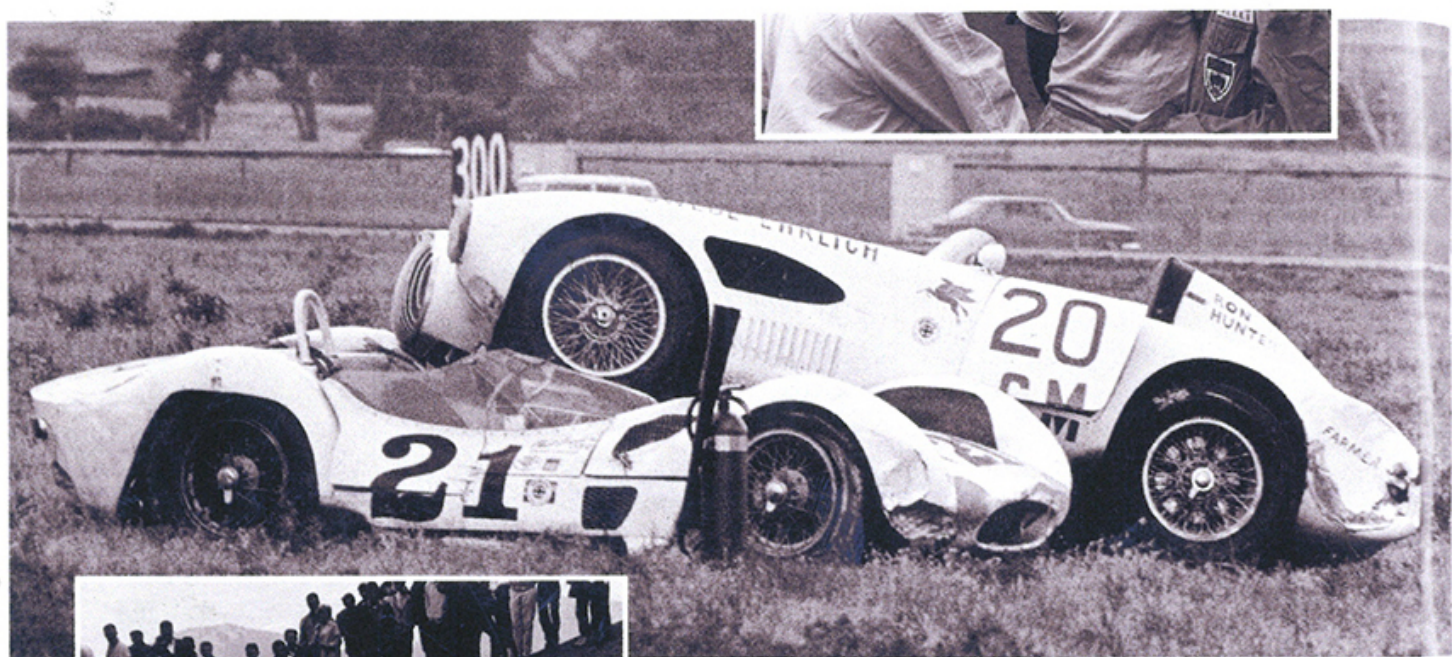


Photo Special to The Denver Post by Bob Johnson

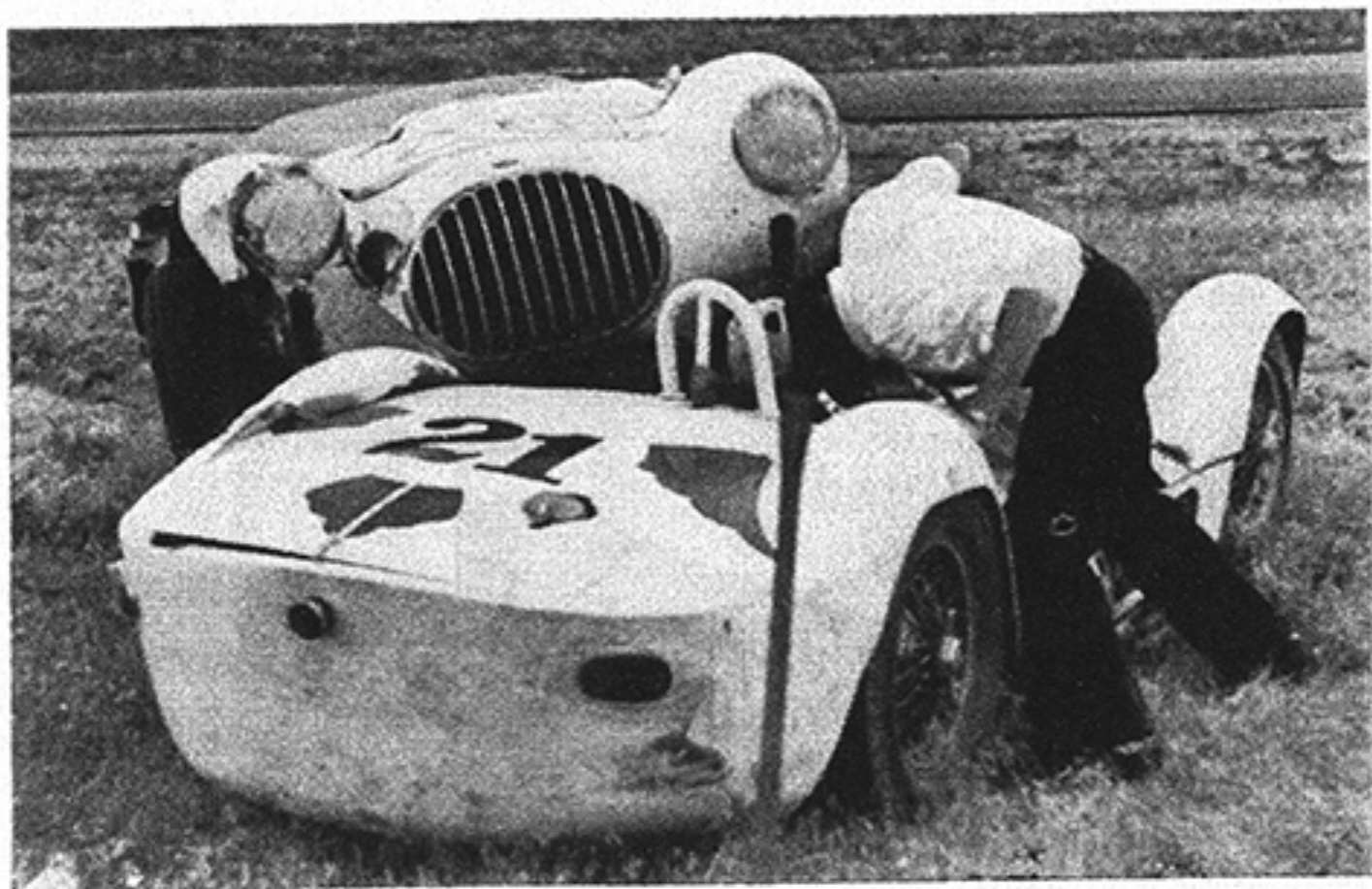
NEAR MISS IS AS GOOD AS A MILE

Race driver Chuck Sargent, Modesto, Calif., (second right) surveys damage and talks with mechanics and corner men (in white) Sunday at Continental Divide Raceways after his Birdcage Maserati (21) and Ron Hunter's OSCA

Corvette (20) collided on 24th lap of second 100-mile race. Hunter's car climbed back of Maserati and left tire marks in cockpit, but Italian-made car's right hand drive was credited with possibly saving Sargent's life in crash

