

Norfolk Ledger-Star, October 1973

Second-place Hunt ‘enjoying himself’ in Grand Prix race

**By Greg Glassner
Ledger-Star Sports Writer**

... Although Peterson, a 29-year-old Swede who dominated qualifying all weekend, led the 200-mile event from start to finish, it was Hunt's day.

"I had to drive very hard to keep in front, he's a very good driver," Peterson conceded in his soft accent.

Tooling a less-than top-line March-Ford skillfully around the 3.77-mile road course, Hunt took over second place on the fourth lap and harried Peterson's JPS Lotus all the way.

Drinking from a one-quart milk carton and wearing a driver's suit adorned with the slogan, "Sex, the breakfast of champions," rather than the usual array of sponsor patches, Hunt appeared the picture of an amateur "club driver."

When he and his sponsor, 22-year-old Lord Hesketh first appeared on the International Grand Prix scene this spring, they were regarded as a bit of a joke.

"The Hesketh team did start out to enjoy itself," Hunt said, smiling. "But that doesn't mean we can't do the job as well."

With the talented Hunt at the wheel, Lord Hesketh and his merry band of party-giving mechanics notched a seventh at Canada, sixth in France, fourth at the British Grand Prix and third at Holland in their first seven outings.

"I'm blissfully happy," said the heavy-set freckled young nobleman. "We met on the infield of a course in Belgium last year. I had no driver and James had no car. We try harder together, I guess." ...

Norfolk Ledger-Star, Oct. 7, 1974

**Greg Glassner
Motorsports Column**

"It's a fantastic day for South America," said Brazilian Emerson Fittipaldi after Sunday's United States Grand Prix.

It was supposed to be a fantastic day for North American cars and drivers, but an Argentinian and two Brazilians dominated.

Brabham drivers Carlos Reutemann and Carlos Pace finished 1-2 and a McLaren-mounted Fittipaldi clinched his second world championship with a steady fourth place finish.

Reutemann of Argentina led the entire 200 miles with his only furious challenge coming from James Hunt's Hesketh. The Hesketh slowed visibly with engine problems in the closing laps and Brazilian Pace eased by for second place. Irishman John Watson placed fifth in a third Brabham.

Norfolk Ledger-Star, October, 1975:

More rain, begs underdog driver

**By Greg Glassner
Ledger-Star Sports Writer**

WATKINS GLEN, N.Y. – Although many drivers and spectators who braved the fog, rain and cold of Friday's qualifying sessions for the United States Grand Prix longed for the sun to shine, at least one driver wished for more rain.

He was 25-year-old Hans-Joachim Stuck, the impetuous son of pre-World War II Grand Prix Driver Hans Stuck.

"The more it rains, the better it is for me," said Stuck, a tall, broad-shouldered blonde known for his elbows-out, go-for-broke driving style.

You always have to go 100 percent in Formula 1 racing," noted Stuck, who was second fastest on a slick track during Friday's morning session and sixth quickest on the afternoon's drying track.

"You must have the feeling in the seats of your pants for driving in the wet. You must have the skill," Stuck added. "It's something some drivers have. You don't learn it."

Stuck's father was also known for his adaptability to adverse weather conditions and it is apparent that he likes to believe the slightly masochistic talent was inherited.

The youngest regular on the international Grand Prix circuit, Stuck was racing go-karts at age nine and got his first taste of Germany's famous Nurburgring race at age 13.

A sedan racer at 17, he is best known for his exploits at the wheel of a BMW endurance car. With more experience and maturity, however, he can be expected to be a Grand Prix contender.

"It was only dry one hour," Stuck said smiling. "I wanted it (the rain) to keep on going."

Englishman James Hunt ended up with Friday's top time, equivalent to 117.32 miles per hour around the 3.377 mile road course.

Hunt's rival for this year's World Championship, Niki Lauda of Austria, was fifth fastest in his Ferrari. Second fastest was South African Jody Sheckter in one of the revolutionary six-wheel Tyrrells, followed by Stuck's March teammates Ronnie Peterson and Vittorio Brambilla. The top six cars were .8 seconds apart...

