



J. C. Agajanian Presents

Official Program

\$100

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



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 chassis 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 chassis have that makes it so appealing? Pressure—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!



OFFICIALS

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

RUSS CLENDENON _____ Chief Steward
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

J. C. AGAJANIAN _____ Managing Director
HAROLD E. MURRELL _____ Assistant Managing Director
DON BASILE _____ Program Director
JERRY STRUNZ _____ Track Manager
ROXY ROCKWOOD _____ Announcer
CARY AGAJANIAN,
DAN THOMPSON _____ Office Managers
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CHRIS AGAJANIAN _____ Program Sales
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JACK FOX, MIKE EMERSON _____ Welding & Repair
DENNIS TORRES, LEROY ELGAS,
JIM CHINI, BOB TRONOLONE _____ Official Photographers

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



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 Garlitt's Dodge-powered AA/fuel dragster to NHRA Nationals Championship



Champions spark Larry Schwabenland's Chrysler-powered Gary Brigham Sanger 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 New Car Division National Championship



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

Champions use Champions!



Champion spark Ernie Dett's Dodge Charger to National IMCA New Model Stock Car Championship



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

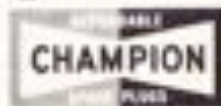


Champions spark Mark Donohue's Penske McLaren Sunoco Special Traco Chevrolet to SCCA's U.S. Road Racing Championship

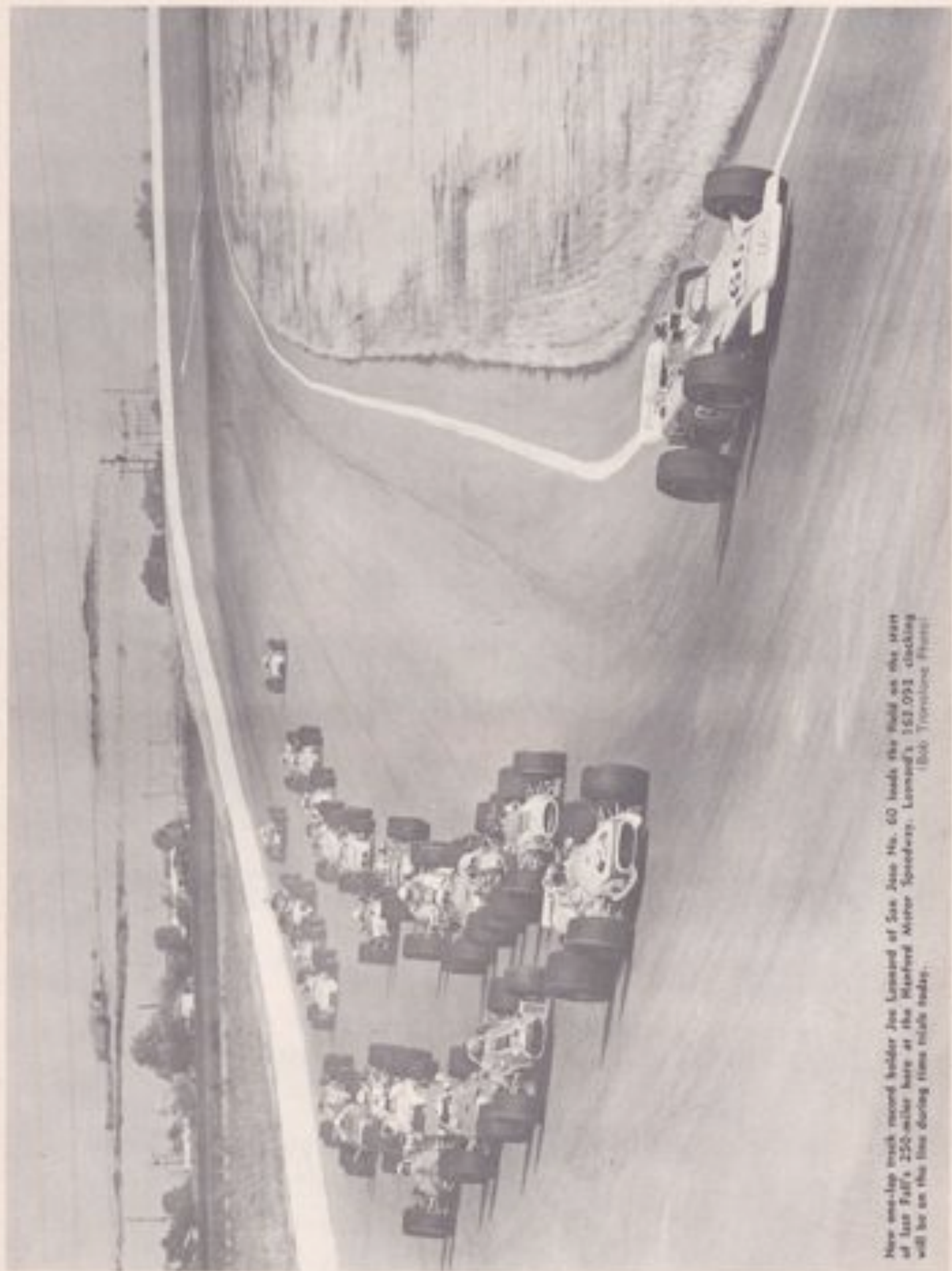
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Champion spark plugs ... the heart of a tune-up!



