



## One Down and One to be Rescheduled

One Trans-Am road race is in the record books and a second should have been. After the 1970 Trans-American Championship series got off to a roaring start at Laguna Seca on April 19, the second event at Dallas International Motor Speedway was rained out.

The potential of the Javelin as a road racing machine was convincingly demonstrated at the season opener in Northern California. In face of the toughest competition ever seen in the history of the Trans-Am series, Mark Donohue qualified second in his red, white, and blue Javelin, prepared and entered by Roger Penske Racing Enterprises. He averaged 94.5 mph in his qualifying run, only .4 seconds off the

pole position. Six different manufacturers were represented by the first seven qualifiers.

During the entire 90 laps around the 1.9 mile course, Mark either led or ran second. At the completion of 171 racing miles, he was second to earn six very valuable points toward a possible manufacturers championship for American Motors.

Mark's teammate in a twin Sunoco/Javelin was Peter Revson. Peter qualified in the middle of the starting grid, but moved in amongst the front-runners early in the race. Unfortunately, he left the competition after another car nudged him off the course and a brake line was severed.

While they would have preferred to win the inaugural race, the Penske organization was optimistic about their Javelins and the future. With a dozen races remaining, there are plenty of points to be earned toward the championship.

The team showed up in force a week later at Dallas International Motor Speedway, ready to go after victory. Before the two drivers could get down to learning the brand-new road course, the skies opened and let down a rainfall worthy of a Texas anecdote. Finally, the race was postponed when the waterfall in the Dallas area totaled over 8 inches and left the course in near-flooded condition.



Mark Donohue's #6 Javelin on its way to a second place finish in the first Trans-Am at Laguna Seca, California.

## Paschal Looking for Win Streak

It's a good thing that Jim Paschal is a veteran race driver.

After the first nine races of NASCAR's new Grand American Challenge Series season, Paschal and his 1970 Javelin have had enough tough luck to dismay a rookie driver. But a veteran like Paschal knows that the breaks will even out over a long, 40-race season.

Actually, Paschal has driven well and his Javelin has been a crowd pleaser in the first nine races, but somehow victory has proved elusive. Paschal has driven the Javelin to two second-place finishes and a third-place closing, and held the lead anywhere from one to 214 laps in six of the races.

In time trials for qualifying positions, Paschal has won the pole position twice (setting qualifying lap records at Hickory, North Carolina, and Kingsport, Tennessee, in the process) and been second on five occasions.

In the opening Grand American race of the season, the Citrus 250 at Daytona Beach, Florida, Paschal qualified in 16th position, battled it out with a Camaro and a Cougar for most of the race, led briefly, and then was forced to settle for seventh place when his engine lost power for several critical laps.

After losing a bumper-to-bumper duel to Tiny Lund at Hickory, Paschal's Javelin was beset by a series of minor ignition and engine problems that

forced it out of the next four races. Yet, in three of those races, Paschal held the lead for a total of 333 laps—or an average of 111 laps per race.

