J. C. Agajanian Presents

Official Program
$1.00

3rd annual

'CALIFORNIA 200'

National Championship Indianapolis Car

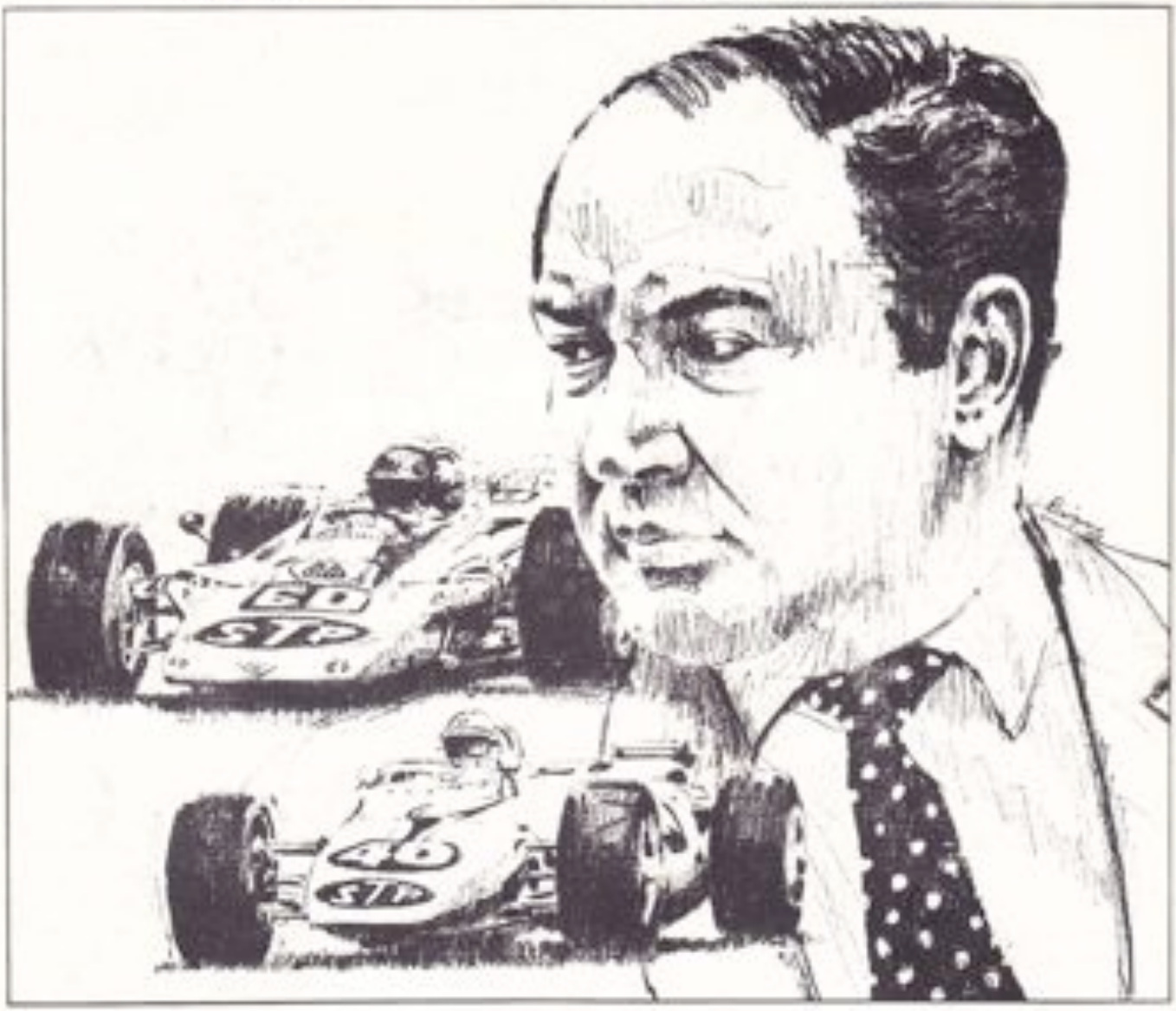
AUTO RACE

BOBBY UNSER —
1968 USAC NATIONAL CHAMPION

HANFORD MOTOR SPEEDWAY

SUNDAY, APRIL 13, 1969

THE END OF THE BEGINNING.



Fans who saw the cars Andy Granatelli built loved them and called on names like the Silent Screamer, the Whoosh-Mobile and the Racer's Wedge to describe them.

Drivers like Graham Hill, Parnelli Jones, Art Pollard and Joe Leonard simply called them a whole new ball game.

And the press called on several million more words to express its excitement.

So while the most talked-about, written-about, legislated-against development in auto racing history took its last laps at Riverside on Dec. 1, 1968, banned from future competition by extreme engine restrictions, it's really just the beginning.

For the STP Corporation considers professional auto racing the ultimate lesson. We apply the knowledge gained to the products we are developing now. And selling now. Like STP Oil Treatment. And STP Gas Treatment.

All the accomplishments of the controversial STP Turbine Cars aside (setting Indy 500 lap and qualifying records—and injecting a breath of fresh, turbine-thrusted air into auto racing), they proved there is more than one way to transport men on wheels.

A quieter way. A more efficient way. A relatively smog-free way.

The noise from the grandstands may never drown out the STP Turbine Cars again.

But the quiet revolution keeps rolling along.

Andy Granatelli will see to it.

THE RACER'S EDGE

STP OIL TREATMENT

Another Scientifically Tested Product of the STP Corporation

J.C. Agajanian

Welcomes You To The 'California 200'

The turbine has swooshed on to the museum of the racing country. There it stands silently—but proudly, knowing the wedge shape it pioneered soon may become the dominant chasis in racing. More owners and drivers have switched to the wedge. This trend will come out clearly in today's California 200 as wedge-shaped cars stand out in their dashes around the mile-and-a-half Speedway oval.

What does this shape of chasis have that makes it so appealing? Preasure—downward pressure. As the cars go flashing around the track, strong wind currents develop around and under them, tending to lift the nose of the racers. This makes for difficult handling. The wedge shape uses the principles of aerodynamics to cause those wind currents to develop a downward pressure on the car. With this safer handling, the drivers feel they can shoot into the top speeds more easily and safely.

Another feature of the turbine-wedge lives on—at least for another year. The four-wheel drive. Parnelli Jones had high praise for the handling of the four-wheel drive vehicles. So he bought one of Andy Granatelli's turbines and mounted a piston engine in it. Art Pollard gave one of the reasons why the four-wheel drive makes for easier handling. In the course of a race oil drops onto the track, resulting in slick spots. The four-wheel drive, he said, gives better traction on all wheels. When one hits a slick spot, the other three wheels have traction and driving power and help avert dangerous skids and spins.

Today's California 200 again will highlight the Ford-Offenhauser battle. Those two engines will "slug it out" all around the track today but don't overlook the Chevrolet. Several cars with Chevy V8's in them will zoom around the tri-oval. Keep an eye out for them.

But the car and all its mechanical aspects cannot replace the human element—the driver and his crew. The driver's skill in handling his car, the strategy he and his crew follow and the working of the pit crew still hold the key to victory. Watch for them today and enjoy good racing!

200-Mile USAC National Championship Auto Race

HANFORD MOTOR SPEEDWAY
KAL SIMON, Owner

PRESENTED BY J. C. Agajanian

CHARLES BROCKMAN ..... USAC President
HENRY BANKS ..... Director of Competition

U.S.A.C. OFFICIALS

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DICK KING ..... Referee & Safety Director
SHIM MALONE ..... Starter
FRANK DELROY ..... Chairman Tech. Committee
PAUL BUTLER ..... Chief Observer
Vice Chairman Tech. Committee

DON GARDNER ..... Pit Steward
RONNIE ALLYN ..... Chief Timer
KENNY TAKEGUCHI ..... Assistant Timer
DR. JACK WITTE,
DR. JOHN CRANDALL ..... Track Physicians

HANFORD SPEEDWAY OFFICIALS

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HAROLD E. MURRELL ... Assistant Managing Director
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JERRY STRUNZ ..... Track Manager
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DENNIS TORRES, LEROY ELGAS,
JIM CHINI, BOB TRONOLONE Official Photographers

WATCH THE STARTER'S FLAGS — HERE'S THE REASON

GREEN	YELLOW	BLACK	RED	BLUE-YELLOW	YELLOW-RED	WHITE	CHECKERED
Start	Slow, hold position	Pull into pit	Stop	Move over	Oil on track	Entering last lap	Finish

A very happy A. J. Foyt (left) receives his trophy from Racing Director J. C. Agajanian (right) after winning last Fall's Hanford 250-miler. It was the 41st USAC Championship victory for the three-time Indianapolis winner.

