

MINTER'S CAMARO SURVIVES 'DONNYBROOK'

By Tony Swan

BRAINERD, Minn., July 5 — Camaro got its first victory of the 1970 Trans-Am American Championship series, George Follmer got a fine, and 15,000 fans got one of the most exciting finishes they've ever seen at

Donnybrooke Speedway today.

Milt Minter was the unexpected architect of Camaro's long-awaited good fortune.

But he had to engage in some heavy fender-to-fender combat with Follmer's '70 Mustang to bring it off.

Minter's '69 Camaro materialized in the lead with 47 of the scheduled 70 laps already run. Swede Savage had been well ahead from lap 22 on, building up an edge of almost a minute before making his second pit stop of the day.

SAVAGE HINDERED

The stop was a long one, but no one had any reason to suspect it was anything but routine—until the next lap when Savage came past the pits locked in second gear.

Savage's AAR 'Cuda stayed that way for the remainder of the race, and he finished an unhappy fifth, three laps down.

When Minter hurried by on lap 48 with Savage limping along behind, clearly crippled, there was a kind of general gasp of astonishment in the pit area.

Some hasty lap chart and stop watch consultation followed and it became clear that Minter was indeed the leader and Follmer was

(Continued on page 10)



Milt Minter's American Racing Associates '69 Camaro is pressed by George Follmer driving a Bud Moore '70 Mustang in the final laps of the Donnybrooke TransAm Championship race. The two bumped in the final turn sending Follmer into a spin and Minter to the winner's circle. (John Lampland photo)

Hutchison Wins Dallas Continental

By Murray Forsvall
Area Editor

LEWISVILLE, Tex., July 5 — Gus Hutchison is a Texan—there's little evidence to dispute the fact and a lot to support it.

"We put the Texas touch on them today," remarked Hutchison after he won the L&M Continental Grand Prix at Dallas International Motor Speedway here. It was his second straight win in the SCCA

(Continued on page 13)

Jochen Rindt Scores French GP Victory

By David Phipps
European Editor

CLERMONT-FERRAND, Fr., July 5 — Jochen Rindt and the Lotus 72-Ford scored their second consecutive victory at the French Grand Prix here today as Rindt posted a 7.61-second winning margin over Chris Amon's March-Ford.

Rindt completed the 38 laps around the undulating 5.01-mile Charade circuit in 1.55:57 to average 98.418mph.

ICKX WAS FASTEST

Both Rindt and Amon were out-distanced in the first part of the race by Jacky Ickx' Ferrari and Jean-Pierre Beltoise's Matra. For the first 14 laps Ickx led, with

Beltoise only inches behind, but then the Ferrari dropped out with a broken valve.

Beltoise took the lead, to the great delight of the French crowd, and was 15 seconds ahead of Rindt when he experienced a slow puncture in a rear tire. He continued for several laps before stopping to have the tire changed, but by this time Rindt was in the lead with Amon second. That is the way it stayed until the finish.

Jack Brabham's Brabham-Ford was third, three-quarters of a minute behind, and Denis Hulme, whose hands were still troubling him, did a magnificent job to finish a close fourth in his McLaren-Ford. Earlier, both Brabham and Hulme

(Continued on page 18)

Bettenhausen Captures MIS 'Fireworks' Display

By Joe Dowdall

BROOKLYN, Mich., July 4 — The 4th of July came to Michigan International Speedway here today, and the fireworks for the U.S. Auto Club's 200-mile championship car race were furnished by Mario Andretti, Al Unser and Gordon Johncock, with Gary Bettenhausen getting the biggest bang out of the show.

Bettenhausen couldn't match the spectacular displays put on by his Indy car peers on the high-speed, high-banked 2-mile oval, but he was the only one of the four still around at the end to take the checkered flag and the \$17,760 first-place money.

JOHNSON CRASHES

But the Tinley Park, Ill., youngster had to dodge his Thermo King Gerhardt-turbocharged Offy around the flailing McLaren-turbo

Offy of leader Gordon Johncock with nine laps to go when Johncock's Gilmore Broadcasting Special lost a wheel hub and crashed into the first-turn wall.

