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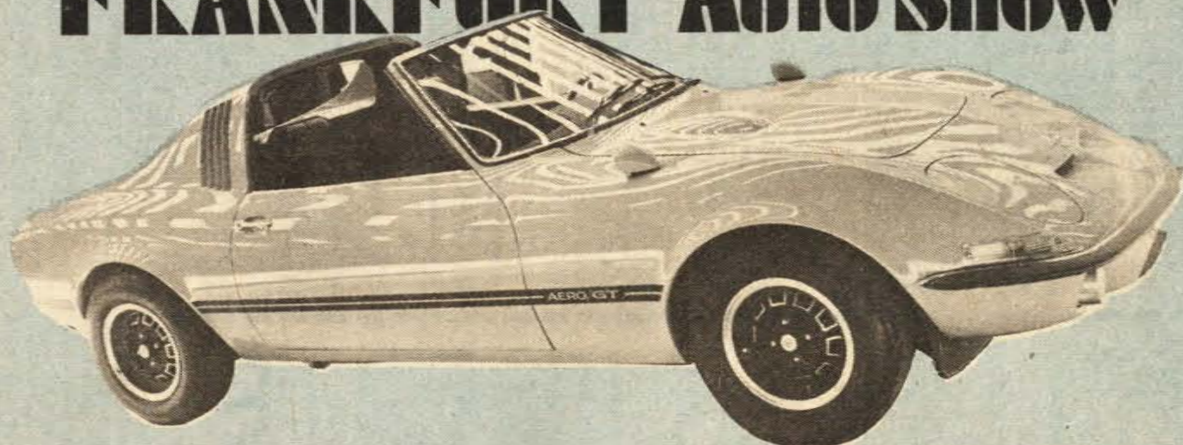
MAC

# AUTOWEEK

October 11, 1969

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## FRANKFURT Auto Show

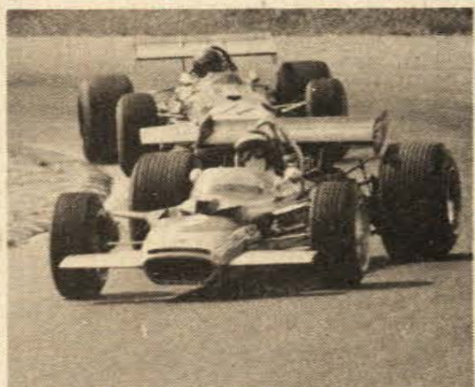


## SEARS POINT

Mark Stuns Parnelli's Mustang



Canadian Grand Prix



Trenton 300

Mario Wins  
Championship



# DONOHUE AT SEARS PT., TITLE TO CAMARO

## Pit Action Decisive Factor As Ford Challenge Thwarted

By John F. Kelly  
News Editor

SONOMA, Calif., Sept. 14 — A gleeful Mark Donohue squirted a congratulating crowd with champagne after clinching the 1969 Trans-Am Sedan Championship for Chevrolet Camaro with a two-second victory margin over the fast-closing Ford Mustang of Parnelli Jones at Sears Point International Raceway today.

Jones led the first 69 laps from his pole position in the Bud Moore-prepared Mustang.

Donohue, however, led the all-important final 11 laps.

### PARNELLI FASTEST

Jones was obviously faster on the track. But the well-drilled Roger Penske crew had Donohue's Sunoco Camaro in and out of the pits for three stops quicker than Jones' two. Donohue's three stops consumed 5.1, 3.3 and 26.5 seconds respectively.

It was clearly a three-way battle for the victory, with Jones and

Donohue sparing for the win and Follmer attempting to thwart a Camaro championship. But in the end, Follmer's task was thwarted by a failing engine and excessive tire wear. He finished 29 seconds behind the leader with heavy smoke pouring out the exhaust pipe.

Fourth went to the '68 Pontiac Firebird of Jerry Titus, the only other car to complete 80 laps, but a minute and 34 seconds behind Donohue.

### FORD BLOWS IT

Jones lost his lead when he pitted on the 69th lap to have his Mustang's two rear tires replaced in an agonizingly-long 52-second stop.

At the drop of the flag, from his second row starting position George Follmer, in the second Bud Moore Mustang outdragged Donohue into the first turn. With Follmer strategically holding Donohue back, Jones was able to build up a 16-second lead. They continued in

(Continued on page 20)



Pit stops foiled Parnelli Jones and Ford at Sears Point's TransAm. Although Jones led most of the race, Mark Donohue's Camaro was in front on the final laps with a hard-charging Jones carving deeply on the margin to finish a close two seconds behind. (Ed Ingalls photo)

## Canadian GP To Ickx, Brabhams Finish 1-2

By Jack Brady

BOWMANVILLE, Ont., Sept. 20 — Surviving a fierce battle that eliminated all but seven in a 20-car field, Belgian Jack Ickx won the Player's Canadian Grand Prix here today with a solid 46-second margin over his car owner Jack Brabham.

Sole Team Lotus survivor, Jochen Rindt, finishing third, was

the only other driver to complete the full 90 laps over the hilly 2.459-mile Mosport Park circuit.

Scheduled today to meet live television requirements, practice sessions for the Player's Canadian GP moved back to Thursday.

