

The Six-Wheeler's Secret?

Page 4

Racing's Record Year

Page 5

All About 1976

Page 7

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# Car Sales Soar; Slowdown Over?

A surprise reversal in mid-December new car sales has brought about an increase of nearly 33% over the yearearlier figure, but auto industry analysts still are hesitating to pronounce the recent slowdown dead.

In the period of Dec. 11-Dec. 20, dealers delivered 223,556 new cars, as compared with 189,826 units for the same period in 1975. (There were eight selling days in this period this year, as compared with nine in 1975; percentage increases are calculated on a daily basis.) Deliveries for the period were from 25,000 to 30,000 units higher than analysts had predicted.
One analyst has boosted his estimate

for the entire month of December by 25,000 vehicles, to 675,000. Others are forecasting sales as high as 685,000 units. The latter prediction would put 1976 December sales a solid 14% above the same month in 1975.

The reasons for analysts' reluctance to

greet the strong mid-month as the shape of things to come is last year's particularly bad period. The week 1975 period was caused by a nationwide General Motors sales contest early in the month. Such contests tend to lower sales in the period Continued On Page 3

## **Volvo Delays** Chesapeake Production

ROCKLEIGH, N.J.-AB Volvo of Gothenburg. Sweden has announced that it is postponing start of production at its nearly completed automobile assembly plant in Chesapeake, Virginia. The company will, however, continue to use the new facility as an import center for

Volvos shipped from other factories. Mr. Hakan Frisinger, senior vice president, AB Volvo, in charge of car production, said the decision to delay assembly of Volvos in the U.S. was prompted by unforseen changes in the automotive market which have sharply reduced demand for most European-made cars.

The new Volvo facility has been used since early this fall as an import center. Cars produced at existing Volvo factories are shipped to Portsmouth, Virginia and then trucked to Chesapeake. Technicians perform numerous inspection and preparation operations on the cars prior to their reshipment by rail or truck to Volvo dealers throughout the eastern United

Volvo first announced its plan to build cars in the U.S. in 1973 after the Swedish automaker had conducted an extensive search for a new production site. The company's commitment to the U.S. mar-ket made locating in the United States a logical move. The original plan called for a total investment of \$100 million with an eventual capacity of 100,000 cars annual-

"We are proceeding at this time with the intention of producing cars at the Virginia facility as soon as worldwide market conditions permit," Mr. Frisinger added.

### **Year-End Racing Review**





1976 was a good year for racing. With a few exceptions, the major series went right down to the last race or two before the championships were decided. Cale Yarborough (Number 11 in the top photo) got his first NASCAR Grand National crown in 19 years of trying, and Brian Redman (Number 1 in the lower photo) took his third consecutive Formula 5000 title, leading some to observe that he's the best ever to drive in the stock-block series SCCA killed late in the season. The full story on these and all the other major racing series is in Autoweek's year-and review beginning or page 7

year-end review beginning on page 7.

The Argentine Grand Prix is still in doubt, apparently. ACCUS' Tracy Bird, the only major racing official Autoweek could find at work during the week between Christmas and New Year's Day, said his office has received nothing official to indicate whether the race is on or off. Mario Andretti, for one, is on the edge of his seat wondering whether he should plan to head for South America or not.

 IMSA reports it has received the official entry for the David Hobbs supposed-to-be-McLaren BMW 320i for the Daytona 24 Hours. Hobbs' co-drivers are listed as Sam Posey and Ronnie Peterson, and the car was entered by BMW Motorsport, not McLaren. Presumably that is a temporary situation.

 USAC veteran Lloyd Ruby, the hard luck king, is reported to have a ride in the 1977 Champ Car series with Fred Carillo. They are trying to secure a Romlin Lightning, the same model Roger McCluskey ran last year.