BOBBY SECOND

Finishing second was Bobby Unser's Wagner Lockheed Eagle-turbo Offy, while Johnny Rutherford picked up third place money in his Patrick Petroleum Eagle-turbo Offy and Mike Mosley's G.C. Murphy Watson-turbo Offy scored a fourth-place finish.

Only four cars completed the 200-mile distance.

The race marked the opener of the unique championship-stock car 200-mile double header, the first ever held at this Michigan track. This was the first visit of the super light, super fast USAC championship cars and drivers to

(Continued on page 6)

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Donnie's Ford Takes 'Cracker 400

By Bob Myers
NASCAR Editor

DAYTONA BEACH, Fla., July 4 — Sometimes a cliché is more descriptive than something original, and that aptly applies to the Firecracker 400-mile Grand National at Daytona International Speedway this Independence Day. "It is simply not where you start but where you finish that counts."

EDGES BAKER

Seldom in high speed stock car racing has this been more true than today. Donnie Allison drove his orange 1969 Ford Talladega home 15 seconds ahead of the '69 Dodge Daytona of Buddy Baker for his second major stock car victory since May 24 and his third prestige win in less than two months.

In May, Allison won the World 600-miler in Charlotte, N.C., and a week later he went to Indianapolis for his first time and finished fourth as the race's top rookie.

Donnie's brother Bobby finished third in the same lap in a Dodge Daytona and Charlie Glotzbach



DONNIE ALLISON
... waits for rich win

brought his Daytona in for fourth, one lap off the pace. Not even the boldest of gamblers

would have wagered on Allison even an hour before the start of the 12th annual race before a crowd of 55,000 in 90-degree-plus heat.

The 32-year-old Hueytown, Ala., driver encountered nothing but adversity all week and even up to the 11th hour. Last Wednesday, when Cale Yarborough won pole position in a Mercury at 191.640mph, Allison could barely get out of the garage, comparatively speaking.

READY TO STUFF IT

"The engine just will not run," he said then. "I'm completely baffled. If I knew what was wrong I would have it fixed. I think the best thing I can do is stuff the car into the wall and load it on a truck."

Allison finally did qualify in 15th spot at 185.394mph, which is crawling on this 2.5-mile trioval.

Then at 9am this morning, chief

(Continued on page 20)

TRIUMPHS RULE

Triumphs (GT6 Plus) and Spitfires outclassed their competition at road courses throughout the United States over the Independence Day week end and proved their domination of the Class D, G and F production SCCA categories.

Riverside International Raceway (Calif.) 1st Dp - Carl Swanson, GT6 Plus; 2nd Dp - Don McGaffee, GT6 Plus; 1st Fp - Jerry Barker, Spitfire Mk 3; 2nd Fp - Bob Stockwell, Spitfire Mk 3; 1st Gp - John Soule, Spitfire Mk 2; 3rd Gp - Joe Johnson, Spitfire Mk 2; 3rd Cp - Jim Dittmore, TR-6.

Mid-America Raceway (St. Louis, Mo.) 1st Gp - Gordon Smiley, Spitfire Mk 2; 2nd Gp, Gene Ramsey, Spitfire Mk 2; 2nd Fp - Jim Speck, Spitfire Mk 3.

Lime Rock Raceway Park (Conn.) 1st Gp - Jim Aronson, Spitfire Mk 2.

LATE NEWS

● Popular Porsche driver Hans Herrmann announced his retirement from racing July 6. Denis Hulme has been named as Herrmann's replacement and will drive the Porsche Audi 917 with Richard Attwood in the Watkins Glen 6-Hour manufacturer's race.

● The USAC championship car race scheduled Aug. 2 at Dallas International Motor Speedway has been cancelled. USAC requested additional work be done on the track which necessitated postponement of the race when no other date could be established. Prize money negotiations also broke down.

● An interchangeable Chevy-powered Formula A/USAC championship car is being built in England this fall for Mike Eyerly, current F/B champion, to campaign next year. The car's debut is set for the December Rex Mays race at Riverside, Calif.

● USAC's Henry Banks is in Argentina investigating the possibility of holding a championship car race on a 2.873-mile banked oval in Buenos Aires, in January of 1971.