(Dennis Torres Photo)

Champions spark Mark Donohue's Penske Traco Chevrolet Sunoco Camaro to SCCA Trans-American Sedan Championship

Champions spark Don Garlits' Dodge-powered AA/fuel dragster to NHRA Nationals Championship

Champions spark Larry Schwabenland's Chrysler-powered Gary Brigham Sunger hydroplane to new APBA drag record

Champions spark Gary Nixon's Triumph to AMA Grand National Championship

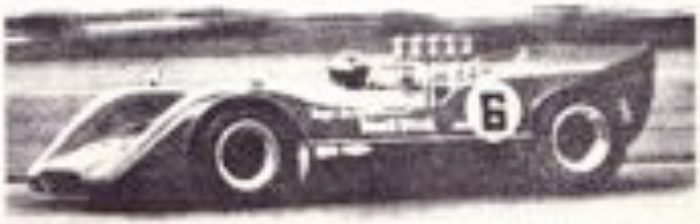
Champions spark Benny Parsons' Ford Torino to ARCA Stock Car Division National Championship

Champions spark Denny Hulme's McLaren M8A-Chevrolet to Canadian-American Challenge Cup Championship

Champions use Champions!

Champions spark Ernie Derr's Dodge Charger to National IMCA Stock Car Championship

Champions spark Lou Sell's Smothers Brothers Wynn Eagle-Chevrolet to SCCA Grand Prix Championship



Champions spark Mark Donohue's Penske McLaren Sunoco Special Traco Chevrolet to SCCA's U.S. Road Racing Championship

Again in 1968, the overwhelming majority of racing Champions chose Champion spark plugs! That's because Champions deliver outstanding performance—in every make of engine! Why should you settle for less? Always specify Champions.

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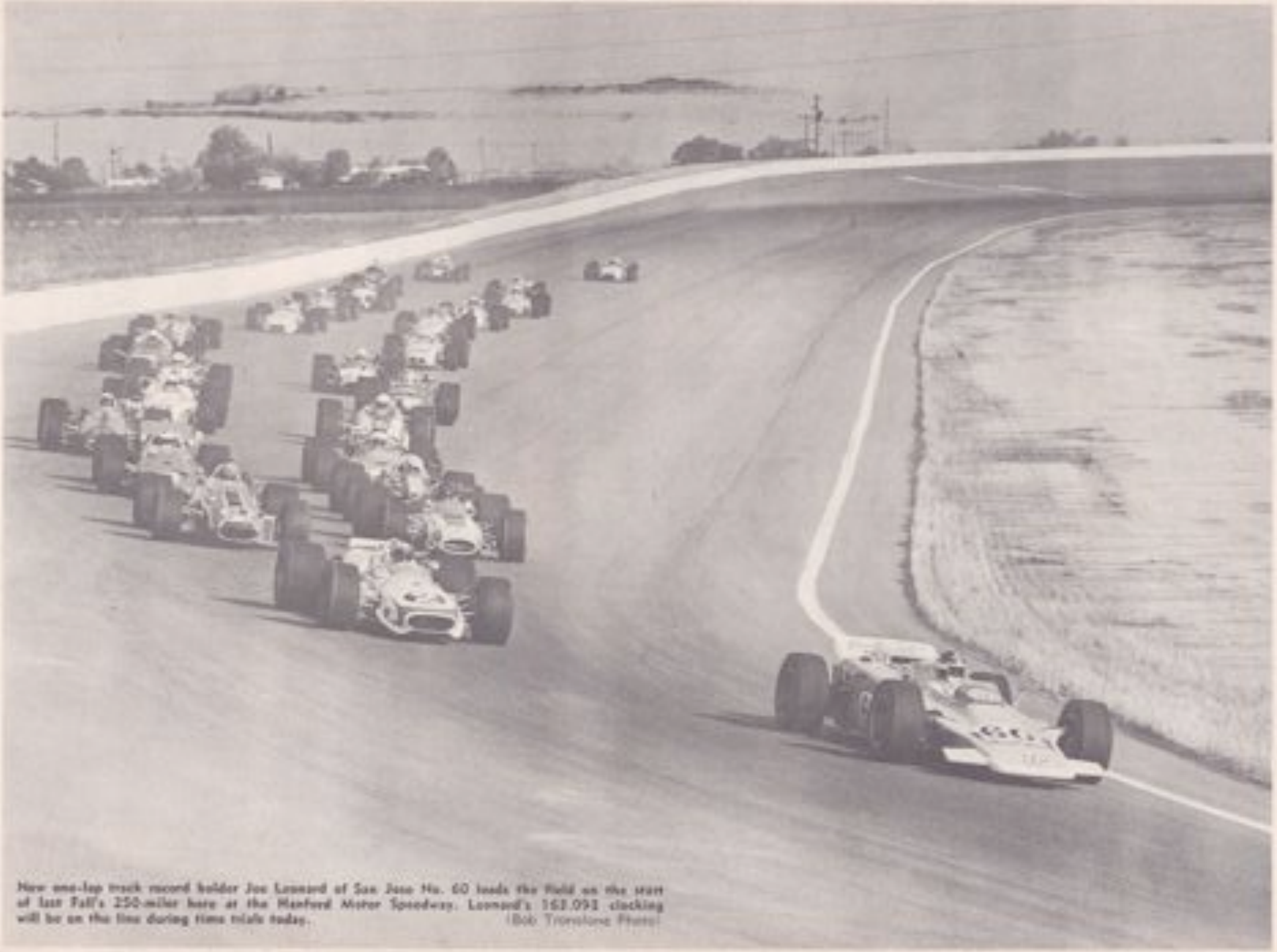

New one-lap track record holder Joe Leonard of San Jose No. 60 leads the field on the start of last Fall's 250-miler here at the Hanford Motor Speedway. Leonard's 163.093 clocking will be on the line during time trials today. (Bob Tronolone Photo)

