71 TransAm season and added a victory to the score at Riverside. (Bill Fox photo)

More on:

Mustang Effort Falls Short

Continued from page 12)

must have wondered what was going on when Follmer repeated in the next race at Mid-Ohio with Donohue second. Suddenly, the runaway for Javelin was a battle.

But things were due to be set right with the world as Donohue—to make a long story short—won the next six races to wrap up the title for American Motors. After Ford's second and last victory of the season at Mid-Ohio, Follmer's oft-heard complaint was about running at last year's speed in last year's equipment—realization that was only temporarily forestalled by the early season successes.

But there was a strange twist left in the '71 TransAm.

DONOHUE SWITCHED

After taking the series title at Michigan International on Sept. 6, Donohue was contractually free to pursue other avenues and he and team boss Penske chose Formula 1 instead of the final races of the series at Seattle and Riverside.

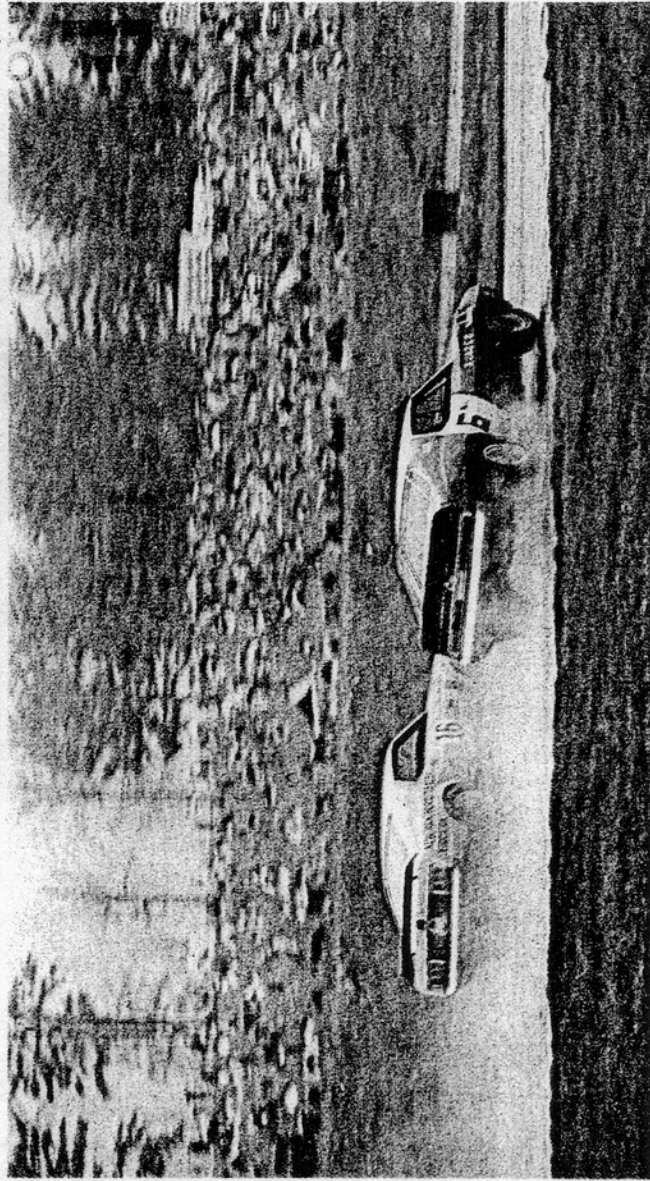
The absence of Donohue and Moore's inability to bring the team west due to sponsorship problems, prompted Seattle International to cancel its race. But Riverside, sure of its ability to draw a crowd regardless of who was there to do the racing, went ahead with its scheduled TransAm season finale.

The lineup was slightly juggled for the Riverside contest. Follmer was hired to drive an ARA Javelin and acquitted himself admirably by

winning. Jackie Oliver ended up in the Penske Javelin after Donnie Allison, originally set to drive, broke his wrist in practice. Oliver finished third behind Vic Elford in the second ARA entry.

What is in store for the TransAm next year is anybody's guess. Woods and ARA will be back, as will many of the independents.

The SCCA has added a drivers championship and a points fund to the series for next year, and although some of the big names may be missing, there should be some good racing.



Mark Donohue's Javelin (6) and Peter Gregg's Mustang kick up spray as they run wheel-to-wheel in the Lime Rock Park TransAm. (Steve Annis photo)



Top: The 2.5 Challenge offered competition among Horst Kwech in a Wetson Alfa, John Morton and Bob Sharp in BRE Simoniz Datsuns, and John Buffum in an LIR Ford Escort. Kwech, Morton and Buffum dropped from the race after suffering mechanical ills leaving Sharp (below left and right) the victor. Bottom: Datsun wizard Pete Brock intently watches mid-race duel of Sharp and Buffum. Later he relaxed as another BRE car driven by Mike Downs finished second helping a 1-2-3 Datsun sweep.



LIME ROCK TRANS-AM STANDINGS

Pos.	Driver	Car	Laps
1	George Follmer	Javelin	131
2	Warren Agor	Camaro	129
3	Tony DeLorenzo	Firebird	129
4	Roy Woods	Javelin	129
5	Warren Tope	Mustang	127
6	Paul Nichter	Camaro	126
7	Bill Collins	Javelin	126
8	Gene Harrington	Camaro	125
9	Roy Jean Guy	Camaro	125
10	Fred Kashork	Mustang	121

LIME ROCK 2.5 CHALLENGE

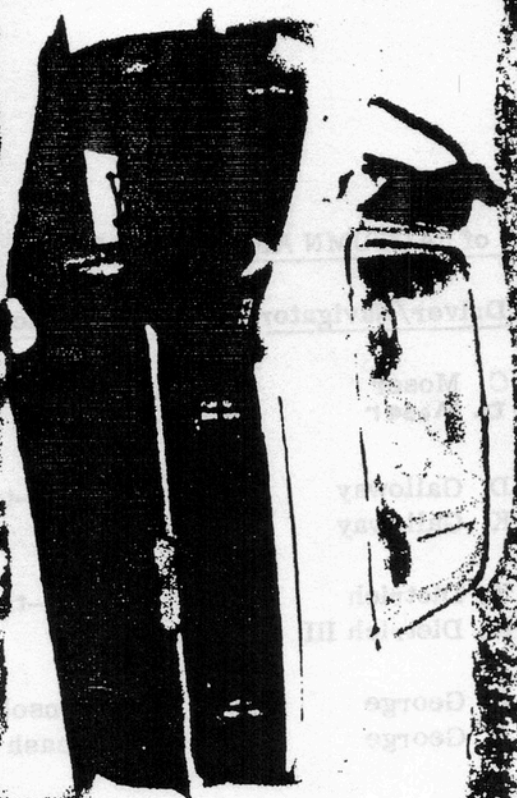
Pos.	Driver	Car	Laps
1	Bob Sharp	Datsun 510	85
2	Mike Downs	Datsun 510	85
3	Lothar Stahlberg	Datsun 510	83
4	Bert Everett	Alfa GTA	83
5	Ed Wachs	Alfa GTA	82
6	John Diamanti	Alfa GTV	82
7	George Alderman	Datsun 510	81
8	Edward Rogers	Alfa GTA	78
9	John Meskauskas	Datsun 510	78
10	Paul Choiniere	Austin Cooper	74

Alpha Romeo



NEWSLETTER OF THE DELAWARE VALLEY ALFA ROMEO CLUB

OCTOBER-NOVEMBER, 1972





Delaware Valley Alfa Romeo Club



ATTENZIONE!

1973 kick-off meeting - nominations for club officers, membership renewal, tech session, and a surprise guest speaker!

Date: February 22, 1973

Time: 8:00 P. M.

Place: Mike Tillson Racing (Kirk White Garage) 2097 N. 63, Overbrook

1973 dues are now due-pay at meeting or mail to Treasurer. This is the last "free" Newsletter-no dues, no news. Treasure is Georgiann LeMay, 367-C E. Butler Ave., Ambler, Pa. 19103 215-643-7823.

