

**MONTEREY-CASTROL GP
LAGUNA SECA
OCT. 11-12, 1969**



Edwin Sugata





Rent a car your wife may never let you own.

If you have a family, chances are you own a family-type car. And if you do a lot of traveling, you may get bored renting the same type of car. So Hertz has something to ease your lot—the Mustang Mach I, the Shelby Cobra GT-350, and the Mercury Cougar Eliminator as well as other sporty cars.*

(Similar Shelby-prepared Mustangs have won the TransAmerican Sedan Championship two years running.)

Of course we don't expect you to be a racing driver to drive one of these cars. So we've equipped the ones we rent with power steering, power brakes, automatic transmission and in most cities, air conditioning.

And one last thing, please drive carefully. You may be driving a Mach I but you're not Dan Gurney.

*Check Hertz for list of cities where sports cars are available.





**Union 76 racing gasoline has won
more races in the west than any other
brand you can name.**

Look up to



UNION 76



It is with a great deal of pride and pleasure that I welcome you, on behalf of the Sports Car Racing Association of the Monterey Peninsula, to Laguna Seca Raceway for the Monterey-Castrol Grand Prix, our premiere offering of the year.

A lot of work, representing thousands of volunteer hours, has gone into making Laguna Seca the fine racing plant it is today — thousands more hours will continue to be devoted in our constant drive for improvement.

Incidentally, your presence here this weekend will enable us to continue our contributions, over \$600,000 to date, to charitable organizations which assist us in presenting these races. Since 1957, when I started racing, the sport and SCRAMP have come a long way. Can-Am racing is the best offered anywhere. More of the same is on tap next year. Enjoy yourselves now — and please visit us again next year.

DON WESTER, President
Sports Car Racing Association
of the Monterey Peninsula

"I appreciate this opportunity to join Don Wester in welcoming all racing enthusiasts to this years premier Monterey-Castrol Grand Prix.

The San Francisco Region of Sports Car Club of America is proud of it's record of association with SCRAMP in the organization of this and other top quality motor racing events at the renowned Laguna Seca course.

Every SCCA member, driver, race worker and official joins with me in thanking you for your support. Our sincere wish is that your enjoyment of this weekend's racing will bring you back to Laguna Seca in the future."

Bob Tomlin
Regional Executive
San Francisco Region
S.C.C.A.

CONTINENTAL CHAMPIONSHIPS

May 2, 3, 1970

TRANS-AMERICAN CHAMPIONSHIP

August 29, 30, 1970

Canadian-American Challenge Cup Series

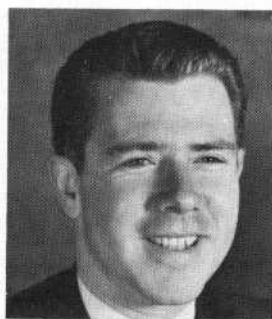
October 9, 10, 11, 1970



Don Wester



Bill Curtis



Charles Lunt



Ed Magner



Les Golding

SPORTS CAR RACING ASSOCIATION OF THE MONTEREY PENINSULA

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 Vice President William D. Curtis ‡
 Secretary Charles Lunt, Jr. ‡
 Treasurer Edward E. Magner III ‡



Pete Hatton

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Doug Brantley



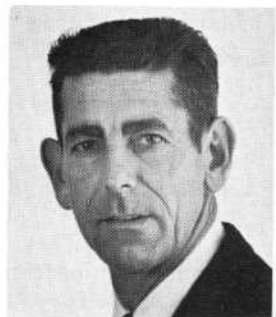
Ted Durein



Ed Cassidy



Charles Karnow



Jack Flaherty

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 Course Maintenance Supervisor Vic Messinger
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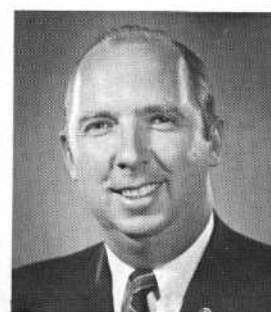
Chuck Shirley



O. J. Plummer



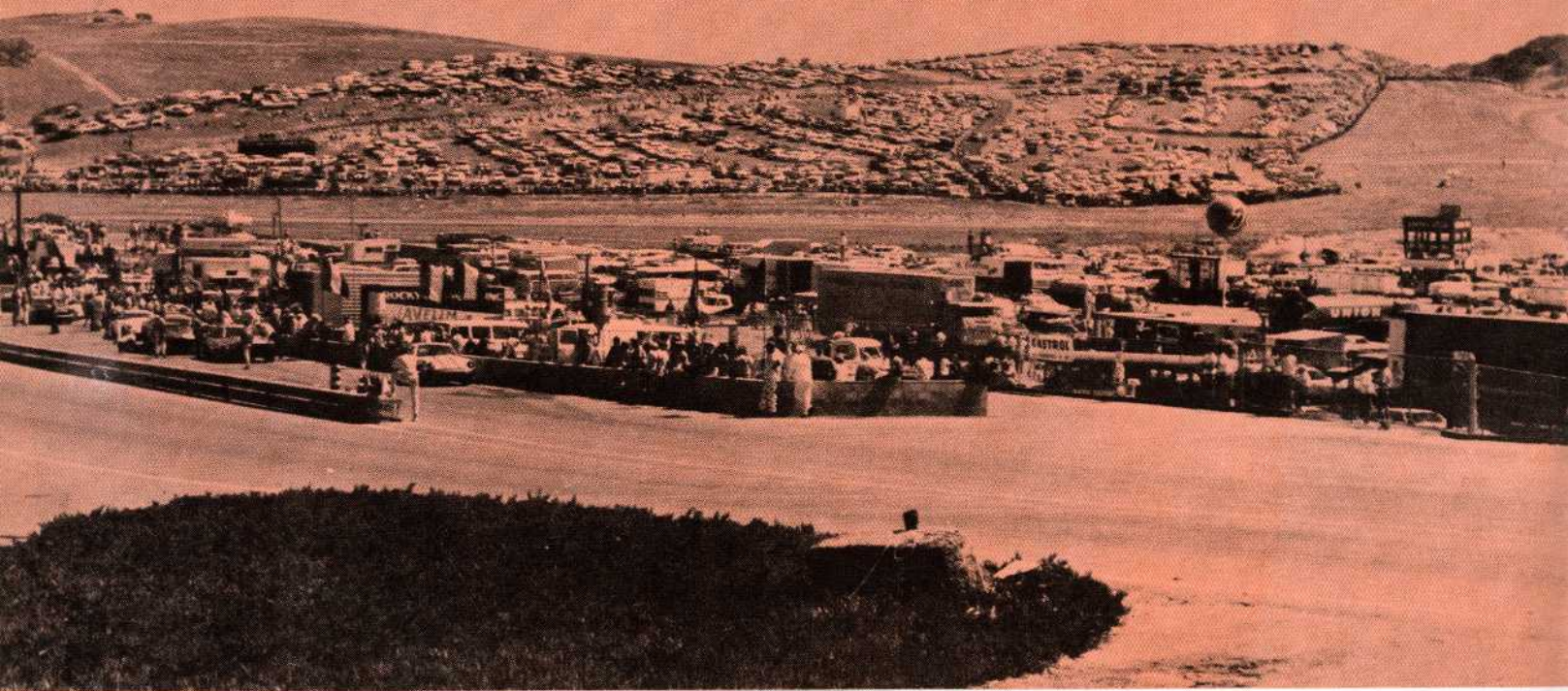
Dick Rotter



Bob Hugill



Cliff Ferris



LAGUNA SECA: SITE OF THE WORLD'S BEST SPORTS CAR RACING SINCE 1957

From a meager beginning in 1957, when a group of public spirited businessmen went in hock to the tune of \$125,000, the Sports Car Racing Association of the Monterey Peninsula has emerged as one of the country's most successful race promoting organizations.

With a three-quarter of a million dollar budget, SCRAMP this year is one of only three tracks in the nation scheduling all of the Sports Car Club of America's professional series: the Continental, Trans-Am and Canadian-American Challenge Cup Championships.

Proceeds from the three races, as opposed to two in the past, at famed Laguna Seca Raceway will again be turned over to Monterey Peninsula charitable organizations. These charities have benefited in 12 years to the tune of more than \$600,000.

The open-wheel Formula racers in the Continental, the popular rip-roaring American sedans in the Trans-Am, and the sleek, powerful Group Seven machines in the Can-Am will draw huge crowds to the sun-baked hills surrounding the twisting, 1.9-mile Laguna Seca asphalt this year.

But things weren't so easy in the beginning, when SCRAMP stepped in to fill the vacuum created in Northern California racing after sports car racing over the wooded roads of Pebble Beach was discontinued.

For three years, Laguna Seca was hard pressed to meet expenses. But the sport of auto racing was growing, and SCRAMP took a winning gamble when it went professional in 1960 with the \$20,000 Pacific Grand Prix.

In another three years—thanks to the excitement provided by such aces as Stirling Moss, Jim Hall, Roger Penske, Dan Gurney, Lloyd Ruby and the Peninsula's own Chuck Parsons and Ed Leslie—Laguna Seca was over the hump.

Few veteran racing enthusiasts of Laguna Seca can

forget the early days when the name of the game was "beat the Ferraris," just as today's battle cry is "get the McLarens."

Pete Lovely and Richie Ginther, in Ferraris, won the first two speed contests in 1957 and 1958 with averages just over 80 miles-an-hour.

The climb toward today's track record—set by Bruce McLaren last October when the New Zealander won the Monterey Grand Prix pole position with a time of 1:01.44 112.2 mph — began when Lance Reventlow broke out the first of his Chevy-powered Scarabs to win the second race with an average just over 83 miles-an-hour.

Moss, the retired British great, stunned Laguna Seca spectators with back-to-back victories in the 1960-61 Pacific Grand Prix races—averaging an almost unheard of 91.9 miles-an-hour the second year.

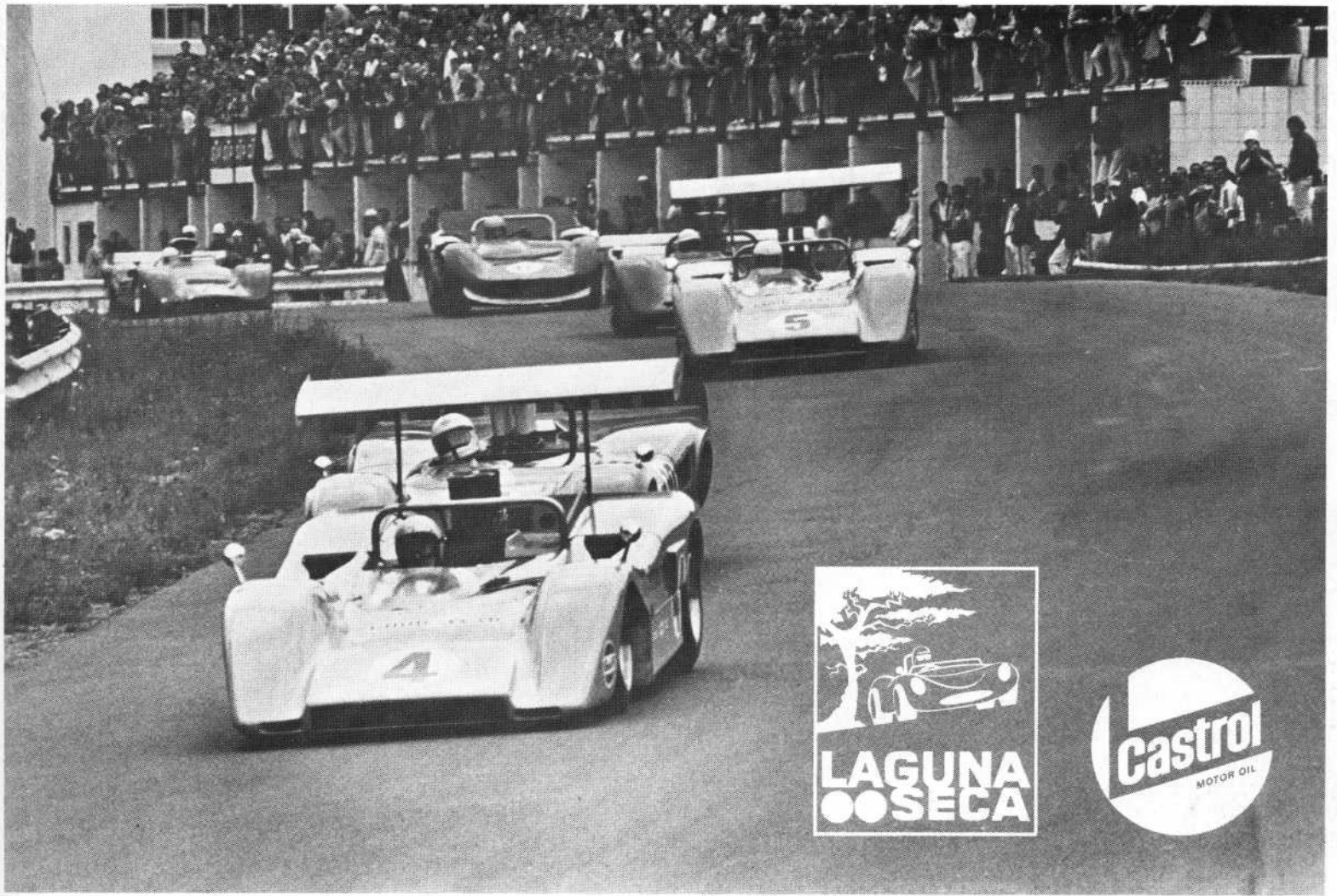
It wasn't until 1964, when Penske drove one of Hall's Chaparrals to a Monterey Grand Prix victory averaging 94.5 miles-an hour, that Moss's record times fell by the wayside.

Speeds climbed steadily until the 1967 Grand Prix when McLaren, averaging 101.6 miles-an-hour, topped the century mark for the first time. Mark Donohue averaged 107.2 miles-an-hour to win last May's race in a McLaren.

As racing machines continue improving, who knows what speeds they will achieve at Laguna Seca.

The task SCRAMP continually strives to meet is to keep the European-patterned racing strip in the finest condition possible (without forgetting you, the paying customer) to meet the challenge of men and their machines.

The task has been met in the past. It will be met again in the future by the many men who donate long hours of their time to make Laguna Seca Raceway the racing complex it is today—one of the most exciting spectator tracks in the world.



CAN-AM SCHEDULE

FRIDAY, OCT. 10

- 7:00 - 12:00 a.m. Registration & Tech at Course
- 9:30 - 12:00 a.m. Can-Am warmup
- 12:15 - 1:00 p.m. Lunch
- 1:10 - 4:00 p.m. Can-Am qualifying
- 7:00 - 10:00 p.m. Registration & Tech at British Motors

SATURDAY, OCT. 11

- 9:00 - 9:30 a.m. Practice & Qualf. Race 1 (Formula SCCA)
- 9:35 - 10:05 a.m. Practice & Qualifying Race 2 (Formula V)
- 10:20 - 10:50 a.m. Practice & Qualifying Race 3
(Large Prod, S/R, Sedans)
- 10:55 - 11:25 a.m. Practice & Qualifying Race 4
(Small Prod, S/R & Sedans)

- 11:40 - 12:40 a.m. Can-Am warmup
- 1:25 - 1:45 p.m. Regional Race 1
- 1:55 - 2:15 p.m. Regional Race 2
- 2:20 - 3:45 p.m. Can-Am qualifying
- 3:55 - 4:15 p.m. Regional Race 3
- 4:25 - 4:45 p.m. Regional Race 4

SUNDAY, OCT. 12

- 8:30 - 9:00 a.m. Practice Regional Race 5
- 9:15 - 10:00 a.m. Can-Am warmup
- 10:15 - 10:35 a.m. Regional Race 5 (Med. Prod, Sedan, S/R)
- 10:50 - 11:45 a.m. Can-Am warmup
- 12:00 - 1:00 p.m. Art Scholl Air Show
- 1:15 Can-Am event



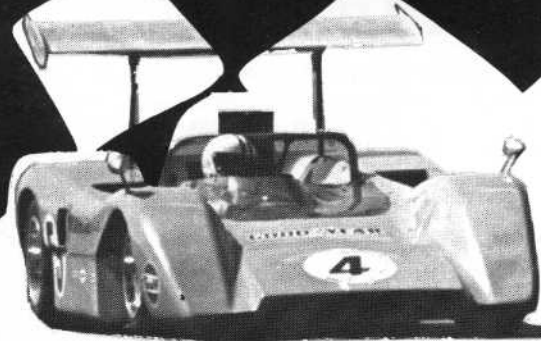
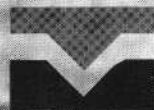


**THAT LOW-SLUNG RED MACHINE WITH THE CROWD AROUND IT
IN THE INFIELD IS CALLED THE AMANTE GT.**

What, you haven't seen it yet? You haven't inspected the only quality fiberglass sports car assembly made? You didn't know that you can build this beauty yourself . . . or that we'll custom build it for you? And you didn't know that you can tuck a Porsche, Corvair or mid-ship V-8 engine inside and go like a Bat out of Hell?

Man, it's a lucky thing we came today. See what you've been missing?

(In case you can't fight your way through the Amante oglers, send \$2.00 to Voegle Industries, 858 Aldo Avenue, Santa Clara, California 95052. We'll send you complete specs, details, prices and a full color brochure of The Amante GT.)



BRUCE McLAREN — CAN-AM winner of Mosport, Watkins Glen and Road America.

BELL HELMETS — worn by more professionals than all other makes combined.

**the
winners**



See your Bell Helmet Dealer

Insist on this mark on every helmet you buy.



BARBARA RHOADES

*Monterey-Castrol
Grand Prix*

RACE QUEEN



Miss Barbara Rhoades is the Monterey-Castrol Grand Prix Race Queen for this the 10th annual running of the internationally famous sports car event. Barbara lives in Los Angeles where she follows her chosen field of being an actress. She has various hobbies and at present is taking lessons in stunt horse back riding which is pretty far removed from her past performance as the head dancer in "Funny Girl" in New York.

Barbara enjoys knitting her own sweaters which she wears exceedingly well on her perfectly proportioned 38-23-34 figure.

All you need to race your Porsche is a roll of tape and a number.



The Porsche you buy and the Porsche we race are the same Porsche.

Maybe you couldn't care less about racing.

But it's the best way we know of to get the Porsche ready for city drivers.

In one punishing 24-hour run, we can put on 8 years' worth of normal wear. Anything that's going to conk out, conks out. For us, not for you.

For example, take the 1965 Daytona competition. There we experimented with our engine bearings. And found that a piddling

1/4000 inch more clearance makes them last 4 times longer. (It also makes you about \$400 richer from a repair bill you'll never have to pay.)

So we race, redesign, race, redesign. Until you get a car that'll have all it takes. Instead of one that'll take you for all you have.

Only then do we turn the Porsche loose in the showroom. Still ready to race at the drop of a flag.