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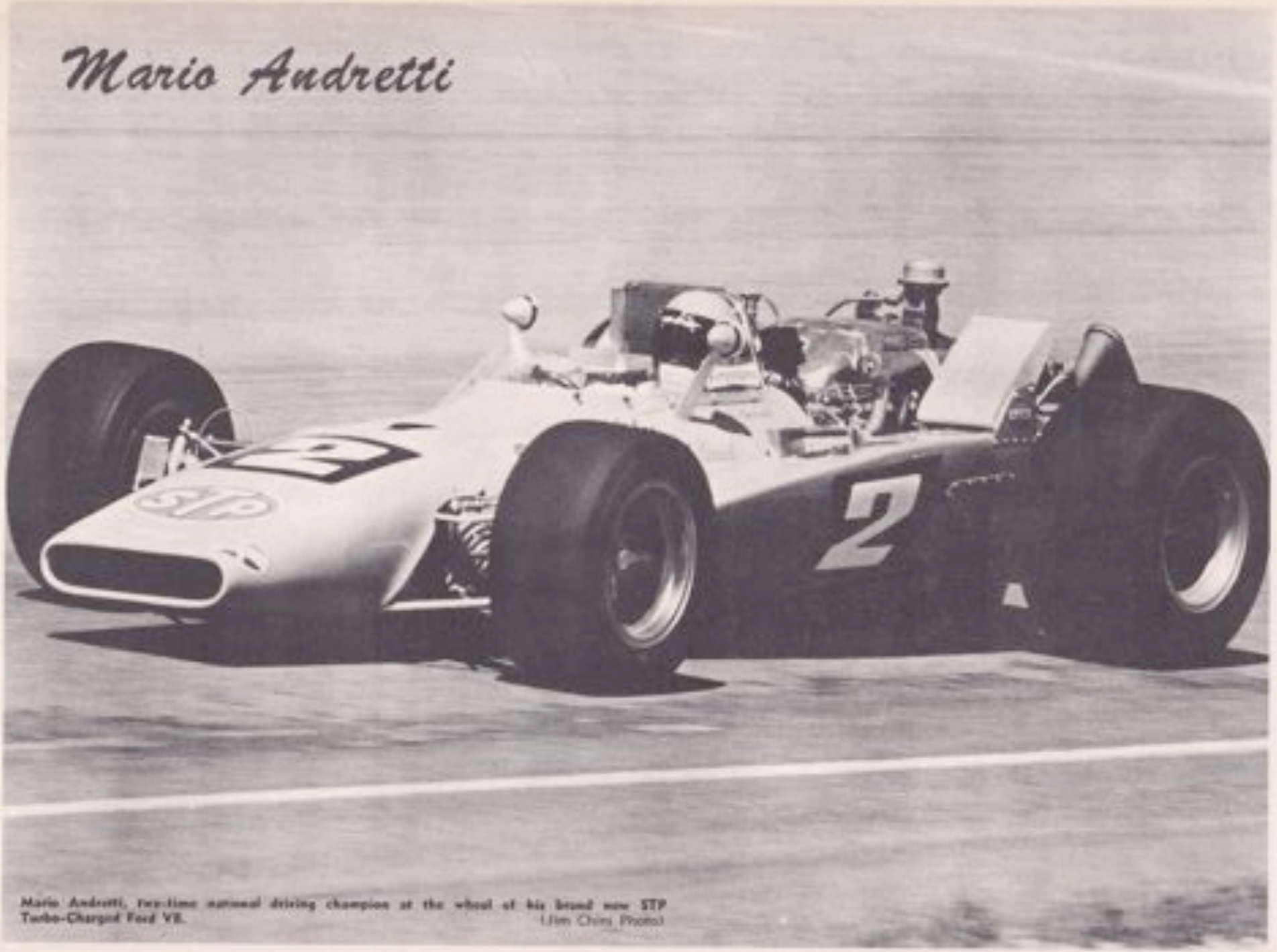
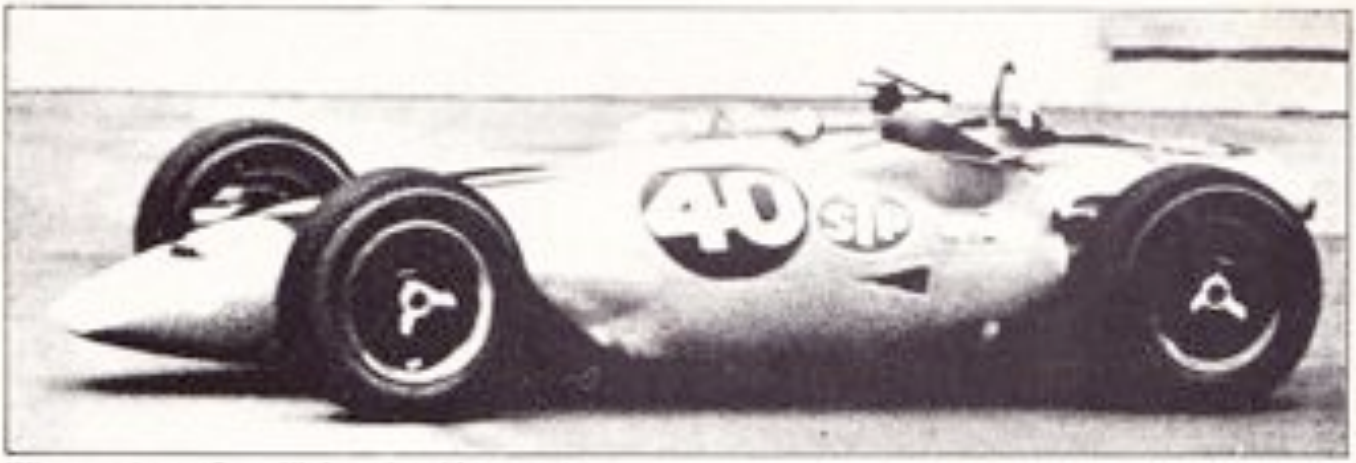
HANFORD

FORD MERCURY

Mario Andretti



Mario Andretti, two-time national driving champion at the wheel of his brand new STP Turbo-Charged Ford V8.
(Jim Chini Photo)



Whoooooosh . . . Parnelli Jones' turbine car on Firestone tires steals the show at Indianapolis.

More races are won on Firestones than on any other tires.

World-wide, Firestone is the winningest tire in racing. Overseas—at Silverstone, England; Monza, Italy; Barcelona, Spain; Pau, France; in South Africa and Australia. Firestone leads the way. At Pikes Peak, Indianapolis, Riverside, Daytona or wherever, Firestone is the same big winner. With wins this year at Darlington, Atlanta 500, Trenton, Riverside, Daytona, Phoenix, Sebring and too many others to name. In 57 years, more races have been won on Firestones than any other tires. But it's not what we get out of racing, it's what you get. Safe, strong passenger-car tires. Developed out of our racing research. Like the new Firestone Super Sports Wide Oval. It's built wide to grip better. Corner easier. Run cooler. Stop quicker than your present tire. And has rugged Nylon cord for maximum strength and safety during sustained high-speed driving. There's only one original Wide Oval tire . . . and Firestone builds it. Now at your Firestone Dealer or Store.

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FIRESTONE'S WINNING RECORD IN MAJOR WORLD-WIDE RACING—1967

FIRESTONE'S WINNING RECORD (U.S.)

Indianapolis 500	Firestone 6 Others 0	Riverside	Firestone 4 Others 3
Daytona	Firestone 20 Others 7	Atlanta Motor Speedway	Firestone 10 Others 5
Darlington Motor Speedway	Firestone 22 Others 6	Charlotte Motor Speedway	Firestone 9 Others 7
Pikes Peak	Firestone 42 Others 9	Yankee 300	Firestone 4 Others 1
Trenton Speedway	Firestone 18 Others 5	Peach Blossom 500 Rockingham	Firestone 2 Others 0
Milwaukee 200	Firestone 17 Others 4		
Pocono National Championship	Firestone 17 Others 4		