More on:

Minter's Independent Camaro Shakes Up Factory Teams

(Continued from page 1)

some 15 seconds back, the only car on the same lap. That is, it was clear to everyone but Minter's American Racing Associates crew which labored along blissfully under the impression that Follmer was a hopeless one lap and 15 seconds in arrears.

But with 10 laps to go, as Follmer's "school bus yellow" Bud Moore Mustang grew in Minter's mirrors, the bookkeeping error was discovered.

Minter began going harder, but Follmer's car was simply about 1.5 seconds or so quicker per circuit.

To add to the excitement, Minter was forced wide in a tight part of the course on lap 64, allowing Follmer to get within hollering distance. When they came by on lap 65, Follmer was drafting the bright yellow Camaro down the straight.

When they came by again, it was Follmer leading the way.

BUMP EACH OTHER

That should have been the end for Minter, but he was able to stick with Follmer as Follmer struggled with balky brakes. On lap 68, the two bumped at turns seven and eight on the 10-turn course—and then it happened.

Coming down the straight prior to turn 10, Minter took the inside road, braked late, and got inside Follmer on the turn.

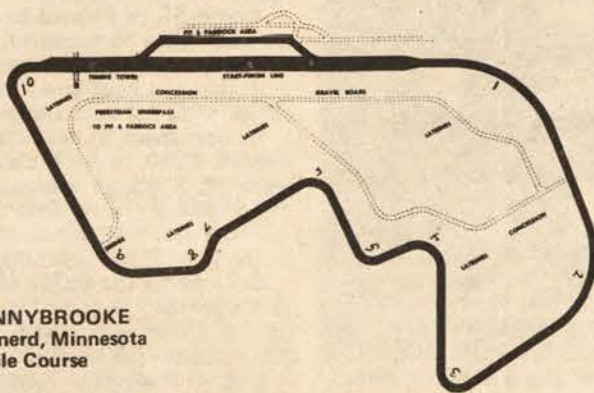
FOLLMER OFF COURSE

Turn 10 is a dish-shaped, 110-degree right-hander. At the apex Minter and Follmer bumped hard, Follmer spinning off course. Although he was able to recover almost immediately, he had lost some six seconds and the race.

Then the fun began. As Minter drove under the checkered flag, Follmer hurried into the pits, parked the Mustang, and came striding back towards start-finish.

Although he told Sports Car Club of America Steward Birdie Martin that he merely wanted to "congratulate Milt," his enthusiasm seemed questionable. Martin placed himself in Follmer's path as did Minter's crew.

After a bit of pushing and hollering, Follmer was hustled off into the stewards' trailer.



DONNYBROOKE
Brainerd, Minnesota
3-Mile Course

DONNYBROOKE TRANS-AM GRID

No. 15-Parnelli Jones 1970 Mustang 1:45.2, 102.661mph (F)	No. 42-Swede Savage 1970 Barracuda 1:45.0, 102.852mph (G)
2-Ed Leslie '70 Camaro 1:45.7, 102.168 (G)	16-George Follmer '70 Mustang 1:45.3, 102.564 (F)
76-Sam Posey '70 Challenger 1:46.1, 101.772 (G)	9-Mark Donohue '70 Javelin 1:45.9, 101.952 (G)
68-Milt Minter '69 Camaro 1:47.2, 100.728 (G)	1-Joe Leonard '70 Camaro 1:47.1, 100.836 (F)
69-Roy Woods '69 Camaro 1:49.6, 98.532 (G)	3-Tony DeLorenzo '70 Camaro 1:48.9, 99.144 (F)
70-Warren Tope '70 Mustang 1:51.9, 96.480 (F)	8-Jerry Titus '70 Firebird 1:50.7, 97.560 (G)
18-Ken Deckman '67 Camaro 1:54.6, 94.212 (G)	88-Maurice Carter '69 Camaro 1:52.8, 95.724 (F)
73-Alan Hewitt '67 Camaro 1:55.6, 93.420 (G)	96-Warren Fairbanks '67 Camaro 1:55.2, 93.744 (G)
21-Jim Corwin '68 Camaro 2:04.3, 86.868 (G)	67-Leigh Gardner '68 Camaro 2:03.0, 87.804 (G)
10-J.A. Lagod '68 Camaro No time (G)	50-Bob McIntyre '69 Camaro 2:05.5, 86.040 (G)
G - Goodyear	F - Firestone

see he was having brake problems. He seemed to be pumping the brakes several times coming into the various turns.