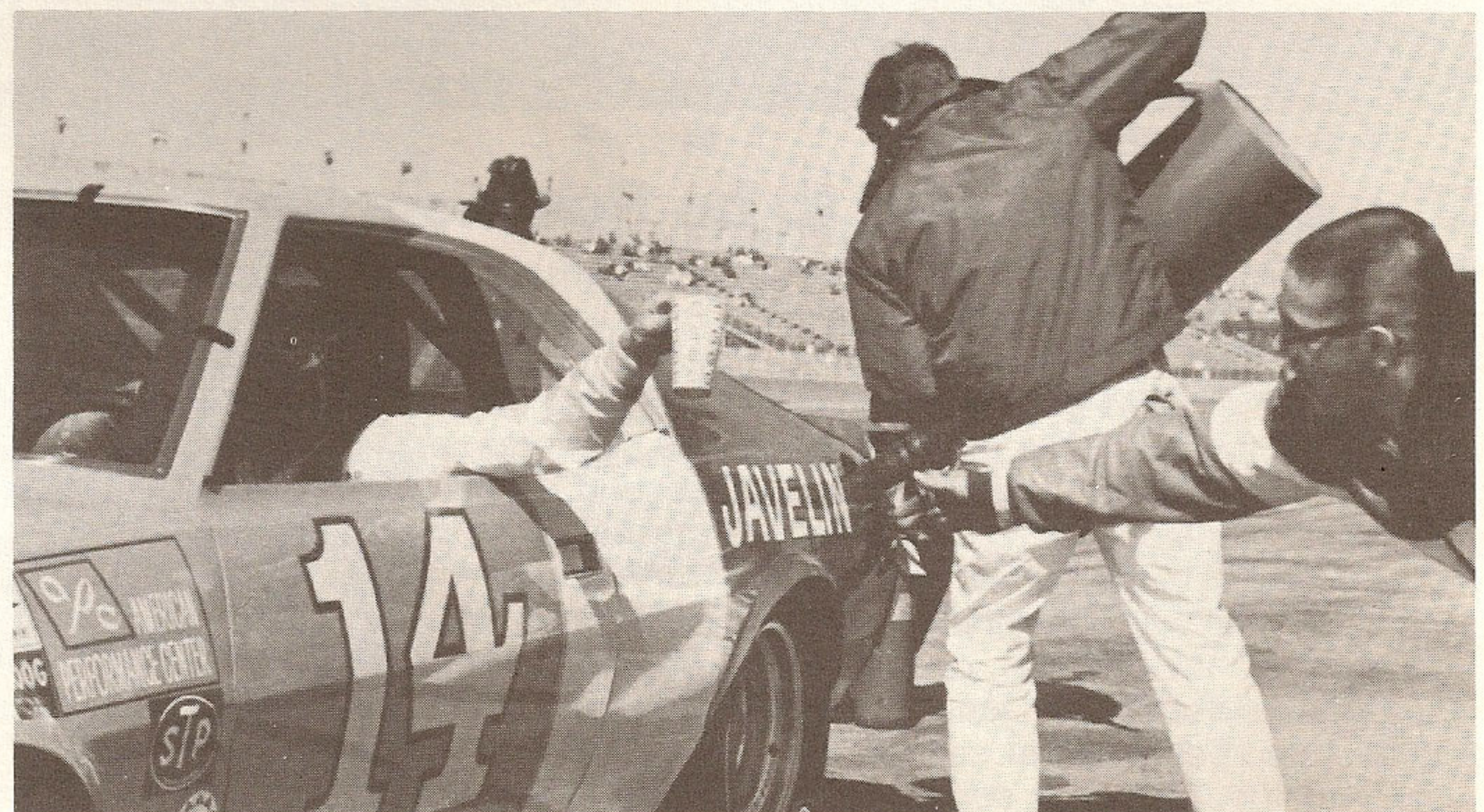
In the seventh event at Savannah, Georgia, Paschal was leading easily with only 15 miles left in a 100-miler, when suddenly the gear box went haywire. Battling the steering wheel with one hand and the gear box with the other, Paschal managed to survive several scrapes with a retaining wall and stay on the track for a second-place finish.

At Beltsville, Maryland, Paschal copped third place in a finish in which

the Javelin and the two leaders could have been covered together with a large-size blanket. Then, after setting a qualifying lap record at Kingsport, an ignition problem forced Paschal and his Javelin out early in the race.

Despite early season problems and a lack of favors from Lady Luck, Paschal still ranks seventh in the point standings among Grand American drivers.

With the potential shown by Paschal and his red, white, and blue Javelin so far, maybe with a little nod from Lady Luck, a win and perhaps a winning streak are just around the corner.



A pit stop in a Grand American Challenge Series race can be used to good advantage by the driver as well as the car. Here, Jim Paschal takes on refreshment while his 1970 Javelin takes on fuel during a brief stop in one of this season's grueling 250-mile events. Paschal, a veteran NASCAR driver, is campaigning for American Motors in the NASCAR pony car series for the second consecutive year.



The front wheels are airborne and Gary Stowe is off to a Top Stock Eliminator win at Rockingham.

## AMX Wins at Rockingham

Gary Stowe, driving a 1969 AMX, won Top Stock Eliminator at the American Hot Rod Association (A.H.R.A.) Grand American Championship at Rockingham, N.C. On his way to the championship, Stowe established a new A.H.R.A. Formula 1 C/Stock elapsed time record of 10.96 seconds.

Stowe gained the crown by wading through 11 rounds of eliminator competition after taking the class win. The Rockingham race is the third in a ten-race national series with the final series champion in the various eliminator brackets determined at the end of the season by points won at the individual races. With this win, Stowe became the national points leader in the Top Stock bracket.