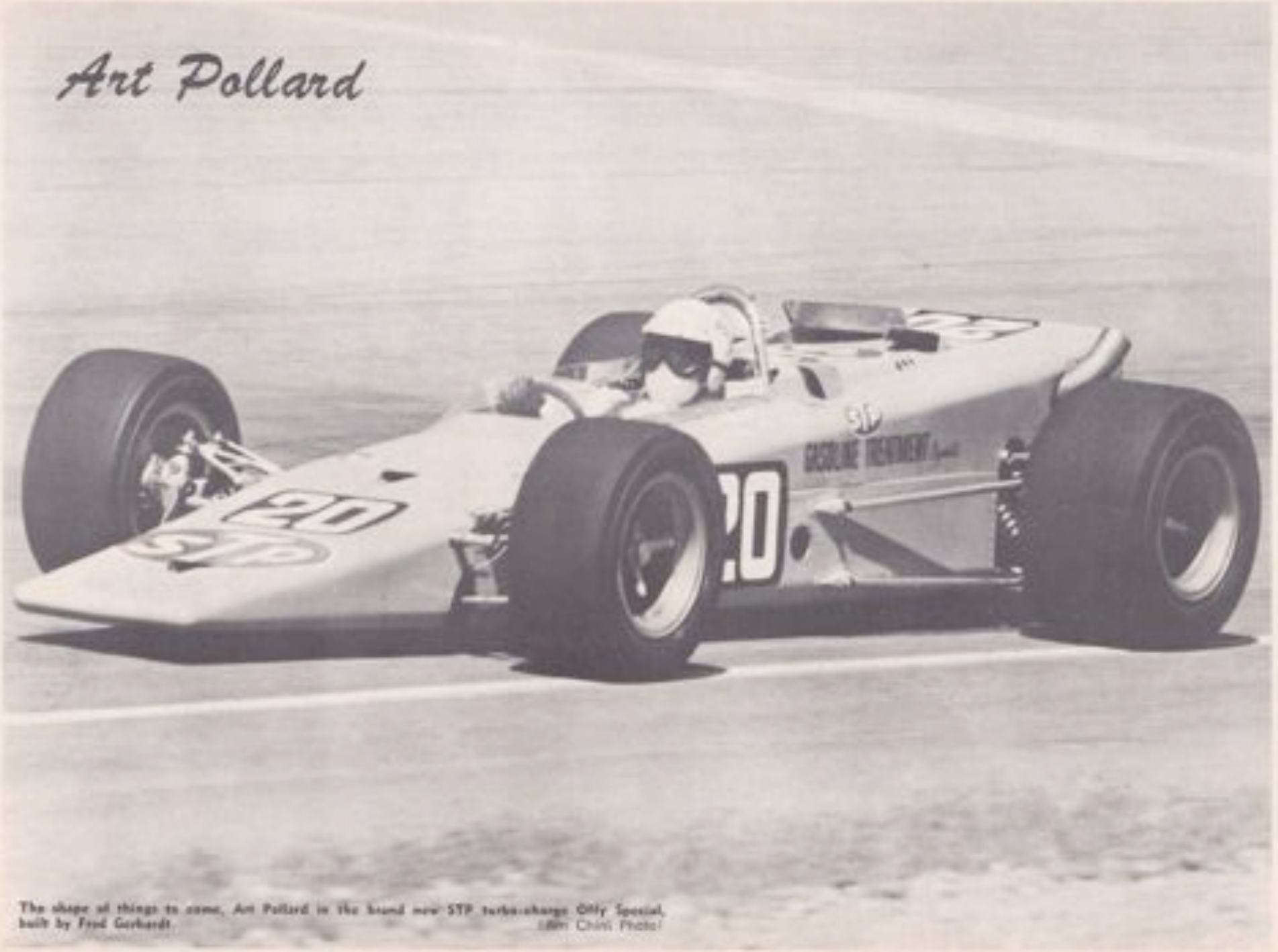
Sports Cars

Late Model Stock Cars

Firestone

THE GREATEST TIRE NAME IN RACING

Art Pollard



The shape of things to come, Art Pollard in the brand new STP turbo-charge Offy Special, built by Fred Gerhardt. (Bill Chinn Photo)

Most drivers in major Western races choose Royal 76 gasoline

. . . exactly the same powerful premium you get at any Union Oil service station

Hardly surprising.

For one thing, Royal 76 is the official gasoline at Riverside, Laguna Seca, Stardust, Kent and Phoenix.

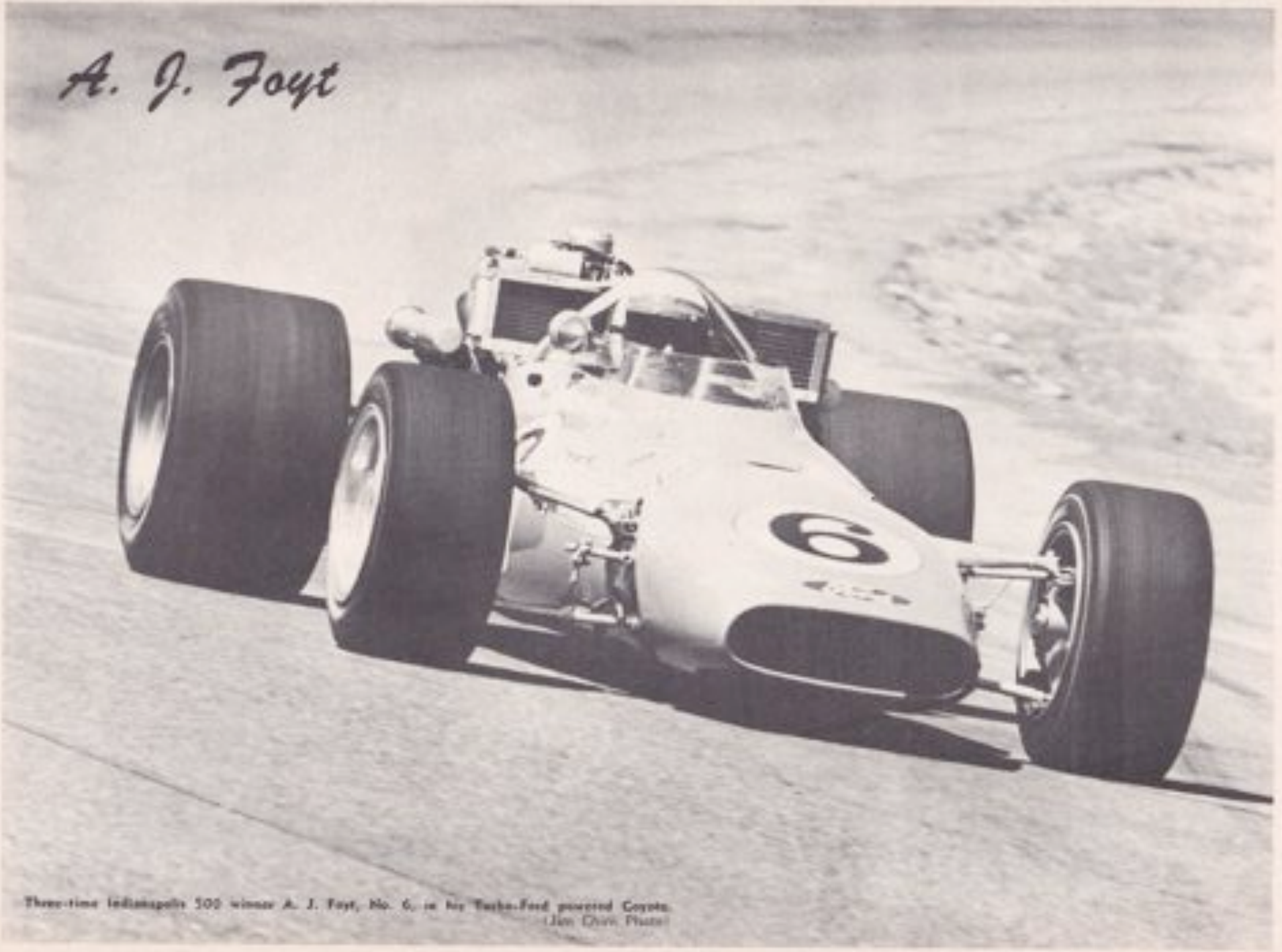
But more important, it delivers the power and performance that wins races.

Royal 76 has proven itself in race after race, win after win . . . proven itself powerful enough to make a difference.

Why not try a tankful in your car?

UNION 76

A. J. Foyt



Three-time Indianapolis 500 winner A. J. Foyt, No. 6, in his Ford-powered Coyote.
(Jan Olsen Photo)

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Timing Chart for 1½ Mile Track

Lap Time	M.P.H.	Lap Time	M.P.H.	Lap Time	M.P.H.	Lap Time	M.P.H.
31.0	174.193	34.0	158.823	37.0	145.946	40.0	135.000
31.1	173.633	34.1	158.357	37.1	145.552	40.1	134.663
31.2	173.076	34.2	157.894	37.2	145.161	40.2	134.328
31.3	172.523	34.3	157.434	37.3	144.772	40.3	133.995
31.4	171.974	34.4	156.976	37.4	144.385	40.4	133.663
31.5	171.428	34.5	156.521	37.5	144.000	40.5	133.333
31.6	170.886	34.6	156.069	37.6	143.617	40.6	133.004
31.7	170.347	34.7	155.619	37.7	143.236	40.7	132.678
31.8	169.811	34.8	155.172	37.8	142.857	40.8	132.352
31.9	169.278	34.9	154.727	37.9	142.480	40.9	132.029
32.0	168.750	35.0	154.285	38.0	142.105	41.0	131.707
32.1	168.224	35.1	153.846	38.1	141.732	41.1	131.386
32.2	167.701	35.2	153.409	38.2	141.361	41.2	131.067
32.3	167.182	35.3	152.974	38.3	140.992	41.3	130.750
32.4	166.666	35.4	152.542	38.4	140.625	41.4	130.434
32.5	166.153	35.5	152.112	38.5	140.259	41.5	130.120
32.6	165.644	35.6	151.685	38.6	139.896	41.6	129.807
32.7	165.173	35.7	151.260	38.7	139.534	41.7	129.496
32.8	164.634	35.8	150.837	38.8	139.175	41.8	129.186
32.9	164.133	35.9	150.417	38.9	138.817	41.9	128.878
33.0	163.636	36.0	150.000	39.0	138.461	42.0	128.571
33.1	163.141	36.1	149.584	39.1	138.107	42.1	128.266
33.2	162.650	36.2	149.171	39.2	137.755	42.2	127.962
33.3	162.162	36.3	148.760	39.3	137.404	42.3	127.659
33.4	161.676	36.4	148.351	39.4	137.055	42.4	127.358
33.5	161.194	36.5	147.945	39.5	136.708	42.5	127.058
33.6	160.714	36.6	147.540	39.6	136.363	42.6	126.706
33.7	160.237	36.7	147.138	39.7	136.020	42.7	126.463
33.8	159.763	36.8	146.739	39.8	135.678	42.8	126.168
33.9	159.292	36.9	146.341	39.9	135.338	42.9	125.874