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New one-lap track record holder Jim Leonard of San Jose, His. 60 leads the field on the start of last Fall's 250-mile here at the Marford Motor Speedway. Leonard's 163.093 clocking will be on the line during time trials today.
(Bob Trivelpiece Photo)

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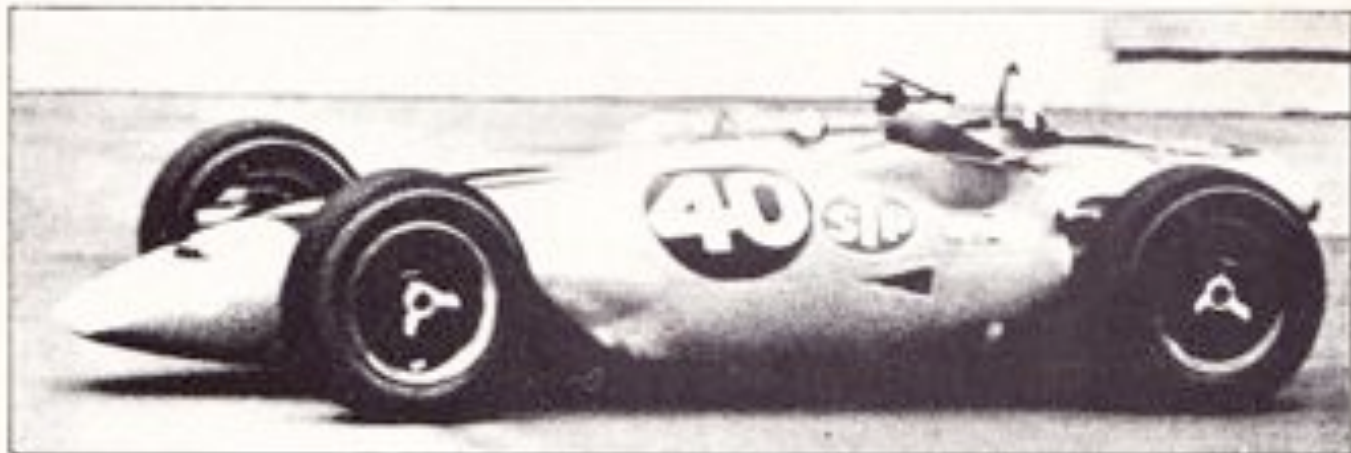
MERCURY



Mario Andretti



Mario Andretti, five-time national driving champion at the wheel of his brand name STP Turbo-Charged Ford V8.
—Jim Chen, Protocol



Whoooooosh . . . Parelli 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 Palm Beach, 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 one. 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.