Re-Cap

Our "Autumn Anguish" rally was quite successful, in spite of menacing weather, and many of you have been demanding another one, so our next meeting will include plans for the Spring Rally. Let's hear your ideas. At the last event, we were overrun by a horde machinery of dubious origins-please don't let it happen again! We also had some complaints that the rally was "too easy." We'll see about righting that at the next one! Here's what happened:

Results of "AUTUMN ANGUISH" RALLY

<u>Car</u>	<u>Driver/Navigator</u>	<u>Penalty</u>	<u>Place</u>
1971 Vega GT	C. Moser D. Moser	2.0 min. 2.3 miles	1st-trophy
1972 Opel 1900	D. Galloway K. Galloway	3.5 min. 1.6 miles	2nd-trophy
1965 Alfa GT	K. Dietrich K. Dietrich III	5.5 Min. 0.7 miles	3rd-trophy
1966 Alfa GTA	P. George S. George	4.5 min. 2.4 miles	consolation cash

(Plus a cast of thousands....)

Trophies were graciously donated by Giuliano Verna Inc., and cash by D-E Competition Accessories. Thanks!

Cover: Bert Everett at Bryar.
C. LeMay photo

(OVER)

Alfa Mondo graphics by Bill Parnell

Back Cover: Montage by Bill Jones
Naples, Italy.

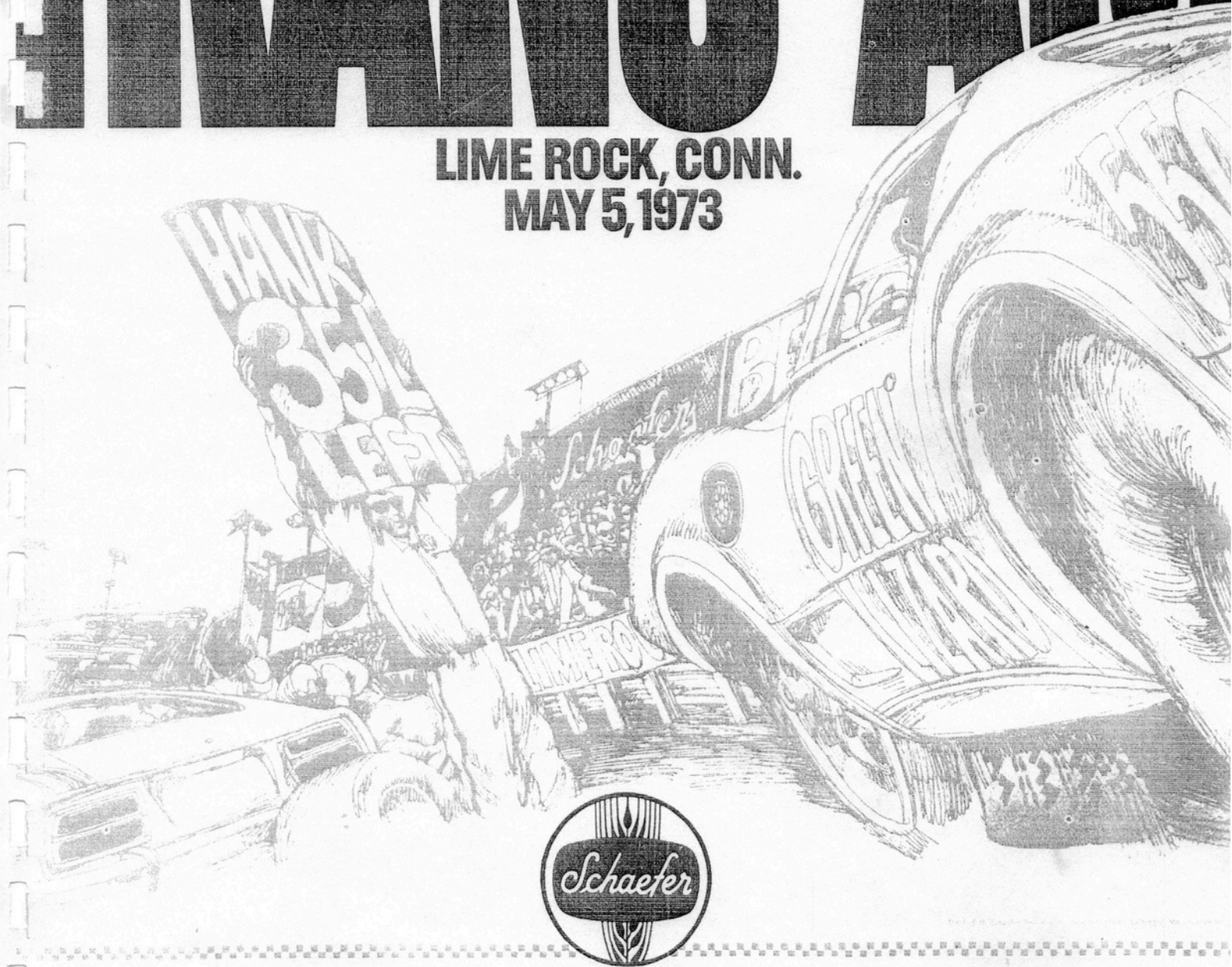
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racing
MAGAZINE

Schaefer

TRANS-AM

**LIME ROCK, CONN.
MAY 5, 1973**



VW GOLD CUP SERIES
schaefer pedal race



racino

AWARDS

F-BIKE AWARDS:

1st Veteran Men (40 and over)
 2 cases Schaefer Beer
 2nd-5th - 1 case each Schaefer Beer
 1st-6th College Students - Trophies
 1st-15th Senior Men - Gift Certificates
 Total in excess of \$500.00.

TRANS-AM AWARDS:

Pos.	O-A
1st	\$6000
2nd	4000
3rd	3000
4th	2500
5th	2100
6th	1700
7th	1500
8th	1300
9th	1100
10th	900
11th	800
12th	700
13th	600
14th	500
15th	400
16th	300
17th	200
18th	200
19th-35th	100 ea.
Total	\$29500

U-2-L Bonus:

Pos.	
1st	\$600
2nd	500
3rd	400
4th	300
5th	200

Consolation:

Pos.	
1st	\$300
2nd	250
3rd	250
4th	150
5th-30th	100 ea.
Total	\$35000

VW GOLD CUP CHAMPIONSHIP:

Awards:

Pos.	
1st	\$2500
2nd	1750
3rd	1000
4th	800
5th	600
6th	500
7th	400
8th	350
9th	300
10th	250
11th	200
12th	200
13th	150
14th	150
15th-20th	100 ea.
21st-25th	50 ea.
Total	\$10000

SCHEDULE

FRIDAY, MAY 4

8:00 A.M. - 3:00 P.M. — Registration & Tech Inspection
 10:00 A.M. - 10:30 A.M. — Practice - Formula Super Vee
 10:45 A.M. - 12:30 P.M. — Practice - Trans-Am
 12:30 P.M. - 1:00 P.M. — Lunch
 1:00 P.M. - 1:30 P.M. — Qualifying - Formula Super Vee
 1:45 P.M. - 3:15 P.M. — Practice - Trans-Am
 3:30 P.M. - 4:15 P.M. — Qualifying - Trans-Am
 4:30 P.M. - 5:15 P.M. — Qualifying - Trans-Am

SATURDAY, MAY 5

8:00 A.M. - 10:00 A.M. — Registration
 9:00 A.M. - 9:45 A.M. — Warmup - Trans-Am
 10:15 A.M. — Grid Cars for Consolation Race
 10:30 A.M. — Start Consolation Race
 61.2 Miles (40 Laps)
 Maximum of 32 Cars to Start
 11:30 A.M. — Start Great Schaefer Pedal Race
 12:15 P.M. — Grid Formula Super Vee Cars
 12:30 P.M. — Start Formula Super Vee Race
 61.2 Miles (40 Laps)
 Maximum of 32 Cars to Start
 1:15 P.M. — Pedal Race Awards
 1:15 P.M. — Grid Trans-Am Cars
 1:30 P.M. — Start Lime Rock Trans-Am
 Maximum of 32 Cars to Start
 310.59 Miles (203 Laps) or
 5:55 P.M. — Finish, Whichever is Earlier

OFFICIALS

Series Chief Steward - Joe Henderson
 Operating Chief Steward - Tom McNeill
 Assistant Operating Chief Steward - Floyd Stone
 Assistant Operating Chief Steward - Safety - Erwin (Bud) Bickel
 SOM Chairman/SCCA Observer - Don Peters
 SOM - John Bornholdt
 SOM - Ray Stone
 SOM - Henryk Szamota

