

Renault Alliance Cup Round 4: Rumba Line

FOLLOWING THREE frustrating races, transplanted Englishman John Norris scored his first Renault Alliance Cup victory. Norris' Uzeta AMC/Jeep/Renault Alliance was, by the narrowest of margins, dominant throughout the weekend as he was able to qualify on the pole and lead all 19 laps around Laguna Seca's nine picturesque corners.

Despite the absence of several front-runners, including Ron Cortez, John Williamson, Ken Fairley and Steve Knaub, Saturday's qualifying produced the usual compressed Alliance Cup grid as the top 28 of 40 starters qualified within two seconds. James Schofield surprised several observers, including the ultra-thorough Renault police, by qualifying on the front row and escaping the usual post qualifying inspection. One-thousandth of a second back came Scott Gaylord.

At the drop of the green flag, the equality of the Alliance Cup cars became evident as the two rows of 20 cars formed two great rumba lines and danced virtually side by side through steps one-two-three, cha-cha-cha. But on the way to the treacherous fourth step, some overly eager dancers tripped and set off a chain reaction which bumped Schofield completely off the dance floor and necessitated a costly shoe change for Lance Stewart.

Norris and Gaylord utilized cooperative drafting to open a small gap on Bernie Storc and Mitch Wright. Fourth lap incidents eliminated Tom Hughes, Tony Clifford and Didier Torres, who demolished his racer against the earthen bank in Turn Four after a promising start, moving from 22nd to 13th.

At the halfway point, the pace car pulled off and racing resumed. Wright's Cochran and Celli Alliance displaced Storc for third, who was passed by Victor Van Tress (Kirby A/J/R) for fourth. Storc battled the Barber A/J/R Alliance of Herb Adams before getting slightly sideways at the Turn Nine hairpin and being assisted into a 180-degree spin by Adams.

Gaylord, unable to slingshot by Norris in the high-speed sweepers, made several passing attempts under braking for the Corkscrew and Turn Nine. But Norris, who was in command, never left the door open and took the checkered flag first.

Wright finished third to regain sole possession of the series points lead. Van Tress and Adams followed, both recording their best

was puzzled by his lack of competitiveness and could only manage 10th. Renault/Jeep Sport's No. 77 journalist racer, in the hands of San Francisco sportscaster Bill Orwig, completed only four laps before exploding the clutch.

At the post-race impound, Renault's Jim Woodward instructed the top four finishers to remove their cylinder heads. After prodigious poking and prodding (not to mention inspection and measuring), all were determined to be legal.

Four races and four different winners. Who will win in Portland? Non-winners Storc and Gaylord are hungry. Gaylord's last two appearances have netted him third and second. Will his progression continue? John Norris has new-found confidence and is driving extremely well. Wright is seemingly always in the hunt. And what will become of race winners Johnstone and Stewart? Currently, they're second and third in series points. Will they be able to solve their problems and return to winning form? Stay tuned.

-Ray Kong

Renault Alliance Cup Round 4 Laguna Seca (1.9 miles), Monterey, Calif. June 24, 1984 QUALIFYING (All Renault Alliances)

1. John Norris, 1:30.931; 2. James Schofield, 1:31.114; 3. Scott Gaylord, 1:31.115; 4. Mitch Wright, 1:31.219; 5. Bernie Storc, 1:31.282; 6. Herb Adams, 1:31.290; 7. Lance Stewart, 1:31.421; 8. Victor Van Tress, 1:31.634; 9. Bob Heidmann, 1:31.708; 10. Gregg Doran, 1:31.783; 11. Harry Kerames, 1:31.858; 12. Tom Hughes, 1:31.890; 13. Parker Johnstone II, 1:31.900; 14. John Fauli, 1:31.997; 15. Brad Harwood, 1:32.038; 16. Tony Clifford, 1:32.132; 17. Andy Pilgrim, 1:32.137; 18. John Havranek, 1:32.138; 19. John Hutchinson, 1:32.153; 20. Win Maynard, 1:32.232; 21. Stephanie Morgan, 1:32.247; 22. Didier Torres, 1:32.308; 23. Ron Holliday, 1:32.341; 24. Gilbert Potts, 1:32.531; 25. Jim Linn, 1:32.612; 26. Joe Ruz, 1:32.640; 27. George Beagle, 1:32.764; 28. Tony Swan, 1:32.930; 29. John Williamson, 1:32.967; 30. Brian Towey, 1:32.991; 31. Alan Ward, 1:33.064; 32. Frank Zucchi, 1:33.339; 33. Jimmy Carpenter, 1:33.462; 34. Bill Burke, 1:33.553; 35. Robert Peters, 1:34.372; 36. Brett Laurila, 1:34.557; 37. Rich Bontempi, 1:34.795; 38. Eddie Frankfort, 1:35.028; 39. Jody Stevens, 1:35.063; 40. Bill Orwig, 1:36.448; 41. Tom Cleave, 1:36.905.

RESULTS (19 laps, 36.1 miles)

1. Norris, 31m24.520s, 68.962mph; 2. Gaylord, 31m24.740s; 3. Wright, 19 laps; 4. Van Tress, 19; 5. Adams, 19; 6. Storc, 19; 7. Harward, 19; 8. Doran, 19; 9. Maynard, 19; 10. Johnstone, 19; 11. Pilgrim, 19; 12. Holliday, 19; 13. Potts, 19; 14. Ruz, 19; 15. Swan, 19; 16. Morgan, 19; 17. Havranek, 19; 18. Bontempi, 19; 19. Zucchi, 19; 20. Linn, 19; 21. Kerames, 19; 22. Carpenter, 19; 23. Hutchinson, 19; 24. Heidmann, 19; 25. Peters, 19; 26. Laurila, 19; 27. Fauli, 19; 28. Ward, 19; 29. Beagle, 19; 30. Cleave, 19; 31. Towey, 19; 32. Torres, 19; 33. Clifford, 19; 34. Hughes, 19; 35. Johnstone, 19; 36. Stewart, 19; 37. Adams, 19; 38. Storc, 19; 39. Wright, 19; 40. Norris, 19; 41. Orwig, 4 laps.

Renault Alliance Cup Round 6: "I'm Having a Ball"

THE FINAL WEST COAST round of the wildly successful Renault Alliance Cup produced its fifth different winner in six races, and a surprising victory for Herb Adams. Adams, who qualified his Barber Auto Sales Alliance fifth, observed a battle royal for the lead being staged by five pretenders to the winner's crown. But one by one they fell by the wayside and at three-quarters distance, Adams

motored into the lead which he would never relinquish.

"I just drove my own race," explained Adams, "and the guys in front of me started making mistakes. They fought for the lead so hard in the last turn that they messed each other up and I was able to simply motor by."

Parker Johnstone put his Walnut Creek AMC/Jeep/Renault Alliance on the pole for

the second time in as many races while fellow Bondurant instructor Bernie Storc qualified his John Irish Renault third. They were split by James Schofield's Boardwalk A/J/R entry.

Johnstone, in typical Renault Cup fashion, paced the field slowly out of the hairpin leading to the starter's stand. But he then surprised everyone by nailing the throttle and taking a three-car length lead after the first lap. Scho-