"I tried to leave him enough room, but he kept closing it and banging into me," Minter explained.

PROTEST DISALLOWED

Once in the hands of the stewards, Follmer promptly filed a protest of Minter's driving, which was disallowed. The stewards interviewed some eight witnesses, plus Minter and Follmer, before deciding that the two had entered the turn simultaneously and that there were "no grounds for a judgement of driver error" against Minter.

GEORGE FINED

Follmer's angry display at the start-finish line following the race cost him \$100 for unsportsmanlike conduct, plus the threat of possible suspension if a similar incident should occur.

Using qualifying as a criterion, Minter shouldn't have been a factor at all.

Savage took the pole position, turning a 1:45.4, 102.467mph, in yesterday's opening session and



Driving an independent 1969 Camaro for the American Racing Associates team, Milt Minter scored the first win this year for the Chevy-built pony car. (Autoweek photo)

backed that up with a 1:45.0 in the second. Parnelli Jones' Bud Moore team Mustang was one-tenth of a second back in the first session with a 1:45.5, and trimmed that down to 1:45.2 for the outside pole.

Follmer qualified third, a tenth of a second behind his Mustang teammate. Then came Ed Leslie in the first of the Chaparral Camaros, 1:45.7, Mark Donohue in Peter Revson's Penske Sunoco Javelin—his own sitting on the team's truck with a broken engine—and Sam Posey, in the Autodynamics Dodge Challenger with a time of 1:46.1.

LEONARD IN CAMARO

Joe Leonard, called in Thursday to drive Jim Hall's Camaro, got the seventh spot at 1:47.1 and Minter sat at 1:47.2.

There was again some discontent over timing in the Ford camp, the team's electronic timers consistently showing differences from the official clocks. But a possible explanation of the phenomenon lay in the fact that Donnybrooke's timing and scoring stand is located a half-mile up-track from the pit area.

When the green flag dropped, 19 cars answered, with Bob McIntyre getting his independent Camaro underway some five laps behind the rest of the field. McIntyre ultimately became the last of the finishers in 11th place.

Savage appeared to hesitate at the start, perhaps feeling he had gotten on it a trifle too quickly, and Jones was able to pass him

(Continued on page 11)



George Follmer's Bud Moore Mustang, with a dented right door, heads for a turn with Milt Minter's Camaro moving up alongside. The two drivers ran this close the last two laps but a last-turn shunt forced Follmer into a spin giving Minter the win. (John Lampland photo)

