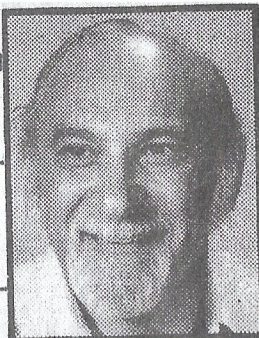


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# Grand Prix guest ran out of luck

## Brakes burned on the bends, gasoline supply went slip-slipping away

The author is, among other things, a part-time race car driver, former automotive engineer and twice-monthly writer for The Detroit News Motor World section. He takes us along for the ride in the just-completed Detroit Grand Prix Renault Cup.

By Gary Witzenburg  
News Special Writer

The weekend could have been better for me. A lot better.

Learning the course in the rain on Friday was a blast, but we had engine troubles with the Champion Spark Plug Series Datsun and ran out of gas in the Renault Cup car just as the track was beginning to dry and get faster.

Saturday, we had the Datsun's engine singing but some serious brake troubles developed. The little LeCar ran great, but right at the end its brakes faded away and ruined what might have been my best qualifying lap. That left us 20th for the Renault race and 18th for the Champion event.

Why so much brake trouble? The Detroit course is mostly sharp turns connected by short straights. You get up some speed, have to brake hard, then turn, accelerate, get up some speed again, and so on. The brakes never have time to cool and get hotter and hotter until they just fade like yesterday's dream.

One day morning, the hard-working Renault folks had replaced the front brake pads in my

No. 69 LeCar, and my own tireless crew had rebuilt the pedal system (to get rid of a mechanical binding) in our No. 11 Datsun's brakes.

The Renault race started well. I got over to the inside approaching turn one (a medium-speed, left-hand sweeper) to keep anyone from nosing me out, just behind celebrity driver John Oates. Then it was all brakelights and tire smoke as we rounded the bend. Somebody had gotten sideways, was hit by someone else and pirouetted into the air in front of us, landing upside down on another car.

It was spectacular, but no one was hurt. Drivers on the inside got by OK, but those on the right were held up momentarily.

I passed Oates on the next hard right and another car a couple of turns later. Then I noticed that my brake pedal already was going to the floor.

If I kept on driving hard, I'd lose the brakes completely very soon. Gats! I had to ease up and drive the rest of the race conservatively, which cost me several positions.

At least I beat Oates, who was doing a great job until he spun, and the other celebrity-guest drivers, finishing a respectable 12th.

I would have been delighted to do as well in the Champion race, as it turned out. Again the start went fine, and the car was running great. I was working my way up, car by car, trying not to abuse the brakes and using the car's natural over-

steering (rear end sliding) tendency under power to horse it around the tighter turns.

Then it happened.

I made an inside pass, started braking hard into the next turn — and couldn't stop. Luckily it was a fairly soft tire barrier, not a steel guardrail or concrete wall, that stopped me.

Several cars went by before I could back out of the tires and go on my way.

The damage was minor, the car still was running well, and I set about trying to regain the positions I had lost. Then, a few laps later, I hit some oil (I think) coming out of a hard right turn, spun around, nailed the guardrail on my left front and ended up facing the oncoming traffic. Things were not looking good at all.

That mistake cost me several more positions, but I got turned around and was still in the race — until something in the engine broke six laps from the end. (Anybody want to buy a slightly used race car?)

All things considered, the course was fun, but a real car-killer. The mechanical and bodywork carnage

after the race was incredible. The paddock (where the cars are worked on) situation was terrible, with 90-some Champion and Kellogg series cars crammed in behind Cobo Hall where about 25 could comfortably fit.

Worse than that, the racing pits were nearly (a mile) from the paddock area, with no access except on the track or the longer way around through throngs of people.

Crewmen had to pile on a handful of trucks to get there (with spare tires, tools and equipment) and often got stranded and had to walk back.

The Renault Cup paddock was in the Cobo garage, which was fine except that someone had chained the door leading into Cobo Hall to keep the "riff-raff" out. That forced those competitors and crews to walk all the way around the outside to get anywhere.

One security person at that door could have saved us a lot of time, sore feet and inconvenience.

Would I do it again? I'll drive one of those crazy Renault races anytime they ask. My own car? I don't know. Ask me when I've forgotten the bad parts.

## Dempsey's family shares estate

United Press International

NEW YORK — Jack Dempsey, the legendary heavyweight boxing champion, left \$250,000 and a trust fund of undeclared value to be split among his wife and two daughters, court papers indicated yesterday.

