

Tony Adamowicz

By Tom Stahler



When Tony Adamowicz arrived at Meadowdale International Raceways during the July 6-7, 1968 race weekend, he was riding on a successful run in the SCCA Trans American Championship's under-two-liter class. Adamowicz would leave the Carpentersville, Illinois track victorious—on his way to a total of six wins and the 1968 title.

1968 was the beginning of the “gilded era” of Trans-Am—manufacturer wars like motor sports had not seen in the United States with a real “win on Sunday sell on Monday” mentality. A long running manufacturer non-racing (grey area) treaty amongst Detroit's Big Three had only recently been very publicly broken by Ford, then Chevy with their involvement in the GT40 and GS Corvette programs in FIA Endurance racing. This left the gate wide open for a period of history that worshiped horsepower. Sedans and coupes became “Muscle Cars” and “Pony Cars.” This led the big three to put strong efforts behind big-professional teams headed by Parnelli Jones, Roger Penske and Dan Gurney.

The star studded cast of drivers, which included Tony Adamowicz, was a virtual who's who of that era's racing royalty: Mark Donohue, Peter Revson, George Follmer, Horst Kwech, Sam Posey, Ronnie Bucknum, Jerry Titus and Peter Gregg. They all turned out to contest America's greatest series rivaling the ultra-popular SCCA Can-Am Series.

The Trans-Am's under-two-liter class proved just as competitive for the European and Japanese car makers who were also vying for the baby-boomer dollar. The likes of Porsche, Alfa Romeo, Datsun, Saab and Austin Mini Cooper put factory interest and monies behind a number of teams in hoping to showcase the nimble sports cars that dominated overseas. Milestone Racing, headed by car owner Marvin Davidson, proved formidable, despite being one of the competitive independent teams. The Orange Porsche 911 with the big number 7 had a story of its own:

“The Porsche started out as a shell from the NY City Impound,” recalls Adamowicz. “In fact, the chassis was a 912 that we converted to 911 engine. Car owner Marvin Davidson had