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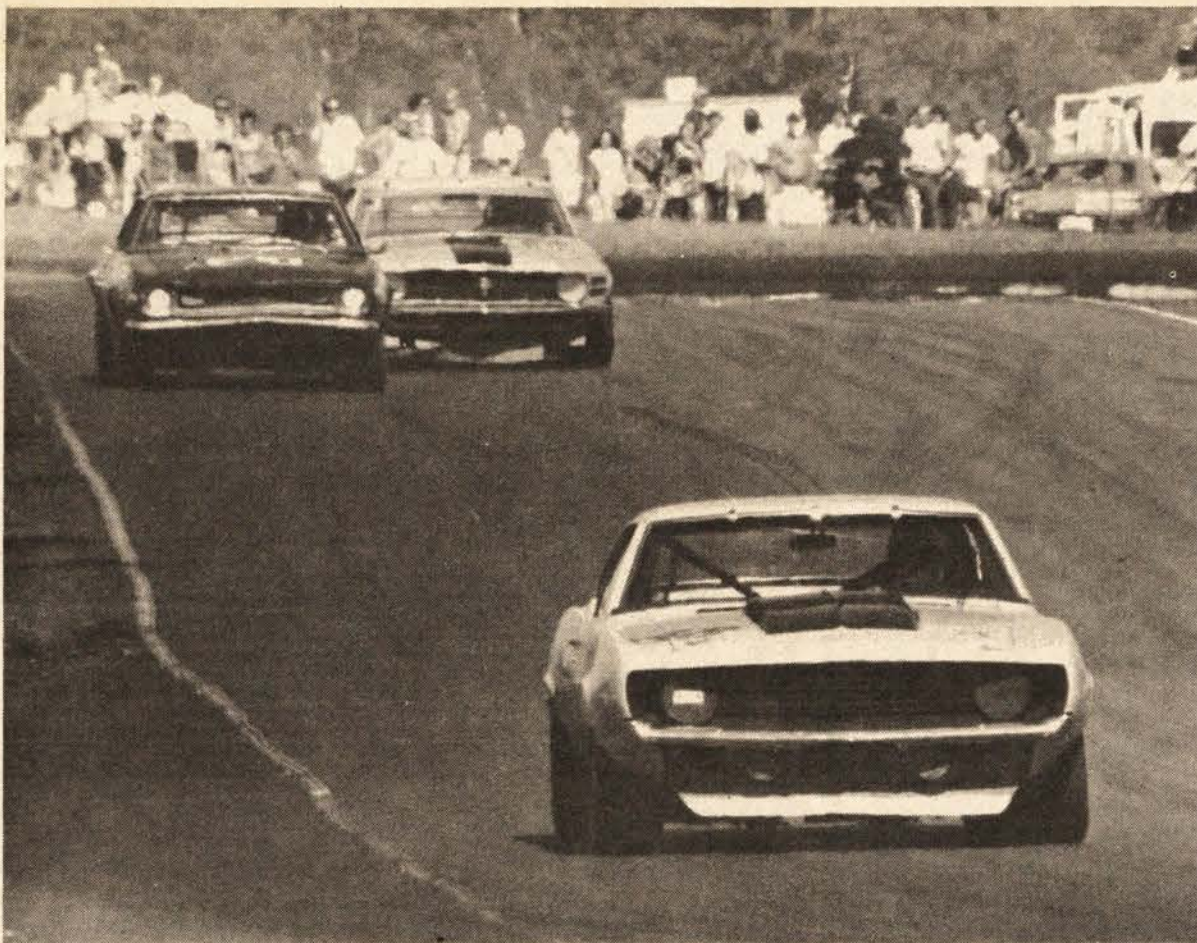
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Milt Minter, Camaro, leads Jim Corwin's Camaro which is about to be passed by George Follmer's Mustang as they sweep down a rise on the Donnybrooke circuit. (John Lampland photos)

More on:

Milt Survives Heated Duel With Follmer

(Continued from page 10)
going into the first turn.

After one lap it was Jones, Savage, Follmer, Leslie, Donohue and Posey, all running within about a second of one another. Leonard was back about another two seconds, with Tony DeLorenzo in the ill-starred Owens-Corning '70 Camaro trailing by another two seconds.

TITUS SCROUNGES

Behind DeLorenzo came Jerry Titus in his back-up '70 Pontiac Firebird. Titus had broken the engine in the number one team car in this morning's practice, and had to scavenge the rear end out of it to

get the back-up car running by the start of the race.

Jones continued in the lead through lap 10, when he began falling back with electrical problems which would eventually stop him altogether.

On lap 11, Follmer took over, Leslie getting past Savage to chase him. Then the retirements began.

Posey's car overheated in the back part of the course on lap 14 and the engine seized up. A lap later, Donohue rolled into the pits, smoke billowing from under the hood. It was the third engine the Penske squadron hatched in the weekend, making Mark a spectator along with teammate Revson.

On lap 21 Leslie got past Follmer who struggled into the pits with his left-rear tire completely shredded. The drive on the flat tire and the unscheduled stop put Follmer down to seventh and set the stage for his pursuit of Minter.

JOE'S TWO FLATS

Leonard found himself in a similar bind on lap 22, when he pitted with both front tires flat. It was the first of five stops for Leonard, who managed to overcome suspension problems to finish fourth.