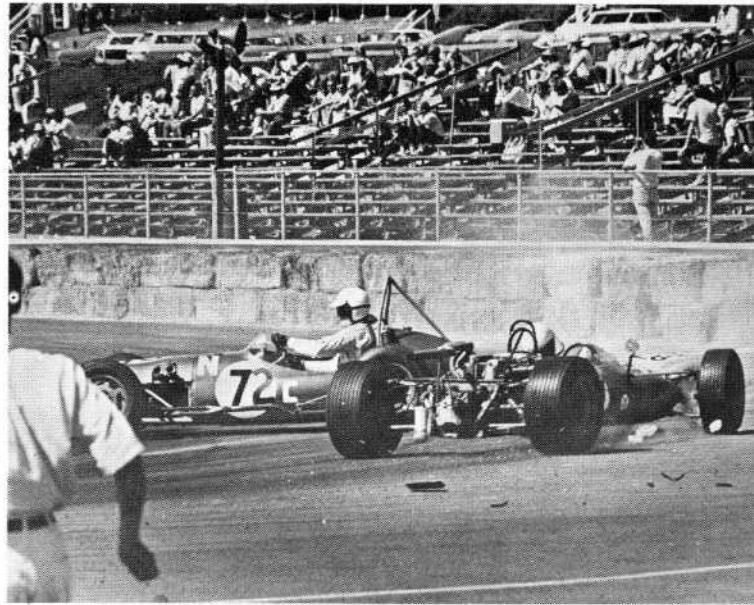
What price glory?

—About two bucks for decal & tape.



PEOPLE

CHRISTIAN H. DUTSCH
SANTA CLARA, CALIFORNIA



ACTION

JIM PHILLIPSON
BURLINGAME, CALIFORNIA

LAGUNA SECA CAN-AM PHOTO CONTEST

The photo contest for this weekend's Laguna Seca Can-Am is divided into four classes: **Action**, **Humor**, **People**, and **Color** photography. Each winner receives a pair of paddock passes.

Plus the best of show will receive **two dinners** at Race Headquarters, Holiday Inn, Monterey.

Here are the simple rules:

- A. All entrants must be amateur photographers (part and full time professionals and photographers with press passes are ineligible).
- B. All black and white entries must be 8 x 10 inch prints of magazine reproducible quality—gray, washed out or scratched prints need not apply.
- C. All polaroid and instamatic entries (both black and white and color) must conform to standard manufacture print sizes or enlarged to 5 x 7 or 8 x 10.
- D. All color entries must be either 8 x 10 or 5 x 7 inch prints.

- E. Best of show: to be chosen from all categories as the photograph which best tells the story of a weekend of racing at Laguna Seca.
- F. Each entry must have the photographer's name, mailing address and category in which the picture is to be entered printed on the back of the photograph.
- G. All entries will be held by SCRAMP for future use with photo credits.
- H. Mail as many entries as you wish to Laguna Seca, Trans-Am Photo Contest, P.O. Box 2078, Monterey, Ca. 93940.
- I. Deadline for 1969 Trans-Am photos will be October 1, 1969.

HUMOR

JOSEPH H. DAVIS
SAN JOSE, CALIFORNIA



COLOR

JAMES L. MORIARTY
SAN FRANCISCO, CALIFORNIA



LUCE & CO.



Monterey Branch

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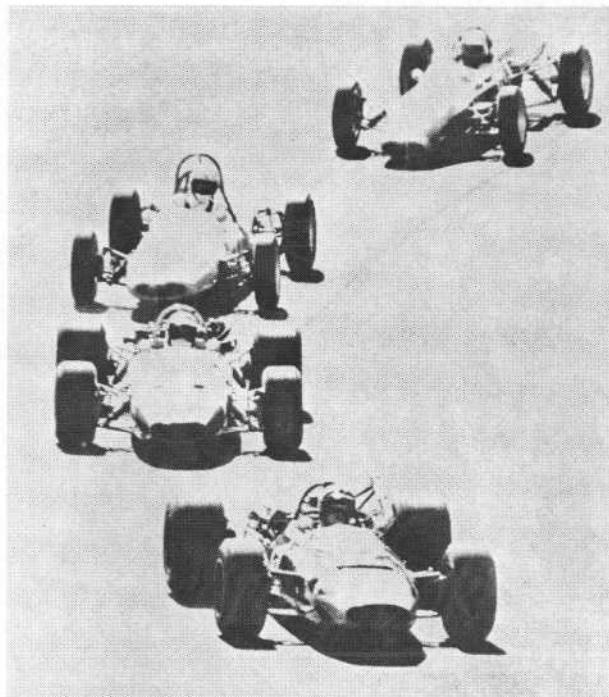
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& CAR CARE CENTER**
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Monterey, California 93940



BEST OF SHOW OVERALL
WESLEY W. WEATHERS
LOS ANGELES, CALIFORNIA

Our Sincere Thanks

It would be extremely difficult—if not impossible—to conduct the road races this weekend without the help of many, many people, firms and agencies. The Board of Directors of the Sports Car Racing Association of the Monterey Peninsula wishes to express its special appreciation to these particular friends:



General Motors Corp., Chevrolet Div., for providing official cars and the pace car.



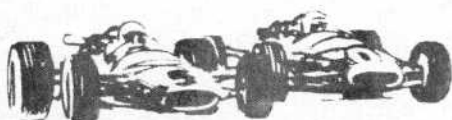
Union Oil Company for furnishing Royal 76 gasoline for all competitors, trophies and accessory money.

Law Enforcement Agencies

Law enforcement agencies who help keep our weekend traffic rolling: California Highway Patrol, Fort Ord Military Police, the police departments of Seaside, Del Rey Oaks, Monterey, Salinas, Gilroy, Morgan Hill and all other traffic agencies.

HONDA OF MONTEREY

Honda of Monterey, for the Hondas, so essential for official transportation through tight traffic



MOTOROLA



Motorola Communications & Electronics, Inc., for the excellent two-way radio communications system.

Granite Construction Co.

Granite Construction Company for their energetic willingness to tackle the improvement program and carry it through to completion. And for their many other considerations involving the Laguna Seca long-term master plan.

SCHIAVON'S TRAILERS

Travel Trailers For Admissions, Registration and First Aid

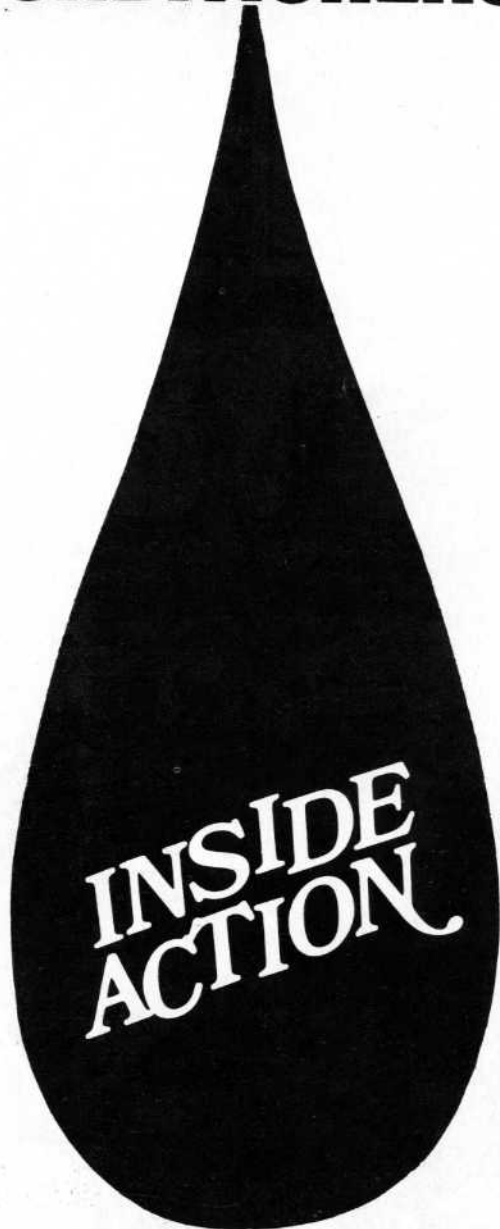
WIEBEL WINERY

Winery for champagne for the winners plus other social affairs.

The following motor companies for the use of their automobiles for the SCRAM Director's use:

- Carlile Rambler**
- Wester Motors**
- Carminati Olds**
- Roller Chevrolet**
- Beattie Motors**
- British Motors**
- Cypress Motors**

STA- POWER ENGINE CONDITIONERS



- NEUTRALIZES DAMAGING ENGINE ACIDS
- PROVIDES QUICKER STARTS
- FREES VALVE ACTION
- INCREASES R. P. M's
- GIVES FASTER ACCELERATION
- SMOOTHES OUT PERFORMANCE

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Bobbie Diamond, Pit Information
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Herald Printers, Lithography
John Moore, Distribution

FOR ADVERTISING IN LAGUNA SECA

Raceway souvenir programs, contact:
Bob Hugill
Laguna Seca Raceway, P.O. Box 2078,
Monterey, California.
Phone: (408) 373-1811



**LAGUNA
SECA**



OFFICIALS OF THE EVENT

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George McDowell, Asst. Chief Steward
Ted Jackson, Asst. Chief Steward
Bill Sarle, Chairman S.O.M.
Bud Ehrlich, Steward of the Meeting
Summer Graham, Steward of the Meeting
Red Faris, Steward of the Meeting
Bob Bennett, Safety Steward
Marty Kaufman, Race Chairman

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John Roland, Scoring/Results
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Frank Schultheis, Scrutineer
Don Davis, Timing
Jack Gardner, Trophy
Martin Illgen, Turn Marshal

The Canadian-American Challenge Cup

From humble beginnings the Can-Am has grown to a full-fledged million dollar series with 11 races from Canada to Texas.

The 1969 lineup:

June 1—Mosport Park, Ont. \$45,000
June 15—Ste. Jovite, Que. . 50,000
July 13—Watkins Glen, N.Y. 50,000
July 27—Edmonton, Alberta 45,000
Aug. 17—Lexington, O. . 50,000
Aug. 31—Elkhart Lake, Wis. 50,000
Sept 14—
Bridgehampton, N.Y. . 40,000
Sept. 28—Irish Hills, Mich. 60,000
Oct. 12—Monterey, Calif. . 50,000
Oct. 26—Riverside, Calif. . 55,000
Nov. 9—College Station, Tex. 45,000
Plus a \$200,000 championship purse to be awarded to the top 10 drivers on the following basis: 1—\$50,000; 2—\$35,000; 3—\$26,000; 4—\$21,000; 5—\$17,000; 6—\$14,000; 7—\$12,000; 8—\$10,000; 9—\$8,000; 10—\$7,000.

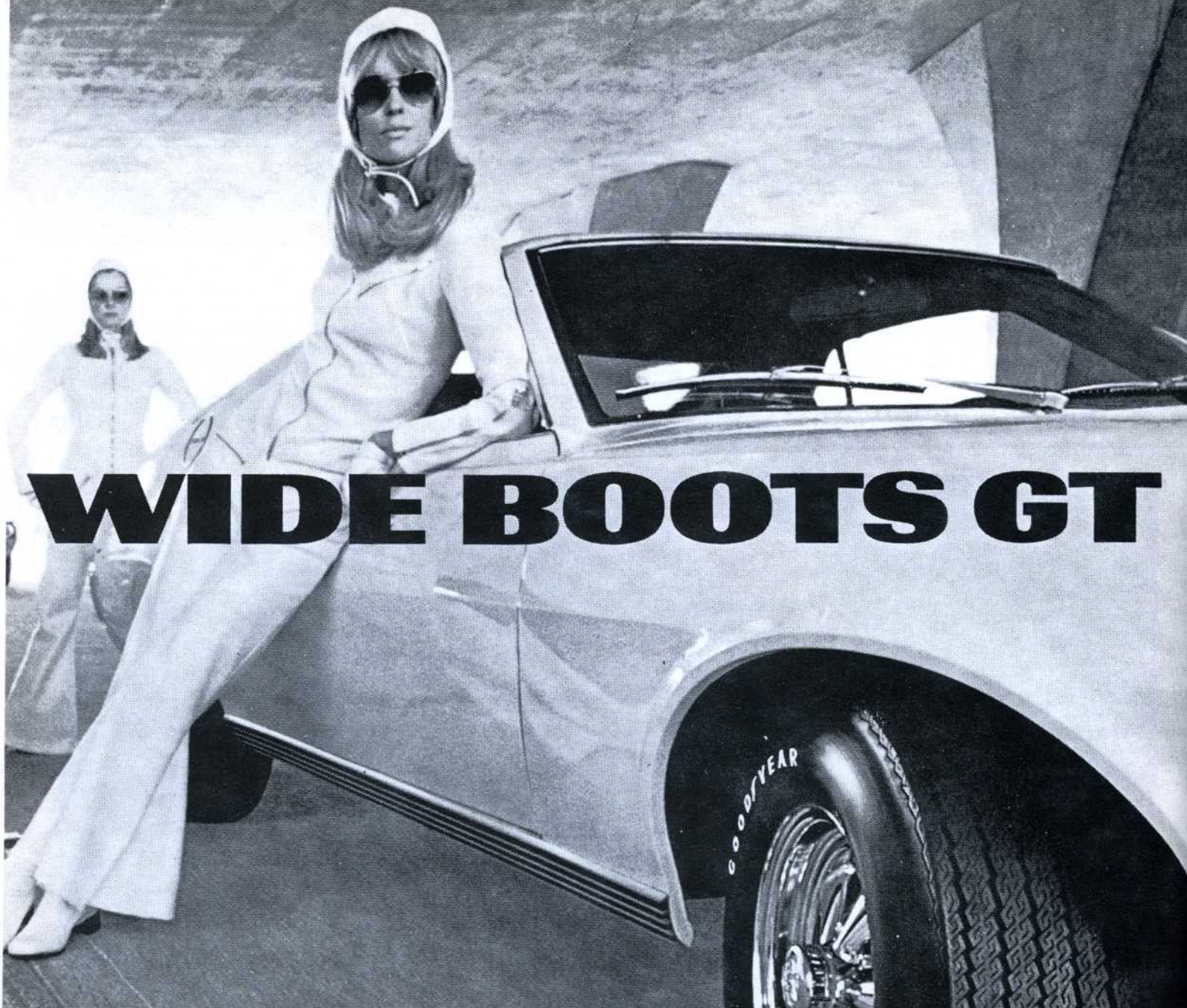
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WIDE BOOTS GT

The low, wide look of action— from Goodyear.

Beautiful. Goodyear's Wide Boots high-performance street tires. In sizes to fit most cars.

Handling? You've never felt anything like it. Check the specs: they're up to a third wider than standard tires with 7 riding ribs, 6 traction grooves.

Reverse molded to lay more rubber where it counts. With low cord angle for better stability. Made with 4 plies of Vytacord polyester cord.

Ask for Wide Tread GT tires. With the big, white "Goodyear" on the side. Get the low, wide look of action.

GOODYEAR

Wide Boots, Vytacord—T.M.'s The Goodyear Tire & Rubber Company, Akron, Ohio

Top ten money winners, 1966-68

	Points	Starts	1st	2nd	3rd	4th	5th	6th	Prize Money*
1 Bruce McLaren	74	18	3	6	2		1	1	\$144,180
2 Denis Hulme	52	16	6	1			1		128,110
3 Mark Donohue	60	17	2	3	4	2	1	—	91,340
4 John Surtees	43	15	4		1	1			75,300
5 Jim Hall	49	14		5	1	1	1		60,595
6 George Follmer	20	14		1	2		2	2	32,595
7 L. Motschenbacher	15	18			1	2	2	1	30,175
8 John Cannon	14	8	1			1		2	28,450
9 Chuck Parsons	12	18			1	1	1	3	22,245
10 Phil Hill	18	5	1	1		1			17,750

Final point standings

Points awarded the first six finishers on a 9-6-4-3-2-1 scale. All finishes count in final total. Ties decided in favor of driver with best finishing position during series.

*Prize money includes purse and championship fund but not accessory money.

As compiled by Venlo Wolfsohn

	Pts.	Starts	1st	2nd	3rd	Prize Money*
1 John Surtees	27	6	3			\$48,100
2 Mark Donohue	21	6	1			25,850
3 Bruce McLaren	20	6	1			22,560
4 Phil Hill	18	5	1			17,750
5 Jim Hall	12	4	2	1		15,595
6 Chris Amon	10	6	1	2		10,500
7 Dan Gurney	9	5	1	2		8,275
8 Chuck Parsons	6	6	1	1		8,450
9 Graham Hill	4	1		1		6,115
10 John Cannon	4	5		1		5,850
George Follmer	4	5		1		5,300
Peter Revson	4	2		1		4,650

13—Earl Jones (\$3,400), 3 points; 14—Masten Gregory (\$2,550), Paul Hawkins (\$4,250) and Lothar Motschenbacher (\$4,425), 2 points each; 17—Jerry Titus (\$1,500) and Eppie Weitzes (\$1,700), 1 point each.

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	Pts.	Starts	1st	2nd	3rd	Prize Money*
1 Bruce McLaren	30	6	2	2		\$62,300
2 Denis Hulme	27	6	3			45,200
3 John Surtees	16	6	1			27,200
4 Mark Donohue	16	6		1		24,200
5 Jim Hall	15	5	2	1		20,900
6 George Follmer	10	6	2			15,975
7 Mike Spence	10	5		2		15,675
8 Bud Morley	5	5		2		10,600
9 Charlie Hayes	3	5		2		7,850
Parnelli Jones	3	3				6,150
Peter Revson	3	6				6,050

12—Chris Amon (\$4,500), Roger McCluskey (\$3,100), Lothar Motschenbacher (\$4,800) and Skip Scott (6,000), 2 points each; 16—Bill Eve (\$4,000), Jerry Hansen (\$2,200), Rick Muther (\$1,900) and Chuck Parsons (\$3,300), 1 point each.

68

	Pts.	Starts	1st	2nd	3rd	Prize Money*
1 Denis Hulme	35	6	3	1		\$81,310
2 Bruce McLaren	24	6	1	2		59,320
3 Mark Donohue	23	5	1	1	2	41,290
4 Jim Hall	12	5		1	1	24,100
5 L. Motschenbacher	11	6			1	20,950
6 John Cannon	10	3	1			18,900
7 George Follmer	10	3		1		11,320
8 Jerry Titus	6	3			1	12,040
9 Chuck Parsons	5	4				10,495
Sam Posey	5	6				12,495

11—George Eaton (\$8,950), 4 points; 12—Peter Revson (\$5,500) and Swede Savage (\$3,750), 3 points each; 14—Richard Brown (\$3,950), 2 points; 15—Dan Gurney (\$1,250) and Charlie Hayes (\$3,200), 1 point each.

**Few rules
to hamper
builder of the
Can-Am car.**

**Engines are unlimited and bodies
virtually so to allow great latitude in
building the Can-Am (nee Group 7)
sports/racing car**

Unusual in the world of automobile racing is the lack of restrictions in the construction of Can-Am cars. This allows for ingenuity (and some say too much investment), particularly in the engine compartment where there are no restrictions.