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

FIRESTONE 16

Other 21

(1967-1968)

FIRESTONE'S WINNING RECORD (U.S.)

Indianapolis 500	Firestone 45	Others 5	Riverside	Firestone 4	Others 3
Daytona	Firestone 20	Others 7	Atlanta Motor		
Sebring Motor			Sebring	Firestone 10	Others 5
Sebring	Firestone 22	Others 6	Charlotte Motor		
Palm Beach	Firestone 42	Others 9	Speedway	Firestone 9	Others 7
Tomball			Yankee 300	Firestone 4	Others 1
Sebring	Firestone 18	Others 5	Peak Blossom		
Midwest 200	Firestone 17	Others 4	500, Rockingham	Firestone 2	Others 0
Phoenix National					
Chanhassen	Firestone 17	Others 4			



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Art Pollard



The shape of things to come, Art Pollard in the brand new STP turbo-charged Gilly Special, built by Fred Garhardt. (Bob Christ Photo)



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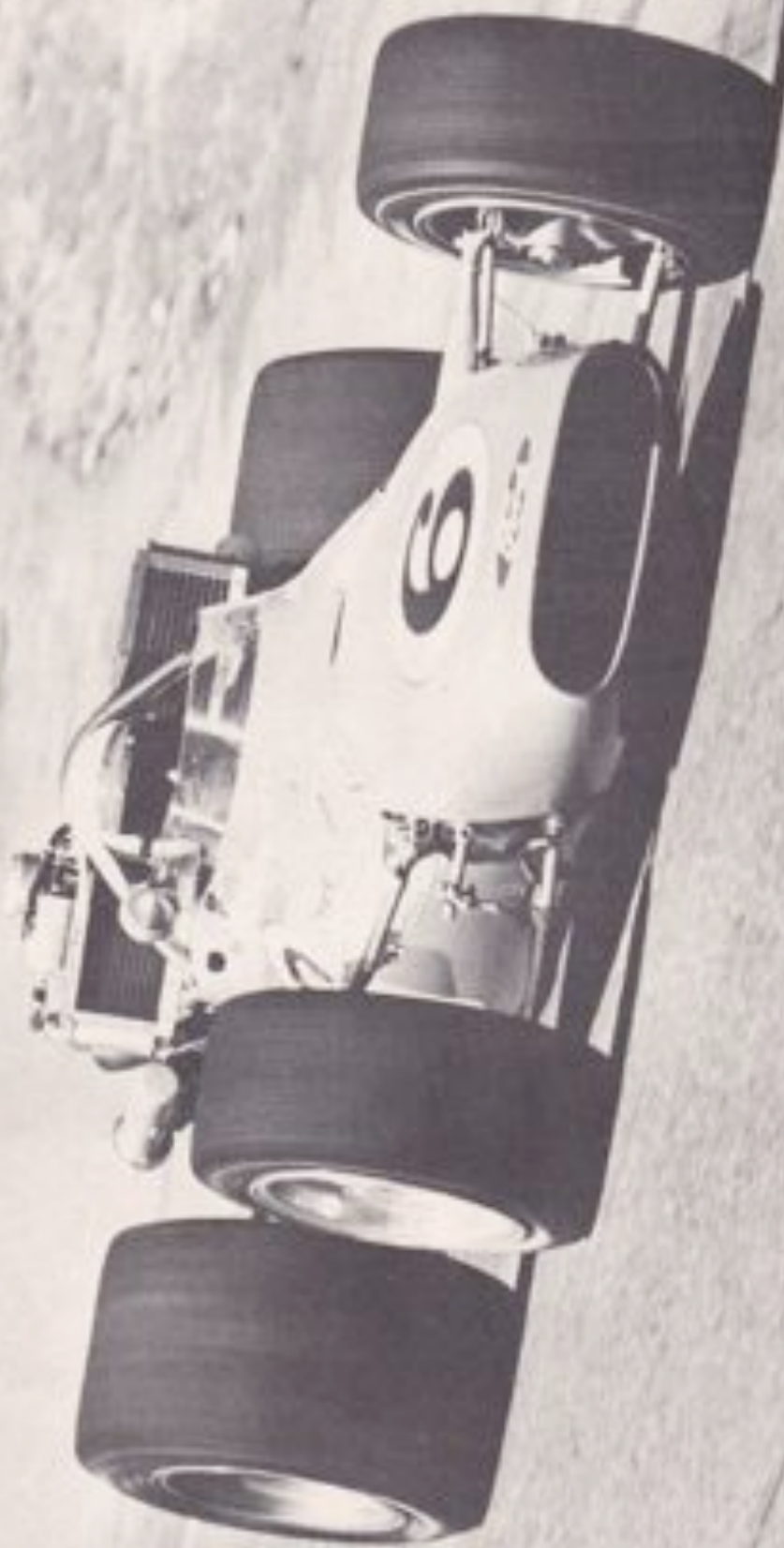
But more important, it delivers the
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after race, win after win ... proven
itself powerful enough to make a
difference.