Lotus Formula One driver Gunnar Nillson may drive Bruce

Continued On Page 3

## Depailler **Smashes** Ricard Mark

"We have at last sufficient knowledge to predict the handling characteristics of a Grand Prix car from our wind tunnel experiments. It is a milestone in our development program at Elf Team Tyr-rell," said design director Derek Gardner at the conclusion of testing with a new aerodynamic shape on the six-wheeled

Patrick Depailler's fastest lap on the full circuit at Paul Ricard was 1:46.6four seconds faster than the official lap record held by Jochen Mass in the Mariboro-McLaren at 1:50.6! Fastest test Mariboro-McLaren at 1:50.6! Fastest test
lap by World Champion James Hunt in
the new M26 Marlboro-McLaren was
1:47.2 and Jacques Laffite in the V12
Gitanes-Ligier lapped at 1:48.9.
Confirming the efficiency of the new
body shape on the Elf-Tyrrell, Depailler's
Continued On Page 3

# Stratos' U.S.

DAYTONA BEACH, Fla.-A Lancia Stratos is expected to make its American competition debut in the February 5 24 Hours of Daytona at Daytona International Speedway.

The Stratos is set to be entered by Anatoly Arutunoff of Tulsa, Okla. and to be co-driven by Jose Marino.

The car is powered by a V6, 2.4-liter engine producing 310bhp at 8500rpm.
With the entry, Lancia will have joined

the Ferrari Boxer, Chevrolet Monza and BMW 320i in selecting Daytona International Speedway as the site for their American competition debut.

This year will also premier the \$10,000 Daytona-LeMans Trophy award. It will be up for grabs by the fastest GT car of American manufacture in top 10 qualifying on Thursday, February 3.

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ij	Triumph TR6	DP	200.00	100.00	50.00
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j	Austin Healey 100-4	FP	100.00	50.00	-
j	MG Midget/Sprite 1098	GP	50.00		
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PAGE 7

## Baird Gets Two In One Year

When the final tally is writ, 1976 will not go down as the all-time great year in Radial Series racing.

But it may qualify as one of the weirdest seasons in all of motor racing. The longtime sponsor, B.F. Goodrich, pulled out after contributing immeasurably to out after contributing immeasurably to the sport to avoid a tire war it could not win. So strong is John Bishop's hand on the tiller that the series never faltered in enduring a blow that could have killed it. So fans of small sedans got not one, but two championships this year, with not two, but one champion as Carson Baird drove his Colt to first place twice.

The first eight races then were known as the Goodrich Radial Challenge, even as they had been in years gone by. After that it would be the IMSA Radial Challenge, and any radial tire-which was to say Goodyear's new radial tire-could be used.

The season opener was at Daytona on January 30, and Baird gave notice how things were to be. Working on the series fastest track with a four cylinder engine that was at a disadvantage from the start, he qualified second behind Gene Felton and ran there, in the draft of Felton's Gremlin, until the last lap, when he nipped out, was tucked back in by Gene. then took the lead for good when Felton spun just 20 yards shy of the finish. To point up the effort Baird had expended to stay so far up in the standings until he could make his move, the next two cars— Tom Waugh and Buzz Marcus—were both AMC sixes, Hornet and Gremlin, respectively. Irv Hoerr in a Pinto took fourth, Bill Scott fifth in a Scirocco, and George Alderman, a former champ fallen on hard times, sixth in a Datsun 710. Felton, to add insult to injury, was later found to be illegal and disqualified to last place.

Another Florida track, the ancient and venerable Sebring, was the site of Felton's revenge. In the second race of the season Clean Gene, presumably in a legal car, ran hard for three hours and managed to nin Andy Peters, also in a Gremlin by to nip Andy Petery, also in a Gremlin, by eight seconds. Eight seconds after three

Felton took the lead at the flag and held it from a good battle for second between ex-champ Nick Craw's BMW and Walt Bohren's Mazda. Craw collided with another car for the first of a series of pit stops that was to see him slide to third despite a stirring late charge. Bohren broke a rear axle, Amos Johnson had a new Pacer to contend with, and Petery moved into second between Felton and Craw, who led Baird in fourth, Bob Mitchell and Pat Bedard in fifth, and Jim Downing's Mazda in sixth.

Road Atlanta provided new excitement as Walt Bohren's Mazda finally took a win. Atlanta is a tricky track, but horsepower counts there too and Bohren made it stick, giving Mazda its first win since Bishop effectively outlawed Car and Driver's RX2 in 1974 by making it run with carburetor jets that were so tiny as to be almost invisible.