Even though Jackie Stewart is firmly entrenched as the world's driver champion due to his win at Monza, a full field plus three North American entries was on hand with one notable exception—Chris Amon.

Amon's car, the entirely new flat-12 Ferrari, is still in the development stage. Hoping to have the completely new design ready for Watkins Glen, Ferrari passed at Mosport.

An older factory Ferrari for Pedro Rodriguez, nursed along by Luigi Chinetti's North American Racing Team, was flown into New York too late to make the Thursday session but was on hand this morning.

With a broken overcast, the remains of a weather front that moved through Wednesday night and 66-degree temperature, conditions were ideal for Thursday's unofficial session.

Less than half of the expected

(Continued on page 16)

Vol. 19, No. 39

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## Andretti Gets Title At Trenton

By Bill Simmons

TRENTON, N.J., Sept. 21 — During his five-year career in the United States Auto Club, Mario Andretti certainly has become accustomed to winning.

But the chain of events that led to his 28th career victory in today's inaugural Trenton 300 was surprising even for the diminutive Italian ex-patriot.

Andretti, who started sixth in

the 28-car field, was driving his new STP Hawk on a closed course for the first time. Mechanics Clint Brawner and Jim McGee had opted for a new fuel injection system that improved his fuel consumption but robbed the turbocharged Ford engine of top end speed.

All of this combined to keep Andretti an also ran until mechanical problems sidelined the four faster cars, enabling him to

take the lead for the first and last time on the 142nd lap of Trenton's new 1½-mile, kidney-shaped circuit.

But that wasn't even enough. While maintaining an overwhelming six-lap lead on the 185th circuit, Andretti began experiencing handling problems as a leak developed in his right rear tire.

### DIDN'T RISK PIT

"I thought about coming into the pits," Andretti said. "But the tire wasn't losing air too quickly and these wide tires never go completely flat. I figured I could slow it way down and finish without coming in for a change. There are a lot of things that can happen in the pits that cost you a race—like stalling the engine."

Mario didn't want to take any more chances than he had to. His third National Driving Championship in five years was within his grasp and he very much wanted to wrap things up here

(Continued on page 10)

## Hobbs Wins Third Continental, Championship Still Unsettled

By Tony Muldoon

THOMPSON, Conn., Sept. 21 — The second broken Eagle hub of the day sidelined John Cannon and gave David Hobbs his third SCCA Continental Championship victory and second in succession this

afternoon at the New Thompson Speedway.

Hobbs, in a Bartz Chevrolet-powered Surtees TS5, went into the lead on the 44th lap of the 103.34-mile Schaefer Grand Prix and won at an average speed of 95.40mph.

### POSEY SECOND

With Cannon's demise, Sam Posey moved into second place and Tony Adamowicz was third. Posey prevented Adamowicz from wrapping up the Continental Championship at Thompson. Now the title will go down to the 13th and final race on Dec. 28 at Sebring, Fla.

Hobbs went into the lead on the rolling start with Posey, in a McLaren-Chevy; Cannon and the surprisingly fast Mike Goth in a TS5-Chevy close behind. Hobbs' teammate, Andrea de Adamich; Bob Brown's Eagle-Chevy; Bud Morley's Lola-Chevy and points leader Adamowicz completed the top eight at the end of the first lap.

The race lasted only seven laps, however, before it was stopped by an accident. On the fifth lap with

(Continued on page 12)

## AUTOWEEK THIS WEEK

### Pogo Phenomenon

Several drivers experienced physical discomfort and impaired vision on the new Alabama International Motor Speedway prior to Talladega 500. NASA experts say it's pogo phenomenon and was felt by astronauts on the Gemini project. Story on page 2.

### Frankfurt Auto Show

Mid-engined cars took the spotlight at the Frankfurt Auto Show, particularly the new Mercedes C111 and the Porsche 914 series. European Editor David Phipps' review of the first major European show of the season, including many photos, is on page 9.

### Isaac Wins 13th GN

Bobby Isaac captured the Columbia Speedway 100-mile Grand National race Sept. 18, his 13th GN win of the season: Isaac's Dodge finished almost a lap ahead of Richard Petty's Ford, which was plagued by tire trouble. Story on page 15.

### New Gurney Enterprise

Dan Gurney announced the formation of his Checkpoint America, a chain of franchised retail outlets directed at the foreign and American performance car owner. Story on page 2.

### It's A Duesie

A Duesenberg J won the third annual Hoosier Auto Show at the Indianapolis Motor Speedway. Story on page 6.

## LATE NEWS

● SCCA's next and final Continental Championship race, Dec. 28 at Sebring, Fla., will be sponsored by Liggett & Meyers, makers of L&M cigarettes. The F/A event will carry a \$40,000 guaranteed purse.

● The Board of Directors of the Watkins Glen Grand Prix Corp. has turned down what they termed an "inadequate" \$950,000 offer from a group headed by Cameron Argetsinger to buy the road circuit.

● Jack Brabham tested the Agapiou Bros. Ford-powered "J" CanAm car at Michigan International Speedway Sept. 22. Depending on test results, the car will be entered in the MIS race.

● At a special meeting, the Confederation of Australian Motor Sport reversed its decision to establish 2-liter as the only national formula and has made Formula 5000 integral with 2-liter.