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UNI 76 N

A. J. Foyt



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

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Timing Chart for 1 1/2 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	165.137	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	126.756
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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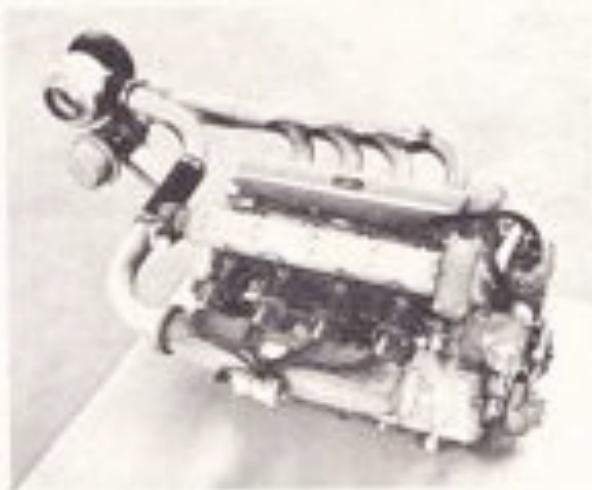
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Wally Dallenbach



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

(Jim Chmiel Photo)



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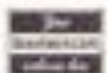
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...entry list...

CALIFORNIA

Car No.	Driver & Home Town	Time	Car Name	Chassis	Engine	Car Owner & Home Town
157.1301*	BOBBY UNSER Albuquerque, N.M.	34.36	Berthel Special	RE Eagle	Turbo-Ford	LEADER CARDS, Inc. Milwaukee, Wis.
160.1152*	MARIO ANDRETTI Nazareth, Pa.	33.73	STP Oil Treatment Special	RE Brawler	Turbo-Ford	ANDY GRANATELLI Des Plaines, Ill.
159.4603*	AL UNSER Albuquerque, N.M.	33.26	Vel's Parnelli Jones Ford Special	RE Lola	Turbo-Ford	VEL'S PARNELLI JONES FORD Torrance, Calif.
155.8786*	A. J. FOYT, Jr. Houston, Texas	34.65	Sheraton Thompson Special	RE Coyote	Turbo-Ford	A. J. FOYT ENTERPRISE Houston, Texas
154.2418*	GARY BETTENHAUSEN Tinley Park, Ill.	35.01	Thermo King Auto Air Cond. Spec.	RE Gerhardt	Turbo-Offy	DON GERHARDT Fresno, Calif.
11*	SAM SEDDONS Nashville, Mich.	—	Valvoline Motor Oil Special	RE Finley	Turbo-Offy	VATIS ENTERPRISES, INC. New York, N.Y.
155.7542*	GORDON JOHNCOCK Hastings, Mich.	34.67	Gilmore Broadcasting Co. Special	RE Gerhardt	Turbo-Offy	JOHNCOCK RACING TEAM Hastings, Mich.
148.14	JODGER SIBOIS Hammond, Indiana	36.31	Quaker State Oil Special	RE Gerhardt	Turbo-Offy	CAVES BUICK CO. Fresno, Calif.
154.2400*	ART POLLARD Madford, 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
153.6772*	WALLY DALLENBACH E. Brunswick, N.J.	35.14	Sprite Special	RE Eagle	Turbo-Offy	LINDSEY HOPKINS Miami, Florida
154.704	LLOYD RUBY Wichita Falls, Texas	34.57	Wynn's Spitfire Special	RE Laycock	Turbo-Offy	GENE WHITE CO. OF INDY Indianapolis, Indiana
26	DENNIS ZIMMERMAN Glastonbury, Conn.	—	Bulldog Stables Special	RE Gerhardt	Chevy V8	BULLDOG STABLES, INC. Hartwick, Mass.