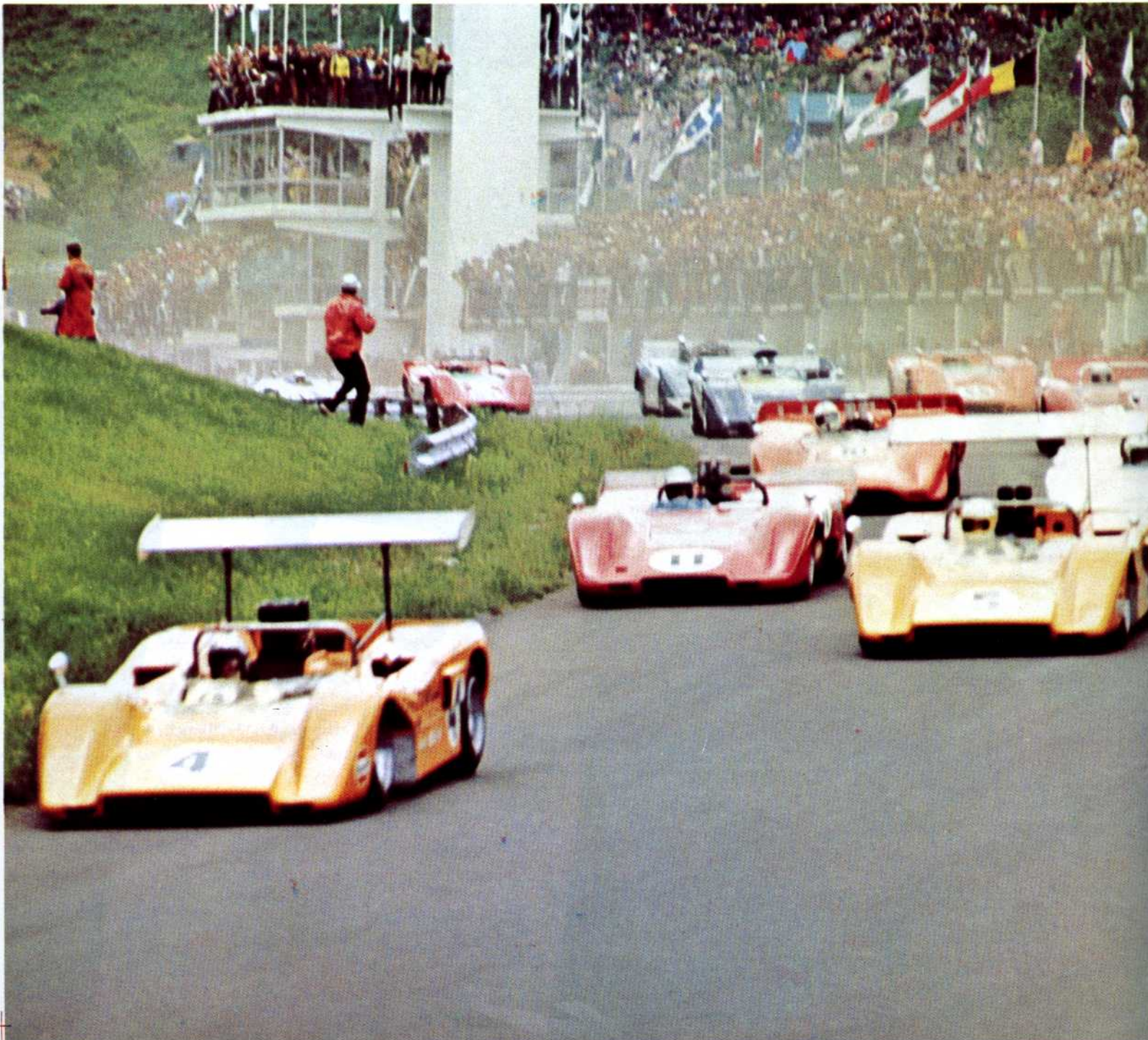
Rules concerning the cars are basically those of the FIA, while rules for the conduct of the races are formulated by the Sports Car Club of America (SCCA) in conjunction with the Canadian Automobile Sport Clubs (CASC).

FIA regulations deal chiefly with stated dimensions to make sure there is room for a passenger, that there are two doors and the like. There are no restrictions at all on engine size providing it is 2500cc (152.5 cubic inches) or more, nor are there restrictions on the drive train.

(Ed. note: Some of the competitors have been asking for a limitation on engine displacement and a requirement that engines be "production" to help ease racing costs.)

Here are the basic rules of Can-Am racing. The cars must:

- Use only pump grade gasoline (premium gas is provided).
- Start with an onboard starter and power source, although a booster battery is permitted. No push starts allowed.



- Be repaired on the course only by the driver, who may walk to the pits for parts. The car must start on its own power, though.

- Have a dual braking system for safety; no handbrake required.

- Have a body with room for a passenger with two 12x20-inch doors and which covers all mechanical components except intake and exhaust pipes.

- Have two brake lights; headlights not required.

- Have identical wheels and tires on the front and identical wheels and tires on the back.

- Have a fire extinguisher, safety belt, shoulder harness, roll bar and safety fuel tanks.

Other rules for a Can-Am race:

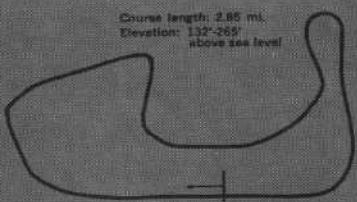
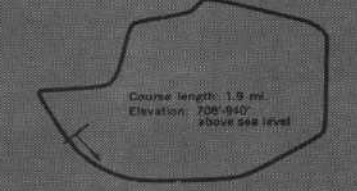
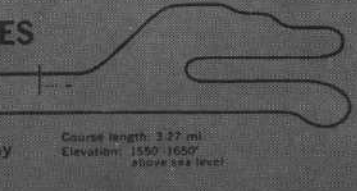
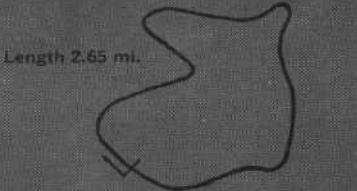


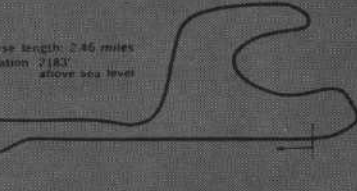
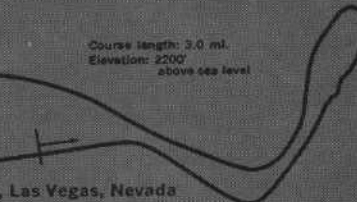
- Starting positions are determined by each driver's times as recorded on each lap of qualifying. A driver who has earned six or more points in the preceding year's Can-Am and who does not qualify may start at the rear of the grid if he is competitive.

- To be classed a finisher, a car must cross the finish line within five minutes of the winner and have completed three-fourths the distance of the winner.



CANADIAN-AMERICAN CHALLENGE CUP RACE CIRCUITS

1966 CANADIAN-AMERICAN CHALLENGE CUP RESULTS

<p>BRIDGEHAMPTON GRAND PRIX</p> <p>Bridgehampton Race Circuit Bridgehampton, Long Island, New York</p>	<p>Course length: 2.85 mi. Elevation: 132-269' above sea level</p> 
<p>MONTEREY GRAND PRIX</p> <p>Laguna Seca Road Course Monterey, California</p>	<p>Course length: 1.9 mi. Elevation: 706-940' above sea level</p> 
<p>LOS ANGELES TIMES GRAND PRIX</p> <p>Riverside International Raceway Riverside, California</p>	<p>Course length: 3.27 mi. Elevation: 1150-1620' above sea level</p> 
<p>MOSPORT</p> <p>Mosport Park Scarborough, Ontario, Canada</p>	<p>Course Length 2.65 mi.</p> 
<p>ROAD AMERICA CAN-AM</p> <p>Road America Road Racing Course Elkhart Lake, Wisconsin</p>	<p>Course length: 4.0 mi. Elevation: 950'</p> 
<p>ST. JOVITE</p> <p>Le Circuit St. Jovite, Quebec, Canada</p>	<p>Course Length 2.45 mi.</p> 
<p>KLONDIKE TRAIL 200</p> <p>Speedway Park ^{Canada} Edmonton, Alberta, Canada</p>	<p>Course length: 2.46 miles Elevation: 2183' above sea level</p> 
<p>STARDUST GRAND PRIX</p> <p>Stardust International Raceway, Las Vegas, Nevada</p>	<p>Course length: 3.0 mi. Elevation: 2200' above sea level</p> 

<p>Sept. 18, 70 laps, 199.5 miles, \$19,200 purse</p>		
1 — Dan Gurney	5.0 AAR Lola-Ford	1.53:22.42
2 — Chris Amon	5.4 McLaren-Chevy	1.53:22.92
3 — Bruce McLaren	5.4 McLaren-Chevy	1.54:07.00
4 — Phil Hill	5.3 Chaparral-Chevy	1.55:05.00
<p>Winner's speed: 105.58 mph. Fast lap: D. Gurney, Lola-Ford, 1:34.23, 108.88 mph. Fast qualifier: J. Hall, 5.3 Chaparral-Chevy, 1:32.9, 110.44 mph.</p>		
<p>Oct. 16, 2 heats, 106 laps, 201.4 miles, \$29,900 purse</p>		
1 — Phil Hill (1st/2nd)	5.3 Chaparral-Chevy	2.02:57.3
2 — Jim Hall (2nd/3rd)	5.3 Chaparral-Chevy	Same # of laps
3 — B. McLaren (3rd/4th)	5.4 McLaren-Chevy	Same # of laps
4 — M. Donohue (6th/5th)	5.5 Sunoco Lola-Chevy	1 lap down
<p>Winners' speeds: 1st heat, Hill, 98.03 mph; 2nd heat, P. Jones, 98.48 mph. Fast lap: Hall, 1:05.31, 104.73 mph. Fast qualifier: Hall, 1:05.4, 104.58 mph. 32/28 starters, 19/20 finishers.</p>		
<p>Oct. 30, 62 laps, 203.05 miles, \$33,820 purse</p>		
1 — John Surtees	5.9 Lola-Chevy	1.53:59.5
2 — Jim Hall	5.3 Chaparral-Chevy	1.54:16.0
3 — Graham Hill	5.9 Lola-Chevy	1.55:20.0
4 — Mark Donohue	6.2 Sunoco Lola-Chevy	1.55:38.0
<p>Winner's speed: 106.864 mph. Fast lap: J. Hall, Chaparral-Chevy, 1:47.5, 109.67 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 1:44.7, 112.58 mph.</p>		
<p>Sept. 24, 85 laps, 209.015 miles, \$30,200 purse</p>		
1 — Mark Donohue	5.5 Sunoco Lola-Chevy	2.03:10.62
2 — Phil Hill	5.3 Chaparral-Chevy	2 laps down
3 — Chuck Parsons	6.6 McLaren-Chevy	3 laps down
4 — Earl Jones	McLaren-Chevy	5 laps down
<p>Winner's speed: 101.83 mph. Fast lap: D. Gurney, 5.3 Lola-Ford, 1:23.1, 106.52 mph. Fast qualifier: J. Hall, 5.3 Chaparral-Chevy, 1:22.9, 106.49 mph.</p>		
<p>Sept. 11, 75 laps, 198.75 miles, \$30,150 purse</p>		
1 — John Surtees	5.9 Lola-Chevy	2.06:51.81
2 — Bruce McLaren	5.4 McLaren-Chevy	2.06:58.30
3 — Chris Amon	5.4 McLaren-Chevy	1 lap down
4 — John Cannon	5.4 McLaren-Chevy	2 laps down
<p>Winner's speed: 93.998 mph. Fast lap: Amon, McLaren-Chevy, 1:37.3, 98.047 mph. Fast qualifier: J. Surtees, Lola-Chevy, 1:38.4, 96.95 mph.</p>		
<p>Nov. 13, 70 laps, 210 miles, \$33,500 purse</p>		
1 — John Surtees	5.9 Lola-Chevy	1.55:27.5
2 — Bruce McLaren	5.9 McLaren-Chevy	1.56:26.5
3 — Mark Donohue	5.5 Sunoco Lola-Chevy	1 lap down
4 — Peter Revson	4.7 McLaren-Ford	2 laps down
<p>Winner's speed: 109.25 mph. Fast race lap: J. Surtees, Lola-Chevy, 1:35.7, 112.84 mph. Fast qualifier: P. Hill, Chaparral-Chevy, 1:34.5, 114.28 mph.</p>		

1967 CANADIAN-AMERICAN CHALLENGE CUP RESULTS

Sept. 17, 70 laps, 199.5 miles, \$25,600 purse

1 — Denis Hulme	6.0 McLaren-Chevy	1.50:07.6
2 — Bruce McLaren	6.0 McLaren-Chevy	1.50:55.3
3 — George Follmer	5.9 Sunoco Lola-Chevy	1 lap down
4 — John Surtees	6.0 Lola-Chevy	1 lap down

Winner's speed: 109.13 mph. Fast lap: D. Hulme, McLaren-Chevy, 1:32.0, 111.97 mph. Fast qualifier: D. Hulme, McLaren-Chevy, 1:29.85, 114.14 mph.

Oct. 15, 106 laps, 201.4 miles, \$35,700 purse

1 — Bruce McLaren	6.0 McLaren-Chevy	1.58:55.33
2 — Jim Hall	7.0 Chaparral-Chevy	1 lap down
3 — George Follmer	5.9 Sunoco Lola-Chevy	2 laps down
4 — Bud Morley	6.0 Lola-Chevy	3 laps down

Winner's speed: 101.613 mph. Fast lap: McLaren and S. Posey, Caldwell-Chevy, 1:04.75, 105.64 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 1:02.69, 108.74 mph.

Oct. 29, 62 laps, 203.05 miles, \$40,600 purse

1 — Bruce McLaren	6.0 McLaren-Chevy	1.46:28.7
2 — Jim Hall	7.0 Chaparral-Chevy	1.46:36.7
3 — Mark Donohue	6.0 Sunoco Lola-Chevy	1 lap down
4 — Parnelli Jones	5.0 Lola-Ford	1 lap down

Winner's speed: 114.237 mph. Fast lap: B. McLaren, McLaren-Chevy, 1:40.4, 117.301 mph. Fast qualifier: D. Gurney, Lola-Ford, 1:39.3, 118.731 mph.

Sept. 23, 80 laps, 196.72 miles, \$35,300 purse

1 — Denis Hulme	6.0 McLaren-Chevy	1.51:25.7
2 — Bruce McLaren	6.0 McLaren-Chevy	1.52:01.0
3 — Mike Spence	6.0 McLaren-Chevy	1 lap down
4 — Peter Revson	6.0 Lola-Chevy	1 lap down

Winner's speed: 105.93 mph. Fast lap: D. Hulme, McLaren-Chevy, 1:20.7, 109.69 mph. Fast qualifier: D. Hulme, McLaren-Chevy, 1:20.8, 109.55 mph.

Sept. 3, 50 laps, 200 miles, \$40,100 purse

1 — Denis Hulme	6.0 McLaren-Chevy	1.54:53
2 — Mark Donohue	6.0 Sunoco Lola-Chevy	1.56:26
3 — John Surtees	6.0 Lola-Chevy	1.56:50
4 — Jim Hall	7.0 Chaparral-Chevy	1 lap down

Winner's speed: 104.454 mph. Fast lap: D. Hulme, McLaren-Chevy, 2:14.9, 106.746 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 2:12.6, 108.59 mph.

Nov. 12, 70 laps, 210 miles, \$35,100 purse

1 — John Surtees	6.0 Lola-Chevy	1.52:05.5
2 — Mark Donohue	6.0 Sunoco Lola-Chevy	1.52:17.5
3 — Mike Spence	6.0 McLaren-Chevy	1.52:41.5
4 — Charlie Hayes	5.7 McKee Cro-Sal Olds	1.53:51.5

Winner's speed: 112.41 mph. Fast lap: D. Hulme, McLaren-Chevy, 1:32.5, 116.757 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 1:30.8, 118.94 mph.

1968 CANADIAN-AMERICAN CHALLENGE CUP RESULTS

Sept. 15, 70 laps, 199.5 miles, \$25,100 purse

1 — Mark Donohue	7.0 Sunoco McLaren-Chevy	1.47:34.3
2 — Jim Hall	7.0 Chaparral-Chevy	1.48:08.3
3 — L. Motschenbacher	6.2 McLaren-Ford	2 laps down
4 — Swede Savage	5.0 AAR Lola-Ford	5 laps down

Winner's speed: 111.32 mph. Fast lap: B. McLaren, McLaren-Chevy, 1:28.88, 115.93 mph. Fast qualifier: D. Hulme, McLaren-Chevy, 1:27.69, 117.0 mph.

Oct. 13, 80 laps, 152 miles, \$40,000 purse

1 — John Cannon	6.0 McLaren-Chevy	1.46:24.6
2 — Denis Hulme	7.0 McLaren-Chevy	1 lap down
3 — George Eaton	5.7 McLaren-Ford	1 lap down
4 — L. Motschenbacher	6.2 McLaren-Ford	1 lap down

Winner's speed: 85.6 mph (rain). Fast lap: J. Cannon, McLaren-Chevy, 1:14.4, 90.59 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 1:01.44, 111.328 mph.

Oct. 27, 62 laps, 203.05 miles, \$48,720 purse

1 — Bruce McLaren	7.0 McLaren-Chevy	1.46:36.1
2 — Mark Donohue	7.0 Sunoco McLaren-Chevy	1.47:12.0
3 — Jim Hall	7.0 Chaparral-Chevy	1 lap down
4 — L. Motschenbacher	7.0 McLaren-Chevy	2 laps down

Winner's speed: 114.353 mph. Fast lap: B. McLaren, McLaren-Chevy, 1:41.05, 117.72 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 1:38.51, 119.683 mph.

Sept. 1, 50 laps, 200 miles, \$45,700 purse

1 — Denis Hulme	7.0 McLaren-Chevy	2.06:55.8
2 — Bruce McLaren	7.0 McLaren-Chevy	2.07:30.7
3 — Mark Donohue	7.0 Sunoco McLaren-Chevy	2.08:11.2
4 — Peter Revson	7.0 McLaren-Ford	2.08:46.7

Winner's speed: 94.54 mph. Fast lap: L. Motschenbacher, McLaren-Ford, 2:16.0, 105.882 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 2:09.8, 110.94 mph.

Sept. 29, 80 laps, 202.16 miles, \$30,000 purse

1 — Denis Hulme	7.0 McLaren-Chevy	1.57:36.7
2 — Bruce McLaren	7.0 McLaren-Chevy	1.57:44.7
3 — Mark Donohue	7.0 Sunoco McLaren-Chevy	1.58:05.5
4 — Sam Posey	5.3 Lola-Chevy	4 laps down

Winner's speed: 103.15 mph. Fast lap: J. Hall, Chaparral-Chevy, 1:25.3, 106.33 mph. Fast qualifier: D. Hulme and B. McLaren, McLaren-Chevys, 1:26.0, 105.8 mph.

Nov. 10, 70 laps, 210 miles, \$35,000 purse

1 — Denis Hulme	7.0 McLaren-Chevy	1.51:15.38
2 — George Follmer	7.0 Lola-Ford	1.51:55.70
3 — Jerry Titus	5.9 McLaren-Chevy	1.52:18.00
4 — Chuck Parsons	7.0 Simoniz Lola-Chevy	1 lap down

Winner's speed: 113.25 mph. Fast lap: B. McLaren, McLaren-Chevy, 1:30.95, 118.74 mph. Fast qualifier: B. McLaren, McLaren-Chevy, 1:29.63, 120.495 mph.

Drivers of the Can-Am.

Bruce McLaren 1966-68
Can-Am record: 3 firsts, 6 seconds, 2 thirds, 1 fifth, 1 sixth. Thirty-one-year-old McLaren started racing in 1952 and organized McLaren Cars 10 years later. He first went to Europe on the "Driver to Europe" program of the New Zealand International GP Association. Bruce was the 1967 Can-Am champion and runnerup to Denny Hulme in 1968.