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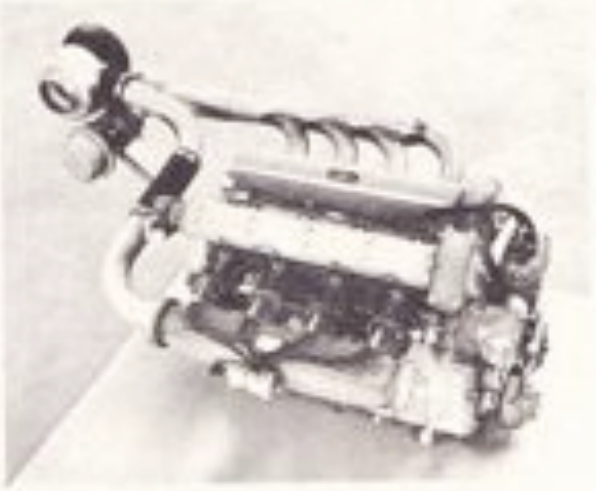

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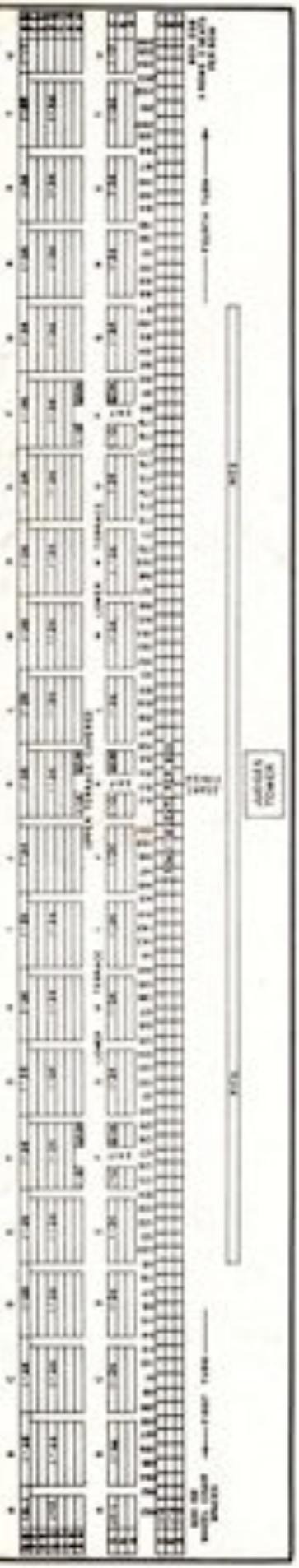

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USAC CHAMPIONSHIP RACE
Sunday, Nov. 16, 1969

INDIANAPOLIS OF THE WEST

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Wally Dallenbach, No. 22, in his reshaped turbo-charge Offy powered Eagle, currently second in USAC point standings.

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....entry list.....

'CALIFORN

Car No.	Driver & Home Town	Time	Car Name	Chassis	Engine	Car Owner & Home Town
1	**BOBBY UNSER** Albuquerque, N.M.	34.36	Bardahl Special	RE Eagle	Turbo-Ford	**LEADER CARDS, Inc.** Milwaukee, Wis.
2	**MARIO ANDRETTI** Nazareth, Pa.	33.73	STP Oil Treatment Special	RE Brawner	Turbo-Ford	**ANDY GRANATELLI** Des Plaines, Ill.
3	**AL UNSER** Albuquerque, N.M.	35.86	Vel's Parnelli Jones Ford Special	RE Lola	Turbo-Ford	**VEL'S PARNELLI JONES FORD** Torrance, Calif.
4	**A. J. FOYT, Jr.** Houston, Texas	34.65	Sheraton Thompson Special	RE Coyote	Turbo-Ford	**A. J. FOYT ENTERPRISE** Houston, Texas
5	**GARY BETTENHAUSEN** Tinley Park, Ill.	35.01	Thermo King Auto Air Cond. Spec.	RE Gerhardt	Turbo-Offy	**DON GERHARDT** Fresno, Calif.
11	**SAM SESSIONS** Nashville, Mich.	——	Valvoline Motor Oil Special	RE Finley	Turbo-Offy	**VATIS ENTERPRISES, INC.** New York, N.Y.
12	**GORDON JOHNCOCK** Hastings, Mich.	34.67	Gilmore Broadcasting Co. Special	RE Gerhardt	Turbo-Offy	**JOHNCOCK RACING TEAM** Hastings, Mich.
14	**JIGGER SIROIS** Hammond, Indiana	36.31	Quaker State Oil Special	RE Gerhardt	Turbo-Offy	**CAVES BUICK CO.** Fresno, Calif.
20	**ART POLLARD** Medford, Oregon	35.01	STP Gasoline Treatment Special	RE Gerhardt	Turbo-Offy	**ANDY GRANATELLI** Des Plaines, Ill.
21	**LARRY DICKSON** Marietta, Ohio	——	Vollstedt Enterprises Special	RE Vollstedt	Turbo-Ford	**VOLLSTEDT ENTERPRISES** Portland, Oregon
22	**WALLY DALLENBACH** E. Brunswick, N.J.	35.14	Sprite Special	RE Eagle	Turbo-Offy	**LINDSEY HOPKINS** Miami, Florida
25	**LLOYD RUBY** Wichita Falls, Texas	34.57	Wynns' Spitfire Special	RE Laycock	Turbo-Offy	**GENE WHITE CO. OF INDY** Indianapolis, Indiana
26	**DENNIS ZIMMERMAN** Glastonenry, Conn.	——	Bulldog Stables Special	RE Gerhardt	Chevy V8	**BULLDOG STABLES, INC.** Hardwick, Mass.
28	**BILL SIMPSON** Torrance, Calif.	35.04	Simpson Safety Equipment Racers	RE Gilbert	Chevy V8	**E. J. "BILL" SIMPSON** Torrance, Calif.
35	**BOBBY JOHNS** Miami, Florida	——	Federal Engineering Special	RE Gerhardt	Turbo-Offy	**DON LEVINE** Detroit, Michigan
36	**JOHNNY RUTHERFORD** Ft. Worth, Texas	35.31	Patrick Petroleum Special	RE Eagle	Turbo-Offy	**MICHNER PETROLEUM** Jackson, Michigan
39	**GEORGE FEJER** Toronto, Ontario, Canada	——	Chinook Mark VII Special	RE Chinook	Ford V8	**GEORGE R. FEJER** Toronto, Ontario, Canada
45	**RONNIE BUCKNUM** La Canada, Calif.	——	Weinberger Homes Special	RE Eagle	Turbo-Offy	**W & W ENTERPRISES** Utica, Michigan

THE EVIDENCE

Don Garlits: 1967 and 1968 NHRA Top Fuel Eliminator—with Wynn's® Charge!® in the crankcase of his "Wynn's Charger" AA/fuel dragster.

Don Prudhomme: '68 AHRA Winter Nationals Champion demands Wynn's Charge! in the crankcase of his new "Wynn's Winder" fuel dragster.

Fred Goeske: tops on the Funny Car National Circuit in the Wynn's Hemi-Cuda II—with Wynn's Charge! in his car's crankcase.

Lou Bell: won the '68 SCCA Grand Prix Championship with Wynn's Friction Proofing® in the crankcase of his "Wynn's Smothers Brothers" Formula A car.

Powers & Riley: took the '68 UDRA title with Wynn's Charge! in the crankcase of their "Wynn's Winner."

David Pearson: took the NASCAR Championship with Wynn's Radiator Stop-Leak in his car's cooling system.