Editor: Greg Rickes
 Art Director: Joseph R. Corbett

Lime Rock Park Foundation Inc.
 Lime Rock, Conn. 1973

CONTINGENCY AWARDS TRANS-AM:

Kensington/Koni 1st — \$1000
 Bell-Toptex Series Champion \$500
 Firestone 1st — \$500
 2nd — 300
 3rd — 150
 Goodyear 1st — \$500
 2nd — 300
 3rd — 150
 Valvoline 1st — \$500

CONTINGENCY AWARDS

VW GOLD CUP:

Castrol 1st — \$100
 Champion Series Champion \$2000
 Runner-up \$1000
 Firestone 1st — \$200
 2nd — 100
 3rd — 50
 Goodyear 1st — \$200
 2nd — 100
 3rd — 50
 Fred Opert Racing 1st — \$200
 (If driving TUI F/SV)
 Valvoline 1st — \$100

ENTRY LIST
 THE SCHAEFER TRANS-AM RACE
 LIME ROCK PARK, CONNECTICUT
 MAY 5, 1973

NO.	<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
1	Warren Agor Racing Ent. E. Rochester, N.Y. Inc.	Paul Nichter Buffalo, N.Y.	Hoselton Hugger 1971 Camaro-Orange
1	Robbins-Van Arnhem Racing Troy, Mich.	J. Marshall Robbins Birmingham, Mich. & Jerry Thompson Clawson, Mich.	Corvette Red/White
3	Ausca Racing	Harry Theodoracopulos New York, N.Y. & Horst Kwech Gurnee, Ill.	Yashica Ford Capri Green/Yellow
4	Wetson Racing Hewlett, N.Y.	To Be Announced	Ford Capri White
5	Commercial Exchange, Inc. Jackson, Mich.	Robert Lazebnik Jackson, Mich. & Russ Norburn Durham, N.C.	BMW 1600 Orange/Black
5	Palatine Automotive Palatine, Ill.	Ed Wachs Wheeling, Ill. George Dickenson Wheeling, Ill.	Napa Panzer Porsche 911 White
7	John Greenwood Racing Troy, Mich.	John Greenwood Troy, Mich.	Corvette 427
9	Robert E. Hagestad Denver, Colo.	Robert E. Hagestad Denver, Colo. & Bobby Allison Hueytown, Ala.	Porsche Carrera 2.7 White
10	Troy Promotions, Inc. Madison Hts., Mich.	Tony DeLorenzo Troy, Mich.	Budd Corvette Black/White/Blue
13	Warren Agor Racing Ent. E. Rochester, N.Y. Inc.	Warren Agor E. Rochester, N.Y.	Hoselton Hugger 1971 Camaro-Orange
	Holbert's Porsche Audi, Warrington, Pa. Inc.	Al Holbert Warrington, Pa.	Porsche Carrera RS Blue
	Steve Ross Spenceport, N.Y.	Same	Sunrise - Sunset Camaro
25	Bobcor Performance Corp. Williamsville, N.Y.	Bert Everett Conshohocken, Pa. & John Buffum Williamsville, N.Y.	Bobcor Escort Yellow/Blue
	Arthur Mollin Racing Ent. Port Washington, N.Y.	Dr. Arthur Mollin Port Washington, N.Y. Dr. Richard Weiss Phillipsburg, N.J.	Amre Full - Moon Porsche 911 S
	John T. Stevens Huntington Station, N.Y.	Same	Toyota Celica White
	Tope Racing Bloomfield Hills, Mich.	Warren Tope Bloomfield Hills, Mich.	Ford Pantera 351 Red/White/Blue

THE SCHAEFER TRANS-AM ENTRY LIST

-2-

CAR NO.	ENTRANT	DRIVER	CAR
36	Miller Bros. Racing Ent. Rochester, N.Y.	Paul Miller Ithaca, N.Y. & Kenper Miller Rochester, N.Y.	Camaro White/Red
41	C.C. Canada Lumber Co. Poland, N.Y. Inc.	C.C. Canada Poland, N.Y. & Sam Brown Westport, Conn.	1967 Camaro Silver/Red
43	Larry Mattera Bayside, N.Y.	Same	Camaro Blue/Black
46	Performance Associates, Emerson, N.J. Inc.	Dick Bauer Emerson, N.J. & Bob Tullius Falls Church, Va.	Widener College Corvette White/Blue/Gold
48	H & H Racing Ent. Inc. Milford, Mich.	Dick Hoffman Milford, Mich. & Gary Witzenburg Royal Oak, Mich.	1973 Camaro Yellow/Orange
51	Toad Hall Motor Racing Towson, Md.	Michael Keyser Towson, Md.	Porsche Carrera RS Yellow/Black
53	William L. Martin Warren, Mich.	Same	Ford Escort White/Red
56	Shook-Bruehler Racing Cleveland Hts., Ohio	Martin Shook Cleveland Hts., Ohio & Ken Stoddart Cleveland Hts., Ohio	Camaro Red/White/Blue
59	Brumos Porsche Audi Corp. Jacksonville, Fla.	Peter Gregg Jacksonville, Fla. & Sam Posey Sharon, Conn.	Garrad Porsche Carrera RS White/Red/Blue
63	Jocko's Racing Equip. Inc. Poughkeepsie, N.Y.	Jocko Maggiacomo, Jr. Poughkeepsie, N.Y.	1971 Javelin Blue/Gold
68	Little Foreign Car Shop Freeland, Pa.	Mike Oleyar Freeland, Pa.	Corvette 427 Red/White/Blue
69	W.G.B. Oil Clarifier Inc. Kingston, N.Y.	Ron Goldleaf Kingston, N.Y. & John Tomstall Sarasota, Fla.	Corvette 427 Bronze/Gold/White
70	Bob Harmon Racing San Francisco, Calif.	Milt Minter Tarzana, Calif. & Bob Harmon San Francisco, Calif.	Porsche Carrera RS White
74	Heimrath Racing Scarborough, Ont. Canada	Ludwig Heimrath Scarborough, Ont. Canada	Porsche 911 Red
76	Silverstone Ent. Rockville, Md.	George Stone Rockville, Md. & Mike Downs Gaithersburg, Md.	Porsche 911S Silver/Black

THE SCHAEFER TRANS-AM ENTRY LIST

-3-

<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
B & S Racing St. Catherines, Ont. Can.	Robt. Barg St. Catherines, Ont. Can. Rick Stevens St. Catherines, Ont. Can.	1969 Camaro White/Red
Petery Racing Peekskill, N.Y.	Andy Petery Peekskill, N.Y. & Hans Ziereis Lebanon, N.J.	Schnitzer BMW 2002
Airport Motorsport Ferguson, Mo.	Klaus Werner Selbert Ferguson, Mo.	Porsche 911
Don Winters Racing Bloomington, Minn.	Carl Shafer Wyoming, Ill.	Camaro Orange/Red
Centrum Int'l. Corp. Atlanta, Ga.	Robert Buchler, Jr. Atlanta, Ga. & Jack Baldwin Atlanta, Ga.	Ferrari Dino Silver/White
Carter Racing Services Hamilton, Ont., Can.	Maurice Carter Burlington, Ont., Can.	Camaro Red/White
Carter Racing Services Hamilton, Ont., Can.	Alfred Ruys de Perez Hamilton, Ont., Can.	Camaro Red/White
Marc Dancose St. Laurent, Montreal, Que.	Marc Dancose St. Laurent, Montreal, Que. Jacques Bienvenue St. Jean Baptiste De Rouville, Que., Can.	Porsche 911S Orange
Roger Pierce Racing Syracuse, N.Y.	Roger Pierce Syracuse, N.Y.	1970 Mustang
Holbert's Porsche Audi Warrington, Pa.	Mike Tilson Philadelphia, Pa. & Dieter Ost Springhouse, Pa.	Porsche 911 Blue/White
Bob Bienerth Willoughby Hills, Ohio	Same	1970 Camaro White
William A. Weick Floral Park, N.J.	Same	Int'l. Perf. Center Camaro-Orange