Bohren bought the CD car and began a lobbying effort the likes of which racing has seldom seen. He actually ran at Talladega in 1975 with deliberately illegal jets to see if he could be competitive, knowing he would be disqualified but hoping it would prove his point. He finished second, was disqualified and moved to last, bitched to Bishop, and sure enough John relaxed the rules. Bohren broke in the first two races of 1976, lasted in the third and won it by 25 seconds over Marcus, Baird, Downing in another Maz-da, Nick Craw's BMW, and Ray Korman's ditto.

Next came the RS guys' annual trek to the West Coast for Laguna Seca and Ontario. The Laguna race was a thriller if ever there was one, and a setter of precedents besides as Richard Gordon in a Volvo 142 took the lead on lap one. No one could remember a Volvo leading a race in, oh, 10 years. It lasted three laps until he spun, letting Felton by.

There's more. Perennial SCCA charger

Don Devendorf put his Datsun B210 into the lead for awhile as well, as did Milt Minter in Herb Adams' Olds Starfire.



Why isn't this man smiling? Carson Baird won both ends of IMSA's Radial doubleheader in 1976.

Three cars that had never led an IMSA race before all got a shot at it in one memorable chase.

Felton, Minter, and Devendorf exchanged the lead until Don faded and Milt's exhaust system fell off, and that left Felton to win ahead of Craw, Baird—there's that name again—Devendorf, Bohren (who had all but totalled the bodywork on the Mazda in practice and

power and the unforgiving but sticky Goodyears just right for his underrated talent. There was one big surprise: the Goodyears were about 0.2 second slower than the BFGs had been in January. It turned out that the tires were so much different that it would require time to set up for them. Devendorf, always strong, was second, sort-of defending champ (it was a new series, remember) Carson



The quality of competition in RS racing makes it one of the best series in the country from a fans' standpoint. Here Milt Minter (88), Gene Felton, and Don Devendorf simultaneously try turn 9 at Laguna Seca.

beat it out all night long to get ready) and Lee Mueller in a Gremlin.

Ontario was more of the same. It's a dumb road course, flat as an airport and with a long, long straight that takes horsepower to conquer. Felton qualified two seconds ahead of Bohren and led all the way. Bohren challenged once or twice.

the way. Somewhately be but could not get by.

The final order was Felton, Baird, Devendorf, Bohren, Marcus, and Rob McFarlin in a Datsun 710. Not a bad race, but not a patch on Laguna.

Devendorf finally got his win at Lime Rock, on the other end of the country. The little Datsun and his precise driving proved suited to the twisting course and he won both his heat and the main, avoiding the dreaded Lime Rock Trashies and finishing in pristine condition compared to the generally second hand look of the remainder. Marcus was second, Fel-ton third, Vic Matthews' Toyota was a new make in fourth, Minter had the Olds fifth, and McFarlin was sixth.

Baird clinched the title the following week at MidOhio with a win over Devendorf—but it wasn't easy. He was pursued hotly throughout and beat Don by just 1.1 second. Gene Felton, the only other driver with a chance for the title, was third with a broken shock absorber.

Bohren was fourth, Amos Johnson, who had been fighting the heavy and awkward Pacer all year long, was fifth, and Steve Coleman put his Gremlin sixth as B.F. Goodrich said goodbye.

Daytona was a whole new game, with

the same players but different tires and everybody starting equal.

Or unequal. Bohren won again, the long straight just right for the Mazda's horse-

Baird was third, Felton fourth, Scott Hoerr fifth, and Buzz Cason's Gremlin

Then it was time to come west again, this time for just one race at Sears Point. Sears is almost Devendorf's home turf, teur, and he won fairly easily over Craw, Baird, Bohren, Amos Johnson still flog-ging the dead horse, and another local boy, Dan Parkinson in another Potential he's raced there many times as an ama-Dan Parkinson in another Datsun B210. Richard Gordon had a dandy battle with Baird for awhile until his Volvo succumbed five corners from the end, and

that was it.

Back down to the Southeast, then, for Talladega. Amos had finally talked IMSA into taking the restrictor plates out of the Pacer's carburetor, and he showed that it worked by smoking everybody. He only qualified sixth, but when it was over he was first in the 50-car field. Felton's Gremlin was second, Waugh's Hornet third—all sixes so far—then Baird's four-cylinder Colt, Bohren's no-cylinder Mazda, and Alderman's Datsun. It was a good race, plenty of drafting, and the cars that should have won at Talladega—the big engined ones—did win. It looked like IMSA had hit on the right combination.