● Entry blanks for all future NASCAR Grand National and Grand Touring races include a "good faith to public" pledge which competitors must sign, stating they agree to race "if humanly possible."

● The township committee of Burlington County, N.J., Monday unanimously approved a statute permitting construction of American Raceways' Eastern International Speedway. However, a suit is expected to be filed seeking an injunction to prohibit enforcement of the statute.

### TR6s OF DITTEMORE, McCOMB FINISH 1, 2, AT MID-AMERICA Sunday, September 21

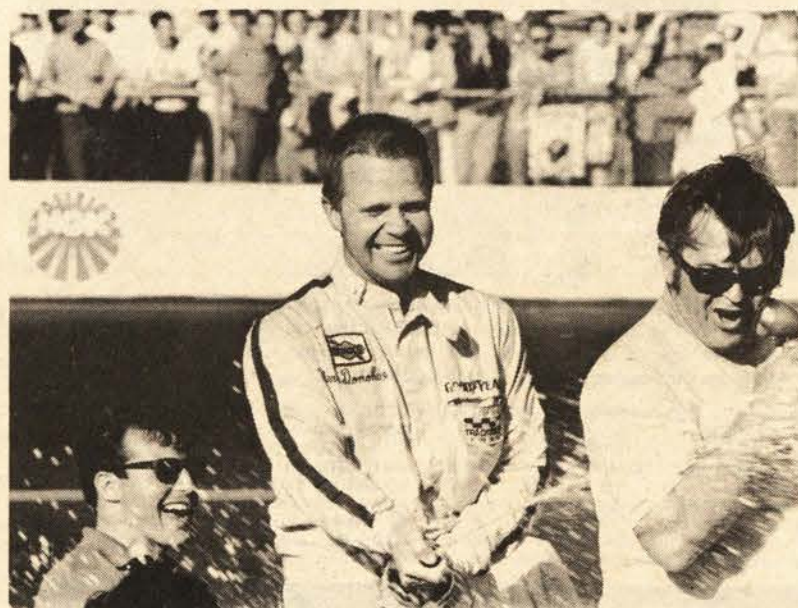
Mid-America Nationals, St. Louis, Mo. — Triumph TR6s driven by Jim Dittmore of Palos Verdes Peninsula, Calif., and John McCombs of Hutchinson, Kansas, finished 1, 2 respectively in their C production contest at the Gateway Grand Prix. Both Dittmore and McComb ran away from the competition to collect the victory for Triumph.

In the G production contest, Gordon Smiley of Kansas City, Mo., drove the Roy Jones Spitfire to a first in class and clinched the divisional championship. He also bettered the lap record by two seconds.



More on:

# Mark's Camaro Comes From Behind To Win Sears Point



Jubilantly, Mark Donohue sprays champagne into the crowd in front of the victory stand after clinching the 1969 TransAm title for Chevrolet Camaro. Announcer Murray Jewell, at right, reacts to the backwash. (Ed Ingalls photo)

(Continued from page 1)

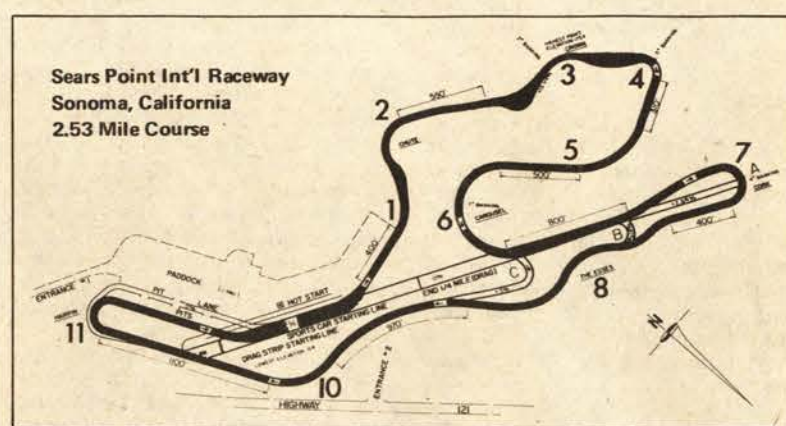
this fashion until Donohue made his first spectacular five-second fuel stop on the 36th lap. Three laps later Jones' fuel stop consumed 14 seconds, but he got out in time to retain his lead over teammate Follmer.

A few laps later Donohue moved into second when Follmer spent 12 seconds in the pits for his first fuel stop.

## MARK PITS AGAIN

Four laps after Jones' race-losing long stop, Donohue pitted for more chilled fuel and a left front tire. But he still held his lead with a 26.5-second stop, re-entering the track with a 12-second margin with six laps of the 80-lap race remaining.

Jones charged. The crowd—estimated at 32,000—stood on its feet and cheered their favorite. Jones was seven seconds back on lap 78 and narrowed the margin to five seconds on lap 79. But he was still behind, by 2.17



seconds, when the checkered flag dropped.

Donohue averaged 81.4mph to win the 201.8-mile race.

Ron Bucknum, winner of the Kent TransAm two weeks ago, was fifth in another Penske Camaro. Prior to the race Bucknum said he was "down on power."