Jerry Hansen: ran off with the '68 "A Sports/Racing" class of the American Road Race of Champions—with Wynn's Charge! in the crankcase of his "Wynn's Special."

Ron Leslie: set a world's record Funny Cars in his "Wynn's Country Cougar"—using Wynn's Charge! in his car's crankcase.

Larry Dickson: '68 USAC Sprint Car Champion — uses Wynn's Charge! in the crankcase of his new "Wynn's Sprinter."

Dan Gurney: captured the '68 USAC Race of Champions at Mays "300"—with Wynn's Radiator Stop-Leak in his Eagle's cooling system.

NIA 200 .... entry list .....

	Car No.	Driver & Home Town	Time	Car Name	Chassis	Engine	Car Owner & Home Town
134.967 51*		DEMPSEY WILSON Lawndale, Calif.	42.81	Wilson Racing Cams Special	RE Shrike	Turbo-Chevy	DEMPSEY WILSON Lawndale, Calif.
	54	WIB SPALDING Granite City, Ill.	——	National Metals Special	RE	Chevy V8	MID CAROUTHERS Frontenac, Missouri
135.488	55	PORKY RACHWITZ Redondo Beach, Calif.	39.71	Lynch Offy Special	RE Shrike	Offenhauser	CLYDE LYNCH Garden Grove, Calif.
143.578	61	MAX DUDLEY Auburn, Wash.	37.61	Dudley Trucking Co. Special	RE Shrike	Chevy V8	MAX DUDLEY Auburn, Wash.
153.714	62	GEORGE FOLLMER Arcadia, Calif.	35.13	Follmer Chevrolet V8 Special	RE Gilbert	Chevy V8	GEORGE FOLLMER Arcadia, Calif.
139.679	65	DAVE STRICKLAND Pleasant Hills, Calif.	39.60	Travelon Trailer Special	RE Gerhardt	Offenhauser	ERNIE RUIZ Modesto, Calif.
146.341	69*	JERRY GRANT Costa Mesa, Calif.	36.90	Friedkin - Green Special	RE Eagle	Turbo-Chevy	TOM FRIEDKIN- AL GREEN Costa Mesa, Calif.
146.901	76	JIM MALLOY	34.29	Webster Racing Ent. Special	RE	Ford	MARV. WEBSTER Mill Valley, Calif.
155.172	82*	ROGER McCLUSKEY Tucson, Arizona	34.80	G. C. Murphy Special	RE Coyote	Turbo-Ford	A. J. FOYT ENTERPRISE Houston, Texas
	85	TOMMY COPP Fresno, Calif.	——	Seidelman Offy Special	D Ward	Offenhauser	WILLIAM SEIDELMAN Tacoma, Washington
151.472	90*	MIKE MOSLEY West Covina, Calif.	35.65	Zecol Luboid Special	RE Watson	Turbo-Offy	LEADER CARDS, INC. Milwaukee, Wisconsin
151.984	98*	BILLY VUKOVICH Fresno, Calif.	35.53	Wagner Lockheed Brake Fluid Spec.	RE Laycock	Turbo-Offy	J. C. AGAJANIAN Gardena, Calif.
146.213	99	GREG WILD GEORGE SNIDER Kansas City, Mo.	38.24	Joe Hunt Magneto Special	R Watson	Turbo-Offy	JOE HUNT Los Angeles, Calif.
149.499	01	EARL SMITH Fresno, Calif.	42.32	Earl Smith Special	RE Smith	Offenhauser	EARL SMITH Fresno, Calif.
134.478	95	SMITH	39.97				

* Denotes Driver with Indianapolis 500 Experience

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(D) Front-engine Dirt Car (R) Front-engine roadster

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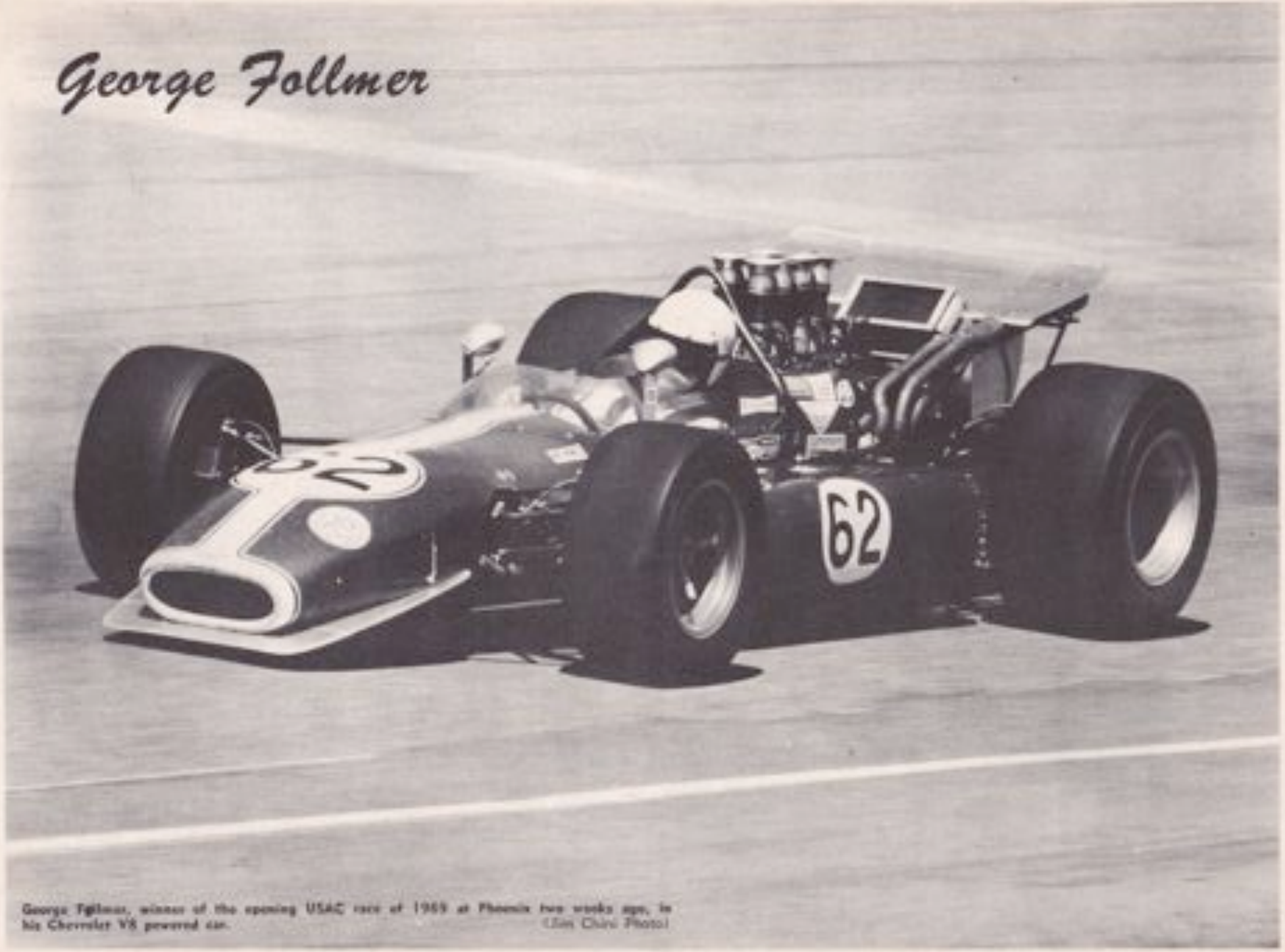

George Follmer, winner of the opening USAC race of 1969 at Phoenix two weeks ago, in his Chevrolet V8 powered car. (Jim Chini Photo)

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Lloyd Ruby

Lloyd Ruby, No. 25, in his new "wedge" shaped Wynn's Spitfire special built by Dave Laycock.
Tim Chini Photo

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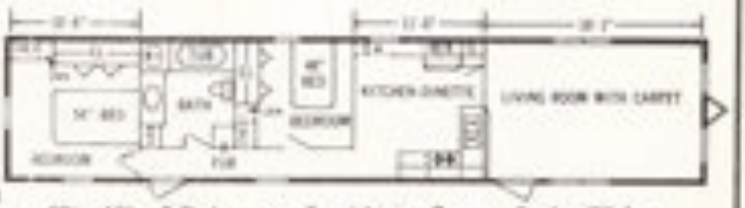

