

BELOW LEFT, Class 2 winners, Gene Townsend and Don Paxton slide their way up San Matias Pass in the rain. CENTER, David Simpson and Mike Smith finished second in Class 2. RIGHT, Class 11 had the best finishing record of all the car classes, due no doubt to being stock cars. Here winner, Rod Decker leads another competitor on an early part of the course.



CENTER LEFT, Cliff and Leonard Greaser won Class 9. CENTER, Mark Stahl was prepared for bad weather and changed from Sand Blaster tires to Mud Blasters when the going got wet. And he won! CENTER RIGHT, Rod Hall and Jim Fricker were once again winners in Class 3. ABOVE LEFT, the Scirocco entered in Class 6 was a first for a water-cooled VW. Unfortunately the car was not really ready for the race and it retired early. ABOVE RIGHT, nobody finished in Class 7, but Jack Lee and Jim Travis went the furthest by reaching Check 9.

up his own Baja Bug in Germany and ship it over to Baja for a race as soon as his injured leg healed. With help from Bilstein, Polaroid, Pirelli and others in Germany, the car arrived three weeks before the race. It was soon apparent to Claus Peter and the Robertson brothers, who he stayed with, that the suspension would have to be rebuilt if it were to survive Baja. Originally the car had almost stock suspension with Pirelli P7 rally tires, as used by Mercedes in the East African Safari Rally. Unfortunately they just did not provide enough ground clearance. The Baja Bug was

fitted with a Porsche 914 engine and a five-speed box.

Class 6 has been in the doldrums for the last few years with very few entries and even fewer finishers. It was encouraging to see 10 entries for the 1000 with some interesting new cars and faces. A water-cooled VW (Scirocco) was entered, a first for the new-generation of VWs. Robert Rewinkle and John Drew, from northern California started building the car only one month before the race, so they didn't have any time to sort out the bugs or modify the engine. They were treating the race as a

fact-finding sortie. The well prepared AMC Pacer from Costa Mesa AMC/Jeep appeared again for its second venture into the desert. Once it is sorted it should prove to be a competitive car. At the other extreme was a '58 Ford which will probably never win a race, but at least it created a lot of interest with the spectators.

There were no surprises in all the other classes, just the regular off-road racers ready for the longest race on the calendar each year. There was an interesting entry in Class 38 of speedway promoter Harry Oxley and former