Denis Hulme 1967-68
Can-Am record: 6 firsts, 1 second, 1 fifth. Balding, 33-year-old Hulme has won more Can-Am races than any other man and is the reigning champion. He was also the 1967 World Champion on the Formula 1 circuit. Like McLaren, Hulme is a New Zealander. He was runnerup to McLaren for the 1967 title, meaning the pair traded off first and second places in 1967 and 1968.



Bruce McLaren

Denis Hulme

Chuck Parsons 1966-68

Can-Am record: 1 third, 1 fourth, 1 fifth, 3 sixths. Three excellent road racers came from the same block on the Monterey, Calif., auto row — Chuck Parsons, Ed Leslie and Don Wester. Of the three, Parsons, 42, is the only one to turn pro. Chuck, who now works for U.S. Lola distributor and car owner Carl Haas in Chicago, won the 1966 U.S. Road Racing Championship and captured the Road America 500 race three times in a row.

Mark Donohue 1966-68
Can-Am record: 1 first, 3 seconds, 4 thirds, 2 fourths, 1 fifth. Donohue, 32, is a 10-year veteran and winner of three major titles — the 1968 Trans-Am with 10 victories in 13 starts, and the 1967 and 1968 U.S. Road Racing Championships. A graduate engineer, Donohue has the nickname "Capt. Nice."

Dan Gurney 1966-68
Can-Am record: 1 first, 1 sixth. Race driver/constructor Gurney has had a notable lack of success in the Can-Am. His efforts to field an ultra light McLaren with titanium parts and a 325cid Ford were not successful in 1968. Ironically, this sports car driver-turned-

pro does better in other types of racing: two seconds at Indy, five wins at the Motor Trend 500 stock car race and first with A. J. Foyt at LeMans.

Lothar Motschenbacher
1966-68 Can-Am record: 1 third; 2 fourths; 2 fifths; 1 sixth. Thirty-three straight victories driving a formula junior in southern California competition convinced German-born Motschenbacher to become a pro racer. In addition to racing Lothar is U.S. distributor for McLaren Cars, and also races a McLaren in the SCCA's Continental Championship. He was fifth in Can-Am points in 1968.

John Surtees 1966-68
Can-Am record: 4 firsts, 1 third, 1 fourth. When

John Surtees and Jim Hall joined forces for the 1969 Can-Am two of the most determined men in racing teamed up. Surtees, the first champion of the Can-Am (1966), had bad luck last year with his TS Lola. He was third in Can-Am standings in 1967. The 35-year-old Englishman is also a former World Champion (1964).

Chris Amon 1966-67
Can-Am record: 1 second, 1 third, 1 fifth. Ironically, the great hope as the challenger of Team McLaren's dominance of the Can-Am is fellow New Zealander and former McLaren team driver Chris Amon. Amon talked Ferrari into lending him a car to come to the 1969 Can-Am. He has

been racing in Formula 1 competition since 1963, and is the number one driver for the Ferrari team. Amon, 27, co-drove the winning Ferrari at the 24 Hours of Daytona in 1967.

Jim Hall 1966-68
Can-Am record: 5 seconds, 1 third, 1 fourth, 1 fifth. Though he probably won't drive at all in 1969 due to his bad accident at last year's Las Vegas race, Jim Hall has earned a listing here. Though a Can-Am victory circle has eluded him, Hall's Chaparrals have been a constant threat with five second places. A design failure sidelined his new Chaparral 2H prior to the first Can-Am last year and he campaigned the older 2G until his bad crash.



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Birth of Can-Am racing.

Car and Driver Editor Leon Mandel tells how Can-Am rules were set via 'after-hours' calls between Jim Hall and Tracy Bird.



By Leon Mandel

They take things very seriously at the International Sporting Commission of the International Federation for Automobiles.

They have to otherwise how could they have such long names?

Still, it would come as something of a shock to them to know that the rules written for one of their premiere car categories was arrived at over the phone when the day got late enough so the telephone company charged a straight buck a minute to anywhere in the U.S.

That's just about the way it happened with Group 7, or unlimited sports/racing cars and things have worked out very nicely since, thank you.

You can't have a race car unless you put it into a category—Parkinson must have a law about that somewhere—and all the categories are defined by the FIA which is the controlling body for auto sports and which lives its curious, bureaucratic life in Paris.

Those countries which have active racing are FIA participants and it has happened, reasonably enough, that each promotes particular kinds of cars—perhaps according to terrain, perhaps according to national character. The result is that Formula 1, the panatela-like single seaters which vie for the world championship, are the vital concern of France and Italy and England while sedans, which race in more countries, have broad-based rule makers.

The big unlimited sports/racing cars, known to the FIA as Appendix J, Group 7 cars, are almost exclusively North American and it was in North America that their genesis came. Well, almost. It was certainly in North America where the rules defining them were written.

It may have been that the very first of the G/7 cars as we know them today were the Poopers built by Pete Lovely in the Pacific Northwest and Tippy Lipe in upstate New York in 1951. They were Cooper record cars, streamliners, with Porsche engines and they went so fast no one could believe it. It was a kind of national expression of irreverence toward the already-created car which gave them birth. Of course you could get a Cooper, and certainly you could get a Porsche, but a Pooper? The whole idea was to capitalize on ingenuity and build a car for local competition and to hell with the world over *there*.

The flower really bloomed in southern California and to some extent in eastern Canada where clean, effective specials were being built with some regularity. But they, unlike the Pooper, were front engine cars and their areas of competition were limited. It was only after local constructors saw themselves being beaten by the factory Porsches that the modern-day G/7 car was born. It was born in rear engine form and true to its origins, it was a hybrid.

The impetus came from a very European source, the appearance money syndrome. Chaparral-builder Jim Hall was not in the least pleased that appearance money, or starting money, was being paid in Europe and not in the U.S. and his complaints were becoming more and more vocal.

To quiet him, the racing establishment did what establishments are forever doing — it invited him to become a part of the administration and he accepted. From then on he worked untiringly for a U.S.-Canadian series of races with points fund money to replace appearance money and when it became known to Sports Car Club of America Competitions Board Chairman (now SCCA Executive Director) A. Tracy Bird and Hall that the international ruling body was willing to accept a formula for such racing, the two worked out rules for what was to be G/7—on the telephone.

It was not a formal proceeding. Each had a car of his own, Hall a Chaparral and Bird a Cooper, and they would call each other after 8 p.m. when the rates were cheap and propose wording for the new rules. One would mention scoops and the other would tell him to hang on and rush out to measure scoop size on the car sitting in his garage, rush back in and either agree or propose a modification.

The resulting rules were submitted to the SCCA's Competitions Director (now the Director of Professional Racing) Jim Kaser and from there, via the Canadians to the international group in Paris where they were accepted.

Thus the American formula was made legitimate and the way was paved for the Canadian-American Challenge Cup series.

While that fateful meeting of the CSI (Commission Sportif of the FIA) nailed it down, the rear engine G/7 cars were already beginning to thrive on North American race circuits.

And the turning point had probably been the summer of 1963 at Continental Divide Raceways. With a United States Road Racing series already established, North American constructors were working hard at beating the Porsches with a combination British chassis and American stock block engine. Indianapolis great Rodger Ward had appeared in a Cooper with a Buick engine in it as long ago as 1957, and Stirling Moss was the principal stockholder in California's Laguna Seca track with two wins in his Lotus 19-2.7 but his had a Coventry Climax engine.

The real big bore engines, the everyday engines (much modified), had yet to make any impact. The chassis builders, including Roger Penske and the famous Zerex Special, were way ahead of the engine men.

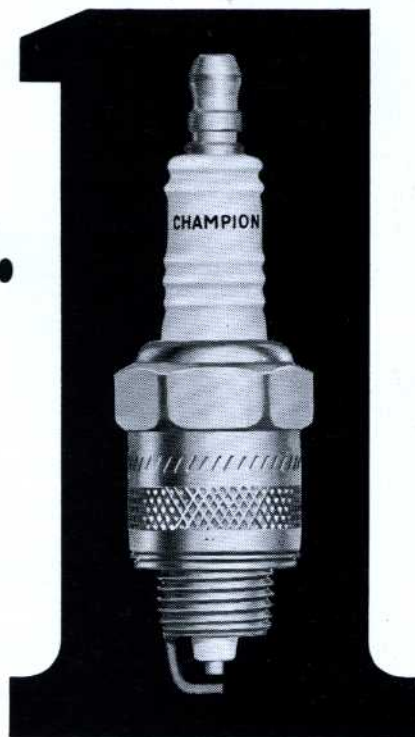
Then in August of '63 the USRRC at CDR turned the tide. Bob Holbert won it in a King Cobra, a Cooper-Ford with Bob Bondurant right behind in a similar car. Dave McDonald in a *front engine* car was third, Chuck Daigh in a Cooper-Chevrolet was fourth and the Porsches, driven by such accomplished drivers as Don Wester, were nowhere to be seen.

That put the American Engine Solution in the limelight, and things have been going in that direction ever since.

The British, who were faced with a choice between Formula 2, a lesser version of F/1 and Group 7, decided to go with the open wheel cars — their pool of sponsors couldn't support both; and now they regret it. The Europeans who couldn't have been bothered have begun to take notice and for two years Ferrari has had token representation in the Can-Am. This year he's serious. And no one would be particularly surprised if a Porsche showed up — built to the American Formula.

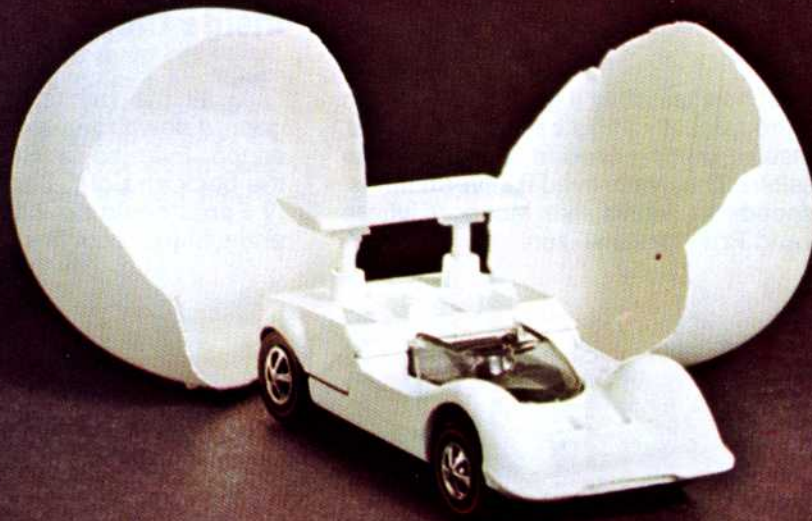
It was a long struggle, but these days, Can-Am makes the going great.

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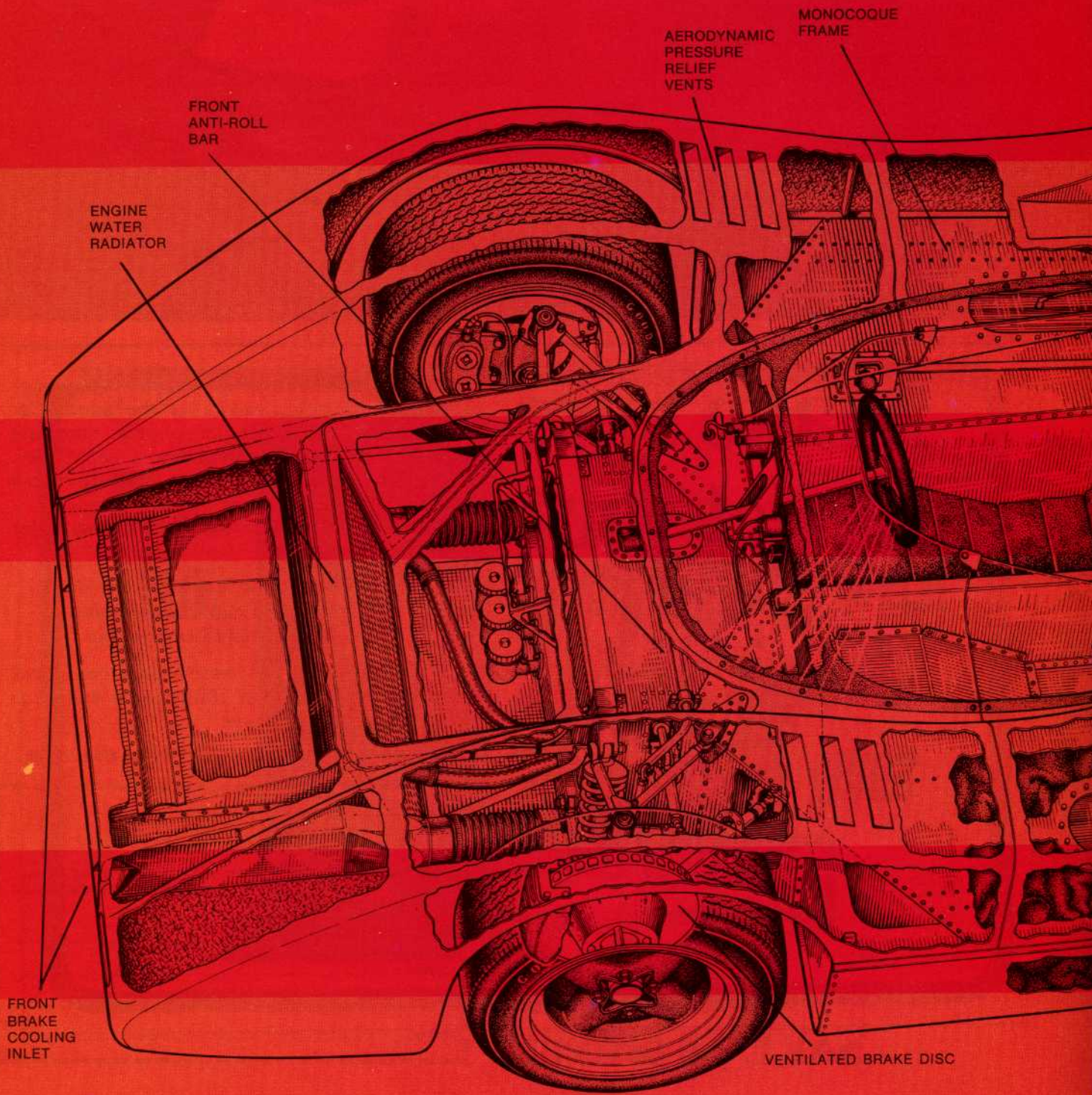
INSIDE OF THE CAN-AM CARS

BY KARL LUDVIGSEN

No one knows just how fast they'll go, these Can-Am cars. But they're the fastest racing cars in the world, fastest in the sense of getting around a road course as quickly as possible. They've proved it several times, with faster lap speeds at tracks like Mosport where the Formula 1 Grand Prix cars also run.

Handsome purses and liberal rules have led to the development of the fastest road-racing cars in the world for the booming Can-Am series. Here's a look inside them.

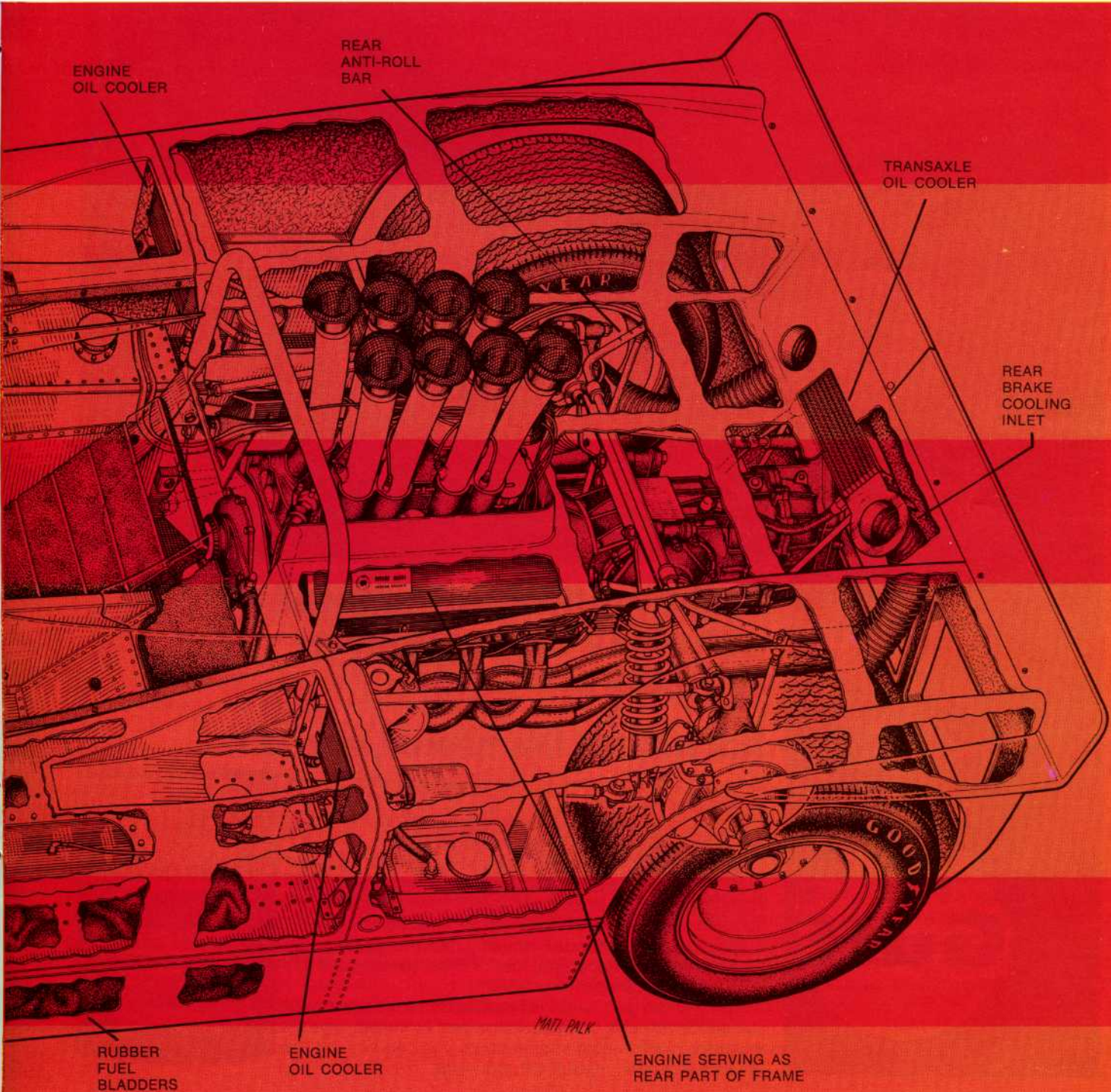
At all the tracks in the U.S. and Canada they're geared down for maximum acceleration instead of top speed. Even so, at Riverside they'll approach 200 on the back straight. Considering that the Le Mans Mark IV Fords could do 220 mph with 100 less horsepower and a higher roof line, a top Can-Am car might be able



to go 250 with the right gearing!

One thing is certain: In spite of the fact that this is a championship for drivers, it's equipment that gets the job done in these events. Even some of the best drivers admit that there are some places on some tracks, like the downhill right-hander at Bridgehampton, where the cars are just too fast.