VW GOLD CUP SERIES

Montgomery VW Porsche Audi Holidaysburg, Pa.	Tom Bagley State College, Pa.	Lola T252 Black
Volkswagen of Gastonia Gastonia, N.C.	Tom Reddy Bronxville, N.Y.	Royale Black
John S. Elder Rosemount, Minn.	Same	KDWB Radio Royale Red RP18
Sun Racing Stockbridge, Mich.	Howdy Holmes Ann Arbor, Mich.	Lola T252 Red
Kirk E. Stowers Melbourne, Fla.	Same	Zink Z9 Orange/Yellow
Pacific Formula Garden Grove, Calif.	Dick Cooney Garden Grove, Calif.	TUI BH3 Orange/Burgundy
Larry Collins Racing Webster, Pa.	Same	Lola T250 Black

VW GOLD CUP SERIES

-4-

<u>CAR NO.</u>	<u>ENTRANT</u>	<u>DRIVER</u>	<u>CAR</u>
31	Rabold Foreign Cars Ephrate, Pa.	Jack Rabold Ephrate, Pa.	TUI Yellow
36	Autosport Racing Bound Brook, N.J.	Bill Baldwin Gladstone, N.J.	TUI S/U Blue
44	Bob Wheelock Houston, Texas	Same	Coca Cola Lola T252 Red
45	Bill Scott Racing McLean, Va.	Don Bradley Baltimore, Md.	Royale RP18 Green
46	Bob Numemacher Rochester, N.Y.	Same	Royale RP18 Blue/White Stripes
50	Bug Inn Corp. of Amer. Cheltenham, Pa.	Ray Heppenstall Glenside, Pa.	RP9 Royale Blue/White
59	Danielson & Son Racing Highland Pk., Ill.	Bob Danielson Highwood, Ill.	Beef *N Stein Lola T252D-Blue
61	Joe Colantonio Jr. Philadelphia, Pa.	Same	Guild Guitar Lola T252-Purple
66	Stephen A. Webb Georgetown, Conn.	Same	Lola T252 Red
67	E. Keith Thomas Lawrence, Kansas	Same	Motorsport Eng. Lola T252-Yellow
68	Petersen Racing Ent. Shreveport, La.	Jon Q. Petersen Shreveport, La.	Royale RP14 Black
71	Fred Opert Motor Rac. School Upper Saddle River, N.J.	David McMillan Upper Saddle River, N.J.	Marlboro TUI BH3 Red/White
73	Fred Phillips Shreveport, La.	Same	TUI BH300 Black/Orange/White
75	Pacific Formula Garden Grove, Calif.	John Benton Chicago, Ill.	TUI BH3 Orange/Burgundy
78	Krusen VW Leasing Inc. Seaford, Del.	Walter L. Handly Seaford, Del.	Lola T250
79	Dillon Racing Minneapolis, Minn.	Mark Dillon Minneapolis, Minn.	Lola Yellow/Blue
81	Fred Opert Motor Rac. School Upper Saddle River, N.J.	Bertil Roos Upper Saddle River, N.J.	Marlboro TUI BH3 Blue/Yellow
98	Race Tech Plantation, Fla.	Frank W. Marrs Plantation, Fla.	Lola Blue
99	Race Tech Ft. Lauderdale, Fla.	Dave Yoder Ft. Lauderdale, Fla.	Lola T252 Red



