



totaled his previous 911 in a horrendous night crash at Daytona, so we transferred all its technology to this junk yard dog chassis on its way to becoming a Porsche TA winner.

Meadowdale in 1968 had become a different racecourse. The famous high-banked Monza Wall, that buffeted and bounced competitors since the track's inception, was demolished and replaced with a long left hand sweeper leading to the mile long start-finish straightaway. Little Monza, however, remained—as it does today—and used up every last inch of suspension as the cars struggled to settle down from the rocketing trip downhill from the starting line.



“Porsche had no suspension parts available,” says Adamowicz, “so we made our own, using larger torsion bars, and sway bars, plus custom suspension bushings.”

That July weekend outside Chicago would belong to Donohue in a Penske prepped Camaro and Adamowicz in the Milestone 911. Sadly, no more professional races were sanctioned at the sporty and flowing Meadowdale circuit after that SCCA National Meet. The Chicago Region would develop a long relationship with Road America and aside from a few club races and police training, the course never saw action again. It however remains in collective memory as one of the great “Ghost Tracks” of the gilded age of motor racing in the 20th Century.

After the success of the 1968 Trans-Am, Tony would go on to winning his class at the 24 Hours of Daytona and the SCCA Formula 5000 Championship in 1969. With success at Daytona, Lebring, LeMans and Monza, Tony Adamowicz became an internationally known, highly sought after road racer. His finesse with machinery combined with his technical prowess made him a highly desirable pilot for teams that included Scuderia Ferrari, N.A.R.T., Porsche, Eagle, Bob Tullius Group 44, Jaguar, Nissan, McLaren Can Am, AMC Javelin Trans Am, Lola F5000 and many others in a career that spanned some 30 years.

In recent years, thanks to the resources of the Riverside International Automotive Museum in Riverside California, Tony has been reunited with his 1969 F5000 championship winning Eagle and is one race away, in Watkins Glen, from clinching a back to back Vintage F5000 championships—at 71 years old! His return to Meadowdale should be a treat, indeed!