141.9528	BILL SIMPSON Torrance, Calif.	35.04	Simpson Safety Equipment Racers	RE Gilbert	Chevy V8	E. J. "BILL" SIMPSON Torrance, Calif.
38*	BOBBY JOHN Miami, Florida	—	Federal Engineering Special	RE Gerhardt	Turbo-Offy	DON LEVINE Detroit, Michigan
152.9716*	JOHNNY BUTHERFORD Ft. Worth, Texas	33.31	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 E. FEJER Toronto, Ontario, Canada
45*	BONNIE BUCKNUM La Canada, Calif.	—	Weinberger Homes Special	RE Eagle	Turbo-Offy	W & W ENTERPRISES Utica, Michigan

THE EVIDENCE

Don Gerlitz: 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 Hemlock 8—with Wynn's Charge in his car's crankcase.

Lee 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 "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 Car 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 Rex Mays "300"—with Wynn's Radiator Stop-Leak in his Eagle's cooling system.



Car No.	Driver & Home Town	Time	Car Name	Chassis	Engine	Car Owner & Home Town
134.947 51*	DEMPSEY WILSON Lowndale, Calif.	42.81	Wilson Racing Cars Special	RE Strike	Turbo-Chevy	DEMPSEY WILSON Lowndale, Calif.
34	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 Strike	Offenhauser	CLYDE LYNCH Garden Grove, Calif.
43.578 61	MAX DUDLEY Auburn, Wash.	37.64	Dudley Trucking Co. Special	RE Strike	Chevy V8	MAX DUDLEY Auburn, Wash.
153.714 62	GEORGE FOLLMER Arcadia, Calif.	35.13	Follmer Chevrolet V8 Special	RE Gilben	Chevy V8	GEORGE FOLLMER Arcadia, Calif.
138.678 65	DAVE STRICKLAND Pleasant Hills, Calif.	39.50	Travelon Trailer Special	RE Gerhardt	Offenhauser	ERNE RUIZ Modesto, Calif.
146.341 68*	JERRY GRANT Costa Mesa, Calif.	36.90	Friedkin - Green Special	RE Eagle	Turbo-Chevy	TOM FRIEDKIN- AL GREEN Costa Mesa, Calif.
144.801 76	JIM MALLOY	34.29	Webster Racing Ent. Special	RE	Ford	MARY WEBSTER Mill Valley, Calif.
155.172 83*	ROGER McCLUSKEY Tucson, Arizona	34.80	G. C. Murphy Special	RE Coyote	Turbo-Ford	A. J. FOYT ENTERPRISE Houston, Texas
85	TOMMY COFF Fresno, Calif.	—	Seidelman Offy Special	D Ward	Offenhauser	WILLIAM SEIDELMAN Tacoma, Washington
151.472 90*	MIKE MOSLEY West Covina, Calif.	33.65	Zecol Lubold 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	JOE HUNT Knoxville City, Mo.	38.24	Joe Hunt Magneto Special	E Watson	Turbo-Offy	JOE HUNT Los Angeles, Calif.
167.419 01	EARL SMITH Fresno, Calif.	42.32	Earl Smith Special	RE Smith	Offenhauser	EARL SMITH Fresno, Calif.
134.478 95	SPARTH	39.97				