With no limits on engine size, type or power (except for a limit on turbines which makes them ineligible), there are certain to be some teams who have more power, and more durable power, than the others. As Dan Gurney found out last year, you can try to beat them with lightness and smartness, but it's very nearly impossible.



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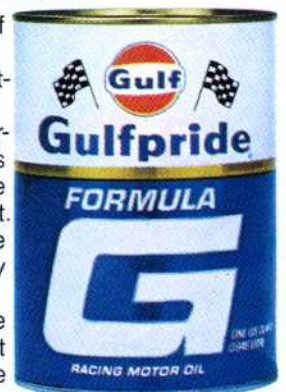
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Even though there's no limit on engine size and type, most of the Can-Am cars are powered by modified stock American V8 engines. There have been exceptions. Ferrari had cars two years ago for Ludovico Scarfiotti, Chris Amon and Johnathan Williams, last year for Pedro Rodriguez and Amon, the latter a very fast special V12 racer with four overhead cams that will be back in refined form this year.

The Ferraris have to be taken seriously because they've stopped trying to prove that a small engine can beat a big one by revving faster, and have built a big one instead. Meanwhile the big ones are even bigger this year.

In 1968 most of the aluminum block ZL-1 Chevrolets and "wedge" Fords were even-steven at 7 liters, or 427 cubic inches. They were able to produce between 580 and 620 horsepower, revving safely to 7000.

This year will see more of them at 8 liters, nearer 488 cubic inches, larger than the biggest production car engine in the world, the 472-cube Cadillac V8.

Because the additional liter in '69 is intended mainly to boost torque through the middle speed ranges, it won't increase the horsepower in direct proportion. Even so some of the big engines this year, the stroked Chevys and the "marine" 490-cube version of Ford's semi-hemi V8, will reach and exceed the 660 hp level.

These very large engines could never have been used if Chevy and Ford hadn't moved, as they did, to cast the cylinder blocks in aluminum instead of iron. This saves just enough weight to allow the big V8s, also with aluminum heads, to be usable in the back of a light car. The aluminum block actually causes the engine to lose power, compared to an iron block, but they make up for that by slicing off the weight the power has to push.

In 1967 McLaren annihilated the opposition in Can-Am racing (for the first time) with fuel injection. His were British Lucas injection systems, which gave his engines a little bit more power and a lot better, sharper response to the throttle.

McLaren also used the vaporization of fuel in the manifold to cool the gasoline in the system, reducing the chance of vapor lock. This slick little trick had been borrowed from Grand Prix engines and was copied in 1968 by Traco and Bartz, the most important builders of Can-Am engines in the U.S. They also used Lucas injection, while Jim Hall uses a special Rochester injection on his Chaparral engines, prepared this year by Gary Knutson, McLaren's former engine-builder.

Ford's Can-Am power units have had modified Hilborn injectors much like those used on the Indy Ford V8s.

Another important trend has been to what racers call "dry sump" engine oil systems. Now, the sump (oil pan) isn't dry, but neither is it asked to hold all the engine oil, as it probably does in your car, unless you have a 300SL Mercedes or a Porsche Carrera. Instead there's an extra big oil pump whose only job is to suck the oil out of a shallow pan as it falls from the engine, and pump it to a separate oil tank. From there the oil pressure pump sends it to the bearings.

The separate oil tank can hold much more oil than a conventional sump, allowing an engine to finish a race even if it's using a lot. A larger oil volume also stays cooler, helped by the separate oil radiators that are always used, and a properly designed tank can extract unwanted air from the oil.

Further, removal of the oil from the bottom of the engine means that the block can be placed closer to the ground, lowering the car's center of gravity and overall height—vital advantages these days. That's why the trend in sumps is toward the extra-dry.

Most Can-Am cars also carry a separate cooler for the oil in the transaxle, which can get pretty warm carrying high torques at high speeds. This is catered to by Mike Hewland, whose LG500 (four-speed) and LG600 (five-speed) transmissions are used in most of the top cars.

The fastest don't always have more speeds; Team


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McLaren used only four with the big Chevy in his M8A because it had so much torque it didn't need five speeds.

And in the last few years Jim Hall's famous automatic box has become progressively less so, after starting out with only a hydraulic torque converter, like an old Buick Dynaflo. Then a second speed was added and finally a third one in the manually-shifted box back of the converter. He had to do this after he lost the advantage in light weight the first Chaparral 2 had over its opposition.

To put all the power on the road, Can-Am car designers move as much weight as they can to the rear (driving) wheels. That's one reason Hall put his radiators in the rear, for example, to bring about two-thirds of the car's laden weight on those tires to give them the best possible bite.

Some weight has to be left on the front wheels, of course, so you can steer the car! But another approach is being taken this year with new drive systems, to all four wheels. At least three builders are looking at four-wheel drive.

Bruce McLaren's designing his own four-wheel-drive system for use on his Grand Prix cars and his Can-Am cars. Here's his reason why: "Putting all the drive through the rear wheels means that you're only working the front tires to half their capability. As you need big front tires for braking, you might as well use them for traction also. Once we get four-wheel drive working, we expect the speed through the last half of a corner and the exit speed from corners to be up quite a bit."

For similar reasons Lola has built a new Can-Am racer with Mike Hewland's 4WD system, like the one on the Indy Lolas of the Penske team, and Armco Steel has sponsored Bob McKee's latest car, with four-wheel drive by Britain's Ferguson Research, a pioneer in the field.

Some of the most dramatic tire development has taken place in Can-Am racing, again because there are no limits to the expansion of tire width. On an open-wheeled car the tire offers a lot of the aerodynamic drag; a wider one can sometimes slow the car down! Not so in the envelope-bodied Can-Am car, which can have tires as wide as the car is, and someday probably will. They won't go quite that far this year, but Goodyear and Firestone are still giving fits to the wheel designers at Lola and McLaren as they come up with wider and wider tires.

To use the latest rubber, Can-Am teams often get help from Ted Halibrand, whose cast magnesium wheels are world-famous, or from Fred Puhn, whose new spun aluminum wheels can be adjusted in width, thanks to their two-piece construction.

Around 1960 Lola and Lotus were setting the style for the kind of independent suspension, with tubular links and concentric coil-shock units, that future racing cars would use. Today's Can-Am cars are pretty much the same. There have been some attempts to be different, such as the King Cobra of late 1967 and the solid-axle Caldwell D7 and D7B of 1967-68, but they haven't been consistently successful. The solid-axle

approach may well bear fruit in the future, though, with wider and wider tires which like to be kept flat on the road.

What holds all this machinery together in most of the Can-Am cars? A great big fuel tank with a hole in it for the driver to sit in, that's what. The tubular space frame, once considered the end of the line for a racing car chassis, is now completely obsolete.

New Can-Am cars today have frames riveted and glued together of steel, aluminum and magnesium sheets to form what looks like, and is often called, a "tub." Fiberglass can also be used and was for the first successful Can-Am "tub," that of the Chaparral 2. The size of the center hole in the "tub" is governed by the pertinent rules in Appendix A of the SCAA's General Competition Rules, which rather loosely require that there be room for a passenger.

Inside the "tub" there are rubber bladders, built to be resistant to tearing in a crash, retaining the more than 60 gallons of fuel these thirsty cars need to finish a race of 150 to 200 miles without a pit stop.

For the M8A, McLaren made a radical departure from his competitors by using the engine, with some tubular braces, as the rear part of the frame. The front of the engine was attached to the "tub" and the rear part, where the transaxle was attached, carried the rear suspension. This helped Bruce keep the weight of his championship-winning car down to only 1450 pounds, a little less than a Healey Sprite, an MG Midget or a Fiat 850 Roadster.

How does it go with more than 600 horsepower? Pretty well, like zero to 100 in a little more than 5 seconds and certainly less than 6.

Both Chaparral and McLaren have led the way in designing bodies for these cars that help hold the tires against the highway, replacing older styles that looked nice but tended to take off and fly.

Certain features are evident: a wide, scoop-like nose that's as close to the ground as possible; an upward flow of air out of the back of the radiator; vents in the front fenders that keep air pressure from building up there, and a high, wide rear spoiler that deflects the air upward as it's departing. If the complete shape is a little like that of a wedge, or a doorstep, it's deliberate, made to shove its way under the air, producing forces that hold the car and its tires tightly against the road.

Last year Hall and Surtees were the only Can-Amers to use rear wings. McLaren tried them in the development phase but didn't use them in racing.

This year, following a season in which wings proved themselves in Grand Prix racing, we'll see a lot more. And we'll probably have the same trouble the G.P. car makers have in keeping them attached to the car. What are the wings for? To keep the tires pressed against the ground, in the same manner as the latest bodies but hopefully in a more powerful way, with less resulting drag to slow down the car.

Those who really make the most of wings on a Can-Am car will have designed new main body shapes to complement them correctly. Jim Hall, of course, did that long ago.



**CANADIAN
AMERICAN
CHALLENGE
CUP**

Top—Motschenbacher in action.

Middle—Porsche raced in Glen Can-Am.

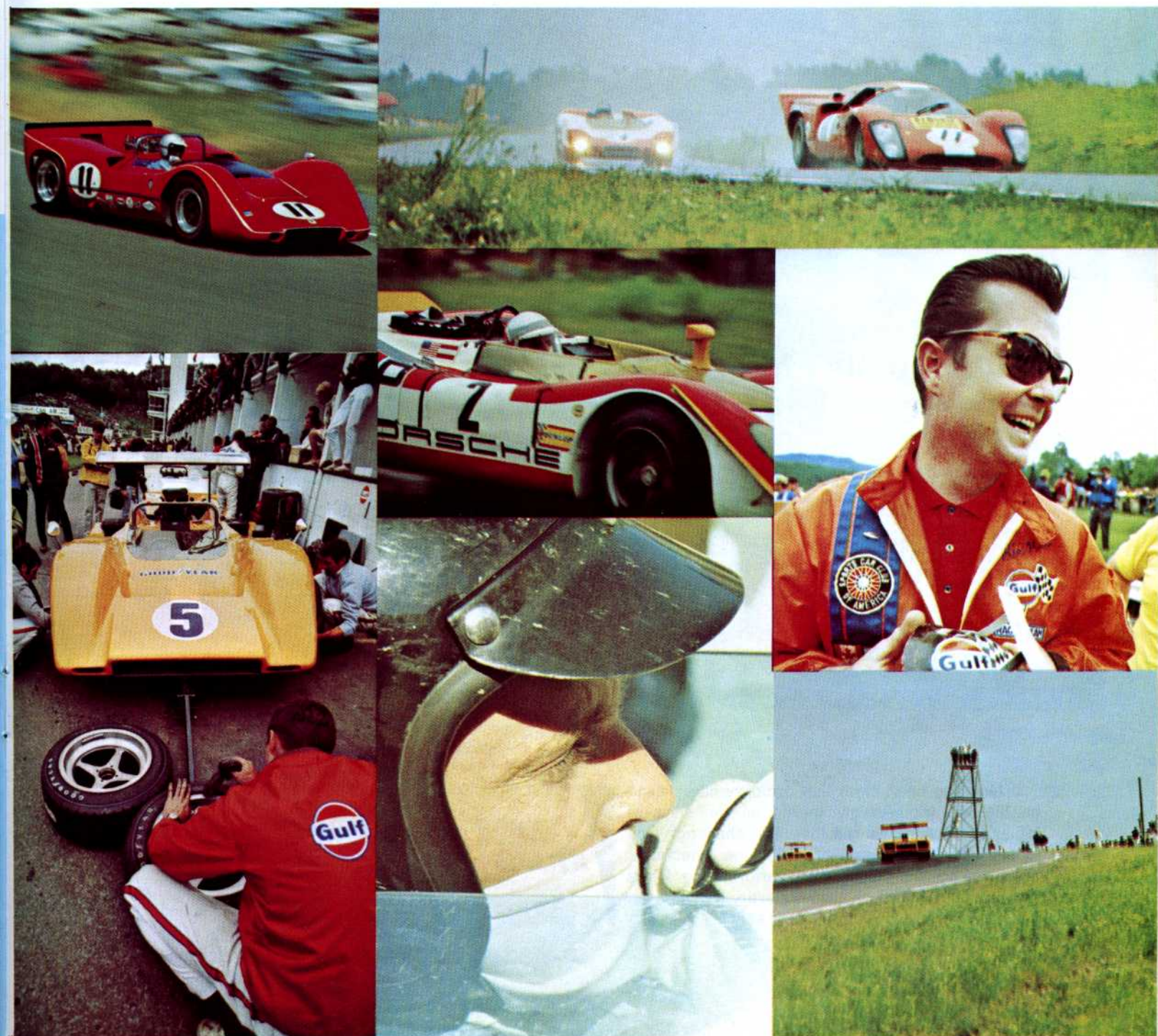
Bottom—Hulme's car gets new tires.

Bottom—Gurney prior to a race.

Top—Porsche overtakes a Lola coupe in the rain in Manufacturer race prior to Glen Can-Am.

Middle—Gulf's Rick Holt enters a winged turtle.

Bottom—Winged McLarens look at home cresting hill at The Glen Can-Am.





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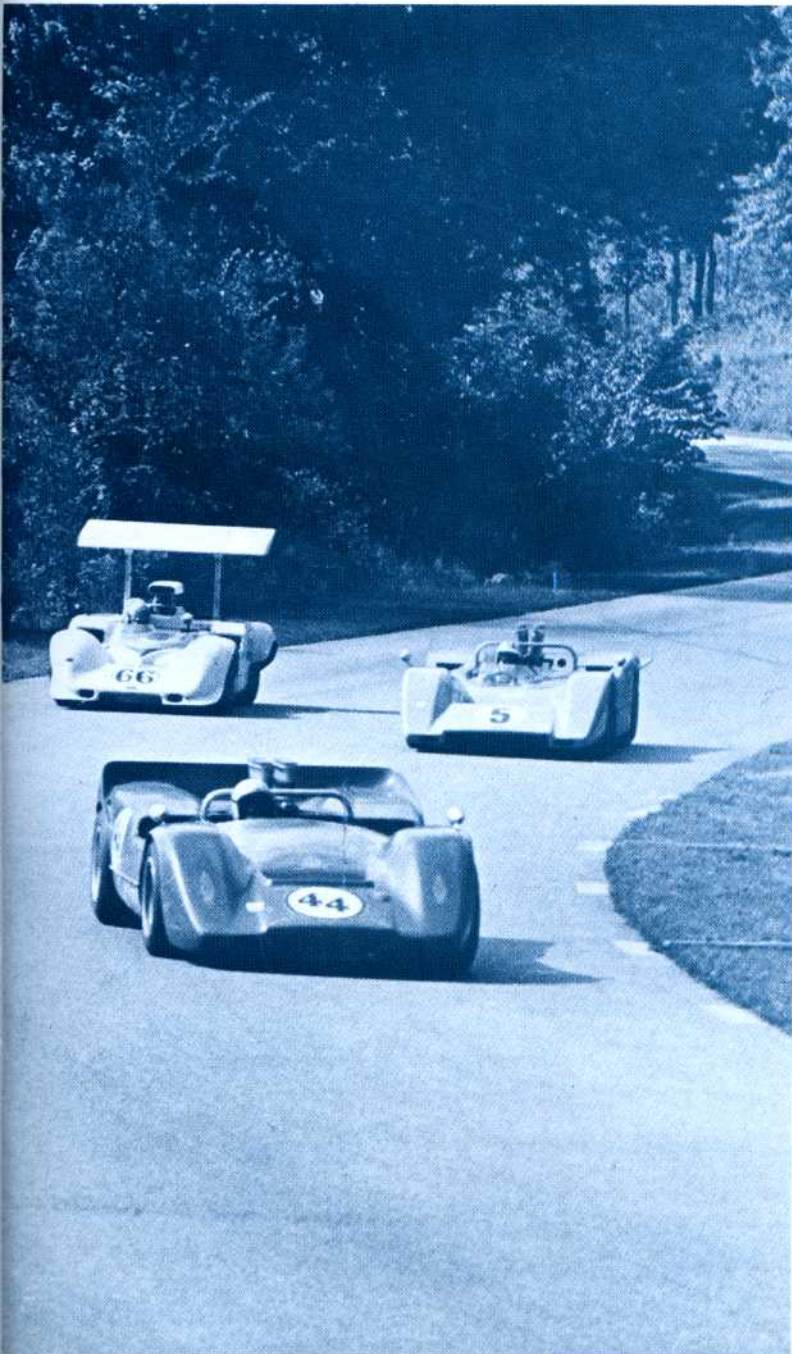
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Left— Jerry Hansen in No. 44, Denny Hulme in No. 5 and Jim Hall in No. 66 take a scenic drive at last year's Road America Can-Am.

Below— Denny Hulme leads Jim Hall through Laguna Seca's tight last turn at the 1968 Can-Am.

Bottom— Dan Gurney signed recently as executive director of the Hertz Sports Car Club. With him is Edward J. Kollins, vice-president and general manager of Hertz. The club has Mustang Mach I, GT350 and Cougar Eliminator cars.

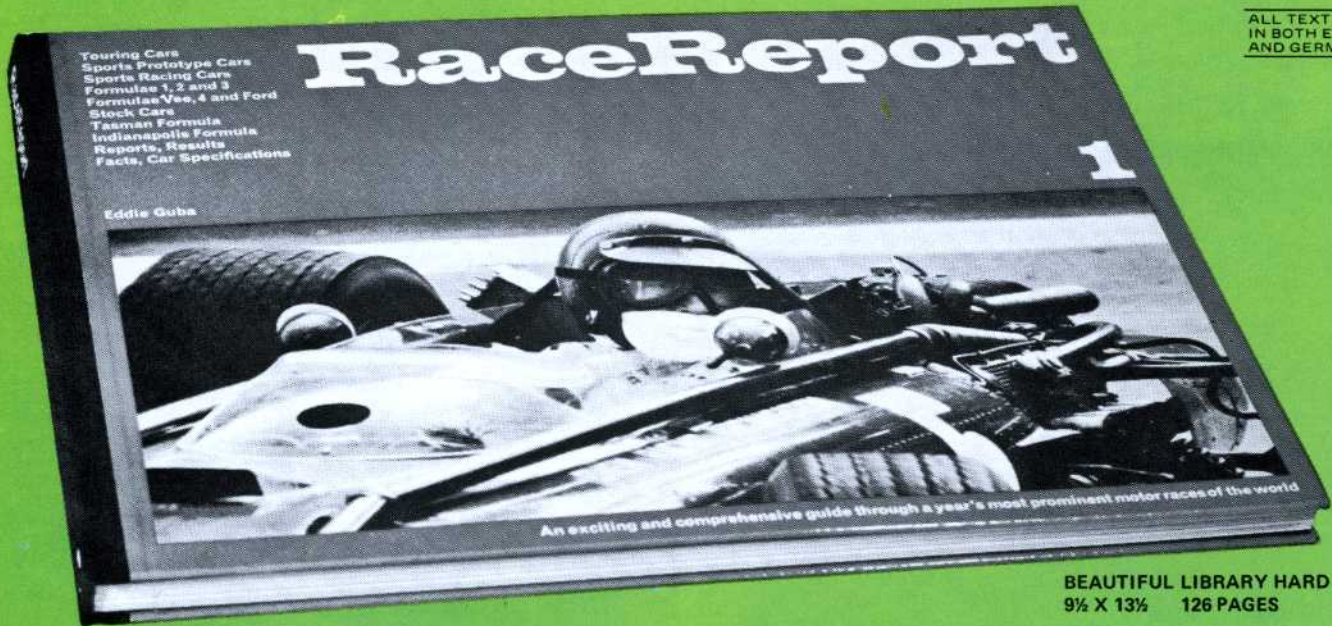


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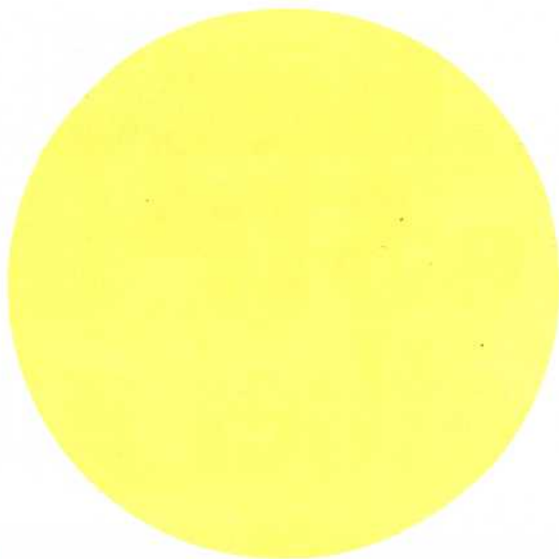
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Can-Am in Japan

Fuji Speedway hosts Can-Am cars
in post season race. Next event
to be Nov. 23.