The Radial Series went next to Pocono,
Baird won the race, with Johnson's newly awakened Pacer second, Joe Amato's Gremlin third, then Devendorf, Craw,

and Marcus.
From Pocono it was on to MidOhio again, and there Baird got his second win by outlasting Devendorf, who was troubled with transmission problems. Dennis Shaw's Pacer, teammate to Johnson's, was next, then Bohren, Scott Hoerr's Datsun 710, and ready?...Barry Britton in a Datsun 510.

Atlanta next, site of Bohren's earlier win, and Craw finally put one together. He won by a second over Baird, both of them with failing brakes. Bohren was third, Shaw fourth, Steve Anderson's Gremlin fifth, and Johnson sixth. Attrition-was heavy and there was a particulary horrifying crash when Vince Lough-ran's BMW lost a wheel and did a lot of endos right in front of the pits, fortunately without injuring him badly. Again, Devendorf took the pole and led, but broke on lap 21 of the 99.

From there it was down to Charlotte for a shot at CMS's road course, and Devendorf won in a blinding rain. He averaged only 78mph doing it and would have been second had Felton not run out of gas...but Felton would have been even further back had Devendorf not spun in the huge puddle that collects in the last turn of the road course.

It was not a real good race; in fact, if there's any validity to the growing belief that racers shouldn't do it in the rain, Charlotte gave proof. Pat Bedard, not one to look at a challenge over his shoulder, finally said "This is dumb, why risk the car?" and parked it. Others were to do the same, or live to wish they had, but Devendorf splashed on, followed by Felton, Scott Hoerr, Bohren, Johnson, and Cason. Two four-cylinders, a rotary, and three sixes in the top six-how does IMSA do that?

From there it was a month and a half until the closer at Daytona. Carson Baird needed just a handful of points to clinch the crown and got them by finishing an easy eighth as Walt Bohren won the last race. Felton was second but Jim Downing, who will win one yet, proved the rotary's win was no fluke by taking third. Hoerr was fourth, then Roger Mandeville in yet another Mazda and Devendorf's Datsun. The final points tally was Baird, 96; Bohren, 90; and Devendorf, 86, these three with at least a chance of making it right up to the end, then Johnson with 60, Felton back one at 59, Craw at 43, Hoerr, 40; Shaw, 27; Downing, 26, and Waugh with



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## Never Mind The Rest, Redman Wins Again

The big question out there in racing land, now that the CanAm is up and Formula 5000 is down, is, "how well will Brian do?"

An interesting question, particularly in light of the fact that for the third straight year, Brian Redman, driving for Jim Hall and Carl Haas, took his Lola T332 to the top of the F5000 championship standings last season. Though he drove as cleanly and as forcefully as ever, Redman squeaked to this championship, with a season-end tally of three main event wins, a third, a sixth, an eighth, and a DNF.

The first race of this truncated, sevenrace series, was held at Pocono May 9, and though Redman won the thing, he clearly was given something to think about: Danny Ongais outqualified Redman, led him in a heat and then in the race, and spun his way into a solid second place.

backmarker, Jones pounced and shot through to take the lead and the win. Oliver was second, and Teddy Pilette was third in the Team VDS Lola T430.

Three weeks later at Watkins Glen July 11 Jones did it again, but this time in a new March 76A. forsaking his Yip Lola. Redman was fastest qualifier, with Unser second fastest ahead of Warwick Brown. Jackie Oliver started from the eighth row, but before many laps were over Unser had spun off the course in the rain, and Redman took evasive maneuvers. That left Teddy Pilette leading from Brown, but then Pilette spun, letting Brown into the lead—and then spun. That put Ollie into the lead, and there he looked like staying until the track started to dry, his tires went off, and he spun, knocking a hole in the oil sump of his Shadow's Dodge engine and putting himself out. Brown then led for a bit, was passed by Unser,



Probably the major surprise of F5000 in 1976 was the maturation of Danny Ongais (63) as a road racer. Watch for him in '77.

