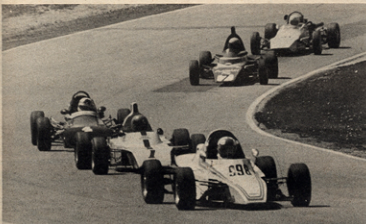


Hondas in Molson Victoria Day Sprints



John Scratch (998) led the field early in the first heat race on Sunday but Dave Weitzenhof (1) went on to win and take pole position in the feature. McLaren photos



Before the rains came on Saturday, Peter Christianson set the fastest qualifying lap at 2:03.23. He went on to win the 100 km race in the wet.

the checkered flag. In so doing he set the fastest lap of the race at 2:03.45.

Meantime, on lap 11, Roger Truman dropped back a bit from the fight for third leaving Fountain and Foster to dispute the position for the rest of the race. Foster won in the end after several position swaps and a bit of body contact, only a few feet ahead of Fountain in fourth.

After the race the scrutineers discovered that Roger Fountain had been running without an air filter. He was given a reprimand and fined \$25 for his infraction of the rules. That decision is now under appeal by some of the other competitors.

FORMULA FORDS

The grid positions for the Formula Ford feature race were determined by the results of two heat races and a consolation race.

Dave Weitzenhof of Bath, Ohio took the

pole position in his Zink by winning the first 10 lap heat race. He was only three one-hundredths of a second ahead of Brian Goodwin from South Paris, Maine in a Crosle, who in turn was but 44 one-hundredths of a second in front of John Scratch, driving his Ferret.

Weitzenhof had also recorded the fastest lap in qualifying at 1:31.57.

Peter Kuhn, driving a Van Diemen, put himself on the outside of the front row by winning the second heat race, barely 30 one-hundredths of a second ahead of Carl Anderson of Cleveland Heights, Ohio in a Zink.

The closeness of competition in these races gave a strong hint at how the action would go in the 27-car feature.

From his fifth-place grid position on the inside of the third row, John Scratch timed his start beautifully, ducked inside along the pit wall, passed Goodwin and Weitzenhof

in front of him, and led the race into the first turn.

However Scratch only held his lead for part of the first lap. On the backstraight, Goodwin slingshot past both Weitzenhof and Scratch to lead the race at the end of lap one, with Peter Kuhn a close fourth.

The lead changes continued: On lap two it was Goodwin, Weitzenhof, Scratch, Kuhn . . . Weitzenhof, Scratch, Goodwin Kuhn on lap three and Scratch, Goodwin, Kuhn on Kuhn on lap four.

By the eighth circuit the front four had been joined by another three car train. Kuhn's teammate, Tom Davey of Tenafly, New Jersey led Carl Anderson, and Kevin Caruso from Cincinnati, Ohio up to join the leaders.

But on that same lap Brian Goodwin, in the lead, spun in turn two, hit the wall at the bottom and retired from the chase — the injuries confined to his car.

Two laps later the complexion of the race changed dramatically. Dave Weitzenhof spun in turn three and caused a four car shunt that took out Davey, Caruso and Anderson as well.

Three of these cars were stalled on the track surface and, with some oil spilled on the tarmac, the incident brought out a double waved yellow condition (extreme caution).

Peter Kuhn said afterwards that he felt the race should have been stopped. He had a very tense moment on the slippery surface — got two wheels off on the gravel — with Scratch only inches behind.

John Berget of Gratiot, Wisconsin, in a Crosle, and Ferret driver Alec Purdy from Hanover, Ontario who had started the race in eighth and 10th positions respectively, now found themselves in third and fourth, although some 20 seconds behind the leaders.

Berget had started to open a gap between himself and Purdy when, on lap 15, he spun at Moss corner. He stalled in the middle of the track and Purdy was forced to slow almost to a stop to pick his way around.

Peter Kuhn led the race from the eighth lap on, but John Scratch was always snapping at his tail. Coming down the backstraight for the final time Scratch made a determined challenge to pass, but got his car too far sideways. He said later that it seemed as if he was going through turn eight at 90 degrees to the guardrail. He got it straightened out and finished a couple of car lengths behind Kuhn.

Purdy, some 35 seconds back in third, held off a late charge by Byron Leis from Waterloo, Ontario and Mike Strawbridge of Apalachin, New York, who finished the race fourth and fifth.

After the victory lane celebrations, Peter Kuhn admitted that this was his first drive at Mosport and that he felt there were parts of the track that he still had not mastered. "But," he said of his dice with Scratch, "I had a hell of a lot of fun."

So did the people who watched.