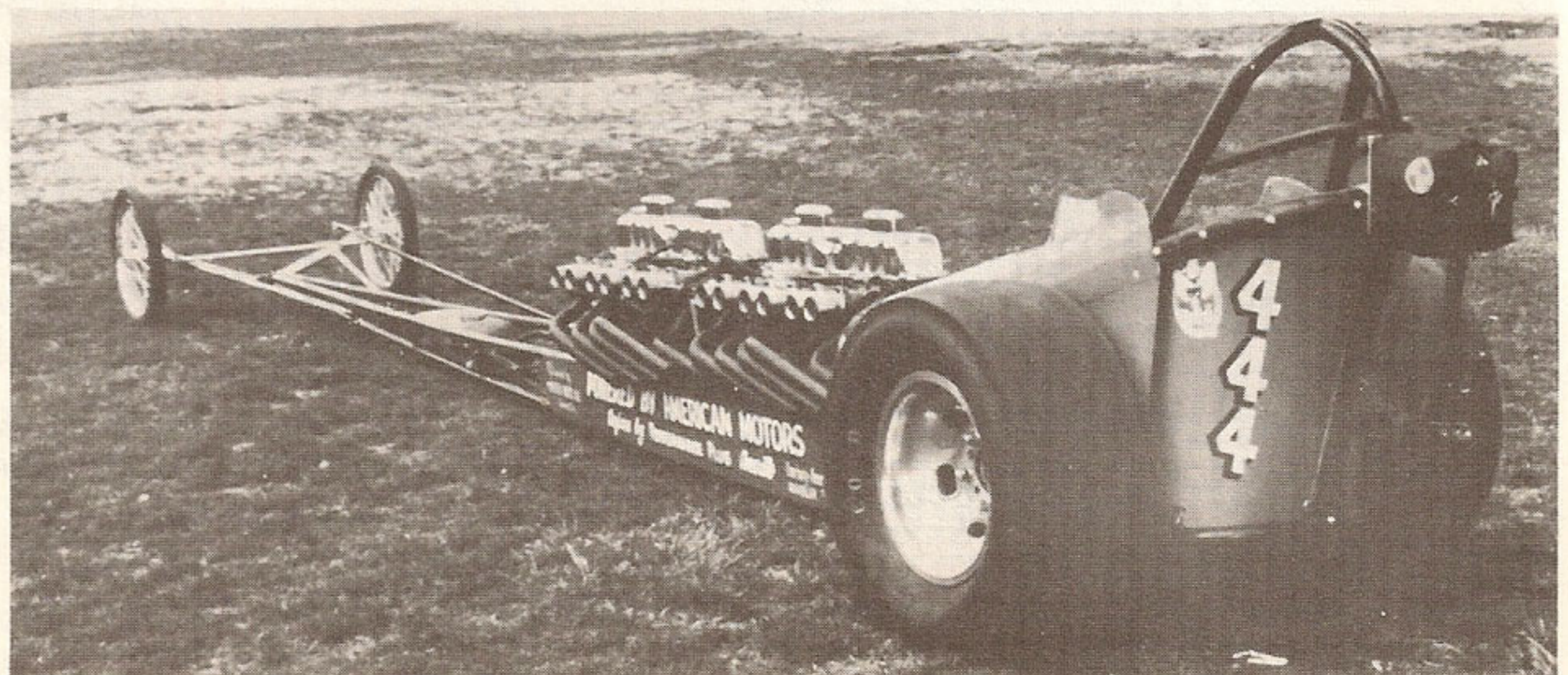
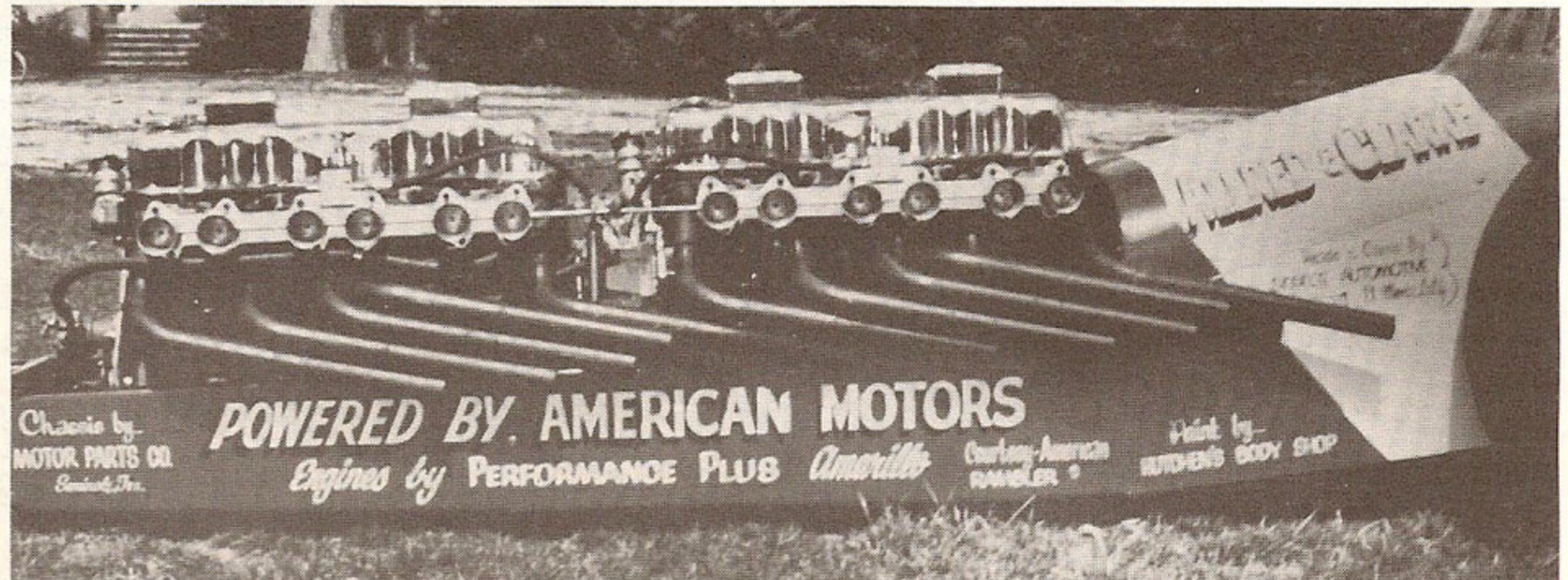
Gary Stowe is sponsored by Hicksville Rambler in Hicksville, N. Y.