Elliott Forbes-Robinson II won the under-2-liter section in a '69 Porsche 911. Forbes-Robinson credited his pit crew's fast work in helping him beat out the other nine Porsche 911s.

Ford had high hopes of pulling the TransAm championship out of the bag and rented the track on Monday, Tuesday and Thursday prior to the race. All the team drivers got in plenty of practice except Dan Gurney who was holding a press conference Thursday in Los Angeles.

## GURNEY SCRATCHED

Because he didn't make practice, Gurney was scratched as a team driver in one of the Carroll Shelby-prepared Mustangs. The other Shelby car was driven by Peter Revson who qualified the car seventh.

After two laps in the race, Revson drove the car into the paddock area complaining it didn't run right. Heated conversation ensued and the car was brought to the racing pit area where Bill Pendleton got into the cockpit. The Shelby crew was informed the car

couldn't re-enter the race once it had been taken to the paddock area and the car was left parked with "carburetion" listed as its DNF reason.

## REVSON UPSET

A rumor quickly spread that Revson had quit the Ford team flat. Revson told Autoweek many things are said in the excitement of the moment and he would be driving the Mustang at Riverside in two weeks. (Continued on page 21)

## TransAm Qualifying

# Gurney No-Show, Jones On Pole

SONOMA, Calif., Sept. 20 — "Where's Dan Gurney?" was the question everyone asked as practice and qualifying sessions for the Sears Point TransAm race got underway.

One Shelby-prepared blue Mustang with the number "2" painted on the side sat in the paddock area neatly covered by a Mitten. It was the car Gurney used at the Laguna Seca and Kent TransAms. Only one Shelby car was running—with Peter Revson managing to qualify seventh on the grid.

Curiously, the brightly painted red, white and black Mustangs from the Bud Moore team of Spartanburg, S.C., were increased from two to three.

In the third Moore Mustang was Horst Kwech who had previously driven for Shelby but who was left rideless when Gurney joined the team. A new car had been prepared and it went to fast qualifier Parnelli Jones. Kwech took Parnelli's old

car—now No. 2—and qualified fifth.

The Gurney machine sat unused. "Gurney was holding a press conference on Thursday, the day Ford had rented Sears Point for a day of practice. When Gurney didn't show, he was scratched as an entrant.

"It was Ford's decision," Carroll Shelby told Autoweek.

"Nobody, not even Dan Gurney, can come in and save a program in the last three minutes," said Jacques Passino, Ford's performance manager. Passino was personally supervising the down-to-the-wire efforts to capture the 1969 Trans-American Sedan Championship.

## REVSON DEJECTED

Meanwhile, it was a dejected Peter Revson who sat on the pit wall after qualifying. His was the only Shelby-prepared Mustang in the race and had qualified seventh. He had tried one of the Moore Mustangs on Thursday and found he was at least a second a lap quicker in a Moore-prepared car.

Following the morning qualifying session, Jerry Titus packed the two team Firebirds and took off. The main two-hour qualifying session was still to come.

"I was happy with our times and we had to do some brake work, so we left. I guess we did psych out a few people," he grinned. "We didn't finish working on the cars until midnight."

To get an independent opinion, Ed Leslie drove both the Firebirds in practice. Milt Minter had been unhappy with his car.

"My car used to be quicker than Jerry's but when I couldn't drive the race at St. Jovite they hired Gordon Johncock and he wrecked the car on the first lap of practice. The replacement just won't go as fast," Minter said. Leslie confirmed Minter's opinion.

Titus also drove the Minter car and while he was a second quicker, he was still two seconds slower than in his own car.

Jones qualified the Firestone-shod Mustang with a quick time of 1:45.92, 85.743mph, over the tight 12-turn, 2.53-mile circuit. Donohue's best of 1:46.89 put his Sunoco-sponsored Camaro on the front row alongside Jones.

George Follmer switched to Goodyears late in the session in an attempt to better his time. He didn't. His 1:47.82 clocking on Firestones put him in the second