October 1975

Lauda wins U.S. Grand Prix; Block Stalls Fittipaldi

**By Greg Glassner
Virginian-Pilot Sports Correspondent**

WATKINS GLEN, N.Y. – Team tactics insured a win in the U.S. Grand Prix Sunday for 1975 world driving champion Niki Lauda of Australia.

The race appeared to be shaping up into a battle between Lauda and last year's champion Emerson Fittipaldi of Brazil, until Lauda's Ferrari teammate threw a decisive block on Fittipaldi.

"I think I could have stayed ahead of Fittipaldi [McLaren] if I didn't have any trouble," Lauda said. "But it was not an easy race."

... Fittipaldi was breathing down Lauda's exhaust pipes in the opening laps of the 200-mile event, the two pulling away from the rest of the field.

... Lauda's victory margin of five seconds came courtesy of teammate Clay Regazzoni.

... "I tried to pass him a number of times and he wouldn't let me. If he was on the same lap I wouldn't complain, but he was a lap behind," a miffed Fittipaldi said.

... Fittipaldi's teammate Jochen Mass won a sizzling battle for third place among the young German and Englishman James Hunt [Hesketh], Swede Ronnie Peterson [Lotus] and South African Jody Scheckter [Tyrrell].

Norfolk Ledger-Star, Monday, August 2, 1976:

Motorsports roundup

By Greg Glsner

Lauda 'Critical'

Reigning world champion driver Niki Lauda remained in critical condition today in Mannheim, West Germany, following a three-car crash in Sunday's German Grand Prix. Doctors in the intensive care unit at Mannheim Medical Hospital were most concerned about Lauda's lungs, damaged by poisonous fumes he inhaled in the cockpit of his burning Ferrari 312-T2.

The 27-year-old Austrian driving ace swerved into a guard rail after his car lost a rear wheel on a sharp left turn. The burning car was struck by cars driven by American Brett Lunger and German Harold Ertl. Two other drivers pulled the unconscious Lauda from his car.

The race, which was delayed for over an hour by the wreck, was won by Britain James Hunt in a McLaren-Ford M-3. Hunt is second to Lauda in this year's championship point standings. ...

I could not find any clippings from my USGP coverage in 1976, Fortunately, PCA Shenandoah historian Harry Kennison contributed two photos he took of Hunt and Lauda at speed and a story (attached) he wrote a few years ago about his trip to Watkins Glen in 1976, where he spent the night in his rental car.

"As I recall, this was Lauda's second race back after his accident. Hunt won the US Grand Prix and set himself up for the final race showdown in Japan where, as we all know, he captured the championship," Harry said.

In sharing Harry's story with friends, I said I slept in the infield in my Chevy Vega hatchback in 1971 and alongside my new Porsche 914 in 1972.

This prompted an e-mail from an old Penn State Sports Car Club friend, Stan Smith, who topped this by noting, "I took my '57 2CV to the Glen. It was the year the bus got burnt in the bog. I slept on the floor of the 2CV in the wooded area near the first turn."

Pat and Mary Riley of Corolla, N.C., made the trip with me to the Glen several times and Mary recalled that 1976 race and the fact we had a meal in the same restaurant as Niki Lauda, who was still recovering from his burns. "We saw him at the Glen when he returned. You commented how he kept smiling over to our table at the hotel restaurant

while Chris Economacki was kept waiting. That was our splurge for the race weekend,” Mary noted.

When it came to mastering the Watkins Glen track, Hunt had the edge on Lauda. Hunt had two wins, a 2nd, a 3rd, a 4th, and a 7th in his six attempts. Lauda had one win, a 3rd, a 4th and three retirements from 1973-1978.

The stories I wrote from Watkins Glen also reported on the fatal wrecks of Francois Cevert in 1973 and Helmuth Koinigg in 1974. This was a very dangerous period in F-1 and endurance sports car racing.