As mentioned, Ongais took the pole, but Redman wasn't asleep—he had second fastest time ahead of Alan Jones in the Teddy Yip Lola. At the end of the event the order was Redman, Ongais, and Vern Schuppan in the Jorgensen Eagle, with Jones a distant seventh.

The second race of the series, which ran at Mosport Park, Ontario, June 20, saw Jones and Oliver exploiting the chinks in Redman's armor. Oliver won the qualifying heat, and was pulling out a solid lead in the final. Eventually, however, Redman and Jones began catching him. Redman's catchup drive ended when his throttles jammed open, causing Brian to effect a fix which dropped him to an eventual eighth place. That left Oliver in the lead, but with Jones hot on his tail, and when Ollie made a mistake in lapping a

who in turn was passed by Jones—and those three confirmed the first three finishers.

Oliver finally took a Formula 5000 win at Road America July 25 from a seventh row starting position. Unser, A. took the fastest qualifying lap, with Brian Redman and Warwich Brown second and third fastest, but at the end it was Oliver, Unser and Vern Schuppan. Oliver's win might not have happened but for some interesting mechanical happenstances. First, the engine in Redman's Lola broke a valve spring and Brian was out of the final after 22 laps. Second, Unser overrevved his Lola's Chevy engine, taking the edge off it. Thirdly, the Shadow crew found that a mere change of oil in the race car's transaxle cured a serious handling problem.

August 8 at Mid-Ohio, Redman got serious about this business of winning motor races, and once again showed the troops how it was done. He started out by qualifying more than a second faster than next man Alan Jones, and then whipping up a 29-second lead before taking the flag in the final ahead of Jackie Oliver and Danny Ongais. Alan Jones, who was by now in the thick of the points chase, was unable to start because of gearbox problems

August 28 found the Formula 5000 troup back at Elkhart Lake's Road America for the penultimate round of the series—and more. The championship round, it seems, was slated for Saturday, with the much touted Elkhart Lake Handicap running on Sunday as the feature event. Again it was Brian Redman, both with the fastest

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Dan Gurney was thwarted again in his attempt to capture a roadracing championship, as his glum look attests. Vern Schuppan, though, may make things right in '77.

qualifying lap ahead of Teddy Pilette and Jackie Oliver in second and third spots, and with the win in the championship round. Ongais and Unser took second and third positions. Redman jumped off to a good lead, and though tire problems allowed contenders Ongais and Unser to cut deeply into his cushion, those problems were not serious enough to cost Redman the win, which gave him enough points so that a third place finish at Riverside, the last race of the season, would give him the championship.

But first that handicap race on Sunday: that one was won by Vern Schuppan. The start consisted of nine groups, between one and nine cars each, the slow guys at the front, and Redman all by himself at the end. Warwick Brown was second, and Derek Brown was third.

The last event of the season, and since the Formula is dead for next year, maybe forever, was at Riverside International Raceway Oct. 16. Al Unser won his heat, Jackie Oliver won the other heat, Unser took the final, and Redman won the championship. Qualifying times were topped with Al Unser's run, two tenths faster than next-fastest man Alan Jones, with Vern Schuppan third fastest. The first heat was no contest, with Unser leading wire-to-wire. Alan Jones finished in second place, with Danny Ongais blowing a rod out of his Chevy engine and coasting across the line in third place. Heat two was won by Jackie Oliver, but that came as a bit of a surprise, as Redman had led most of the heat. The pass came on the next-to-last lap when Redman's third gear went away, giving Oliver the advantage. He went on to win from Redman, and Brett Lunger, who finished in third place.

The final found Unser on the pole and Oliver next to him, and when the flag fell Unser simply drove off into the distance for another flag-to-flag win. Oliver finished in second spot and Redman, who now seemed completely unable to keep up with either Unser or Oliver, hung on to third. But third was enough, and Redman got his third straight F5000 championship.

Bagley Bags The Gold Cup Super Vee Series

Formula Super Vee, always a frighteningly tooth-and-nail, hammer-and-tongs sort of series, opened 1976 with more of the same, with an added fillip: the cars which made their debuts at Daytona Jan. 31 looked a lot more like race cars than had their predcessors.

All the Super Vee constructors had passed the off season deep in experimentation in aerodynamics. The results were some exotic chassis configurations. On the banking at Daytona that first afternoon out, they began to resemble Indy cars.