Can-Am racing is a particularly North American type of racing with few contests staged for Group 7 cars in other parts of the world.

So it was with special interest that the SCCA sent 10 of its best drivers over to Japan to compete in a post-season road race at Fuji International Speedway at the foot of Japan's beautiful Mt. Fuji.

The race was a success both in the eyes of the spectators and the audience, estimated at 90 million. So successful, in fact, that the SCCA has scheduled another race at the speed-

way this November 23.

The race gave Peter Revson his first taste of victory in Can-Am competition. Though he was continually among the top five qualifiers during the series, engine and chassis problems kept his McLaren M6B powered with an aluminum Ford from finishing.

The only challenge to Revson's Shelby entry came from Mark Donohue's Chevy-powered McLaren, but Donohue's Penske entry went out with a Keystone Cop-like pit stop for fuel on the 66th lap of the 75-lap

contest.

Sam Posey hung on for second place four laps down and an astonished Jo Bonnier found himself in third at the checker, 11 laps behind Revson.

The two McLaren cars, the demolished Chaparral and Lothar Motschenbacher's McLaren did not attend the contest.

This fall 10 of the leading Can-Am drivers and their crews will again head for the Land of the Rising Sun and round two of Japan's World Challenge Cup for Can-Am cars.

Sam Posey and a Japanese driver. Photo courtesy AUTOSPORT.



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STIRLING MOSS THINKS NEW POINT SYSTEM FOR CAN-AM WILL HELP EQUALIZE STANDINGS, SEES 'TOUGHEST OF ALL' CHALLENGE TO TEAM McLAREN.

Like almost any frisky four-year-old the Can-Am is growing every minute—becoming bigger, faster, more colorful and certainly much richer.

The 1969 schedule, extended from six to 11 races for the first time, will mark a number of milestones in the growth of this great sporting event. Not only will many more spectators be exposed to the very best driving talent and an unmatched brand of racing machinery throughout the United States and Canada but the prize money being won by the drivers will take a great leap forward as well.

In the past three years together more than 70 drivers have shared in a total of more than \$1 million in Can-Am race purses, series championship awards and contingency money. Now the total prize package is expected to go that high for 1969 alone!

McLARENS SET PACE As many of you already know, two New Zealanders now living in Great Britain, Bruce McLaren and Denis Hulme, have set the pace for the past two years of Can-Am competition. Racing under the Team McLaren banner, driver-builder Bruce McLaren won the Can-Am championship and the coveted Johnson Wax trophy in 1967 and his teammate, Hulme, won it last year.

In the series' inaugural year it was England's John Surtees who drove off with the honors.

It is among my pleasant duties as director of racing for Johnson Wax, sponsor of the series, and as a consultant to the Can-Am, to award the trophy at each season's end.

Will I again award it to a European, in 1969?

I'd like to speculate about that a bit. As many of you know, it was Bruce McLaren who perhaps realized before any other competitor in the world that the

Can-Am would likely grow this large this quickly. After his uncertain beginning in the 1966 Can-Am (he finished third in final standings, his poorest finish to date), McLaren decided to assign a high priority to his Can-Am efforts. His success as a driver, team leader and businessman since then is a testimony to this insight.

'TOUGHEST BY FAR' But will the McLaren saga continue in 1969? I suspect that this year will be the toughest by far.

My reasons bear both on the increased number of races in the 1969 series and on the new scoring system by which drivers will accumulate Can-Am championship points. The longer series will require greater effort by every competitor, of course, but I expect that it will favor American competitors just a bit more. Quite simply, it will allow them more time to "catch up" in the technology battle involved in Can-Am car construction.

Another fact that cannot be ignored is that the McLaren team has scored a majority of its points in the past two seasons during the first half of the series, then had to battle brilliantly to hold off the challengers.

Under the new scoring system this year, such a rear-guard strategy in the series' second half will be much more difficult, I believe. Here is my reasoning:

NEW SYSTEM Under the old scoring system, drivers were awarded points in each race for first through sixth places on a 9-6-4-3-2-1 basis, respectively. This year a total of ten drivers will win points in each race, for first through tenth positions, on a 20-15-12-10-8-6-4-3-2-1 basis, respectively.

Obviously, the new system will allow more drivers to earn points early in the series and thereby not suffer so badly from a poor beginning effort. But what is not so obvious at first glance is how the new system will "bunch up" accumulated point totals as the series proceeds. The point spread between first and fifth positions in each race, for example, is proportionately a great deal less under the new system (20 vs. 8) than it was under the old (9 vs. 2). The same is true, of course, for all the positions in between as well.

GREATER ROLE An analysis of the final point standings in the last three Can-Am seasons indicates, admittedly, that the new point system would not have made any difference as to who would have been the Can-Am champion.

But the new points system will play a more important role because of the greater number of races. Keep in mind, however, that under the new system each driver's points will only come from nine races—his best four finishes out of the first five races and his best five finishes out of the last six events. A perfect series' score would be 180 points. Figure out for yourself how much closer the challenging drivers can be!

And there's one thing more to be reckoned with for sure: in 1969 the roaring Group Seven cars of the Can-Am series will be even faster, and even noisier, and the driving even better.

Whether you are keeping track of points or not, I know you'll enjoy seeing the action . . . it's really just about the best there is!

Follow the CanAm Challenge!

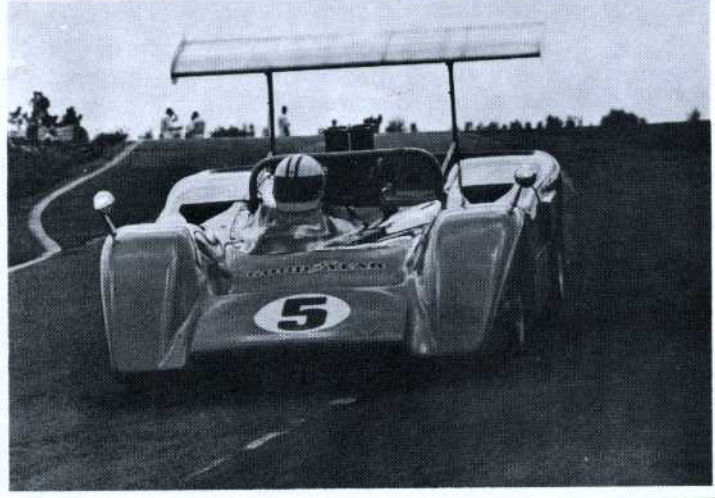
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Ferrari Challenges McLaren At CanAm



AUTOWEEK will keep you up with the SCCA's richest series, the Canadian-American Challenge Cup.

This issue contained in-depth coverage of Bruce McLaren's second CanAm victory at the July 13th event at Watkins Glen.

The story of the McLaren Team's third straight win in the three-race-old series was mailed out to AUTOWEEK's subscribers early Wednesday morning, July 16th!

Also covered in the same issue was: Porsche's come-back sweep of the Glen 6-Hours, (after losing a heart-breaker to Ford at LeMans); David Pearson's come-from-behind win over Bobby Isaac at NASCAR's Trenton 300; David Phipps' story and photos on the new Cosworth 4-wheel-drive F/1 car; Bobby Unser's windfall win over Jack Bowsher's "out-of-gas" Ford at the Milwaukee stock car event; Mario Andretti's homecoming victory in Nazareth, Pa. aboard a Kuzma-Offy Championship dirt car; designer Paul Lamar's comments on the use of wings on race cars; and Bob Irvin's column on his Russian Rent-a-car experience in a Hertz Volga.

On our collectors' car page, there was coverage of a Kaiser-Frazer meet in Pennsylvania and a column on the profit of collecting the soon-to-be-rare four-door convertible sedan.

Thrown in with all of the above, was the usual weekly coverage of major SCCA, USAC, NASCAR, and FIA events, coupled with the world's largest automotive classifieds.

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A word with the Can-Am champion.

**'More exciting,' Can-Am and World
Champ Denis Hulme tells David Phipps
in comparing series to GP racing**

Phipps: Having won both the World Championship and the Can Am, which type of racing do you prefer?

Hulme: . . . I suppose I would say Can-Am racing, because I find it more exciting and more satisfying. But I mustn't decry Grand Prix racing because that's how I got where I am today . . .

Phipps: Why do you find Can-Am racing more exciting?

Hulme: Because of the enthusiasm of the spectators and the helpfulness of everyone involved. People in Europe tend to become rather blasé about Grand Prix racing . . . but Can-Am racing is still sufficiently new that everyone gets excited. . . . I also like the fact that the regulations are much less strict . . .

Phipps: How do Can-Am cars compare with Formula 1 cars?

Hulme: One of the big things about Can-Am racing is that it uses production engines . . . another thing which helps is the noise, and the big, wide tires and the all-enveloping bodywork—all of which tend to make the cars more spectacular than single-seaters.

Phipps: How do you rate them from a driver's point of view?

Hulme: . . . Can-Am cars are more exciting because of their sheer speed and acceleration and this is another thing which makes them so spectacular. It's also quite remarkable how well they stop and the way they can be controlled simply by use of the throttle.

Phipps: Are they as precise to drive as GP cars?

Hulme: Every bit as precise, though it takes quite a lot of practice to get the best out of them and you can't throw them about quite as much. Even though a Grand Prix car has about 420 brake horsepower these days, the state of

**Chooses
Can-Am over
Grand Prix
racing . . .**

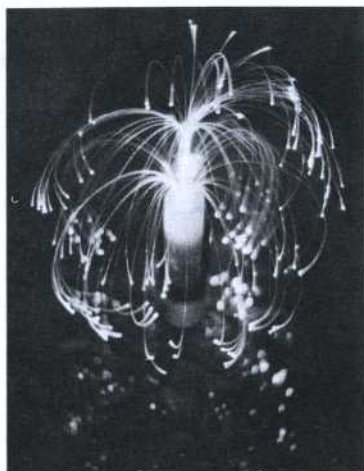
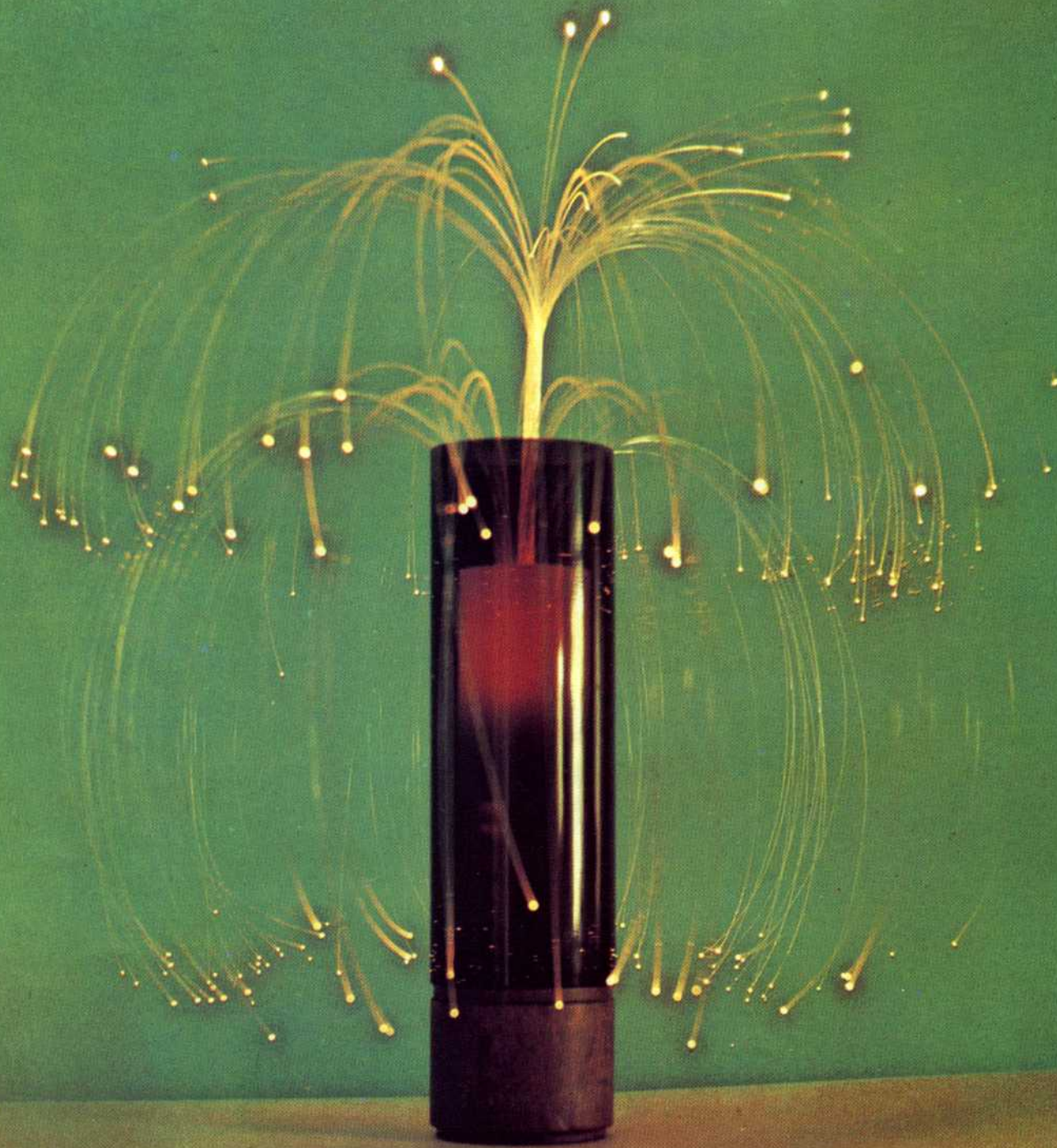
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**Sees
big lead
as best way
to assure
victory.**

chassis development is such that you can use pretty well all of it, whereas a Can-Am chassis is perhaps not quite able to cope with 650 horsepower under all conditions.

Phipps: How much does money influence you?

Hulme: It's nice to think that if you win you'll make a lot of money, but then if you don't do well you finish up out of pocket. In Grand Prix racing you can make quite a lot of money whether you win or not, and this is the essential difference between the two types of racing from a financial angle . . . I would like to see the prize money spread further down the field . . . so that you get something even if your car breaks down on the first lap.

Phipps: How do you feel about driving standards in the Can-Am?

Hulme: I think they're steadily getting better. We all had a few near misses in the early days, but the really bad drivers have mostly disappeared and the others have learned what it is all about.

Phipps: What about car preparation?

Hulme: I think most people are beginning to understand the sort of preparation that's needed now. They're beginning to realize it's very expensive to keep on blowing up engines and failing to finish.

Phipps: How do you like to run your races? Do you like to lead all the way or do you prefer to let somebody else make the running?

Hulme: I think the best way is to get out in front and build up a big lead. This may not be very exciting from the spectator's point of view, but it does mean that if you get a puncture or something else of this sort you can make a pit stop and still win the race. Of course there's no point in trying



too hard and breaking the car; all you need to do is pull out about a second a lap. And if you build up a big lead in the first few laps it usually demoralizes the opposition sufficiently that you can ease off and still continue to pull away.



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New Hurst-linkage 4-speed available.

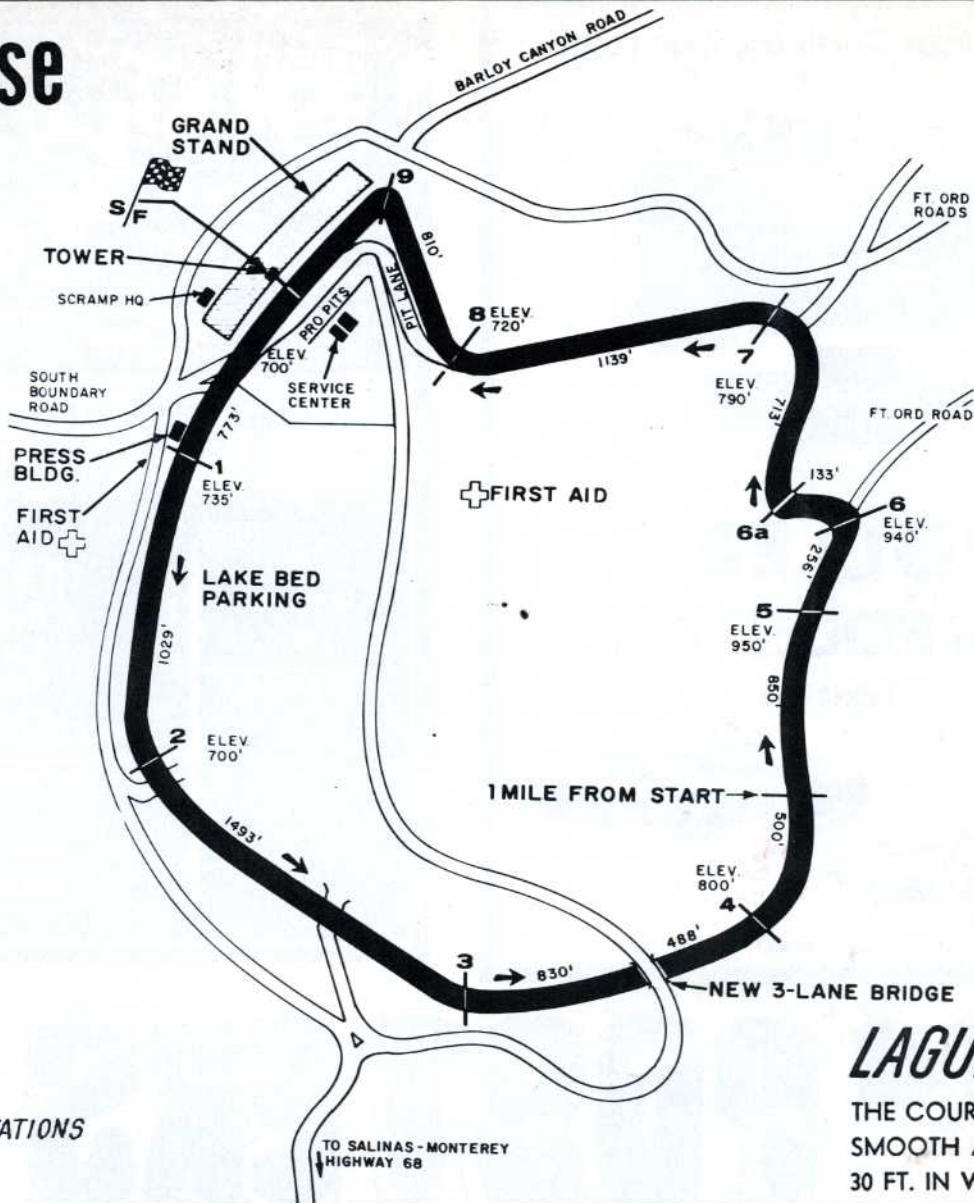
Can't be driven when steering column is locked.
Usually seen in the company of people who can tell the real article from an imitation.
Known as "The Hugger."
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Unusually powerful looking hood.
Morocco-grain vinyl on instrument panel.
New map pockets.