SEARS POINT TRANS-AM GRID			
No. 15-Parnelli Jones '69 Mustang 1:45.92, 85.734mph (F)	No. 6-Mark Donohue '69 Camaro 1:46.89, 84.956mph (G)	No. 13-Jerry Titus '68 Firebird 1:49.25, 83.121 (G)	
16-George Follmer '69 Mustang 1:47.82, 84.224 (F)	13-Jerry Titus '68 Firebird 1:49.25, 83.121 (G)	9-Ron Bucknum '69 Camaro 1:49.73, 82.757 (G)	
2-Horst Kwech '69 Mustang 1:49.51, 82.923 (G)	4-Ron Grable '69 Javelin 1:50.90, 82.127 (G)	92-Rusty Jowett '68 Camaro 1:51.45, 81.720 (G)	
1-Peter Revson '69 Mustang 1:50.12, 82.709 (G)	7-Craig Fisher '69 Camaro 1:51.71, 81.529 (F)	69-Roy Woods '69 Camaro 1:54.24, 79.726 (G)	
64-Tony Settember '67 Camaro 1:51.13, 81.958 (F)	10-Ron Hunter '68 Javelin 1:56.37, 78.264 (G)	26-Frank Search '68 Camaro 1:58.01, 77.177 (D)	
3-Jerry Grant '69 Javelin 1:51.48, 81.698 (G)	95-Merle Brennan/ Mary Ellen Wilkins '67 Mustang 1:58.21, 77.047 (F)	59-Peter Gregg '68 Porsche 911L 1:58.57, 76.813 (F)	
18-Milt Minter '68 Firebird 1:52.23, 81.151 (G)	47-Elliott Forbes-Robinson '68 Porsche 1:59.73, 76.068 (G)	49-Mark Kelman '68 Camaro 1:58.61, 76.783 (F)	
75-Hugh Harn '67 Camaro 1:56.29, 78.318 (G)	67-Don Zacherie '68 Porsche 911 2:00.58, 75.532 (G)	31-Bob West '67 Camaro 1:59.06, 76.496 (G)	
56-Gerry Gregory '69 Camaro 1:58.07, 77.137 (G)	96-Walt Maas '67 Porsche 911 2:00.72, 75.461 (G)	84-Jim Weickgenant '67 Porsche 911 2:01.68, 74.866 (D)	
99-Alan Johnson '69 Porsche 911 1:58.26, 77.003 (G)			
76-Dennis Piller '67 Camaro 1:58.58, 76.799 (F)			
34-Jerry Oliver '67 Mustang 1:58.71, 76.629 (F)			
55-Ted Roberts '69 Javelin 1:59.14, 76.446 (G)			
32-Don Pike '68 Porsche 911 1:59.97, 75.917 (G)			
41-Gary Wright '68 Porsche 911 2:00.58, 75.532 (G)			
14-Bert Everett '68 Porsche 911S 2:01.56, 74.923 (G)			
61-Tony Campbell '68 Porsche 911 2:08.80, 74.615 (F)			

D - Dunlop F - Firestone G - Goodyear

row behind Jones. He said he would stick with Firestones for the race.

Ronnie Kaplan's Javelin team was having its problems. Ron Grable clocked at 1:50.90 to put him on the fourth row alongside Revson, but the best Jerry Grant could do was 1:51.48 which placed him behind independents Rusty Jowett and Tony Settember, both in Camaros.

Alongside Grant was Craig Fisher in another independent Camaro entered by the Canadian Todco Racing. Tomorrow's race is only the third TransAm for Fisher this year. He was the sensation of last year's series in the Terry Godsal Firebird. For 1970, Fisher said, Todco will field two Camaros with Canadian drivers in the TransAm.

## Riverside Ready For Oct. 5 Race

RIVERSIDE, Calif., Sept. 17 — The strike-plagued improvement project at Riverside International Raceway will not hinder the Oct. 5 TransAm race.

Paving of more than three miles of road course was completed today and the raceway's \$1 million face-lifting job will be finished in time for the final '69 TransAm series event.

The race was originally scheduled early this month but a heavy equipment operators strike forced postponement. When the strike was settled, asphalt workers threatened to walk out.



Mark Kelman gets his '68 Camaro (49) sideways in turn six in the early running at the Sears Point TransAm between Tony Settember, '67 Camaro (64), and Merle Brennan, '67 Mustang (95). (Pat O'Daniels photo)

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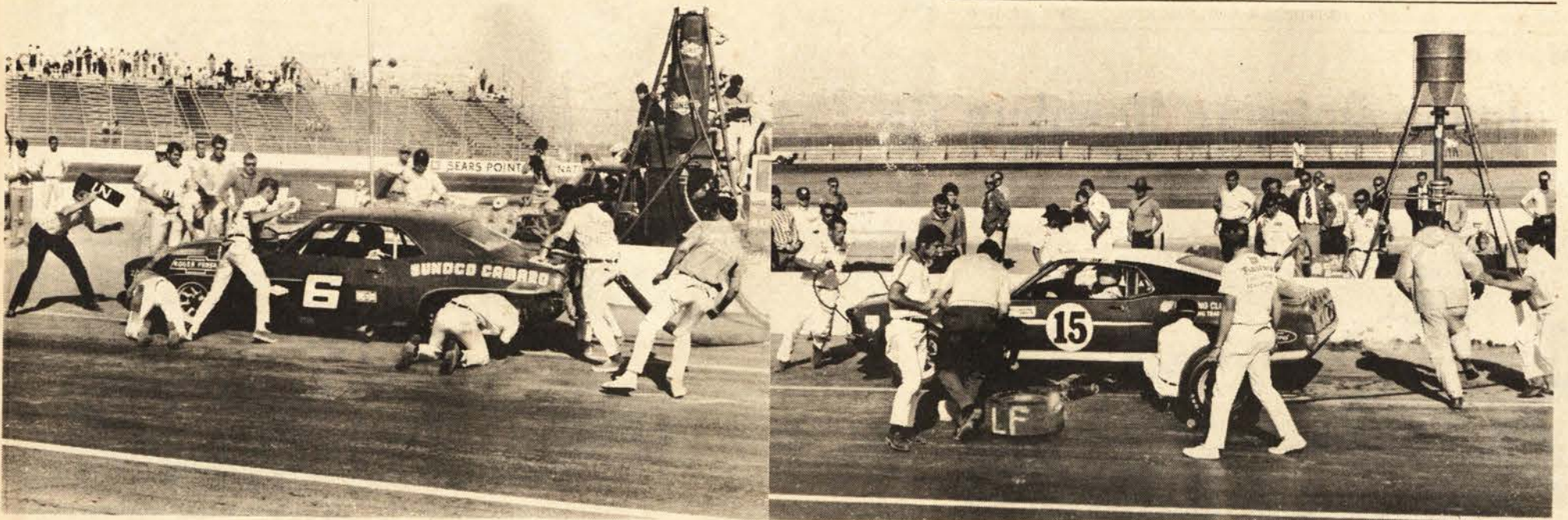
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Pit stops made the difference at Sears Point. At left is one of the quick stops to service Mark Donohue's '69 Camaro (6) with Roger Penske, holding "In" sign, directing the action. Donohue's two strictly-fuel stops consumed 5.1 and 3.3 seconds. His stop to replace the right front tire consumed

