

# Baby GRAN

photography: Pete Liungo



**Above**—A gaggle of drivers and mechanics, including Cale Yarborough, Lee Roy Yarborough, and Mark Donohue appear to be transfixed while something out of camera range is happening. **Below**—C. Yarborough is another of the creme de la creme NASCAR drivers enlisted by the Mercury Cougar team for Trans-Am races. In spite of Cougar's power, Mark Donohue got there first.



**Above**—Cougar follows Cougar out of the tricky corners of Marlboro Raceway. **Left**—Bud Moore signals for Cale Yarborough. **Below**—One of the slickest car/driver teams going is the Roger Penske Camaro driven by winner Donohue.



**T**HE NEXT TRANS-AMERICAN go for the increasingly popular mini-sedans, following Daytona's wild "Paul Revere 250" was held at Bryar Motorsport Park near Loudon, N.H. on August 6th.

Team Cougar driver Peter Revson overcame such rare difficulties as being hampered by a downpour in the early stages, being pushed hard during the middle laps by under-2-liter Porsche pilot Bert Everett, and beat out a protest near the end which was brought by another Porsche driver, Hans Ziereis in the Valvoline-sponsored car.

Hans protested Pete for passing under the caution flag. Gordon Dewar in Craig Fisher's Camaro lost the center of an alloy wheel and stopped directly in front of the pack heading toward him from the last turn, thus bringing out the flag. Luckily no one made contact with the car and pit crews and officials pitched in to install a new wheel, to get the Camaro out of the perilous situation and back in the running. In the final run-down, Dewar placed 16th, completing 126 laps.

Revson averaged 74.120 m.p.h. in winning his second of the '67 season, covering 166 laps. Although the protest was allowed by chief steward Bob O'Brien, Pete was nevertheless credited with the win and was given a stern warning about his actions under the yellow.

A drizzle started on the pace lap and an hour into the event turned into a hard downpour.

Mustang hotshots Jerry Titus and Dick Thompson had bad luck right from the start. Jerry's right windshield wiper broke on the pace lap, although he led the first lap under the green flag. Thompson spun in the rain-soaked second turn on the 1st lap, but recovered to make a crowd-thrilling comeback, snaring third spot in the event.

A few laps into the green saw many drivers, such as Revson, Thompson, and Titus, charging into the pits to exchange their dry tires for wet-weather skins. This gave the lead to fourth place qualifier, Ed Leslie, who started the race on rain tires, in the other team Cougar set up by NASCAR Mercury engineer Bud Moore.

Although the rain slacked off quite a bit, large puddles had formed and aided in the almost complete destruction of Jerry Titus' immaculately prepared yel-

low and black Terlingua Mustang as he spun and hit a bank.

Mark Donohue in the Roger Penske Camaro had troubles the entire race, finally breaking his left rear axle on the 93rd lap, and leaving the race in the same fashion of his performance in qualifying the previous day, when he did the same thing.

Leslie had a fairly comfortable lead when the engine let go on the up-graded straight on lap 96. This put Everett's Porsche into the lead; the first time in the race for an under-2-liter machine. Revson chased Burt for 43 more laps before finally taking the lead for good on lap 140. The Porsche 911 finished second overall and first in class for under-2-liters. Dick Thompson wound up third despite running a very sick Mustang on only seven cylinders.

Porsches finished in the first three under-2 spots with Monty Winkler piloting the first GTA across the finish line. Porsche thus halted a previous two-straight domination by Alfa Romeo in their class.

Mercury Cougar wound up still leading the Manufacturer's Championship Point Standings in the top slot with 39 points scored thus far in the '67 TransAm series. Mustang still held on for second place with 35 points and Camaro trailed in third with 27 points. Next: Chevy's revenge at Marlboro.

## MARLBORO

After being the underdog for the first half of the TransAm series, Chevrolet's Camaro finally came through with a win that was amazingly simple over her two major rivals, Mustang and Cougar.

The Marlboro Speedway race officials, along with approval from SCCA's Washington region, decided to run a split program; one for over-2-liter sedans and the other for the under-2-machines. This decision came about because of reluctance by some of the manufacturers to enter their cars in the heretofore annual 12-hour endurance contest. Also helping in this change was the problem of safety brought about by running the classes of larger American sedans with the smaller imports.

Twice USRRC champion in the last two racing seasons, 22 year old Mark Donohue captured the pole position with a magnificent display of driving talent, piloting the Z-28 Camaro of engineering



wizard Roger Penske. This clocking by Mark, of 1:32.8, really gave the Cougar and Mustang camps a shaking-up, as the best they could muster was a 1:33 lap by Ed Leslie in a works Cougar.