OFFICIAL ENTRY LIST

SIX HOURS OF ENDURANCE

FOR THE WORLD CHAMPIONSHIP OF MAKES

AND

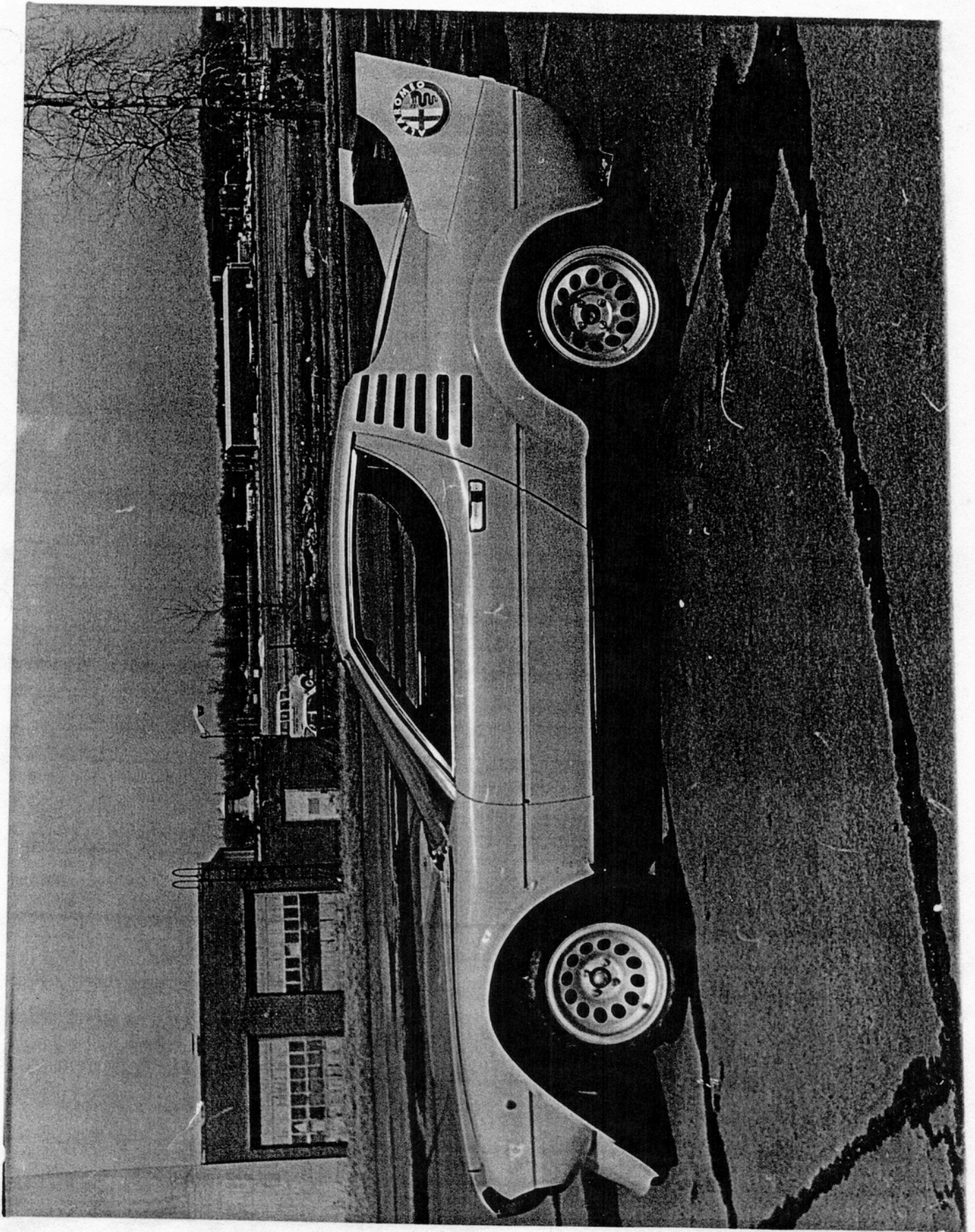
THE GLEN TRANS-AM

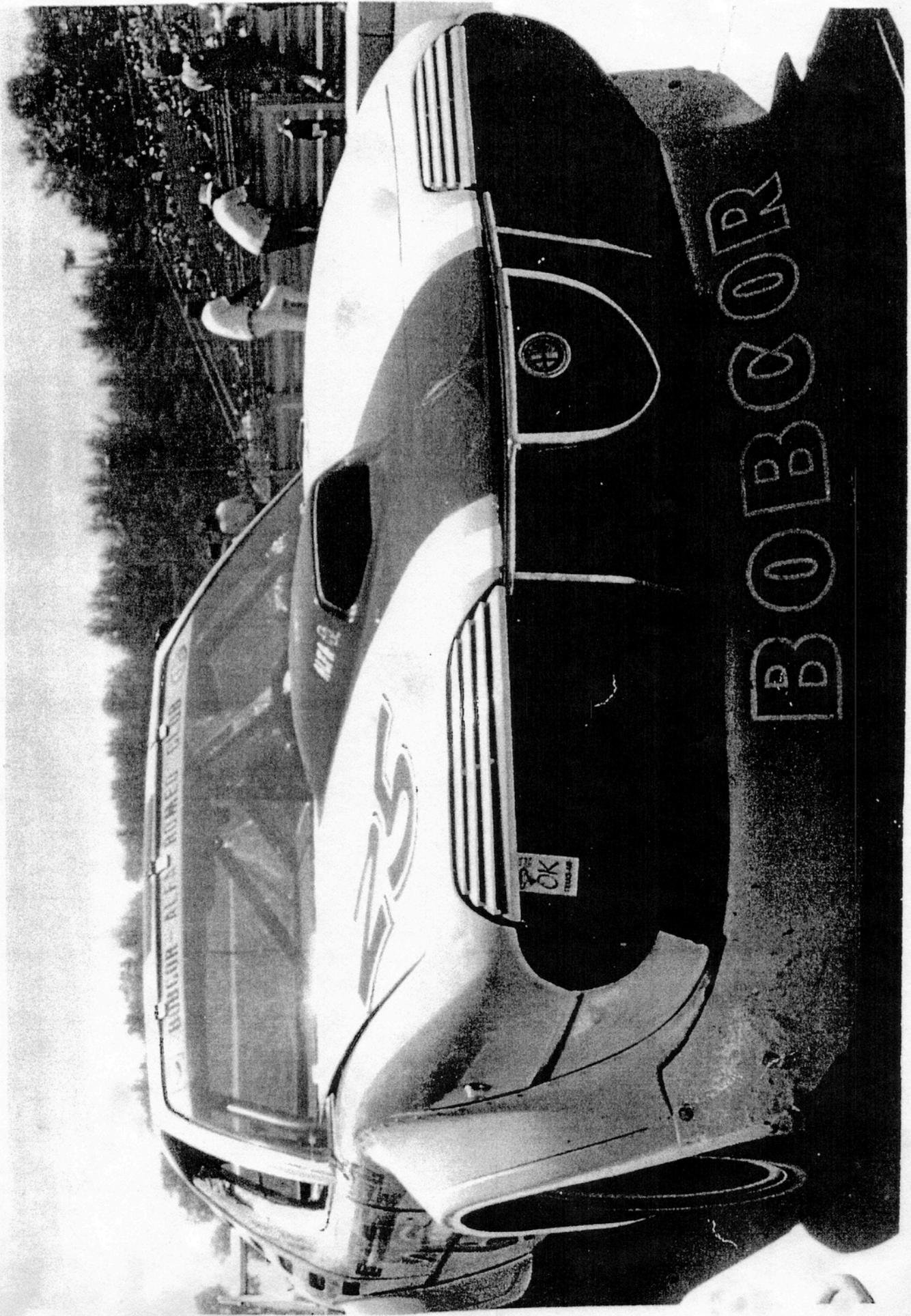
FOR THE TRANS-AMERICAN CHAMPIONSHIP

Watkins Glen, New York

July 13, 1974 — 1:00 p.m. - 7:00 p.m.

Car No.	Driver and Entrant	Mark — Color — Group
1	JEAN-PIERRE BELTOISE, France JEAN-PIERRE JARIER, France Entrant: Equipe Matra, Velizy, France	Gitanes Matra 670C Blue Group 5 3.0
2	HENRI PESCAROLO, France GERARD LARROUSSE, France Entrant: Equipe Matra, Velizy, France	Gitanes Matra 670C Blue Group 5 3.0
3	HARRY THEODORACOPULOS, New York, N. Y. HORST KWECH, Libertyville, Ill. Entrant: Harry Theodoracopulos, New York, N. Y.	Capri RS 2600 - 2998cc Blue-White-Yellow GT
4	BILL WEBBE, Barrington, Ill. FREDDIE KOTTULINSKI, Sweden Entrant: Applejack Racing, Lake Zurich, Ill.	Applejack Carrera RSR Lime Green GT
5	MICHAEL KEYSER, Towson, Md. MILT MINTER, Fresno, Calif. Entrant: Toad Hall Motor Racing, Towson, Md.	Toad Hall Carrera Yellow GT
6	VIC ELFORD, England ENNIO BONOMELLI, Brescia, Italy Entrant: Toad Hall Motor Racing, Towson, Md.	Toad Hall Carrera Yellow GT
7	BOB HARMON, San Francisco, Calif. DRIVER TO BE NAMED Entrant: Bob Harmon Racing, San Francisco, Calif.	Carrera 2800cc Orange GT
9	HERBERT MUELLER, Reinach, Switzerland GIJS van LENNEP, Haarlemmerliede, Holland Entrant: Martini Racing/Porsche System, Stuttgart, Germany	Turbocharged Porsche Carrera Silver Group 5 3.0
10	EDUARDO SEVILLA, Mexico City, Mexico GUERERIMO ECHEVERRAI, Mexico City, Mexico Entrant: Eduardo Sevilla, Mexico City, Mexico	Lotus Pierce Group 5 2.0
13	WARREN AGOR, Rochester, N. Y. WILBER PICKETT, Daytona Beach, Fla. Entrant: Warren Agor Racing Enterprises, East Rochester, N. Y.	Hoselton Hugger Camaro 454 Orange GT
14	AL HOLBERT, Warrington, Pa. ELLIOTT FORBES-ROBINSON, La Crescenta, Calif. Entrant: Holbert's Porsche - Audi, Warrington, Pa.	Carrera Blue GT
16	DENISS AASE, Anaheim, Calif. SCOOTER PATRICK, Torrance, Calif. Entrant: Aase Brothers, Anaheim, Calif.	Porsche 908 Spyder Yellow Group 5 3.0
24	GEORGE FOLLMER, Arcadia, Calif. BRETT LUNGER, Santa Ana, Calif. Entrant: Hurtig Team Libra, South Burlington, Vt.	Hurtig BMW CSL White GT
25	BERT EVERETT, Doylestown, Pa. PAUL NICHTER, Buffalo, N. Y. Entrant: Bobcor, Buffalo, N. Y.	Alfa Romeo Montreal Yellow-Blue GT
26	FRED VAN BEUREN, Mexico City, Mexico MEMO ROJAS, Mexico City, Mexico Entrant: Hector Rebaque, Mexico City, Mexico	Porsche Carrera Group 5 2.0









The Bobcor/Kendall Alfa Romeo Montreal on its way at Road Atlanta. (Bruce Czaja)

Only Car of Its Kind in America

Bobcor Alfa Montreal a Long Way from Italy

Unlike the Can-Am, formula, and prototype cars competing at The Glen this weekend, the Trans-Am cars did not begin life as racing machines. Most were rather sedate passenger cars that have been transformed into vehicles far faster and better handling than any you would find on the road. The Bobcor/Kendall Alfa Romeo Montreal is one of the more spectacular results of the metamorphosis from street car to racer.

In the street version, the Montreal is the top of the Alfa Romeo product line. It is powered by a front mounted, water cooled, three liter V8 engine. In street use, it can accommodate four passengers. Because of the various Federal regulations, the Montreal is not available in the United States.

Last year, Autodelta, the racing division of Alfa Romeo, decided to experiment with a Montreal to test its feasibility for sedan racing. Only one car has been prepared, the Bobcor/Kendall Montreal which is on the track this weekend.

The car's transition from street car to road racer has not been easy. Early testing by the factory demonstrated that the car has great potential, but because of their involvement in the Manufacturer's Championship, Alfa was not able to develop the car completely.

When the car was delivered to Bobcor Racing late last year, it was quickly apparent that several areas needed improvement. It has been a long process

of testing, changing, developing, and further testing to bring the Montreal to a competitive point with the other cars in the series.

However, this long gestation period is required if the car is to be a fast and reliable racing machine.

Thus far, the Montreal's results have not been great, but with the recent changes made to the car, both Bobcor and Alfa feel that the car is ready.

One area of the car that has received drastic changes from the street version of the Montreal, has been the suspension. Many parts have been replaced to strengthen the suspension components so they are able to withstand the high stress loads put on the car in a race. In addition, further changes were made to accommodate

the 14 inch wide Goodyear racing tires which the Montreal uses.

The engine has received a great deal of detail work, although it is basically the same as that used in a street Montreal: The V8 is similar to those used in the Alfa prototypes and the Alfa powered Formula One cars.

The engine in the Montreal has been detuned to provide greater endurance and the torque has been increased to handle the higher weight of the sedan. Even in its "detuned" form, the engine is still the most powerful of the three liter engines competing in the Trans-Am, developing in excess of 370 hp.