26.5 seconds and he finished the race with cord showing on his left rear tire. Parnelli Jones had two rear tires replaced in a 52-second stop. His crew jacked car from left side first and had to repeat action for right side. Jones' earlier stop for fuel required 14 seconds. (John Dickerson, Ed Ingalls photos)

### More on:

## Camaro Team Captures TransAm Title

(Continued from page 20)

weeks. "But I want a car that runs on more than six and a half cylinders," he said.

Horst Kwech, whose ride was pre-empted when Gurney joined the Shelby team two races ago, was running Jones' old Bud Moore car but after running fourth for the first 18 laps, he pitted for two tires and fuel, dropping him to 10th. He worked his way to eighth but but dropped out with suspension trouble on the 27th lap.

### MINTER UNHAPPY

Never happy with his car's handling, Milt Minter brought the second T/G Racing Firebird into seventh, two laps off the pace.

Behind Minter, also two laps down, was Ron Grable in the first of the factory Javelins. Grable spun in Sears Point's famed U-turn causing a rock to break his clutch linkage on the 61st lap. He took several seconds to restart and then ran the rest of the race with clutchless shifts.

Jerry Grant, another two laps down, finished ninth in the second factory Javelin.

### GREGG LOSES WHEEL

Peter Gregg had been in contention for the under-2-liter win and was running well when the starter indicated one lap remaining. Gregg's Porsche decided the left rear wheel wasn't needed any longer and it went rolling straight at the first turn. Gregg made it all the way around the course to turn 11 where his three-wheeled Porsche came to an abrupt halt against the wall.

(Continued from page 21)

# Sunoco team wins Trans-Am title. Again.



## So what else is new?

Second year in a row! It's getting to be a habit with the Sunoco Camaros, Messrs. Penske, Donohue, Bucknum and crew. And Sunoco 260. It's just the highest octane gasoline you can buy at any pump anywhere—in the world.



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More on:

# Jones Outruns Donohue On The Track, But Loses In The Pits



Under-2-liter winner Elliott Forbes-Robinson in the Allred brothers Porsche 911 (47) and Jerry Titus in his '68 Pontiac Firebird (13) drive past Hugh Harn's disabled and vacated Camaro at the Sear Point TransAm, Sept. 21.  
(Pat O'Daniels photo)

## SCCA TransAm Sedan Championship

### OVER-2-LITER

Camaro  
Mustang  
Firebird  
Javelin

Michigan Int'l, May 11	Lime Rock Park, May 30	Mid-Ohio, June 8	Bridgehampton, June 22	Donnybrook, July 6	Bryar Park, July 20	St. Jovite, Aug. 3	Watkins Glen, Aug. 10	Laguna Seca, Aug. 24	Seattle, Sept. 7	Sears Point, Sept. 21	Riverside, Oct. 5	TOTAL*
6	4	9	6	6	9	9	9	9	9	9		75
9	9	6	9	9	4	-	6	4	6	6		64
4	2	-	4	3	2	6	-	2	4	3		30
3	-	2	1	2	-	3	2	-	-	-		13

### UNDER-2-LITER

Porsche  
Alfa Romeo  
BMW  
Austin Cooper

Michigan Int'l, May 11	Lime Rock Park, May 30	Mid-Ohio, June 8	Bridgehampton, June 22	Donnybrook, July 6	Bryar Park, July 20	St. Jovite, Aug. 3	Watkins Glen, Aug. 10	Laguna Seca, Aug. 24	Seattle, Sept. 7	Sears Point, Sept. 21	Riverside, Oct. 5	TOTAL*
9	9	9	9	9	6	9	9	9	9	9		81
4	6	-	4	-	9	-	-	-	3	-		26
-	-	-	-	6	-	-	-	1	-	-		7
-	-	-	-	-	-	4	-	-	-	-		4

\*(Note: Championship determined in each class on best performance in three-fourths or next highest number of races (nine) held during the year.)

(Continued from page 21)

In the battle of the independents, Craig Fisher was running a steady sixth when he ran into mechanical problems two laps from the end. Rusty Jowett moved into sixth in his Camaro at that point.

### HUNTER PROTESTED

A post-race protest was lodged by Porsche driver Bert Everett against Ron Hunter, driver of the Ralph Rohr-owned '68 Javelin. Everett cited Hunter didn't take due caution in a body contact incident. The stewards upheld the protest and fined Hunter \$50.