NASCAR veterans Cale Yarborough and Lee Roy Yarbrough teamed up in the number 15 Cougar to qualify sixth in the starting lineup.

The 14-car field got the green flag on the first rolling start ever held for a road race at the Maryland speedway. As the pack thundered into the chicane, Leslie grabbed a lead that only lasted for two laps before Donohue, whose car was running and handling perfectly, shot past the Cougar at the end of the front straight, holding a lead that he and co-driver Craig Fisher would never relinquish. Donahue was literally slinging the unbeatable machine around the tight 1.9 mile course; all the while building up a considerable lead. Jerry Titus, the Sports Car Graphic racer-editor, along with Ed Leslie and Cale Yarborough, were charging along in the next three spots, trying desperately but unsuccessfully to deprive Donohue of his number one position.

The first of the chargers to go was Thompson, his clutch and flywheel assembly letting loose as he exited the hairpin on lap 46. The Cougar of Yarborough started its rash of pit stops after only 17 minutes of racing with a blown tire, and came to the pits twice more just to replace other shredded tires. The car finally DNF'ed as it blew the clutch eleven laps from the finish, ending its hopes for any championship points. The Ed Leslie/Peter Revson Cougar blew a head gasket at only 74 laps. The Titus/Jim Adams Mustang developed a crack in the transmission case while in second spot, but continued running, despite frequent pit stops, to finish third overall.

By the 110th lap, Donohue held an unbelievable three lap lead over the second place car. On the eighth go-round, Mark put his talents to work as he established a new one-lap record of 1:32.7, faster than his qualifying speed. He then eased off quite a bit and just cruised around the track cutting laps of around 1:35.5. Donohue then turned the car over to teammate Craig Fisher for an hour. Neither driver had any trouble with the car and Mark

**Right—Jerry Titus, strongest member of Team Terlingua, has resigned as editor of Sports Car Graphic to race full-time.**

took over an hour later to hustle the Z-28 across the finish line. By far the most powerful in the race, the Camaro easily outran everything down the 2000-foot back chute; although the Cougars and Mustangs had a little more torque coming out of the corners. The teardown by SCCA found the Camaro to be legal but sporting four bent pushrods. How did you General Motors fans like this one? The win boosted Chevy's position in the standings to 36 points, trailing Mercury by only 3 points and Ford by 5 points.

#### VACA VALLEY

At Crow's Landing, Calif., no one escaped bad luck in some form or another, and the guy who had the least ill fortune was winner Jerry Titus, making it four wins out of nine so far this season.

Titus and teammate Ronnie Bucknum were a little late, folks, for Saturday qualifying, and only qualified first and fifth, respectively. Sunday, they sharpened up a bit to become one and two, followed by Milt Minter's Mustang and Alan Moffatt in the first of the Cougars. The other two, with Revson and Leslie up, followed



Moffatt on the grid.

Mark Donohue, still not showing the strain of racing on his youthful countenance, had a particularly rough go at Modesto. The plan was to have Mark in one Camaro and Bob Johnson in another, both under the Penske banner. The second car, along with a truck, Craig Fisher, and Tom Greatorex, went off a mountain road en route, and the two-car plan was finished. Fisher and Greatorex were unharmed.

The hotter of the two cars, reserved for Donohue, was a sand-blasted, lightweight Camaro that should have torn up the course, but didn't, because of an ill-chosen rear ratio that kept the 302 CID Chevy to 6000 rpm. Donohue qualified seventh.

The start of the race on Sunday was the very first ever for this course. The airport road surface was extremely hard on tires, and the alfalfa bales were hard on the rest of the car, as Ed Leslie and Alan Moffatt found out on the first and eighth lap. Leslie was back in after his crew took three laps to fix the Cougar's steering, and Alan was out for six, back on the track for one lap, and back in

permanently. The bales had done too much to the car for it to be repaired at the track.

Whilst everyone was thrashing, Donohue was cooling it, planning on a single pit stop while most other teams figured on a minimum of three. It worked well, with Mark moving up a notch each time one of the faster cars pitted, and he probably would have finished second, had it not been for a 2-minute-plus stop on lap 47. Mark took third place finally, but he had been as close as 3.6 seconds behind Revson's second place.

Titus had a rather firm grip on top spot almost the whole time. When Jerry dropped into the pits on the 19th lap, teammate Bucknum took right over after wading through Minter and Revson. Ronnie didn't tarry long in first, though, as a piece of linkage came unglued. Once this was repaired, Bucknum and Davey Jordan pushed the car up to a fifth-place finish.

The Titus-Revson-Donohue finish gave Mustang 59 points, Cougar 51, and Camaro 42. In the next issue of SCR, Baby Grand coverage will include Riverside, Stardust, and Kent.

