

**Year: 1969**

Date	Race	No.	Chassis	Drivers	Entrant	Result
1.6.1969	Can-Am Mosport	15	#J10	Peter Revson	Agapiou Brothers	DNS
15.6.1969	Can-Am St. Jovite	15	#J10	Peter Revson	Agapiou Brothers	DNS
27.7.1969	Can-Am Edmonton	15	#J10	John Cannon	Agapiou Brothers	DNF
17.8.1969	Can-Am Mid-Ohio	15	#J10	George Follmer	Agapiou Brothers	DNS
31.8.1969	Can-Am Road America	15	#J10	George Follmer	Agapiou Brothers	DNF
28.9.1969	Can-Am Michigan	15	#J10	Jack Brabham	Agapiou Brothers	DNF
9.11.1969	Can-Am Texas	15	#J10	John Cannon	Agapiou Brothers	DNS
23.11.1969	200 mile Fuji	45	#J10	John Cannon	Agapiou	2 <sup>nd</sup>

**Year: 1970**

Date	Race	No.	Chassis	Drivers	Entrant	Result
12.7.1970	Can-Am Watkins Glen	15	#J10	John Cannon	Agapiou Bros. Racing	DNF
26.7.1970	Can-Am Edmonton	15	#J10	David Hobbs	Agapiou Brothers	DNF
23.8.1970	Can-Am Mid-Ohio	15	#J10	John Cannon	Agapiou Bros.	DNA
30.8.1970	Can-Am Road America	15	#J10	John Cannon	Agapiou Bros. Racing	DNF
13.9.1970	Can-Am Road Atlanta	15	#J10	Lee Roy Yarbrough	Agapiou Brothers	DNF
27.9.1970	Can-Am Donnybrooke	15	#J10	Vic Elford	Agapiou Brothers	DNS
18.10.1970	Can-Am Laguna Seca	15	#J10	John Cannon	Agapiou Brothers	DNF
1.11.1970	Can-Am Riverside	15	#J10	John Cannon	Agapiou Bros. Racing	DNF

front part of the tub and the forward bulkhead was also removed. The tub was eventually repaired and the monocoque was reassembled. The chassis remained in the Agapiou's possession until sold to Mr. Marty Yacoubian in 1989. The bare chassis only was sold without engine or body work. During the time period from 1989 to 1995 the chassis was rebuilt to a MK IV "Sebring" configuration with a Tunnel Port 427 and T-44 trans/axle.

In 1996 J-10 was sold to an investment group led by Mr. James Holden from the state of New York. With all the conversion work to a Mk IV coupe being done the new owners decided to not return the chassis to the Can Am configuration.