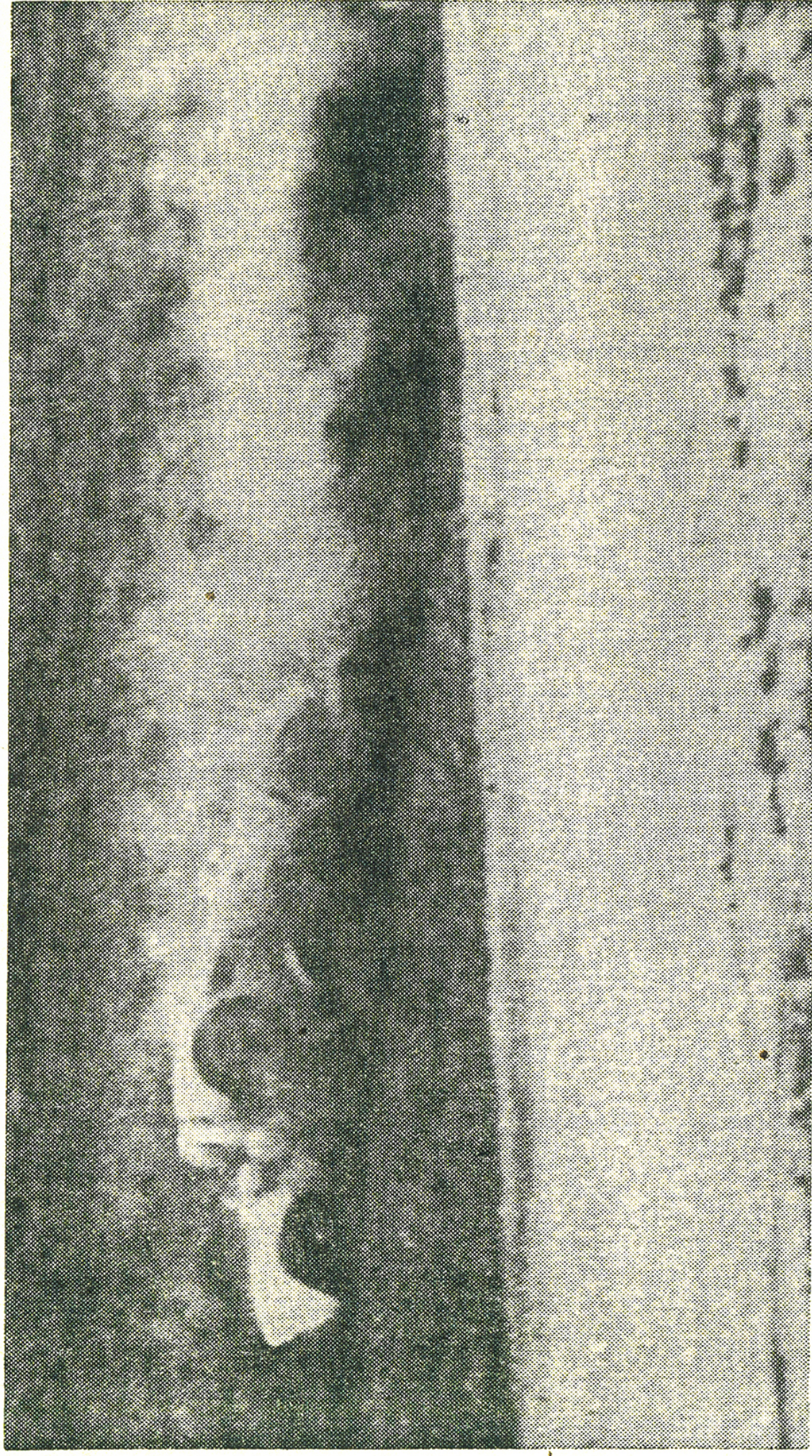


Chuck Sargent's Maserati Tipo 61 (21) and Ron Hunter's OSCA-Corvette (20) became "close friends" during the Continental Divide USAC race. Neither driver was injured.