Wider 8-inch wheels.
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The driver of this car is always ready with 350 cubic inches of new standard V8.
Other cars, if we were you, we'd drive on the other side of the street.
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The Course



LAGUNA SECA

THE COURSE—1.9 MILES
SMOOTH ASPHALT
30 FT. IN WIDTH

+ RED CROSS AID STATIONS



SAFETY RULES FOR SPECTATORS

Just a few friendly tips for your safety . . . sports car racing can be dangerous for you as well as for the drivers!

FIRST . . . listen to the announcer and the race officials. When they ask you to do something it probably is for your own well-being so do it quickly and cheerfully.

SECOND . . . don't go near the hay bales. They may look like a good seat but they were placed where they are so that a car out of control will hit them first and possibly avoid hitting something else . . . like YOU, for instance!

THIRD . . . if you have your children with you keep them under close control. Youngsters move faster than you think. (Children 12 years old and under are prohibited from entering the pit area, even when accompanied by parents. This is a safety rule and one which the marshals have been instructed to enforce strictly.)

FOURTH . . . the Army, which leases the Laguna Seca area to SCRAMP and makes these races possible prohibits overnight camping, bringing booze to the course, and the building of any open fires. Your cooperation in abiding by Army regulations on these and other subjects will be appreciated as it will assist us in the future.

FIFTH . . . be careful in walking around the course area . . . there are innumerable ground squirrel holes to trip the unwary . . . some of the bushes that look so green and shiny are POISON OAK . . . the "snow fencing" has been put up for a purpose, to keep you out of danger!

LAST . . . BUT NOT LEAST! We're bitter about LITTER . . . after every race we collect several tons of refuse at a cost of hundreds of dollars and many days of trash collecting. So . . . please use the nearest refuse can for your cups and papers, etc., and help us put most of the "clean-up" money back where it should be going—to CHARITY!

THANKS . . . HAVE A WONDERFUL TIME . . . COME BACK AGAIN!

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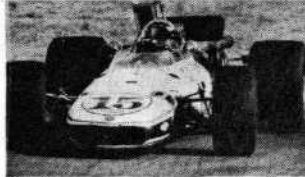
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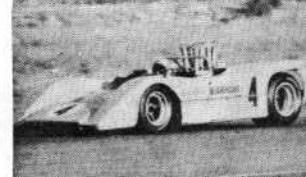
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1969 TRANS-AM WINNERS

Left to Right: Mark Donohue, Laguna Seca Queen Maura McGivney, and Peter Gregg, under 2 Liter winner.



LAGUNA SECA

Record Book

LAP RECORD (1.9 miles): 1:02.89 (109 mph) established by Jim Hall, Midland, Texas, driving a Chaparral during qualifications for 1968 USRRC.

100.7 MILES (53 laps): 1:01:22.8 (98.9 mph) established by Parnelli Jones, Torrance, California, driving a Lola-Chevrolet, in winning the 2nd heat, 1966 Monterey Grand Prix.

152 MILES (80 laps): 1:26:17.99 (107.2 mph) set by Mark Donohue, Media, Pa., driving a McLaren-Chevrolet in winning the 1968 Laguna Seca USRRC.

201.4 MILES (106 laps—2 heats): 2:03:14.99 (98.5 mph), set by Phil Hill, Santa Monica, California, driving a Chaparral IIF, in winning overall first place in the 1966 Monterey Grand Prix.

LAGUNA SECA WINNERS

1957-1969

1957 NOVEMBER CHAMPIONSHIP: (first races run at Laguna Seca). Won by Pete Lovely (1.9 Ferrari). Average speed 80.2 mph for 100 miles. Fastest trap speed. 113.6 mph.

1958 JUNE RACES: won by Richie Ginther (3.0 Ferrari GT 250), Average speed 80 mph.

1958 NOVEMBER CHAMPIONSHIP: won by Lance Reventlow (5.4 Scarab). Average speed 83.22 mph. Fastest lap: 1:20.4 (85.1 mph).

1959 JUNE RACES: won by Sam Weiss (1.6 Porsche RSK). Average speed 80 mph. Fastest lap: 1:21.9.

1959 OCTOBER CHAMPIONSHIP: won by Pat Piggott (1.9 Lotus). Average speed 81.66 mph.

1960 JUNE RACES: won by Ken Miles (1.6 Porsche RS 60). Average speed 77 mph.

1960 PACIFIC GRAND PRIX (October): Stirling Moss (Lotus Monroe Carlo) winner overall and winner both heats. Average speed first heat 86.5 mph, second heat 87.3 mph.

1961 JUNE RACES: won by Chuck Sargent (Maserati Tipo 61). Average speed 83.5 mph.

1961 PACIFIC GRAND PRIX (October): Stirling Moss (Lotus Climax) winner overall and winner of both heats. Average speed first heat 90.3 mph, second heat 91.9 mph.

1962 JUNE RACES: won by Pete Lovely (Lotus 19), average speed 84.6 mph.

1962 PACIFIC GRAND PRIX (October): Roger Penske (Zerex-Duralite Climax) winner overall on basis points won in both heats of two heat event; Dan Gurney (Lotus Climax) won first heat at average speed of 89.0 mph; Lloyd Ruby (Lotus 19 Climax) won second heat averaging 91.0 mph.

1963 USRRC (June): Charles Parsons (Lotus 23), first overall and under two litres. Skip Hudson (Meridian Chaparral Chevrolet), first over two litres. In GT cars Bob Holbert (Cobra) averaged 86.2 mph.

1963 MONTEREY GRAND PRIX (October): Dave MacDonald (Cooper-Ford). Average speed. 83.2 mph for 192 miles. Fastest lap, 1.11.8 by Holbert (Cooper-Ford), averaging over 95 mph.

1964 USRRC (May): Jim Hall (Chaparral-Chevy), first overall and first over two litres with average speed of 88 mph; Charles Hayes (Elva Porsche), first under two litres—in drivers' championship race. Ed Leslie (AC Cobra-Ford) was first in manufacturers' championship event, averaging 87.4.

1964 MONTEREY GRAND PRIX (October): Roger Penske (Chaparral), winner overall, average speed (2 heats 202.5 miles) of 93.85 mph. Penske won both heats, average 94.5 mph in first heat, 93.2 mph in second. Fastest lap: 1:08.8 (new course record), Penske, Second: Dan Gurney. Third: Bob Bondurant.

1965 USRRC (May): Driver's Championship—Jim Hall (Chaparral II) first overall and first over 2 litres, 151.68 miles (79 laps) at average speed of 94.622 mph (new course record for this distance); Gerry Bruhl (Lotus Climax) first under 2 litres. **Manufacturers' Championship—**Ken Miles (Cobra) first over 2 litres, 101.76 miles (53 laps) at average speed of 88.494 mph; Scooter Patrick (Porsche 904) first under 2 litres.

1965 MONTEREY GRAND PRIX (October): Walt Hansgen (Lola T-70), winner overall, average speed two heats 97.2 mph. Hansgen won both heats, set fastest lap time during 1st heat of 1:07.4 mins. Second: Hap Sharp (Chaparral II), Third: Don Wester (Genie).

1966 USRRC (May): Charles Hayes (Nickey Chevrolet), winner, average speed 152 miles at 95.5 mph; fastest lap of 1:09.20. Ken Miles was first "under 2 liter," 5th overall, in Porsche Carrera.

1966 MONTEREY GRAND PRIX (October): Phil Hill (Chaparral IIF), winner overall, average speed two heats 98.5 mph. Second: Jim Hall (Chaparral IIF). Third: Bruce McLaren (McLaren-Chevy).

1967 USRRC (May): Lothar Motschenbacher (McLaren MkII Chev), winner, average speed 159.6 miles at 91.6 mph; fastest lap of 1:07.69. Second: Mike Goth. Third: Mark Donohue. Fred Baker, Miami, Fla., first "under 2 liter," 12th overall, in Porsche Carrera.

1967 MONTEREY GRAND PRIX (October): Bruce McLaren (McLaren M6A Chev.) winner, average speed 200 miles at 101.61 mph; Fastest lap of 104.75 mph. Second: Jim Hall. Third: George Follmer. Scooter Patrick won in the first Ken Miles Memorial in a Porsche 906 average 94.7 mph.

1968 USRRC (May): Mark Donohue (McLaren M6B Chev.) winner, average speed 152 miles at 107.2 mph; Fastest lap of 1:03.02. Second: Lothar Motschenbacher. Third: Jim Hall.

1968 CONTINENTAL CHAMPIONSHIP (October): Dr. Lou Sell (Eagle Chev.) winner, average speed 100 miles at 99.8 mph. Fastest lap 1:06.49. Victory margin: 1 lap, 53.55 seconds. Second: George Wintersteen. Third: Bud Morley.

1968 MONTEREY GRAND PRIX (October): John Cannon (McLaren Chev.) winner, average speed 152 miles at 85.6 mph. Fastest lap of 1:14.4. Victory margin: 1 lap, 5 seconds. Second: Dennis Hulme. Third: George Eaton.

1969 CONTINENTAL CHAMPIONSHIP (May): Sam Posey (Eagle Chev.) Formula A winner, average speed 100.7 miles at 102.1 mph, victory margin 8 79 seconds. Second, George Wintersteen. Third, Chuck Dietrich - Mike Eyerly (Brabham Ford) Formula B winner, average speed 100.7 miles at 96.6 mph., victory margin 4.80 seconds. Second, John Milledge. Third, Ed Leslie.

1969 TRANS-AM CHAMPIONSHIP (August): Mark Donohue (Camaro) Over 2 liter winner. Average speed 226.1 miles at 90.43 mph. Victory margin 26.39 seconds, fastest lap 1:12.40 by P. Jones, Second, Ed Leslie, Third, Dan Gurney. Peter Gregg (Porsche) under 2 liter winner. Second, E. Forbes-Ribinson, Jr., Third, Don Zacharie.

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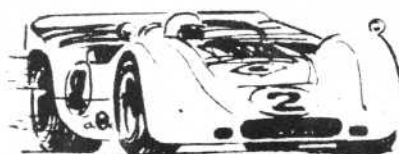


CANADIAN-AMERICAN ENTRIES

0	Jo Siffert	Porsche
4	Bruce McLaren	McLaren
5	Denis Hulme	McLaren
6	Don Jensen	Genie-McLaren MK10
7	Eric Hauser	Lola
8	Tony Dean	Porsche
9	Larry Bruce Campbell	BVC
10	Don Jensen	Burnett
12	Lothar Motschenbacher	McLaren-Chev.
16	Chris Amon	Ferrari
20	Jim Matuska	McLaren
22	Jack Oliver	TI22
24	Rich Nagel	Lola T70
27	Rich Gallaway	McLaren MK 6B
31	Peter Revson	Robbins-Jefferies Lola
32	Vic Nelli	Lola
48	Dan Gurney	McLaren
57	Monte R. Shelton	McLaren
73	John J. Williamson	Lola
75	Robert Dini	Lola
81	Spencer Stoddard	McLaren
82	Richard R. Brown	McLaren
88	Ron Dykes	Lola
92	David Hurley	McLaren Mark IIB
98	George Eaton	McLaren

PRIZE MONEY DISTRIBUTION

1	\$10,000	9	\$2,100
2	7,500	10	1,600
3	6,000	11	1,100
4	5,000	12	800
5	4,300	13	500
6	3,700	14	400
7	3,100	15	300
8	2,600	16-20	200
			<u>\$50,000</u>



MONTEREY—CASTROL GRAND PRIX MANUFACTURERS' AWARDS

Goodyear		Firestone		Champion		KLG		Bosch	
1st	\$1,250	1st	\$1,250	1st	\$1,000	1st	\$1,000	1st	\$1,000
2nd	600	2nd	600	2nd	500	2nd	500	2nd	500
3rd	400	3rd	400	3rd	300	3rd	300	3rd	300
4th	250	4th	250	4th	200	4th	200	4th	200
				Fastest Qualifier	250	Fastest Qualifier	250	Fastest Qualifier	250

STP		Union Oil		Valvoline		Castrol		Fram	
1st	\$2,000	1st	\$2,000	1st	\$1,000	1st	\$1,000	1st	\$300
2nd	250	2nd	1,000	2nd	500	2nd	500	2nd	200
3rd	150	3rd	500	3rd	200	3rd	200	3rd	100
4th	100								
5th	50								

Bell Toptex	
1st	\$200

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LAGUNA SECA



Regional Entries

RACE 1 - FORMULA SCCA

NO.	CAR	DRIVER
FORMULA A		
27	Spartan	Angus MacDonald
48	Brabham	Don Inferrea
FORMULA B		
1	Bourgeault	Larry Albedi
7	LeGrand	Wes McNay
9	Lotus	Gordon Strom
12	Bourgeault	John Kuenzli
21	Brabham	Don Delamore
22	Brabham	Gari Andreini
24	LeGrand	Michael Hansen
43	Lotus	Frank Bramante
45	Winkleman	Nigel Bates
64	Cooper	Leo Skaggs, MD
77	Dolphin	Bruce Treney
84	Lotus	Boyd Groberg
95	Gravelle Ford SP	Bruce Redding
99	Brabham	Jon Milledge

FORMULA C

23	Lotus	Michael Bonnington
38	Lotus	Robert McCormack
39	BMC	Ed Brousseau
47	Lotus	Ronald Hawke
50	BMC	Tom Gouldstone
51	Cooper	Steve Glickman
53	BMC Martinelli	Dick McGovern
61	Lotus	Lou Pavesi
71	Stangellini	Ronald Fernandez
73	Cooper	Dennis Butero
96	Lotus	Tom Parsons

FORMULA F

5	Winkelmann	George Pridmore
10	Winkelmann	Bill Schmidt
11	Winkelmann	Dan Feagin
13	Winkelmann	George Riley
28	Titan	Phil Held, DDS
40	Titan	Stan Foley
44	Lotus	James Rattelle
60	Winkelmann	Skip Adrian
62	Lotus	Terry McGrath MD
72	Lotus	Ron Simmons
74	Titan	Richard Stump
89	Titan	Ernie Haze Jr.
93	Winkelmann	Dick Templeton

REGIONAL RACE 2 - FORMULA VEE

NO.	CAR	DRIVER
2	Crusader	Robert A. Hohstadt
3	Zink	Larry Wilson
4	McNamara	Gus E. Skarakis
5	Zink	Bruce Brown
6	A-D Special	Dave Koehn
11	Lynx	Roger Hettrick
13	Kellison	Ron Harmon
15	Stucco Spl	Fred A. Wacaser
17	Krusader	Bob Klinger
18	Special	Jim Rapaich
21	Santa Rosa	John A. MacIntyre
22	Auto Mk. V	Chuck O'Connor
23	Autodynamics	Stuart Lamont
27	Bobsy	Tom Crowther
30	Banshee	John E. Bartley
32	Crusader	J. Kevin Keeble
33	Crusader	Walter Howard Jr.
34	DaMic	David Dennis
35	Bobsy Sp	John T. Korn MD
38	Beach	Eric Honeyman
39	Crusader	Mac Cox
44	Zink	Don Magdanz
45	Beach	Guy L. Rosebrook Jr.
52	Crusader	Mickey Holmes
53	Crusader	Harriet Gittings
57	Crusader	John C. Lorini
63	Crusader	Joseph S. Van Pelt
65	Beach	Bob Lockhart
66	Autodynamics	Glen Biren
68	Autodynamics	David F. Acker
71	Autodynamics	Charles M. Olson
73	Crusader	Jerry Demele
77	Autodynamics	John Duttera
79	Kawasaki	Bobby F. Farmer
83	Crusader	Jeff Kenyon
85	Crusader	Major Ken Tarbet
86	Lynx	John Cook
88	Lynx	Terry Gough
91	Autodynamics	Stuart Fisher
97	Crusader	Wilkie Talbert
99	Crusader	Bill Fitch

REGIONAL RACE 3-A, B, C, S/R: A, B, D, PROD: A SED

NO.	CAR	DRIVER
A S/R		
12	Corvette	John Kircher
15	McLaren	Harry Kauffman
44	Chevway	Jeremiah Brown
B S/R		
5	Porsche	Gerard Raney
7	Porsche	John J. Williamson Jr.
33	Elva/Porsche	Cliff Menke
41	Belchfire	Charles M. Fyfe
96	Elva	Peter F. Young
C S/R		
1	Lotus	Randy Lewis
6	Merlyn	Lowell Hancock
21	Dolphin	Oscar B. Wilson Jr.
68	Elva	Butch Owsley
74	Genie	Carl Churchill

A PRODUCTION

2	Cobra	Dr. Bob Brown
8	Corvette	Herb Caplan
71	Stingray	John F. Abel

B PRODUCTION

3	Shelby	Art Flores
4	Stingray	Rich Arrighi
19	Cobra	Bob Allen
17	Porsche	Edwin G. Abate DDS
27	Stingray	Rich Sloma
31	Corvette	Jim Wilson
39	Cobra	J.S. Tuttle
43	Corvette	Bob Dye
46	Stingray	Bill McKee
65	Corvette	Bob Bottini

D PRODUCTION

9	Lotus	Richard H. DaPont
36	A-H 3000	Ron Macedo
63	TR-4	Norman A. Jenks
64	Jaguar	Hap Richardson
66	TR-4	Roy Parker
77	TR-4A	Tim Repass
79	A-H 3000	Dick Pryor
91	Lotus	Manuel D. Ignacio
99	TR-4	Bob McGrew

A SEDAN

11	Camaro	John Silva
26	Falcon	Jerry Meinecke
72	Dart	B.M. Stevens
84	Plymouth	R.A. Hartin
95	Mustang	John Wilkins

STANDBYS RACE 3

1. 83	TR-4	Phil Roberts
2. 49	Lola Climax	Jack Kavanaugh
3. 61	Ferrari	David Love
4. 86	Lotus Elan	John R. Stokley
5. 60	Elva/Porsche	Ulrich Buelow