## AM-Powered Dragster Sets National Record

Two American Motors 199 cubic inch 6 cylinder engines provided the power for a recent record-shattering effort by the Amarillo, Texas based drag race team of Allred & Clarke. Their 218" wheelbase racer, driven by Roger Allred, established a new N.H.R.A. D/ Dragster national record of 157.44 mph at Dallas International Motor Speedway during the first weekend in May. The previous record was slightly more than 153 mph.

Fuel injected and running on pump gasoline, both engines have been over-bored .125" giving a total cubic inch displacement for the powerful duo of 424. The engines are spaced 60° apart for a 12 cylinder firing order. Total car weight, ready to run, is 1490 lbs. Partner Marvin Clarke indicates that the car's potential of 8.50 e.t.'s and speeds over 160 mph should be realized before season's end.

The car is sponsored by Courtesy American in Amarillo.



# redliner

is a monthly publication with a two-fold purpose. First, it will keep you informed about what American Motors factory racing teams are doing on a national basis in Trans-Am, NASCAR GT and drag racing. Second, and more important, it is a means for American Motors dealers to let the country know what they are doing in racing in their local areas.

However, local and regional performance news cannot be published without dealer cooperation. A steady flow of information and photos (preferably 8 x 10, black and white prints) about AM dealer-owned or dealer-sponsored race cars should be directed to Performance Promotion Department, American Motors Corporation, 14250 Plymouth Rd., Detroit, Michigan 48232 for use in REDLINER.



Joe Takes (l), president of Joe Takes Motors, Inc., presents the keys to a 1970 Rebel "Machine" to Bob Bartel of Cordova Dragway in Moline, Illinois. The "Machine" is scheduled for pace car duty at all 1970 Cordova Dragway events. Joe Takes Motors is located in Davenport, Iowa.



American Motors dealer participation drag racing is not limited to the United States. Baker's Sales & Service of Thornhill, Ont., sponsors this Javelin in local drag races in the Toronto area. The car was a consistent class winner during 1969 and will be back for more of the same in 1970.

## Remaining 1970

### AHRA Grand American Championship Events

Detroit, Mich.  
 May 22-24  
 Bristol, Tenn.  
 June 5-7  
 Boston, Mass.  
 July 31—August 2  
 New York, N. Y.  
 August 21-23  
 Ft. Worth, Tex.  
 August 27-30  
 Atlanta, Ga.  
 October 2-4

### NHRA National Events

Springnationals  
 Dallas, Texas  
 June 12-14  
 Summernationals  
 York, Penn.  
 July 18-19  
 Nationals  
 Indianapolis, Ind.  
 Sept. 3-7  
 World Finals  
 Dallas, Texas  
 Oct. 24-25  
 Supernationals  
 Ontario, Cal.  
 Nov. 21-22