A lap later Titus was through, his engine packing up as he tried to get into the pits. DeLorenzo managed

1970 Trans-American Championship

OVER-2-LITER

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

	Monterey, Calif., April 19	Lime Rock, Conn., May 9	Loudon, N.H., May 31	Lexington, Ohio, June 7	Bridgehampton, N.Y., June 21	Brainerd, Minn., July 5	Elkhart Lake, Wis., July 19	St. Jovite, Que., Aug. 2	Watkins Glen, N.Y., Aug. 16	Sonoma, Calif., Sept. 20	Riverside, Calif., Oct. 4	Kent, Wash., Oct. 11	Lewisville, Tex., tba	TOTAL
1-Mustang	9	9	9	9	6	6								48
2-Camaro	2	6	3	3	3	3								26
3-Javelin	6													25
4-Challenger	1	4		2										7
5-Barracuda	3					2								5

UNDER-2-LITER

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

1-Alfa Romeo	9	9	6	9	6	9								51
2-BMW	6	4	9	1	9	4								33
3-Fiat-Abarth		1		2										3
Austin Cooper	2					1								3



The Owens-Corning Camaro of Tony DeLorenzo passes Jim Corwin's '68 Camaro on the 3-mile Donnybrooke circuit but was not at the finish for checked, the engine failing after 25 laps. Corwin placed 10th.

to get home with his ragged-sounding car, but spent 18 minutes in the pits as his crew made extensive electrical repairs—then blew the engine a lap after his return to the fray.

On lap 32 Leslie called it a day, with possible gearbox failure—"it didn't smell like a blown engine," he said.

Four laps later Jones was through, running 11th at the time. That left it up to Minter and Follmer.

ROY WOODS THIRD

It was a big day for Camaro. Minter's teammate, Roy Woods, spun on the first lap but was able to work his ex-Penske Camaro—last year's series winner—into third place by the end of the day.

Exceptional tire mileage helped, too—Minter's Goodyear's lasted the entire race.

Of the 11 finishers, nine were Camaros.

Mustang continues to hold a big edge in the standings, with 48 points. Camaro has taken over second, with 26. Javelin has 25, Challenger seven and Barracuda five.

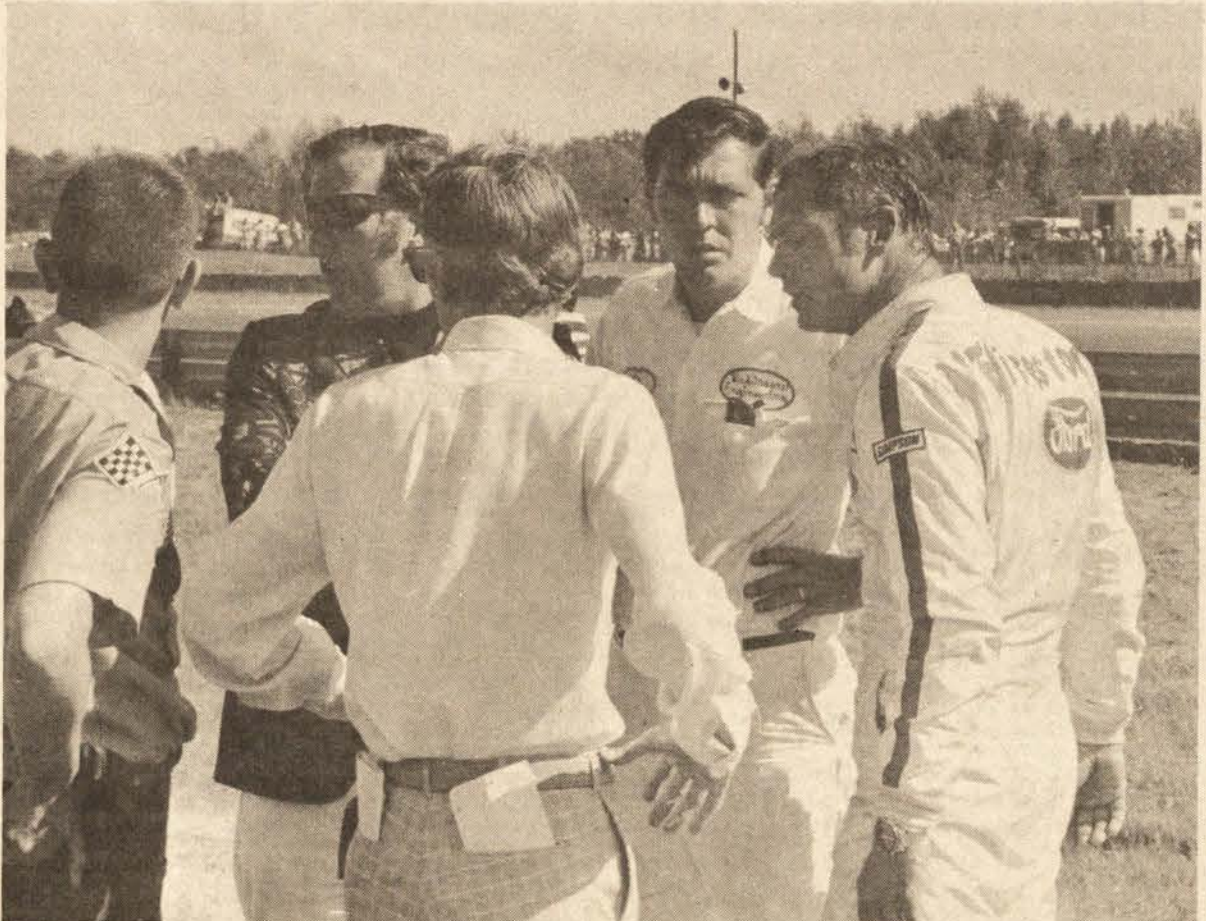
Some 15,000 crowded into Donnybrooke today. Added to yesterday's 5000 on hand for qualifying, it made the track's biggest weekend yet.