* Denotes Driver with Indianapolis 500 Experience

Definitions of Car Types: (RE) Rear-engine

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

... THE VERDICT

You too should be using Wynn's Charge!, Friction Proofing, Radiator Stop-Leak and other Wynn's Car Care Products for top performance.



WYNN'S CAR CARE PRODUCTS

George Follmer



George Follmer, winner of the opening USAC race of 1963 at Phoenix two weeks ago, in his Chevrolet V8 powered car. (Tom Chitt Photo)

WIDE BOOTS GT



New high-performance model of Goodyear's famous Wide Boots tire.

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Lloyd Ruby



Lloyd Ruby, No. 25, in his new "scudger" shaped Wynn's Spitfire special built by Dana Laycock.
(Tom Chast Photo)

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Al Unser



Al Unser in his Ver's Porsche-Porsche Ford Barchess, in which he set a new one-lap track record at Phoenix two weeks ago.
Steve Olson/Photo

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1969 USAC Point Standings

1. GEORGE FOLLMER, Arcadio, 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 Johncock (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	2695
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 car 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	12 1/2 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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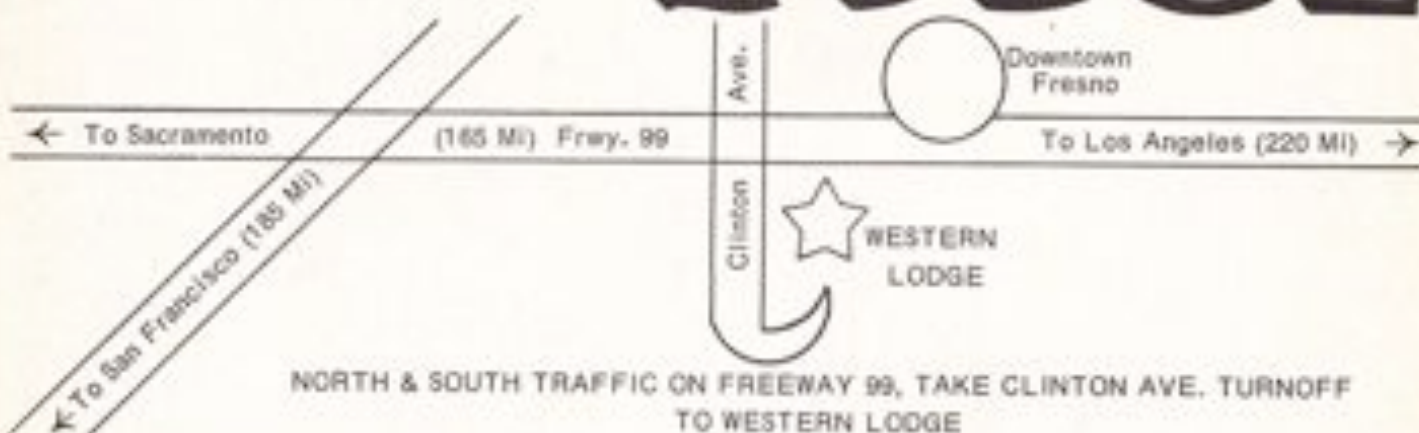
Indianapolis 500 " Rookie of the Year" Billy Vucovich in the J. C. Agajanian-awarded Wagner Lockheed Brake Fluid Special.
(Tom Oniz Photo)

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20			22		
62			36		
98			90		
76			14		
69			61		
28			99		
55			65		
95			51		
101					

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