The Montreal is entered by Bobcor Racing, located in Buffalo, N. Y. Bobcor ran the two Ford Escorts which Bert Everett and John Buffum drove last season to the Under-Two-Liter Trans-Am Championship.

The Escorts won the UTL class in every race they entered. More surprising, the cars never finished out of the top ten overall, in spite of the fact that the Escort's two liter engine produced less than half the power the engines the Camaros, Carreras, and Corvettes developed.

This year, the Montreal is co-driven by Bert Everett, of Doylestown, Pa., and Paul Nichter of South Wales, N. Y. The two are veterans of the Trans-Am; Bert won the series championship in the 1960's. Paul drove a Camaro for Warren Agor Racing last season.



BERT EVERETT



OFFICIAL ENTRY LIST

SIX HOURS OF ENDURANCE

FOR THE WORLD CHAMPIONSHIP FOR MAKES

Watkins Glen, New York

Saturday, July 12, 1975 - 12:00 to 6:00 p.m.

Car No.	Driver and Entrant	Marque — Color
0	HERBERT MUELLER, Reinach, Switzerland EPIE WIETZES, Thornhill, Ontario, Canada Entrant: Martini Racing Team, Sudring, West Germany	Porsche 908-3 Blue-Silver
1	GERARD LARROUSSE, France JEAN-PIERRE JARIER, France PATRICK DEPALLIER, France Entrant: Alpine Renault, Epimay, France	Renault Alpine A442 Yellow
2	JODY SCHECKTER, South Africa PATRICK DEPAILLER, France GERARD LARROUSSE, France Entrant: Alpine Renault, Epimay, France	Renault Alpine A442 Yellow
3	ARTURO MERZARIO, Italy MARIO ANDRETTI, Nazareth, Pa. DEREK BELL, England HENRI PESCAROLO, France Entrant: Willi Kauhsen Racing Team, Aachin, Germany	Alfa Romeo 33TT12 Spyder Red
4	DEREK BELL, England HENRI PESCAROLO, France ARTURO MERZARIO, Italy MARIO ANDRETTI, Nazareth, Pa. Entrant: Willi Kauhsen Racing Team, Aachin, Germany	Alfa Romeo 33TT12 Spyder Red
5	JOHN GREENWOOD, Troy Mich. BILL ADAM, Burlington, Ontario, Canada Entrant: Race Car Canada; Braun Corvette, Burlington, Ont., Canada	Braun Corvette White-Spectrum
6	ARTURO MERZARIO, Italy MARIO ANDRETTI, Nazareth, Pa. DEREK BELL, England HENRI PESCAROLO, France Entrant: Willi Kauhsen Racing Team, Aachin, Germany	Alfa Romeo 33TT12 Spyder Red
8	REINHOLD JOEST, Oberabststeinach, Germany MARIO CASONI, Finale, Italy Entrant: Scuderia Brescia Corse, Oberabststeinach, Germany	Porsche 908-3 White
9	JURGEN BARTH, Beitingheim-Metter, Germany MICHAEL KEYSER, Towson, Md. Entrant: Scuderia Brescia Corse, Oberabststeinach, Germany	Porsche 908-3 White
11	BERT EVERETT, Conshocken, Pa. HOWDY HOLMES, Ann Arbor, Mich. Entrant: Bobcor Performance, Williamsville, N. Y.	Alfa Romeo Alfretta GT Yellow
12	NOAH LACONA, West Des Moines, Iowa BRIAN GOELLNICHT, Tulsa, Okla. GREGG YOUNG, Westport, Conn. WARWICK BROWN, Australia Entrant: Noah's Ark Restaurant, Des Moines, Iowa	Noah's Ark Lola T292
13	WARREN AGOR, Rochester, New York STEVE BEHR, New York, New York Entrant: Warren Agor, Rochester, N. Y.	Monza Lavender-Yellow
14	AL HOBERT, Warrington, Pa. PETER GREGG, Jacksonville, Fla. Entrant: Holbert Porsche-Audi, Inc., Warrington, Pa.	TAG Porsche Carrera Blue
19	BOB NAGEL, Library, Pa. NICK ENGELS, Bethel Park, Pa. Entrant: Nagel Racing, Library, Pa.	Corvette Blue

SIX HOURS OF ENDURANCE

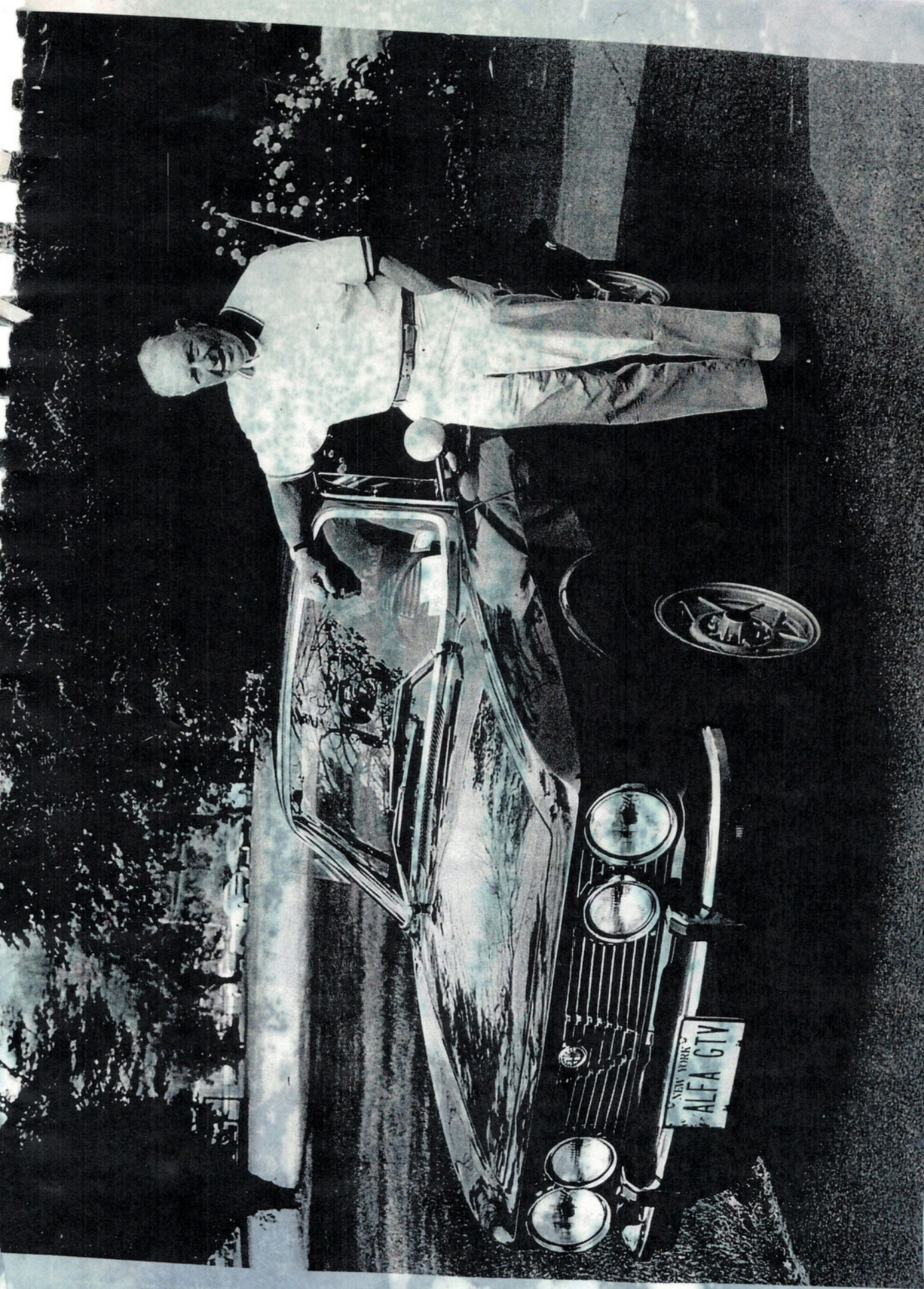
FOR THE WORLD CHAMPIONSHIP FOR MAKES

Saturday, July 12, 1975 - 12:00 to 6:00 p.m.

