

HULME WINS CAN-AM AGAIN !

...right down to
...Can-Am challenge
...speedway on Sunday
...a car which outran a
...championship race driver.
...was a McLaren M8F,
...en by Denis Hulme of
...aland, and he outpaced
...d's Jackie Stewart, in a
...T260 to win the lion's
...of the \$70,000.00 prize

money and the Molson's Cup.
The win was the fourth in four
starts for Hulme at Edmonton
International, and puts him well
into the running for the Can-Am
Championship, second to
team-mate Peter Revson.

The race began with a great
deal of agonizing on the part of
the pit crews as to whether or
not to run rain tires on the cars,

which would have provided the
cars with much-needed wet road
traction, while at the same time
slowing down top speeds and
causing handling problems in the
event that the rain remained
suspended over the racetrack,
instead of coming down. Most
drivers opted for rain tires,
although the Shadow, driven by
Jackie Oliver of England had no
special tires and was thus forced
to run on ordinary "dry"
rubber. This car, which is much

in the nature of an automotive
experimental test-bed, has such
small wheels that the regular line
of tires will not fit it.

Not that Oliver let these
things get him down. He drove
to a third place finish, and one
cannot help wondering if he
would not have won the race
outright in more normal
conditions. He managed to hang
in behind Hulme's McLaren for
more than 50 laps, almost losing
control of the car a dozen times,

before he hit a road marker on
the 58th, and was subsequently
black-flagged into the pits in
order that trailing fiberglass
bodywork could be taped down.

Once the pressure of staying
ahead of Oliver was off, Hulme
started to whittle down the lead
which Jackie Stewart had built
up early in the race. Stewart lead
by over 50 seconds at one point,
and late in the race Hulme had
crept (it it's possible to "creep"
at 150-plus mph) to within six

Think about it!

(CAN YOU AFFORD NOT TO READ ON?)

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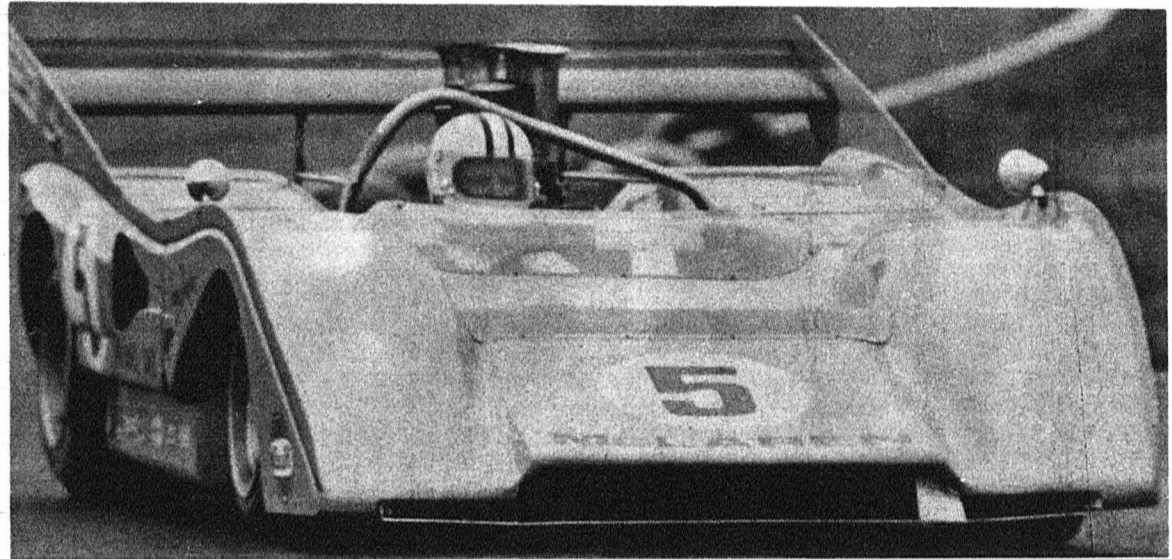
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seconds of the race leader. It was
during this close racing that the
expertise which has made
Stewart a World Chamion really
showed. Time and again Hulme
closed with Stewart, but failed
to get by the Scot in spite of the
fact that the McLaren was
clearly the fastest car. Finally,
Stewart, who had had a spin
earlier in the race spun again at
almost the same point on the
track, possibly due to suspension
trouble. This time Hulme was
close enough to take advantage
of Stewart's error, and slipped
by him, never to be challenged
for lead again.