Tom Bagley—who eventually won the Bosch Gold Cup, after some awful midsummer luck—showed up for the first race, and it was just as well, since he won it. He ran away from the pack in qualifying garnering the pole position in his Kent Oil Zink. His time in doing so was 2:04.251, and he set the fastest lap in the race by bettering this time by a tenth. Bagley is about the only driver in the

Bagley is about the only driver in the series who builds his own engines. Other drivers have come to expect more power from him, even to the point of discussing performance versus driving skill. Such arguments hold little merit, however, in the matter of competition as keen as it is in Super Vee.

Still. Bagley's extra power meant a sizeable advantage. Whatever his secret, it became clear at Daytona that he was onto something. In Super Vee there rarely are endless drafting parades. While it is true that on any track with a long straight two cars generally can run quicker than one, in the cutthroat world of Super Vee, drivers tend to avoid such cooperation. The long trains will get hitched up on the straights, but the competitors prefer the banzai slingshot into the first turn.

And since "every man for himself" is

the prevailing mood, Bagley's power advantage can be put to good use. He has the ability to break away from whatever car is trying to cruise around in his wake, as well as to slingshot around the occasional draftee when he sees fit.

He had no opportunity to see fit at Daytona, where he led every lap. Bagley had won the year-earlier opener in spectacular style, however, starting from the back and proving his skill every foot of the way to the front.

One curious factor at the Daytona opener was a pace lap crash involving Scott Ovel, Jom Grob and Juan Coches. But curiouser and curiouser, as history repeated itself at Pocono May 9. There, at the Jaycee Grand Prix, the starter refused the green at the end of the second pace lap and James George missed his cue and drove his Lola T324 on top of Jerry Schaub's Lola T324.

Once the Pocono festivities were under way, the actual contest was for everything back of first. Bertil Roos qualified fourth and finished first. Roos, it might be pointed out, operates a driving school at the Pocono plant, and really knows his way around the place.

But Roos in his Jerry Jolly-owned Lola T324 was followed around the track by a rolling war for the next four places. He opened up a lead of almost 10 seconds, as Bob Laifer, Fred Philips, Bill Henderson and Bill Alsup demonstrated the aforementioned draft-for-a-time, then shoot-to-kill Super Vee strategy.

Interesting cars that might have climbed higher dropped out early. Among these were Chris Gleason's Modus, which exited with a jammed throttle on the third time around. Billy McConnell found his computer-designed Essex SB-1 deve-

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# **Bagley**

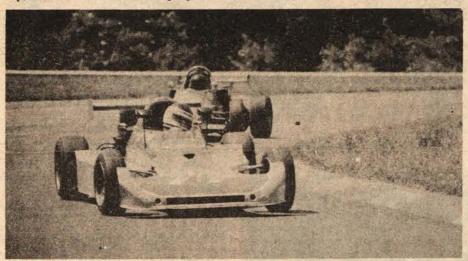
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loped fuel starvation on the Pocono high banks, and he was out in two.

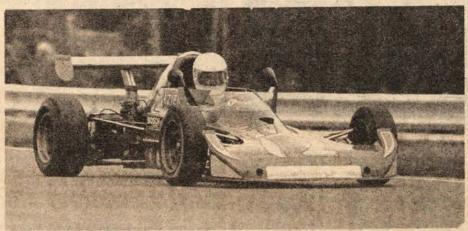
As the Bosch Gold Cup competition wound on, Bagley came back for the third round at Nelson Ledges May 31. Here he qualified third, then got off to a very healthy start by leaping in front of pole man Herm Johnson. As he led the first lap, Johnson and Fred Philips pressed

still wasn't hurt by two of the fiercest competitors in the series' being eliminated from the running, as well as by Follmer's spending a good long time trapped behind Chris Gleason as he moved up from his Number 12 qualifying spot. Third was The Fox again, Bill Henderson.

Lazier made it two in a row at Mid-Ohio the next month, shooting away from his pole position and beating out second man Tom Bagley by 10 seconds. Bagley had worked his way up from eighth, but couldn't do any better. Bagley, for that matter, had his hands full just maintaining second against a determomed last-lap assault by Herm Johnson. Johnson first



In Super Vee racing, this is a big lead.