Rank	Driver	Team	Make
1	GERARD ALPINE	Alpine	Alpine
2	LODY SCHNEIDER	Alpine	Alpine
3	ARTURO MERTARIO	Alpine	Alpine
4	DEREK BELL	Alpine	Alpine
5	HERNAN PERCAROLO	Alpine	Alpine
6	JOHN GREENWOOD	Alpine	Alpine
7	BILL ADAM	Alpine	Alpine
8	ARTURO MERTARIO	Alpine	Alpine
9	MARIO ANDRETTI	Alpine	Alpine
10	DEREK BELL	Alpine	Alpine
11	HERNAN PERCAROLO	Alpine	Alpine
12	JOHN GREENWOOD	Alpine	Alpine
13	BILL ADAM	Alpine	Alpine
14	ARTURO MERTARIO	Alpine	Alpine
15	MARIO ANDRETTI	Alpine	Alpine
16	DEREK BELL	Alpine	Alpine
17	HERNAN PERCAROLO	Alpine	Alpine
18	JOHN GREENWOOD	Alpine	Alpine
19	BILL ADAM	Alpine	Alpine
20	ARTURO MERTARIO	Alpine	Alpine
21	MARIO ANDRETTI	Alpine	Alpine
22	DEREK BELL	Alpine	Alpine
23	HERNAN PERCAROLO	Alpine	Alpine
24	JOHN GREENWOOD	Alpine	Alpine
25	BILL ADAM	Alpine	Alpine
26	ARTURO MERTARIO	Alpine	Alpine
27	MARIO ANDRETTI	Alpine	Alpine
28	DEREK BELL	Alpine	Alpine
29	HERNAN PERCAROLO	Alpine	Alpine
30	JOHN GREENWOOD	Alpine	Alpine
31	BILL ADAM	Alpine	Alpine
32	ARTURO MERTARIO	Alpine	Alpine
33	MARIO ANDRETTI	Alpine	Alpine
34	DEREK BELL	Alpine	Alpine
35	HERNAN PERCAROLO	Alpine	Alpine
36	JOHN GREENWOOD	Alpine	Alpine
37	BILL ADAM	Alpine	Alpine
38	ARTURO MERTARIO	Alpine	Alpine
39	MARIO ANDRETTI	Alpine	Alpine
40	DEREK BELL	Alpine	Alpine
41	HERNAN PERCAROLO	Alpine	Alpine
42	JOHN GREENWOOD	Alpine	Alpine
43	BILL ADAM	Alpine	Alpine
44	ARTURO MERTARIO	Alpine	Alpine
45	MARIO ANDRETTI	Alpine	Alpine
46	DEREK BELL	Alpine	Alpine
47	HERNAN PERCAROLO	Alpine	Alpine
48	JOHN GREENWOOD	Alpine	Alpine
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50	ARTURO MERTARIO	Alpine	Alpine
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95	HERNAN PERCAROLO	Alpine	Alpine
96	JOHN GREENWOOD	Alpine	Alpine
97	BILL ADAM	Alpine	Alpine
98	ARTURO MERTARIO	Alpine	Alpine
99	MARIO ANDRETTI	Alpine	Alpine
100	DEREK BELL	Alpine	Alpine

22	DENNIS LONG, Sterling, Ill. TIM STARTUP, Madison, Wisconsin Entrant: Long Racing, Sterling, Ill.	Bangdag Corvette Blue-Gold
24	SAM POSEY, San Juan Capistrano, Calif. HANS STUCK, Grainau, Germany Entrant: BMW Motorsport GmbH, Munich, Germany	BMW CSL White-Blue
25	BRIAN REDMAN, Gargrave, England RONNIE PETERSON, Maidenhead, England Entrant: BMW Motorsport, GmbH, Munich, Germany	BMW CSL White-Blue
28	JERRY KARL, Manchester, Pa. RICHARD C. WEISS, Phillipsburg, N. J. Entrant: Weiss Motor Racing, Phillipsburg, N. J.	Porsche 911S Green
32	BILL SEIP, Syracuse, N. Y. DAVID LLOYD, Ridgefield, Conn. Entrant: Warren & Ginny Wagner, Syracuse, N. Y.	Corvette Yellow
33	BOB SHARP, Wilton, Conn. JIM FITZGERALD, Clemmons, N. C. Entrant: Bob Sharp Racing, Wilton, Conn.	Kendall-Canan Datsun Z Red-White-Blue
36	PAUL MILLER, Bedminster, Md. KENPER MILLER, Rochester, N. Y. Entrant: Miller Brothers Racing Enterprises, Rochester, N. Y.	Miller Brothers Pantera Red-White-Blue
56	CRAIG CARTER, McGraw, N. Y. DAVID LAUGHLIN, Baldwinsville, N. Y. Entrant: Carter Brothers Racing, McGraw, N. Y.	Camaro White
57	BOB GROSSMAN, Nyack, N. Y. HUGH KLEINPETER, Hialeah, Fla. Entrant: Grossman Motor Car Corporation, W. Nyack, N. Y.	deTomaso Pantera
67	MICHAEL OLEYAR, Freeland, Pa. SAMUEL FEINSTEIN, Philadelphia, Pa. Entrant: Little Foreign Car Shop Racing, Freeland, Pa.	Corvette 454 Red-White-Blue
74	LUDWIG HEIMRATH, Scarborough, Ontario, Canada RUDI BARTLING, Toronto, Ontario, Canada Entrant: Heimrath Racing, Scarborough, Ontario, Canada	Porsche Carrera White
76	ALLAN ANDERSON, Schenectady, N. Y. RAY ANTON, West Field, Mass. Entrant: Allan Anderson, Schenectady, N. Y.	Corvette Red-White-Blue
77	BRUCE JENNINGS, Parkton, Md. BOB BEASLEY, Richmond, Va. Entrant: Bruce Jennings, Parkton, Md.	Porsche 911S Red
78	MILTON "Babe" HEADLEY, Norristown, Pa. PAUL MISURIELLO, Springfield, Pa. Entrant: Babe's Garage, Paoli, Pa.	Corvette Green
83	FRANK MARINO, Montreal, Quebec, Canada BERT EVERETT, Conshocken, Pa. Entrant: Frank Marino, Montreal, Quebec, Canada	Roma General Auto Repair Alfa Romeo GT AM Blue
84	FRANK DOBIAS, Astoria, N. Y. DRIVER TO BE NAMED Entrant: Frank Dobias, Astoria, N. Y.	Mustang Blue
88	MAURICE "MO" CARTER, Burlington, Ont., Canada TONY DELORENZO, Troy, Mich. Entrant: Carter Racing Services, Hamilton, Ont., Canada	Monza 350 Red-White
90	THOMAS RYNONE, Waverly, N. Y. NEIL WIERNICKI, Trumansburg, N. Y. MICHAEL WIERNICKI, Trumansburg, N. Y. Entrant: Rynone Industries, Waverly, N. Y.	Corvette Green
91	ALEX DAVIDSON, Syracuse, N. Y. ROGER PIERCE, Syracuse, N. Y. Entrant: Roger Pierce, Syracuse, N. Y.	Corvette Black-Orange
92	JOHN ORR, Sherrill, N. Y. BILL JOBE, Palo Alto, Calif. Entrant: E. F. Miller & Co., Rochester, N. Y.	Corvette Red-White
93	RAY WALLE, Princeton, N. J. TOM REDDY, Bronxville, N. Y. Entrant: Ray Walle, Princeton, N. J.	Mazda RX-3 Yellow
95	BOB HAGESTAD, Denver, Colo. HURLEY HAYWOOD, Jacksonville, Fla. Entrant: Hagestad Porsche-Audi, Denver, Colo.	Porsche Carrera

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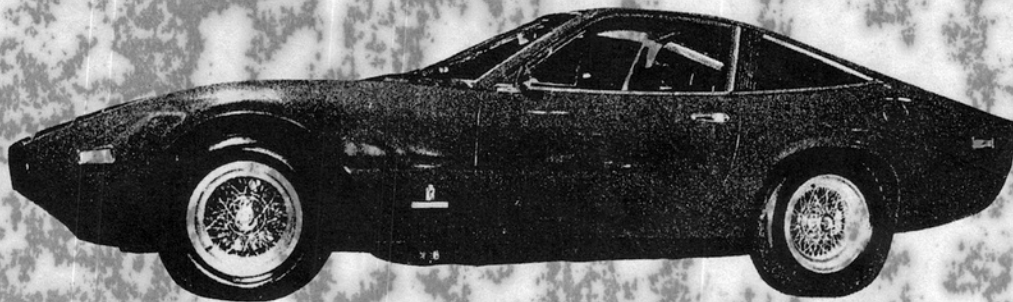
2002 w Alex Gowers! GTV in Doylestown