He also left a painting to the Smithsonian Institute in Washington, D.C., which depicts his defeat of Jess Willard to win the championship. The painting was by artist Montgomery Flagg.

boxing style, died May 31 in New York. He was 87.

Dempsey's will was offered probate in Manhattan Surrogate Court and showed the ex-champ's estate consisted of \$250,000 trust fund of undeclared value, jewelry and furniture.

The will stipulated the money was to be shared equally by fourth wife, Deanna, and daughter, Barbara Leonard. Honolulu, Hawaii, and daughter Joan McNeil of Hesperia, Calif.

The three also were to share

HORSE	COMMENT	RIDER	WGT.
—\$2,500, ctm (\$3,200), 4 yo & up, 6 furs:			
SCHEMES AND DREAMS—On best	Warre	120	
KING JELLY—Try	Pellegrino	117	
POLLY'S PERFORMER—Often fast	Ebanks	115	
Near Elco Lad—Upset zip	Frazzitta	115	
Jeffing Jamie—Loser	Campola	110	
Voron—Fresh speed	Saylor	115	
Third Base—Left on base	Southern	110	
Gypsy Warrior—Trotter twice	Vazquez	115	
Cool Cardinal—Wants longer	Joseph	115	
Royal Martins—Dud	Ebanks	115	

—\$2,500, ctm (\$3,200), 4 yo & up, 6 furs:			
SMOOTH TUNE—His speed	Hill	114	
HONEY'S FOOL—Old life	Dominguez	110	
WELCOME BACK—Late hope	Knight	110	
Alfred Dreyfus—Forge!	Anderson	115	
Proud Pie—1 for 34	Campola	115	
Devil's Partner—Fresh	Martin	115	
Kims Lucky Legs—Many chances	Knight	110	
Paigle Hall—Idle since '82	Scarpetta	115	
Big Thunder—Beaten choice	Sanfage	117	
Bold Cross—Outsider at best	Campola	115	

—\$3,000, ctm (\$4,000), 4 yo & up, 6 furs:			
JOHN'S DANCER—Game threat	Hill	112	
MONTE CAVALLLO—Moving up	Knight	120	
LAMB STEW—Sharp vet	Powers	112	
Surf More—Price speed	Scocca	115	
Tom Again—Won slower	Saylor	110	
Business Associate—Big kick	Vazquez	120	
Jesta Brother—Lost form	Martin	110	
Carry Le Duc—Also ran	McCullar	115	
Sharp Herbie—Upset weaker	Campola	120	

1—\$5,000, ctm (\$3,200), 4 yo & up, 2 miles:			
BOLD CANOE—His time	Powers	107	
MOUSIES TOM—Tuned up	no rider	110	
ONE FOR ALTA—Third at route	Hill	110	
Ronland B.—Futile bids	Saylor	110	
First Mark—Also ran	Southern	110	
Tequila Bill—Not much	Perez	110	
Pisanello—Sleeper	McCullar	115	
Rennjour—Price try	Frazzitta	115	
Patrick O'Dollar—Speedy	no rider	115	
Droll Ruler—Comeback dud	Pellegrino	110	
Nursery Tale—Late run	Powers	115	
x—apprentice allowance claimed.			

MOST PROBABLE—Smooth Tune—7th

SDAY, JUNE 7

RAILBIRD	CONSENSUS
Sabra La Belle	Sabra La Belle
Greek Confusion	Greek Confusion
Jason's Princess	Jason's Princess
Sweet Memory	Met Memory
H.'s Shady Lady	Arb Will Do
Moose Nose	
Coco Crunch	Early Speed
	Coco Crunch

## Yesterday's race results

Belmont Park

1st—20,000, cl, 4YO up, 1mi. 1/4	4th—23,000, mdn 2YO, 5f	7th—23,000, alc, 3YO up, 1 1/16mi.
Spent Out (McCarron) 13.40 6.80 4.80	Ambassador Love (Singer) 17.20 3.80 2.80	Tough Micky (Samyn) 8.40 4.20 3.00
Sweet Laughter (Alvarado) 4.80 3.40	Rastro Ruler (Velasquez) 3.00 2.40	Saronic (Fell) 6.60 4.00
Accipiter's Song (Fell) 8.80	Dr. Preppie (Sells) 3.00	James Boswell (Bailey) 3.40