RACE 4 - G, H PRODUCTION/ D S/R-D SEDAN

NO.	CAR	DRIVER
H PRODUCTION		
14	Fiat	Robert Speed
17	Austin Healey	Charles Riddle
18	AH Sprite	Roger Eandi
33	Sprite	Karol Kersh
36	AH Healey	John Lockrem
82	AH Sprite	Robert Boyd
44	Sprite	Dr. Richard Reid
58	AH Sprite	Martin Fogel Jr.
65	AH Sprite	John Watts
71	Sprite	Arnold Eilers
76	AH Sprite	Dick Anthony
78	Aus. Healey	Norman Hart
80	AH Sprite	Al Larrus
83	AH Sprite	John Capraro
84	AH Healey	William Castagnaro
86	Sprite	Art Sirir, Jr.
88	AH Sprite	Donald Lim
93	AH Sprite	Marcus Nilson
98	Aus. Healey	Jerry Kerns
4	AH Sprite	Mike Ostrov

G PRODUCTION

5	MG Midget	Craig Murray
21	TR Spitfire	William Evert
41	TR Spitfire	Bud Harrington
53	TR Spitfire	Marshall Meyer
57	TR Spitfire	Don Wisel
61	TR Spitfire	Tom McCarthy
62	AH Sprite	P.T. LeMunyon
66	AH Sprite	Bill Haener
64	AH Sprite	Mal Patterson

D SPORTS RACE

24	Un Pequito SAAB	Stan Laskin
50	Austin	Ray Martinelli
60	Dolphin	Terry Chandler
75	Short Ribs	Jerry Pacheco

D SEDAN

11	Sunbeam	John Stapleton
15	Fiat	Art Drumm
74	Sunbeam IMP	Kenneth Bryan
77	NSU	Emmett Wilder
81	Morris Mini	Calso W. Jones
85	NSU TTS	James Prior

First Standby

94	Sprite	Charles Olson
----	--------	---------------

Second Standby

1	Alfa Romeo	Jeff Warrick
---	------------	--------------

Third Standby

99	Sprite	Carlton Hampton
----	--------	-----------------

RACE 5-E, F, PROD: B, C, SEDAN

NO.	CAR	DRIVER
-----	-----	--------

E PRODUCTION

2	Morgan	Bob Crussell
6	Porsche	Dr. Forest Young
11	Porsche	Charles Forge
14	Porsche	Robert S. Jones Jr.
17	Porsche	Jim Kilpatrick
18	MG-B	Buzz Moore
19	Porsche	Bernd Weber
21	Porsche	Bob Tucknott
22	MG-B	Carl Pearson
28	TR-3	Don Fulton
30	Porsche	Dwight Mitchell
31	Porsche	Werner Brandt
35	TR-3	Tom Stafford
39	Porsche	Kent S. Barber
41	Elva	Richard C. Raymond
44	TR-3	Graham Cooper
47	Porsche	Harald Kirberg
51	Alfa	Gus Yeager

F PRODUCTION

3	Lotus 7A	Robert Pluff
7	Alpine	David C. Groot
13	Alfa	Dale MacGowan
14	MG-A	J. Wendling
23	Lotus 7A	A.C. Chase
27	Alfa	Chris Prael
33	Spitfire	John Howard
40	Alfa	Colin Sparkes
48	Alpine	Bill VanHorn
54	Lotus 7A	Dave Rauch
56	Spitfire	Stephen S. Fish
69	Alfa	H. B. Luginbuhl
76	Lotus 7	James M. LaRussa
88	Alfa	Jon Norman

B SEDAN

67	Porsche	Don Zacharie
82	BMW	Heinz R. Eckhardt
83	Porsche	J.F. Wellington
96	Porsche	Robert Harmon

C SEDAN

26	Cooper	Judy Kondratieff
45	Cooper	Tom Overton
75	Mini S	Dave McCartney
86	Anglia	Michael Wilhelmly

STANDBYS REGIONAL RACE 5

16	Lotus 7	David R. Langdoc
5	MG-B	Bruce Waldie
8	Morgan	R. Raul Rodriguez
99	A-H 104	John A. Erskine
15	Porsche	Rudolf P. Urban

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1. CARS PARKED IN THE CHECKERED AREAS OF MAP NO. 1 SHOULD FOLLOW THE CHECKERED ROUTE.

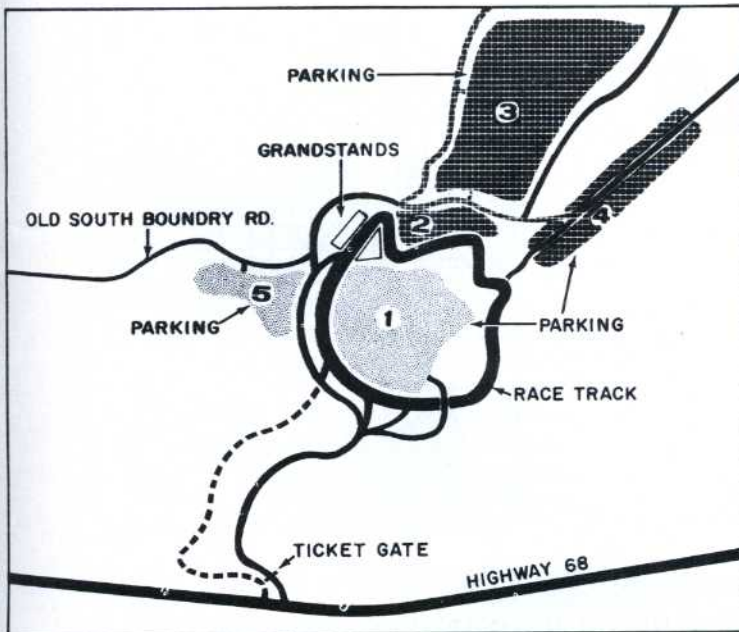
This will take those parked on the north side of Laguna Seca through the Fort Ord reservation via Barloy Canyon Road to Reservation Road, then right to Davis Road, then left to Salinas. When you reach Salinas traffic patrolmen will direct you onto US 101, a freeway through Salinas. By following this route you will avoid all the traffic from the Monterey Peninsula which crowds California 1 every weekend. (People parked in Areas 2, 3 and 4 in the checkered sector who live in Castroville, Watsonville, etc. will be permitted to turn left on Reservation Road and thence to California 1 at Marina.)

2. CARS PARKED IN THE GREY AREAS OF MAP NO. 1 SHOULD FOLLOW THE ROUTE PRINTED IN GREY.

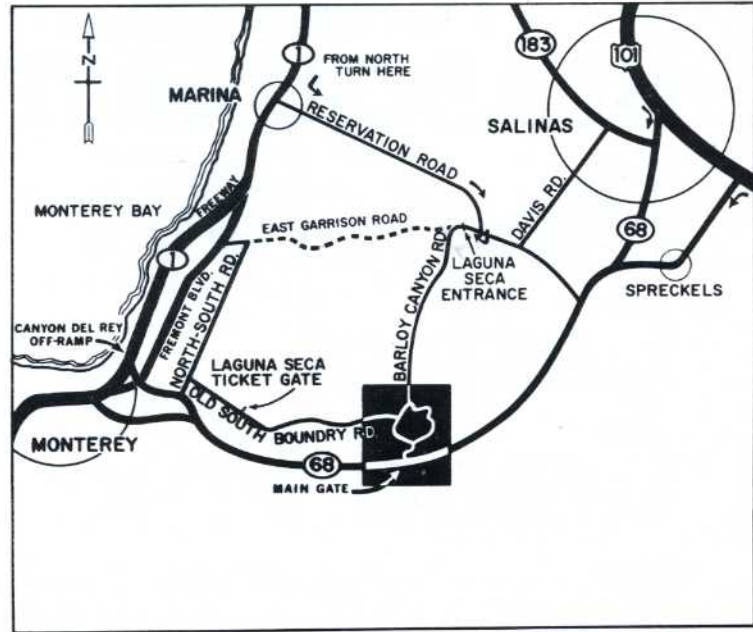
This will evacuate Parking Area 1 (lake bed) over five lanes of good road to the Monterey-Salinas Highway where those bound north or south will be directed east to Salinas and US 101, and those bound for Monterey Peninsula points will be directed west toward home.

3. CARS PARKED IN AREA 5, PRESS AND OFFICIAL PARKING AREA, WILL LEAVE THE COURSE AREA VIA SOUTH BOUNDARY ROAD.

MAP 1



MAP 2



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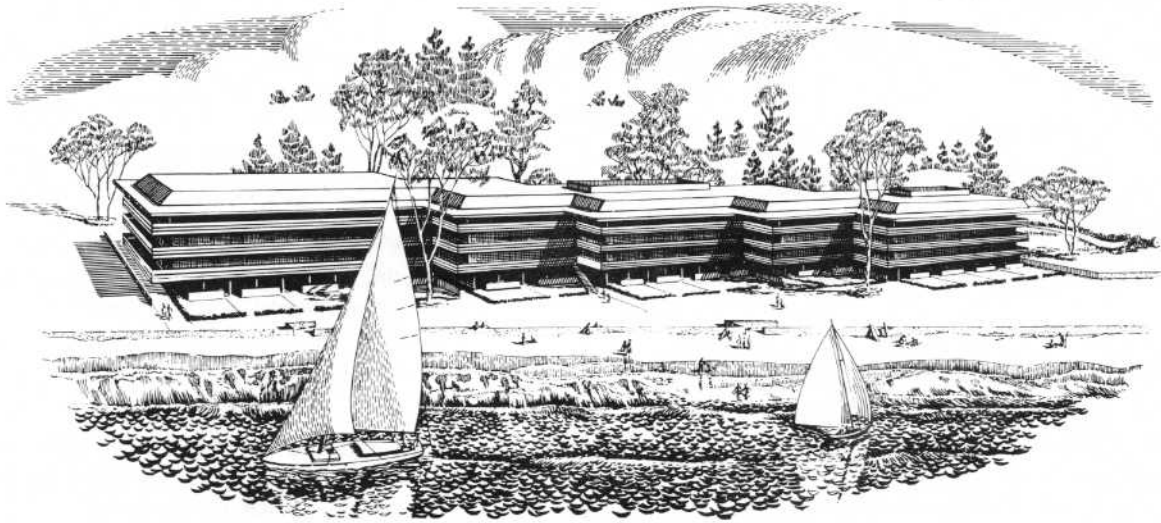
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LUCAS 1969

SOUTH AFRICAN GP (March 1. Kayalami)

- 1st J. Stewart—Lucas and Girling equipped Matra-Ford
- 2nd G. Hill—Lucas and Girling equipped Lotus-Ford
- 3rd D. Hulme—Lucas equipped McLaren-Ford

SPANISH GP (May 4. Monjuich)

- 1st J. Stewart—Lucas and Girling equipped Matra-Ford
- 2nd B. McLaren—Lucas equipped McLaren-Ford
- 3rd J. Beltoise—Lucas and Girling equipped Matra-Ford

MONACO GP (May 18. Monte Carlo)

- 1st G. Hill—Lucas and Girling equipped Lotus-Ford
- 2nd P. Courage—Lucas and Girling equipped Brabham-Ford
- 3rd J. Siffert—Lucas and Girling equipped Lotus-Ford

LABATT'S BLUE CAN-AM (June 1. Mosport)

- 1st B. McLaren—Lucas equipped McLaren-Chevrolet
- 2nd D. Hulme—Lucas equipped McLaren-Chevrolet
- 3rd J. Surtees—Lucas and Girling equipped McLaren-Chevrolet

LABATT 50 CAN-AM (June 15. Mont Tremblant)

- 1st D. Hulme—Lucas equipped McLaren-Chevrolet
- 2nd B. McLaren—Lucas equipped McLaren-Chevrolet
- 3rd C. Parsons—Lucas and Girling equipped Lola-Chevrolet

DUTCH GP (June 22. Zandvoort)

- 1st J. Stewart—Lucas and Girling equipped Matra-Ford
- 2nd J. Siffert—Lucas and Girling equipped Lotus-Ford
- 3rd C. Amon—Lucas and Girling equipped Ferrari

FRENCH GP (July 6. Clermont-Ferrand)

- 1st J. Stewart—Lucas and Girling equipped Matra-Ford
- 2nd J. P. Beltoise—Lucas and Girling equipped Matra-Ford
- 3rd J. Ickx—Lucas and Girling equipped Brabham-Ford

WATKINS GLEN CAN-AM (July 13. Watkins Glen)

- 1st B. McLaren—Lucas equipped McLaren-Chevrolet
- 2nd D. Hulme—Lucas equipped McLaren-Chevrolet
- 3rd C. Amon—Lucas and Girling equipped-Ferrari

BRITISH GP (July 19. Silverstone)

- 1st J. Stewart—Lucas and Girling equipped Matra-Ford
- 2nd J. Ickx—Lucas and Girling equipped Brabham-Ford
- 3rd B. McLaren—Lucas equipped McLaren-Ford

KLONDIKE CAN-AM (July 27. Edmonton)

- 1st D. Hulme—Lucas equipped McLaren-Chevrolet
- 2nd C. Amon—Lucas and Girling equipped Ferrari
- 3rd G. Eaton—Lucas and Girling equipped McLaren-Chevrolet

GERMAN GP (August 3. Nurburgring)

- 1st J. Ickx—Lucas and Girling equipped Brabham-Ford
- 2nd J. Stewart—Lucas and Girling equipped Matra-Ford
- 3rd B. McLaren—Lucas equipped McLaren-Ford

BUCKEYE CAN-AM (August 17. Lexington)

- 1st D. Hulme—Lucas equipped McLaren-Chevrolet
- 2nd B. McLaren—Lucas equipped McLaren-Chevrolet
- 3rd C. Amon—Lucas and Girling equipped Ferrari

ROAD AMERICA CAN-AM (August 31. Elkhart Lake)

- 1st B. McLaren—Lucas equipped McLaren-Chevrolet
- 2nd D. Hulme—Lucas equipped McLaren-Chevrolet
- 3rd C. Parsons—Lucas and Girling equipped Lola-Chevrolet

ITALIAN GP (September 7. Monza)

- 1st J. Stewart—Lucas and Girling equipped Matra-Ford
- 2nd J. Rindt—Lucas and Girling equipped Lotus-Ford
- 3rd J. Beltoise—Lucas and Girling equipped Matra-Ford

BRIDGEHAMPTON CAN-AM (Sept. 14. Bridgehampton)

- 1st D. Hulme—Lucas equipped McLaren-Chevrolet
- 2nd B. McLaren—Lucas equipped McLaren-Chevrolet
- 3rd J. Siffert—Porsche 917

CANADIAN GP (September 21. Mosport)

- 1st J. Ickx—Lucas and Girling equipped Brabham-Ford
- 2nd J. Brabham—Lucas and Girling equipped Brabham-Ford
- 3rd J. Rindt—Lucas and Girling equipped Lotus-Ford

MICHIGAN-INTERNATIONAL CAN-AM (Sept. 28. Irish Hills)

Results unavailable at press time.

UNITED STATES GP (October 5. Watkins Glen)

Results unavailable at press time.

MONTEREY CAN-AM (October 12. Laguna Seca)

- 1st (This space for your own records)
- 2nd
- 3rd

LOS ANGELES TIMES CAN-AM (October 26. Riverside)

(Lucas will be there)

MEXICAN GP (November 2. Mexico City)

(Lucas will be there)

TEXAS INTERNATIONAL CAN-AM (Nov. 9. College Station)

(Lucas will be there)

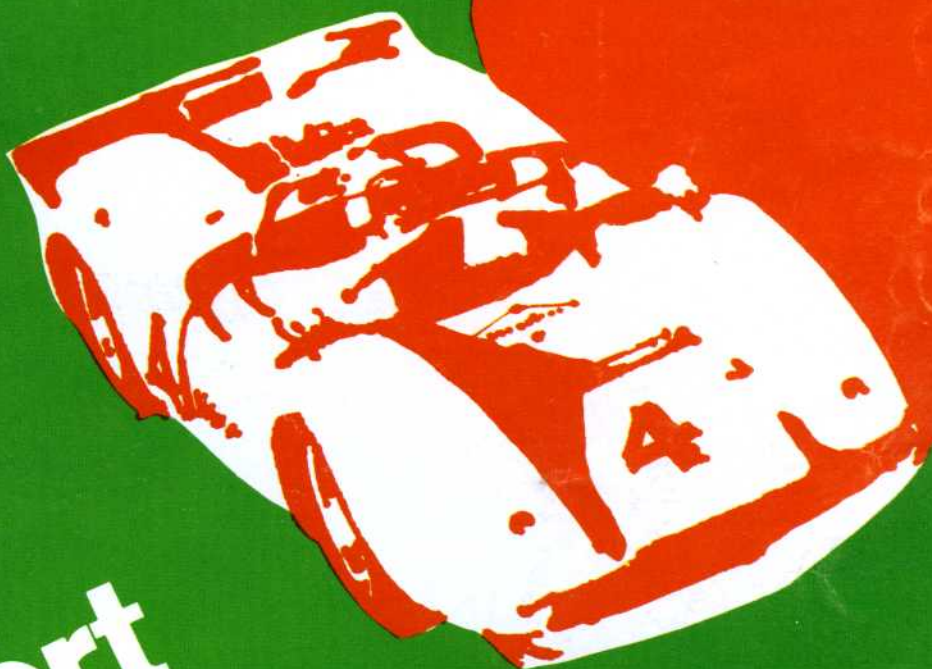
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Stirling Moss reports the Can-Am



Watching a Can/Am race is partly a matter of having a first-rate vantage point. Partly luck (looking in the right direction at the right time). But most of all, experience.

Just as a veteran driver uses experience and skill to win, the veteran spectator uses experience to watch. Experience helps the enthusiast get deeply involved in the race. It tells him what to look for and it tells him what effect any given happening will have on the race.

One important factor to keep in mind is the times turned in by the cars on practice laps versus lap times during the race. With this knowledge you might be able to see the strategy a team is using (going all out, sandbagging, etc.). It can also tell you what a particular car is capable of when the driver really tries. On the other hand, one fast lap doesn't make a winner. It is being consistently fast that's the true test and the mark of an excellent driver.

Another thing to watch is the driver's head movements. If he is constantly checking his car, his instruments, or his engine, there's a good chance he feels there is something wrong and it might have an important influence on the outcome of the race.

Also keep an eye on the pits. Activity by the pit crew could mean a pit stop is forthcoming. But if the car is not due for a stop, then it could mean the driver is experiencing problems, and the crew is getting ready, just in case. Once a car is in the pits watch what the crew is doing to the car.

What to watch for.

If the hood comes up, tires are changed, or if the car is leaking fluid, it could indicate something of a major problem.

Being able to tell the sound of a good engine is another skill which proves valuable. Most engines, no doubt, will sound the same to the untrained ear. The most obvious sounds to listen for are in the last 500 rpm before shifting. A fluttering or cracking from the engine before its peak can mean a number of problems, all quite serious, some terminal. Also note the way a driver takes the curves and the turns. A

good driver brakes for the curve only at the last possible second, and accelerates through the curve. As he leaves the curve he normally doesn't feather the gas pedal, but rather uses it as soon and as hard as he can. Thus gaining quite a lot of time on the younger and less experienced driver. Girls also fall into the category of curves to watch, and the spectator should proportion a part of his viewing time accordingly. The better the curve, the more the attention needed!

In the four years I've been Consultant to the Can/Am, I've also been Racing Director for the Johnson Wax People, sponsor of the Can/Am series. And with that experience, I've come to know the difference between ordinary waxes and the best ones. That's why I recommend J/Wax Kit. It's pre-softened to go on easily and wipes off to give a real paste wax shine. Beautiful, but hard as nails. With a Kit shine on your car, you'll look as good as any car on the track.



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