CONVERSION CHART

Minutes	.0	.1	.2	.3	P	.4	.5	.6	.7	.8	.9
1:35	127.97	127.84	127.70	127.57		127.43	127.30	127.17	127.03	126.90	126.77
1:36	126.64	126.51	126.37	126.24		126.11	125.98	125.85	125.72	125.59	125.46
1:37	125.33	125.20	125.07	124.95		124.81	124.69	124.56	124.43	124.30	124.18
1:38	124.05	123.93	123.80	123.67		123.55	123.42	123.29	123.17	123.04	122.92
1:39	122.80	122.68	122.55	122.42		122.30	122.18	122.06	121.93	121.81	121.69
1:40	121.57	121.45	121.32	121.20		121.08	120.96	120.84	120.72	120.60	120.48
1:41	120.36	120.24	120.13	120.01		119.89	119.77	119.65	119.54	119.42	119.30
1:42	119.18	119.07	118.95	118.83		118.72	118.60	118.49	118.37	118.26	118.14
1:43	118.03	117.91	117.80	117.68		117.57	117.46	117.34	117.23	117.12	117.00
1:44	116.89	116.78	116.67	116.56		116.44	116.33	116.22	116.11	116.00	115.89
1:45	115.78	115.67	115.56	115.45		115.34	115.23	115.12	115.01	114.90	114.79
1:46	114.69	114.58	114.47	114.36		114.25	114.15	114.04	113.93	113.83	113.72
1:47	113.61	113.51	113.40	113.30		113.19	113.09	112.98	112.88	112.77	112.67
1:48	112.56	112.46	112.35	112.25		112.15	112.04	111.94	111.84	111.73	111.63
1:49	111.53	111.43	111.33	111.22		111.12	111.02	110.92	110.82	110.72	110.62
1:50	110.52	110.42	110.31	110.21		110.12	110.02	109.92	109.82	109.72	109.62
1:51	109.52	109.42	109.32	109.22		109.13	109.03	108.93	108.83	108.74	108.64
1:52	108.54	108.45	108.35	108.25		108.16	108.06	107.96	107.87	107.77	107.68
1:53	107.58	107.49	107.39	107.30		107.20	107.11	107.01	106.92	106.83	106.73
1:54	106.64	106.54	106.45	106.36		106.26	106.17	106.08	105.99	105.89	105.80
1:55	105.71	105.62	105.53	105.44		105.34	105.25	105.16	105.07	104.98	104.89
1:56	104.80	104.71	104.62	104.53		104.44	104.35	104.26	104.17	104.08	103.99
1:57	103.90	103.81	103.73	103.64		103.55	103.46	103.37	103.29	103.20	103.11
1:58	103.02	102.94	102.85	102.76		102.67	102.59	102.50	102.42	102.33	102.24
1:59	102.16	102.07	101.99	101.90		101.81	101.73	101.64	101.56	101.47	101.39
2:00	101.31	101.22	101.14	101.05		100.97	100.89	100.80	100.72	100.63	100.55
2:01	100.47	100.39	100.31	100.22		100.14	100.06	99.98	99.90	99.81	99.73
2:02	99.65	99.57	99.49	99.41		99.32	99.24	99.16	99.08	99.00	98.92
2:03	98.84	98.76	98.68	98.60		98.52	98.44	98.36	98.28	98.20	98.12
2:04	98.04	97.96	97.88	97.80		97.72	97.65	97.57	97.49	97.41	97.33

CIRCUIT LENGTH — 3.377 MILES

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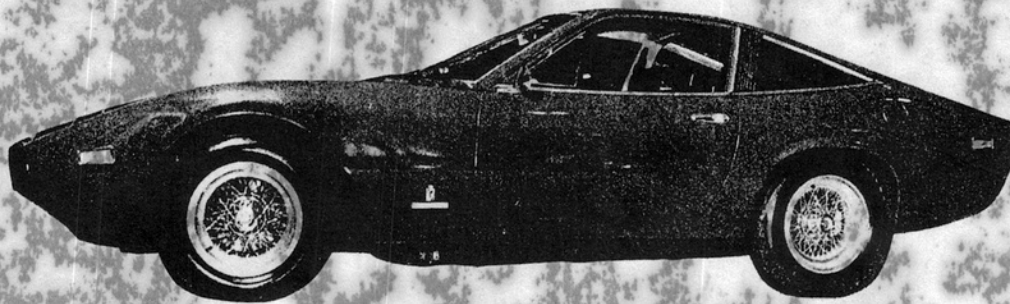
PHONE (716) 633-8686

CONVERSION CHART

Minutes	.0	.1	.2	.3	P	.4	.5	.6	.7	.8	.9
1:35	127.97	127.84	127.70	127.57		127.43	127.30	127.17	127.03	126.90	126.77
1:36	126.64	126.51	126.37	126.24		126.11	125.98	125.85	125.72	125.59	125.46
1:37	125.33	125.20	125.07	124.95		124.81	124.69	124.56	124.43	124.30	124.18
1:38	124.05	123.93	123.80	123.67		123.55	123.42	123.29	123.17	123.04	122.92
1:39	122.80	122.68	122.55	122.42		122.30	122.18	122.06	121.93	121.81	121.69
1:40	121.57	121.45	121.32	121.20		121.08	120.96	120.84	120.72	120.60	120.48
1:41	120.36	120.24	120.13	120.01		119.89	119.77	119.65	119.54	119.42	119.30
1:42	119.18	119.07	118.95	118.83		118.72	118.60	118.49	118.37	118.26	118.14
1:43	118.03	117.91	117.80	117.68		117.57	117.46	117.34	117.23	117.12	117.00
1:44	116.89	116.78	116.67	116.56		116.44	116.33	116.22	116.11	116.00	115.89
1:45	115.78	115.67	115.56	115.45		115.34	115.23	115.12	115.01	114.90	114.79
1:46	114.69	114.58	114.47	114.36		114.25	114.15	114.04	113.93	113.83	113.72
1:47	113.61	113.51	113.40	113.30		113.19	113.09	112.98	112.88	112.77	112.67
1:48	112.56	112.46	112.35	112.25		112.15	112.04	111.94	111.84	111.73	111.63
1:49	111.53	111.43	111.33	111.22		111.12	111.02	110.92	110.82	110.72	110.62
1:50	110.52	110.42	110.31	110.21		110.12	110.02	109.92	109.82	109.72	109.62
1:51	109.52	109.42	109.32	109.22		109.13	109.03	108.93	108.83	108.74	108.64
1:52	108.54	108.45	108.35	108.25		108.16	108.06	107.96	107.87	107.77	107.68
1:53	107.58	107.49	107.39	107.30		107.20	107.11	107.01	106.92	106.83	106.73
1:54	106.64	106.54	106.45	106.36		106.26	106.17	106.08	105.99	105.89	105.80
1:55	105.71	105.62	105.53	105.44		105.34	105.25	105.16	105.07	104.98	104.89
1:56	104.80	104.71	104.62	104.53		104.44	104.35	104.26	104.17	104.08	103.99
1:57	103.90	103.81	103.73	103.64		103.55	103.46	103.37	103.29	103.20	103.11
1:58	103.02	102.94	102.85	102.76		102.67	102.59	102.50	102.42	102.33	102.24
1:59	102.16	102.07	101.99	101.90		101.81	101.73	101.64	101.56	101.47	101.39
2:00	101.31	101.22	101.14	101.05		100.97	100.89	100.80	100.72	100.63	100.55
2:01	100.47	100.39	100.31	100.22		100.14	100.06	99.98	99.90	99.81	99.73
2:02	99.65	99.57	99.49	99.41		99.32	99.24	99.16	99.08	99.00	98.92
2:03	98.84	98.76	98.68	98.60		98.52	98.44	98.36	98.28	98.20	98.12
2:04	98.04	97.96	97.88	97.80		97.72	97.65	97.57	97.49	97.41	97.33

CIRCUIT LENGTH — 3.377 MILES

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