Bob Lazier gave it a good run for his money, but in the end it was Tom Bagley out front.

hard but couldn't change the one-twothree positions. And Chris Gleason was running a very determined fourth to keep everybody honest.

Bagley wound up with the points lead he had in mind, as he maintained first position all the way through. Once again, Bob McConnell had his troubles, finishing 23rd with two pit stops.

However, he learned different at the very next outing, at Mosport the next month. There, Bagley held the lead, although by a margin at which Bob Lazier was chipping away steadily, until Lazier decided to mount a serious challenge around the three-quarters point. Bagley opened up and ran the race's fastest lap on Number 15, and then on 16 he was getting down to the business of lapping backmarker Chris Skoppe. Skoppe at this time performed a spin, and the unlucky Bagley collected Chris' Eldon.

Bagley made it as far as the second turn before retiring with a punctured tire and suspension damage. Lazier also made it into this tangle, but he and Skoppe both remained in the fray with body damage. Lazier took second place behind Bill Henderson, "The Fox."

Lazier did considerably better at Watkins Glen the next month, playing a reliability game against such as George Follmer in a Lola originally slated to be driven by Follmer's young nephew.

So Lazier, who earned every foot of it,



gave it a go at the end of the straight, and then seconds later again in the uphilldownhill left hander in the esses. Both times he saw the door close decisively behind Bagley. In fact, Johnson did take the matter up with Bagley after the end of the party, at some length and temperature. Things cooled off soon enough,

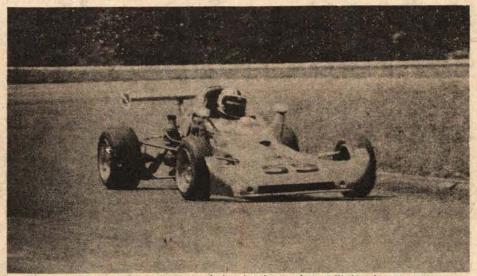
Johnson had his chance at Bagley at Brainerd the next month, and might have evened it out, had his engine not exploded. Johnson jumped out in front of pole man Bagley behind leader Lazier on the first lap. As the long straightaway came to an end, he jumped again, this time past Lazier. The long, long straight at Brain-



### HAWKE

FORMULA FORD

EUROPEAN CHAMPIONSHIP WINNER 1976



Super Vee rookie George Follmer ran to second place in a borrowed car at Watkins Glen—he might go somewhere in time....

erd tends to encourage parades, and by the second time around Johnson was angling every which way to try to shake off his train. By lap three it had started to work, because he had a good second on Bagley, who had passed Lazier. It was the next time around that John-

It was the next time around that Johnson, blown oil seal and all, started polluting the atmosphere with far more black smoke than seemed in order.

With Johnson out of the picture, Bagley once again was using his power to keep ahead of the procession. A missed shift into an oily Turn 10 with five laps to go allowed the train to close in on him again. Henderson was second and Bill Scott third.

Going into the final race of the season at Watkins Glen, Bagley had won half of the events but was up only two points on Lazier, who had won only two races. This made for some exciting racing, as it was clear that both Bagley and Lazier meant to win. The pole went to Bagley, with a 2:00.593 clocking, two seconds over the record in terrible foggy weather. Saturday's practice went down the drain,

flushed by intense rain, extreme cold and gale-force winds.

The weather improved, and following a messy start involving a delayed green flag and a wrecked racing car piloted by William Rogers, Bagley led away, with Herm Johnson pressing him very hard. Bill Henderson was third, but Lazier was having his troubles with a new brand of tire, spun off and came back in 13th.

Particularly irksome to Lazier was one Bruce MacInnes, regular Zink Formula Ford driver whose ride was sporting a Bagley-built powerplant. It certainly would be greatly to Bagley's advantage if MacInnes were in there taking points which Lazier needed. Not that MacInnes was running interference. The brawl developed, as a matter of fact, but it was MacInnes who came out a distant second, leaving the track abruptly into the fence as Lazier got around him aggressively on the last lap.

So Bagley, who finished the '74 series third and was runner-up last year, came up winner of the 1976 Robert Bosch Volkswagen Super Vee Gold Cup title.



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