SCCA TRANS-AMERICAN CHAMPIONSHIP RACE, DONNYBROOKE SPEEDWAY INTERNATIONAL, BRAINERD, MINN., JULY 5

FINISHERS: 1 - Milt Minter, 1969 Camaro, 70 laps or 210 miles in 2:10:20.2 for an average of 96.673mph, \$3500; 2 - George Follmer, '70 Mustang, 70 laps, \$2500; 3 - Roy Woods Jr., '69 Camaro, 68, \$2000; 4 - Joe Leonard, '70 Camaro, 68, \$1800; 5 - Swede Savage, '70 Barracuda, 67, \$1600; 6 - Maurice Carter, '69 Camaro, 67, \$1400; 7 - J.A. Lagod, '68 Camaro, 65, \$1200; 8 - Warren Fairbanks, '67 Camaro, 65, \$1000; 9 - Ken Deckman, '67 Camaro, 64, \$800; 10 - Jim Corwin, '68 Camaro, 60, \$700; 11 - Bob McIntyre, '69 Camaro, 52, \$600.

DNF: 12 - Warren Tope, '70 Mustang, 44, off course, \$500; 13 - Parnelli Jones, '70 Mustang, 36, electricals, \$400; 14 - Ed Leslie, '70 Camaro, 32, gearbox, \$350; 15 - Tony DeLorenzo, '70 Camaro, 25, engine failure, \$300; 16 - Leigh Gardner, '68 Camaro, 24, no oil pressure, \$250; 17 - Jerry Titus, '70 Firebird, 23, engine failure, \$200; 18 - Alan Hewitt, '67 Camaro, 17, unknown, \$150; 19 - Mark Donohue, '70 Javelin, 14, engine failure, \$150; 20 - Sam Posey, '70 Challenger, 13, engine failure, \$100.

FASTEST LAP: George Follmer, Mustang, 1:46.0, 101.887mph (new record).



An angry George Follmer (right) discusses the last lap shunt with SCCA's Jim Kaser (back to camera) and TransAm Chief Steward Birdie Martin (in sun glasses) after the Donnybrooke race. Follmer's protest of winner Milt Minter's driving tactics was disallowed and Follmer was fined and reprimanded for his "unsportsmanlike" actions. (John Lampland photo)

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