

Labatt's weekend. But he escaped more lightly than the others as he retired with mechanical problems after only two laps in his Cherokee Industries Crossle 30F. That means that mechanic Ron Stott and his crew haven't had to spend quite as hectic a time as some of the other teams.

Of course there's also Doug Titus from Willowdale who was running fourth with the STP/Fairview Electronics Lola T342 in the last race, until he tried to go inside Scratch at White's Corner.

There may have been enough room to get by when Titus started to make his move, but there sure wasn't when the two cars were well into the corner. They touched and both shot off into the catch fencing and stacked tires that line the outside of the final corner at Mosport. That's where Titus' race ended and also perhaps a good shot at the championship. After missing the first race he's got a long way to go to overtake the series points leaders and will need some DNFs from the likes of Purdy and Scratch to come back into contention.

It will be particularly tough for Titus considering the new points scorers that arrived high in the results of the Bulova race two weeks ago.

Dave Webber from Mississauga, despite driving with a deranged nose on his Crossle 30F, still took second while Toronto's Dave Johnson finished third with his Lola T340. Persistence has paid off for him as he is now fifth in the championship, ahead of Howard Kelly from Kingston who didn't finish at the Labatt's weekend.

Over in the sedan division of the championship, the size of the entry continues to grow but the overall race winner is still the same. It's that green Datsun 710 from Cambridge.

Not even some nudging by Werner von Engelbrechten's BMW in the last race could dislodge Paul Lambke from first spot, and if that doesn't work, what else can the B sedan competitors in the series try?

Admittedly it's been rare this year when other cars had come close enough to touch Lambke, but close racing and taking the lead are two different things as 'Slim' found out. He put up a good fight but at the chequered flag it was still Lambke by four seconds.

With Lambke dominating the winner's circle, there were some pleasant surprises at the last series event.

Lee White from Whitby had his Pinto running very well to finish fourth, which coincidentally is the same position he holds in the series standings.

Wolf Mueller has only done two races in the ex-Werner Gudzus BMW, sister to von Engelbrechten's machine, but already he is tied with White for fourth in the standings. Mueller, a graduate of the Mosport Racing School, has caught on quickly to the aggressive driving tactics needed to do well in the Bulova series.

Finally the series was graced by the arrival of a couple of rapid Renaults from Quebec. Leon Alain finished eighth in his Lois Jeans sponsored car while Daniel Crohen qualified seventh but finished 11th in his Renault St. Agathe R12.

Adding a final bit of interest are the odd Toyota, Ford Capri and Alfa Romeo, to spice up a field dominated by Datsuns, BMWs and the Fiat 124 driven by George Comacchio, which currently lies third in the series points.

If monotony is the order of the day among B sedans, their smaller displacement C sedans do not have such a problem. With three races there have been three winners, the latest of which has likely waited the longest time for his class victory.

Toronto's Geoff Foster finally took a C sedan class win in his Dalt's Honda Civic, finishing seven seconds ahead of the SRT Cooper of Mike Cleary. Roger Taylor, the third of the group to take a Bulova class victory this year was ninth overall, six spots behind Foster and three back of Cleary, but third in class.

With this effort he now leads the class from Cleary and the diminutive NSU piloted by Klaus Bartels. Foster holds down fourth in the C sedan standings.

Even with Lambke on the victory march, the B sedan title is not over yet for if he should not finish a race, the standings could be reversed. Finishing is equally important to the four drivers battling it out for C sedan honours, and to the Formula 100 hoardes looking for that scholarship to race in England in 1977.

Winning is still most important but as the season passes its half way point this weekend, finishing becomes a vital concern as well for every point counts. Whether this philosophy will influence the drivers is something that can only be answered by watching today's Bulova events.