Besides the chase and capture
of Jackie Stewart, this year's
Can-Am offered some first-class
skulduggery involving Peter
Revson, who is currently leading
the individual point standings in
the series. Revson was a heavy
favorite to win the race,
however, just before the race his
McLaren came down with engine
problems. After an examination,
a foreign object was found in the
engine, and although first
reports were that a butterfly
valve had slipped into the intake,
this was later claimed to be a 3/4
in. bolt which one McLaren
mechanic claimed "did not
originate in our Team".
Unfortunately, the delay caused

by the suspected sabotage put
Revson so far behind that he
was never a contender for the
lead.

Revson did figure in some
rather fine team tactics,
however, later in the race. As
Oliver, in the Shadow attempted
to catch Revson's teammate
Hulme, Revson somehow got
between the two cars and
successfully "blocked" for
Hulme until sportsmanship (or a
protest from the Shadow team)
caused Revson to allow the
Shadow to get by. As it was,
Revson finished in 12th place,
and picked up \$1000.00 in prize
money.

The hard-luck story of the
day had to be that of American
George Drolson, who finished
the race a respectable 9th, and
after being given the checkered
flag at the race's end, touched
his brakes in front of the pits
and spun off the track, bending
his McLaren M8C rather badly
after driving an accident-free
race.

Drolson's spin occurred at
the entry to the pit straight,
where the noon-hour "show"
had featured a few
"super-burnouts" by drag racing
machines. It is questionable as
to whether the rubber and oil
laid down on the track by these

machines did any good for the
Can-Am cars which followed
them, since a number of the
latter seemed to have trouble on
this section of the track. I
watched the "drags" with a
couple of mechanics from the
Porsche factory team of Jo
Siffert, and I don't think even
Gateway would print what they
had to say about Drag Racing,
which is North American
phenomion uncommon in
Europe.

All in all, this year's Can-Am
offered some of the best racing
which has ever been seen in
Edmonton. In fact, it may have
been the best Can-Am race seen
anywhere this year.

Final Standings: First Eight
Finishers.

1. Denis Hulme, McLaren M8F
2. Jackie Stewart, Lola T260-Chev
3. Jackie Oliver, Shadow-Chev
4. Jo Siffert, Porsche 917
5. Milt Minter, Porsche 917
6. John Cordts, (Canadian), McLaren M8E
7. Lothar Motschenbacher, McLaren M8E
8. Chuck Parsons, McLaren M8E

Sid Stephen

Campus Bars

by Dave McCurdy

Attempts by the students' union of the universities of Alberta, Calgary, and Lethbridge to set up bars on their respective campuses have, up to now, been foiled by antiquated provincial laws.

However, plans are underfoot to appeal the cabinet to change the legislation, according to Students' Union president Don

McKenzie.

The present law states that, in order to set up a bar or tavern, an individual or group must also have, in the same building, either an eating facility or a place of lodging. As a result, there are no "taverns" as such in Alberta—all bars in the province are either dining lounges or hotel bars.

"This legislation must be changed", said McKenzie. "It's

antiquated. To this end, the students' councils of the three Alberta universities are going to present a joint appeal to the provincial cabinet to change the legislation and allow taverns to run on their own without a restaurant or hotel attached. If such a change was approved by the Legislature, we would be able to set up a sort of 'canteen', which would serve all types of alcoholic beverages, in the SUB."

McKenzie said the joint appeal is being worked on now, and should be ready for submission to the cabinet in November.