In a second action, car owner Bob Harmon and driver Walt Maas protested a steward's decision to disqualify their Porsche 911 for receiving assistance on the course. When Maas ran out of gas, he was accompanied back to the car by a crew member who carried a can of gas. The stewards disallowed the protest and the car was listed as disqualified.

SEARS POINT 200 TRANS-AMERICAN CHAMPIONSHIP RACE, SEARS POINT INTERNATIONAL RACEWAY, SONOMA, CALIF., SEPT. 21

FINISHERS: 1 - Mark Donohue, '69 Camaro, 80 laps or 201.8 miles in 2:29:00.49 for an average speed of 81.4mph, \$2500; 2 - Parnelli Jones, '69 Mustang, 80 laps, \$1700; 3 - George Follmer, '69 Mustang, 80, \$1300; 4 - Jerry Titus, '68 Firebird, 80, \$900; 5 - Ronnie Bucknum, '69 Camaro, 79, \$650; 6 - Rusty Jowett, '68 Camaro, 79, \$650; 7 - Milt Minter, '68 Firebird, 78, \$400; 8 - Ron Grable, '69 Javelin, 78, \$350; 9 - Jerry Grant, '69 Javelin, 76, \$300; 10 - Gerry Gregory, '69 Camaro, 74, \$250; 11 - Elliott Forbes-Robinson II, '69 Porsche, 73 (1-U2), \$1300; 12 - Tony Settember, '67 Camaro, 73, \$200; 13 - Jerry Oliver, '67 Mustang, 73, \$200; 14 - Don Pike, '69 Porsche, 73 (2-U2), \$800; 15 - Gary Wright, '68 Porsche, 72 (3-U2), \$700; 16 - Bert Everett, '68 Porsche, 71 (4-U2), \$600; 17 - Merle Brennan/Mary Ellen Wilkins, '67 Mustang, 71, \$150; 18 - Jim Weickgenant, '68 Porsche, 70 (5-U2), \$500; 19 - Tony Campbell, '68 Porsche, 69 (6-U2), \$400; 20 - Don Zacherie, '67 Porsche, 57 (7-U2), \$300; 21 - Mark Kelman, '68 Camaro, 56, \$150.

DNF: 22 - Craig Fisher, '68 Camaro, 78, \$100, mechanical; 23 - Peter Gregg, '68 Porsche, 72, \$200, lost wheel and crashed; 24 - Roy Woods, '69 Camaro, 69, \$100, ran out of gas; 25 - Joe Chamberlin, '69 Camaro, 58, \$75, mechanical; 26 - Frank Search, '68 Camaro, 55, \$75, rearend; 27 - John Hall, '68 Mustang, 39, \$50, mechanical; 28 - Hugh Harn, '67 Camaro, 34, \$50, mechanical; 29 - Horst Kwech, '69 Mustang, 27, \$0, suspension; 30 - Bob West, '68 Camaro, 27, \$0, broken rocker arm; 31 - Ron Hunter, '68 Javelin, 26, \$0, differential half shaft; 32 - Ted Roberts, '68 Javelin, 18, \$0, mechanical; 33 - Alan Johnson, '68 Porsche, 10, \$100, gearbox; 34 - Peter Revson, '69 Mustang, 2, \$0, carburetion.

DISQUALIFIED: Walt Maas, '67 Porsche, 58, assistance on course.

## Lola Producing F/F

SLOUGH, England - Lola Cars Ltd. is the latest manufacturer to join the Formula Ford field.

It is of conventional space-frame design and will be sold in the U.S. by Lola importer Carl Haas in the near future. A works car will be run in Britain this season.

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# ALFA WINS!



### Mid Ohio Nationals September 7, 1969 Class B Sedan

1st: ALFA GTA, Ed Prutton

### Steel Cities, Warren, Ohio Nationals September 14, 1969 Class B Sedan

1st: ALFA GTA, Ed Prutton

### Orange County, Calif. Regional Races September 14, 1969 Class EP, FP

1st: ALFA Spider, Alan Ward

### Class CS, DS, DSR

1st: ALFA GTA Jr., Jeff Kline

### Marlboro, Maryland Nationals September 21, 1969 Class C S/R

1st: ALFA 1300 engine  
(Bobsy) John Lawrence

### Class B Sedan

2nd: ALFA GTA-Roger Lewis



Central Offices and Eastern Division:  
231 Johnson Ave., Newark, N. J. 07108

Western Division:  
215 Douglas Street South, El Segundo, Calif. 90245





Parnelli Jones leads Bud Moore Mustang teammate George Follmer and Penske Camaro driver Mark Donohue on the opening lap of the Sears Point TransAm. Follmer outfoxed Donohue into the first turn, then held him back while Jones opened a 16-second margin. (Ed Ingalls photo)



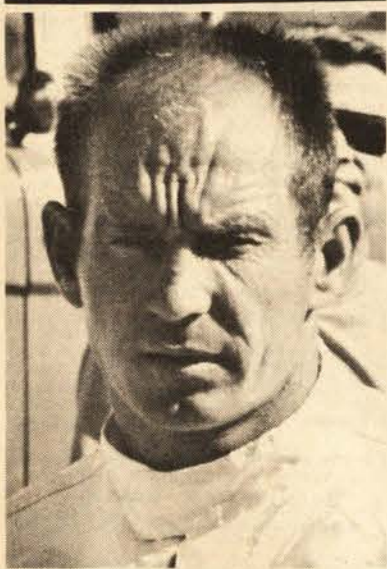
Jerry Grant's factory '69 Javelin overtakes the '67 Mustang of Jerry Oliver. Grant finished ninth, four laps off the pace, while Oliver placed 13th. (Mike Knepper photo)