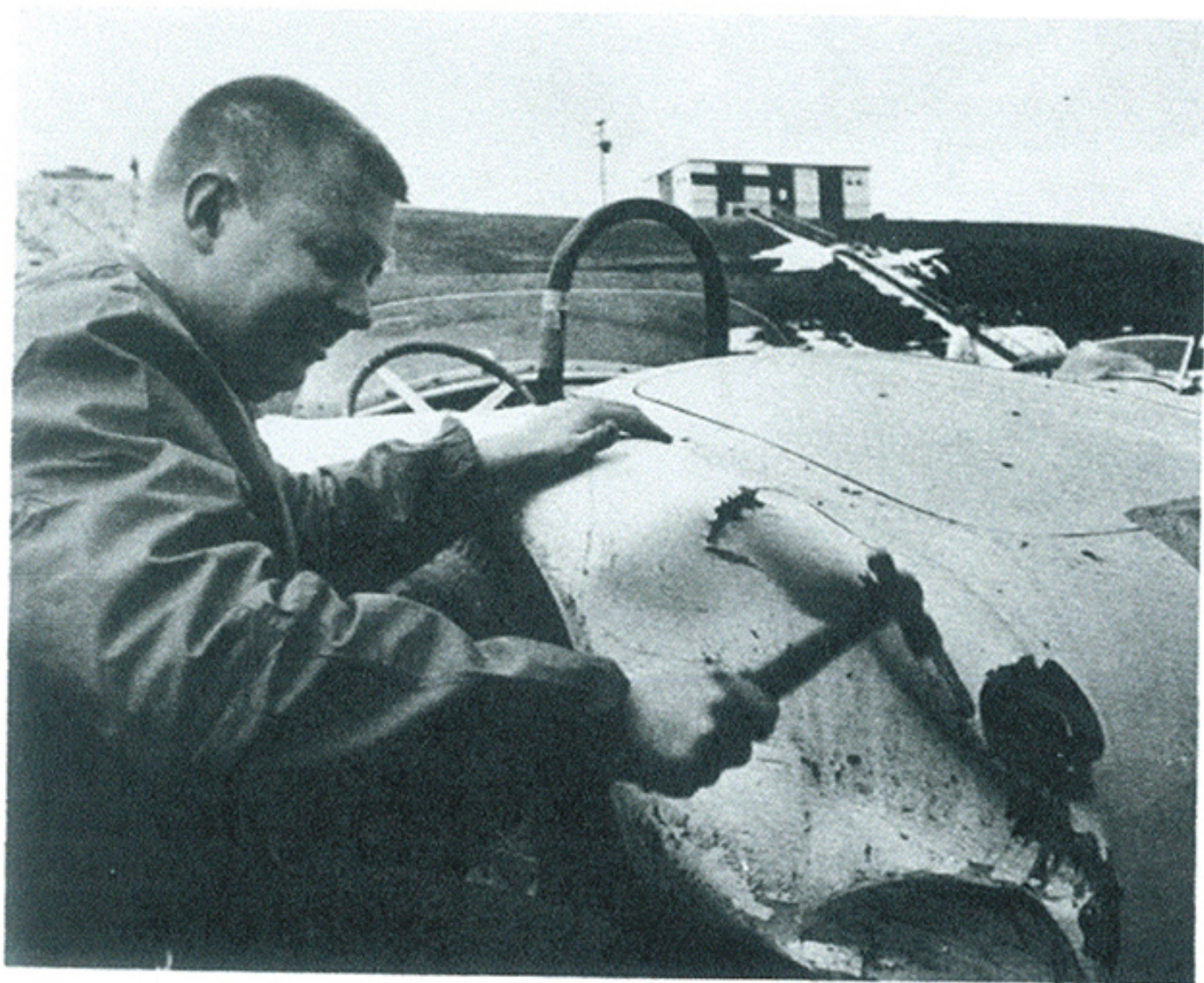
When Chuck Sargent tried to pass Ron Hunter's Chevy-OSCA by going around it, off on the verge, he lost control and ended up with the OSCA in seat next to him. What if the Maser were left hand drive?





THEY WALKED AWAY—A spectacular crash which took place during the 200-mile race at Continental Divide Raceway near Castle Rock Sunday brought the crowd to its feet—but both drivers walked away from the wreck without serious injury. The car on the bottom of the “piggy-back” ride is the Maserati Bird Cage, driven by Chuck Sargent of Modesto, Calif., who was

leading the race with 10 laps to go. In the top car was Ron Hunter of Denver in a Corvette-powered Osca. Sargent was trying to lap Hunter on a turn. This was during the second 100-mile portion of the overall race. Jim Holbert was the overall winner as both of these cars were forced out of the race. (Photo by Ralph Wilkin)



REMEMBER WHEN Ron Hunter used his elbow wrench to straighten out his rear fender?

als absolved Hunter.

In a nutshell here's what happened:

Turn No. 5 at CDR narrows considerably at the end while turn No. 6, twisting in the opposite direction, has a slight uphill climb.

OFFICIAL REPORT

Joan W. Morley, safety official standing on turn No. 7, some distance away but with a clear view of both turns, filed this report with Chief Steward Alex Keller.

"Car 21 (Sargent's) left the track, made a dangerous re-entry with car 20 (Hunter) approaching rapidly on the outside of the track between corners 5 and 6.

"Car 21 (Sargent) instead of staying on the left side of 20 (the safe side), cut directly in front of car 20 (Hunter) entering corner 6.

"Car 20 at this moment

side as directed.

"Car 21 (Sargent) tried to by on the outside. He apparently lost control of his car and slid off the outside of corner 5 and drove toward corner 6 on the dirt.

"When he (Sargent) re-entered he again lost control, sliding the car sideways with his car crosswise in the course. I was not able to avoid hitting him."

Hunter said Sargent ran into him in the first 100-mile race on the same corner and spun him around. "I'll give anybody faster than me a line any time they need it in the interest of safety, especially mine. I've been racing five years without a serious accident," added Hunter.

Both men lived to tell the tale and probably will be doing so in different versions all their lives.

—JIM GRAHAM.