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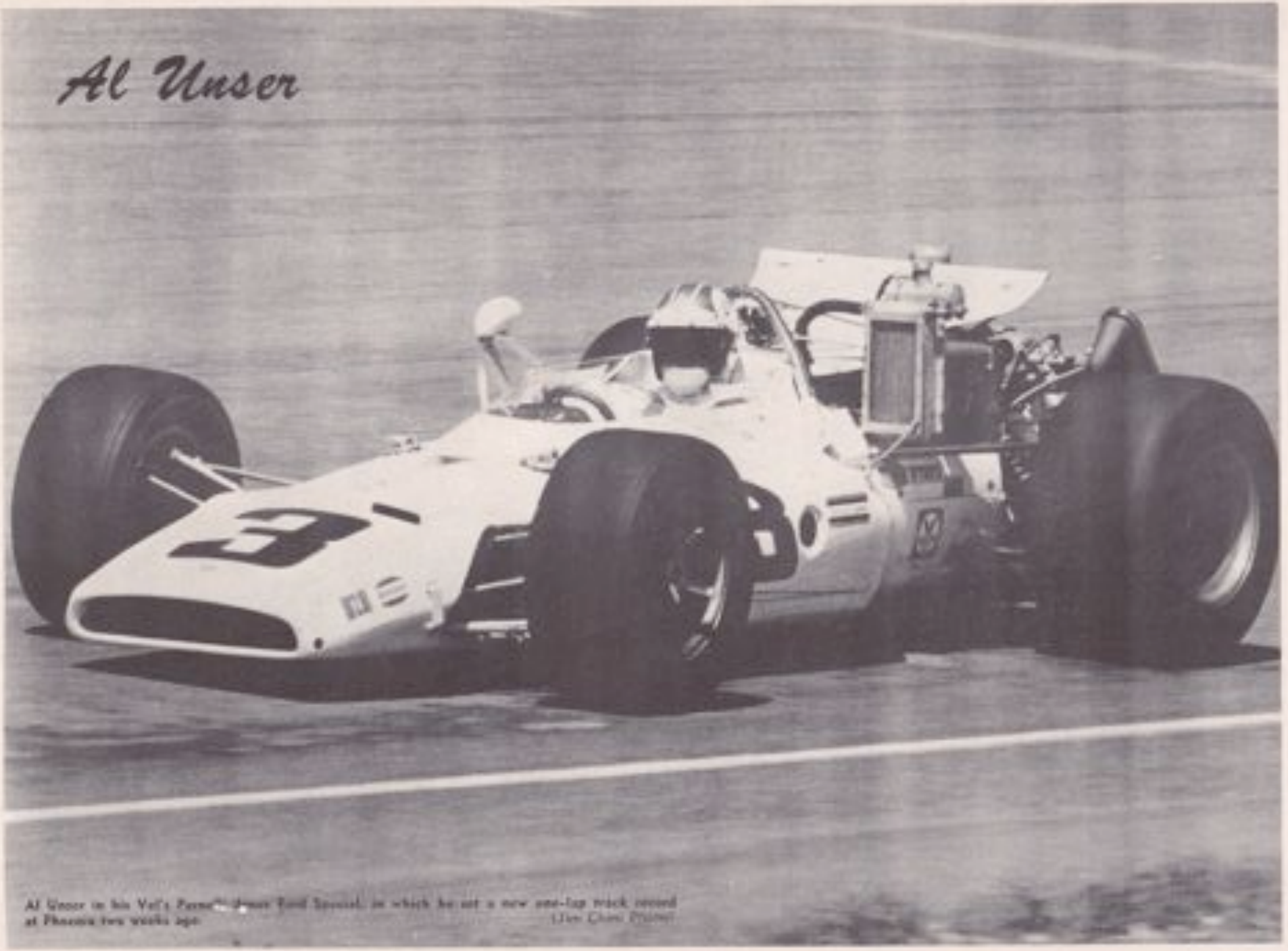

Al Unser in his Vel's Parnelli Jones Ford Special, in which he set a new one-lap track record at Phoenix two weeks ago.
(Jim Clark Photo)

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1969 USAC Point Standings

1.	GEORGE FOLLMER, Arcadia, Calif.	300	7.	DAVE STRICKLAND, Pleasant Hills, Calif.	90
2.	WALLEY DALLENBACH, E. Brunswick, N.J.	240	8.	BOBBY UNSER, Albuquerque, N.M.	75
3.	LLOYD RUBY, Wichita Falls, Texas	210	9.	PORKY RACHWITZ, Redondo Beach, Calif.	60
4.	BILLY VUKOVICH, Fresno, Calif.	180	10.	GORDON JOHNCOCK, Hastings, Mich.	45
5.	JIGGER SIROIS, Hammond, Indiana	150	11.	DENNIS ZIMMERMAN, Glastonberry, Conn.	30
6.	MIKE MOSLEY, West Covina, Calif.	120	12.	GEORGE FEJER, Toronto, Ontario, Canada	15

Hanford Motor Speedway Track Records

1 Lap – JOE LEONARD, No. 60, Parnelli Jones-Firestone STP (Turbine), Nov. 3, 1968 . . . . 33.11 or 163.093 m.p.h.
200 Miles – GORDON JOHNCOCK, No. 3, Gilmore Broadcasting Co. Spec. (Ford V8), 1 hr. 34:34.29 or 127.523 m.p.h.
250 Miles – A. J. FOYT, No. 1, Sheraton-Thompson Spl. (Turbo-Ford V8) . . . . . 1 hr. 51:49.00 or 134.416 m.p.h.

Previous Hanford USAC Race Winners

1967	200-miles	Gordon Johncock (Gilmore Broadcasting Spl.)	1 hr. 34:34.29
1968	200-miles	Gordon Johnsock (Gilmore Broadcasting Spl.)	1 hr. 39:15.00
	250-miles	A. J. Foyt (Sheraton-Thompson Special)	1 hr. 51:49.00

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1968 FINAL USAC POINT STANDINGS

1.	Bobby Unser, Albuquerque, New Mexico	4330
2.	Mario Andretti, Nazareth, Pennsylvania	4319
3.	Al Unser, Albuquerque, New Mexico	2895
4.	Lloyd Ruby, Wichita Falls, Texas	2799
5.	Billy Vukovich, Fresno, California	2410
6.	A. J. Foyt, Houston, Texas	1860
7.	Dan Gurney, Santa Ana, California	1800
8.	Gary Bettenhausen, Tinley Park, Illinois	1595
9.	Mel Kenyon, Lebanon, Indiana	1355
10.	Jim Malloy, Denver, Colorado	1265
11.	Sam Sessions, Nashville, Michigan	1260
12.	Gordon Johncock, Hastings, Michigan	1257
13.	Roger McCluskey, Tucson, Arizona	1228
14.	Bud Tingelstad, Speedway, Indiana	1016
15.	Wally Dallenbach, East Brunswick, New Jersey	960
16.	George Snider, Bakersfield, California	919
17.	Larry Dickson, Marietta, Ohio	890
18.	Johnny Rutherford, Fort Worth, Texas	890
19.	Mike Mosley, La Puente, California	860
20.	Joe Leonard, San Jose, California	850

POINT SYSTEM USED FOR USAC CHAMPIONSHIP RACING

Length of Race	Position at Finish											
	1	2	3	4	5	6	7	8	9	10	11	12
500 Miles	1000	800	700	600	500	400	300	250	200	150	100	50
300 Miles	600	480	420	360	300	240	180	150	120	90	60	30
250 Miles	500	400	350	300	250	200	150	125	100	75	50	25
200 Miles	400	320	280	240	200	160	120	100	80	60	40	20
150 Miles	300	240	210	180	150	120	90	75	60	45	30	15
100 Miles	200	160	140	120	100	80	60	50	40	30	20	10

SPECIAL NOTE: In case of relief drivers, all championship points earned by any combination of drivers in a single cars will go to the driver starting the race in the car.