The Mustang Corral gathered in numbers to cheer on their team. The group witnessed an exciting race, but the outcome was obviously not to their liking. (Mike Knepper photo)

### Two New Teams For '70 Series

DETROIT, Sept. 16 — Chrysler Corp. will definitely field two teams in the 1970 TransAm series. Chrysler-Plymouth will enter a team of Barracudas and Dodge will be represented by a team of Challengers. No team managers or drivers have yet been named.

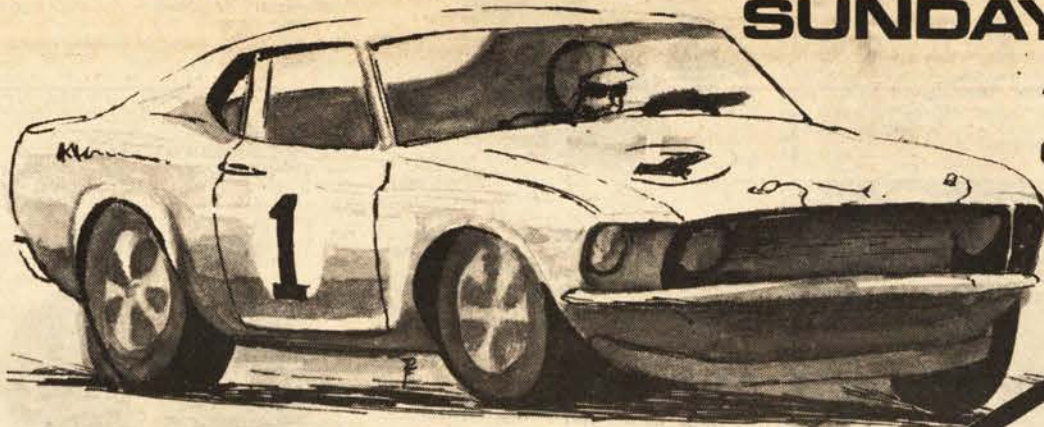


PARNELLI JONES ... fastest, but second

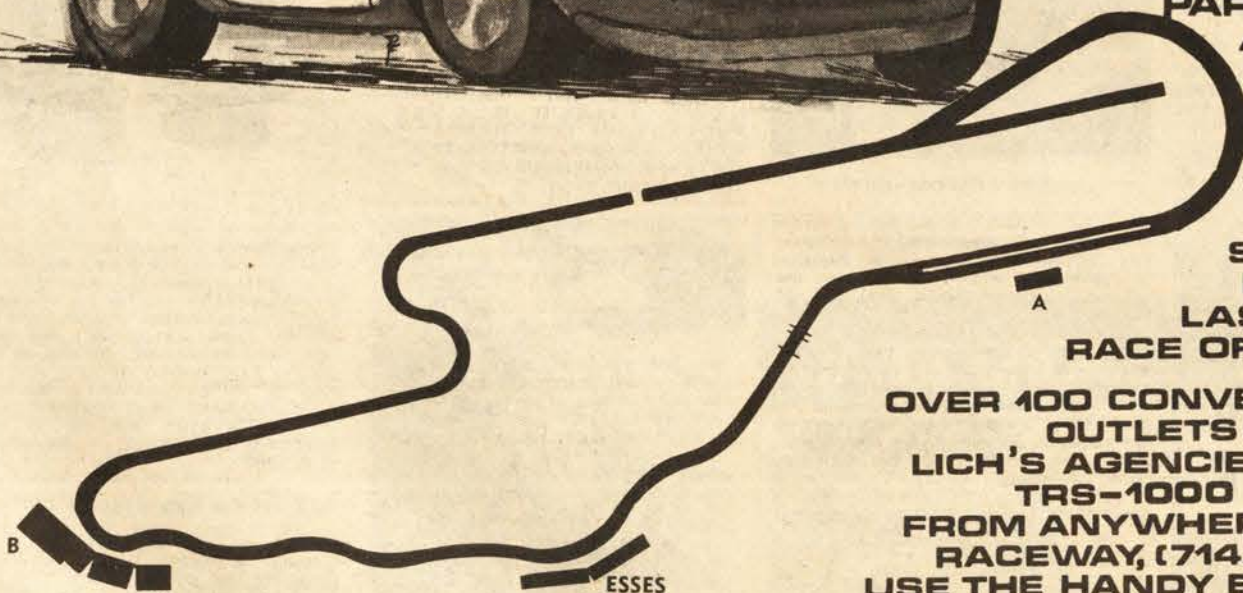


The independent '69 Camaro of Roy Woods shows the scars of an encounter with a guardrail as he overtakes Gary Wright's '69 Porsche. (John Dickerson photo)

## TRANS-AM SEDAN CHAMPIONSHIP AT THE NEW RIVERSIDE RACEWAY SUNDAY, OCTOBER 5 AT 2:00 P.M.



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