1968 CHAMPIONSHIP RESULTS

Date	Track	Distance	Racewinner	Pole Winner
March 17	Hanford, California	200 Miles	Gordon Johncock	Bobby Unser
March 31	Las Vegas, Nevada	150 Miles	Bobby Unser	Dan Gurney
April 7	Phoenix, Arizona	150 Miles	Bobby Unser	Bobby Unser
April 21	Trenton, New Jersey	150 Miles	Bobby Unser	Mario Andretti
May 30	Indianapolis, Indiana	500 Miles	Bobby Unser	Joe Leonard
June 9	Milwaukee, Wisconsin	150 Miles	Lloyd Ruby	Roger McCluskey
June 15	Mosport, Ontario, Canada	200 Miles	Dan Gurney	Dan Gurney
June 23	Langhorne, Pennsylvania	150 Miles	Gordon Johncock	Gordon Johncock
June 30	Pikes Peak, Colorado	12½ Miles	Bobby Unser	Bobby Unser
July 7	Castle Rock, Colorado	150 Miles	A. J. Foyt	Ronnie Bucknum
July 13	Nazareth, Pennsylvania	100 Miles	Al Unser	Billy Vukovich
July 21	Indianapolis, Indiana	200 Miles	Al Unser	Mario Andretti
July 28	Langhorne, Pennsylvania	200 Miles	Al Unser	Gordon Johncock
August 4	St. Jovite, Canada	200 Miles	Mario Andretti	Mario Andretti
August 17	Springfield, Illinois	100 Miles	Roger McCluskey	Al Unser
August 18	Milwaukee, Wisconsin	200 Miles	Lloyd Ruby	Art Pollard
Sept. 2	DuQuoin Illinois	100 Miles	Mario Andretti	Al Unser
Sept. 7	Indianapolis, Indiana	100 Miles	A. J. Foyt	Mario Andretti
Sept. 22	Trenton, N. J.	200 Miles	Mario Andretti	Al Unser
Sept. 29	Sacramento, California	100 Miles	A. J. Foyt	Mario Andretti
Oct. 13	Irish Hill, Michigan	250 Miles	Ronnie Bucknum	Mario Andretti
Nov. 3	Hanford, California	250 Miles	A. J. Foyt	Joe Leonard
Nov. 17	Phoenix, Arizona	200 Miles	Gary Bettenhausen	Mario Andretti
Dec. 1	Riverside California	300 Miles	Dan Gurney	Dan Gurney

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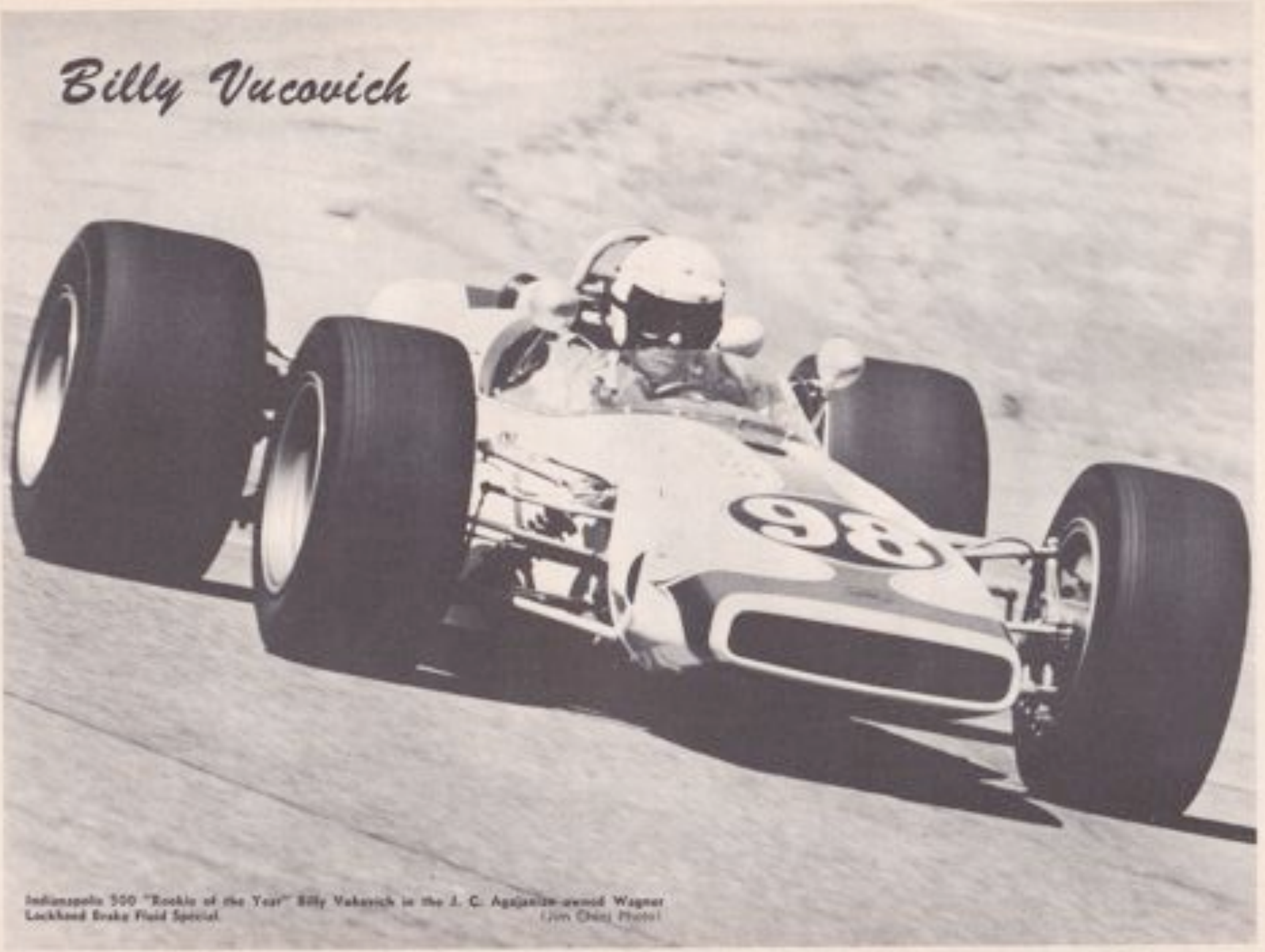
Billy Vucovich



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(Jim Dietz Photo)

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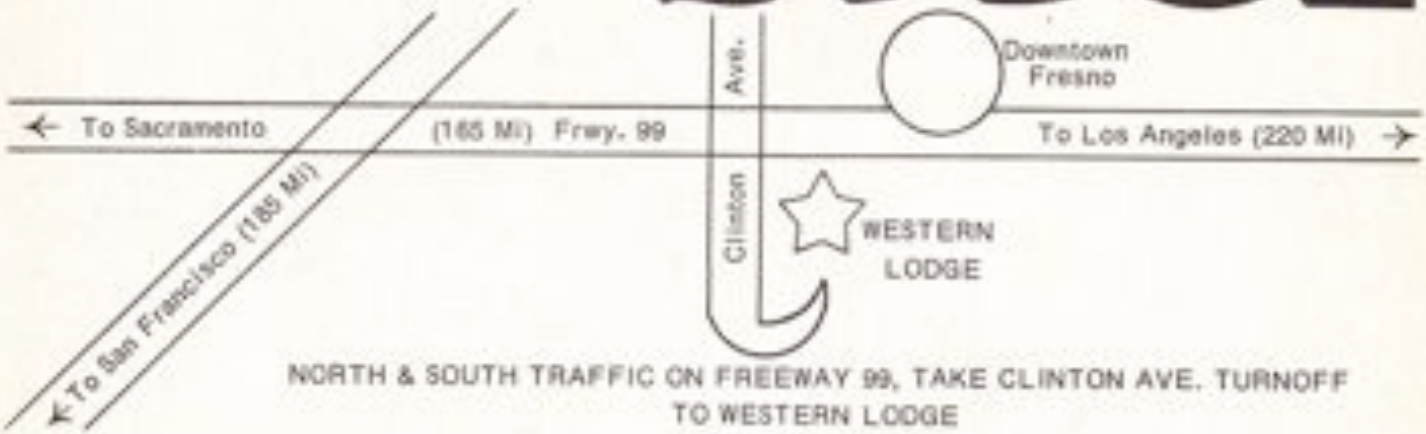

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1			25		
6			12		
82			8		
20			22		
62			36		
98			90		
76			14		
69			61		
28			99		
55			65		
95			51		
101					

Winner_____ Time:_____ Min._____ Sec.

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