

Eighth Annual

OLD DOMINION

500

MARTINSVILLE SPEEDWAY, Martinsville, Va.



500 Laps - 250 Miles



September 22, 1963

*Official Souvenir
Program*

75¢

Lucky

9089
IN



The Michigan strong boy


If you wouldn't mind having a sports car that doesn't look like a European sports car, that carries five or six passengers instead of two, that has ferocious torque in every gear at every speed, that holds the road like the Rock of Gibraltar (and is just about as durable) but still has a silk-cushion ride—consider the large, sleek object above.

This is the Ford Sports Hardtop with Ford's 427-cubic-inch V-8. It is 425 horses

strong—and strong in about every other way you can imagine. Heavy-duty springs, shocks, brakes, nylon tires and 15-inch wheels are mandatory. The four-speed gear-box could cope with a diesel truck, but it shifts like a spoon in Jersey cream. And the way this vehicle goes would raise welts on a cast-iron stove!

Is this for you? Not unless you want a car with muscles all over it. Not unless you crave a strong boy who can put down

any other full-size car in the world—bar none—and most of the great sports cars. But if you do, sample this. You'll never be the same!

FOR 60 YEARS THE SYMBOL OF DEPENDABLE PRODUCTS  MOTOR COMPANY

If it's Ford-built, it's built for performance...total performance

FORD

FALCON · FAIRLANE · FORD · THUNDERBIRD



NASCAR *Magazine*

AND AUTO RACE PROGRAM

Reaching a million automobile fans

OFFICIAL PROGRAM

FOR THE

NASCAR GRAND NATIONAL CHAMPIONSHIP STOCK CAR RACES 1963 SEASON



IF IT'S RACING — IT'S FUN: Bill France, left, president of NASCAR, chats with Governor Farris Bryant of Florida after the Governor drove over the Daytona two and a half mile track at better than 110 miles per hour.

This event is held with the sanction of, and under the rules, regulations, and safety specifications of THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC., in and under the laws of the State of Florida, and as set forth in the 1963 rule book of the Association. National Headquarters: Daytona Beach, Florida, U. S. A. Published by NASCAR Publications, Inc., 614 South Elm St., Greensboro, North Carolina.




THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC.



Warning To ALL Spectators and Patrons

Stock car races are thrilling, dangerous, and spectacular. We have taken all available precautions for your safety. The management assumes no liability for injuries to body or property arising from any accident occurring during these races. You attend these racing events at your own risk.

Signed: THE MANAGEMENT



A funny thing happened on our way to the winner's circle...

Take 365 rough and tumble days of auto racing and almost anything can happen. This year was no exception. Tough drivers got tougher. Records fell like autumn leaves. Stock car drivers switched to sports cars. Sports car specialists took to bending Detroit iron around the track in convincing style. The Silver Fox, Rodger Ward, took his Leader Card Roadster to Indianapolis for a win in record time, went on to win USAC's National Championship. Paul Goldsmith handled Ray Nichol's Engineering entry for the USAC stock title. Over in NASCAR circles, Joltin' Joe Weatherly picked up the marbles in the stocker owned and pitted by Bud Moore.

Now inasmuch as Autolite Spark Plugs are standard equipment on Ford Motor Company products, we quite naturally expected to sit well with the boys running Fords and Mercs. And we did. Including the Ford Nelson Stacy handled to an outright record for 600 miles in the Charlotte World 600. What was rather surprising was the record we racked up with cars in which our plugs were not original equipment. At Daytona Beach where Fireball Roberts set a new world's record for 500 miles. At Indianapolis, Milwaukee, Atlanta.

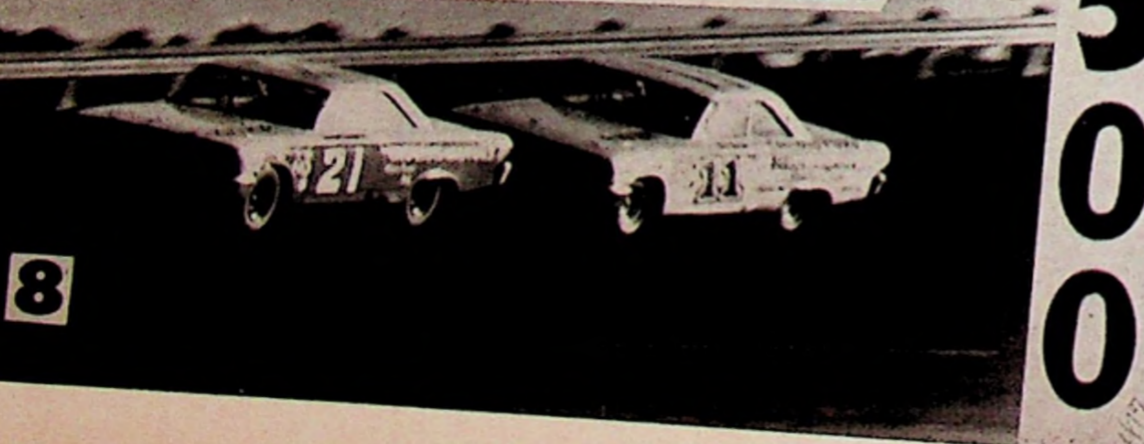
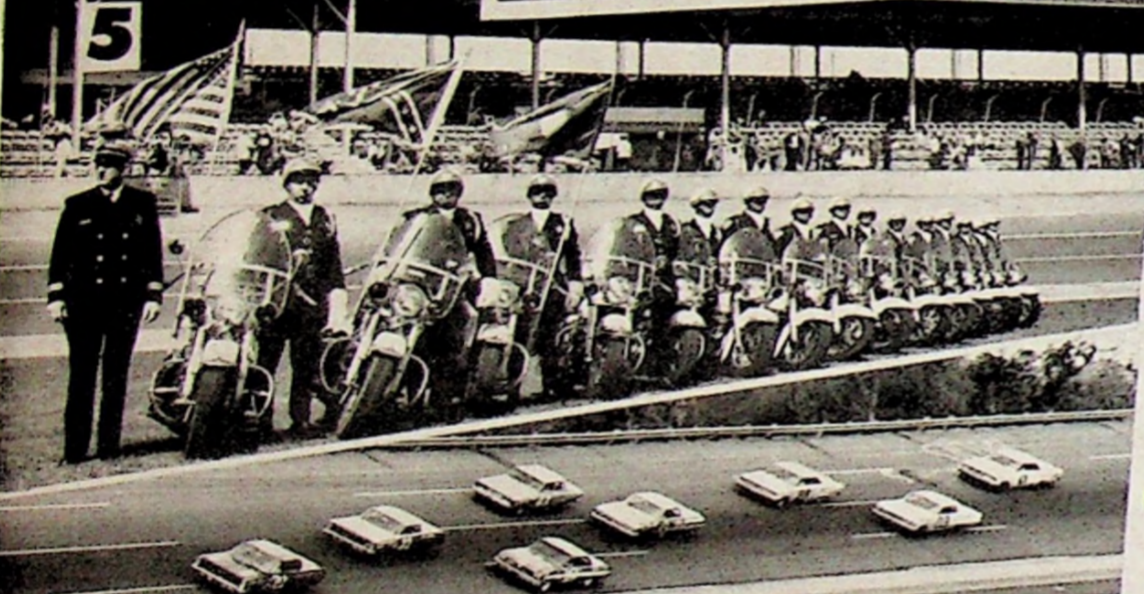
Drivers using Autolite Spark Plugs won all three major USAC and NASCAR championships. Drivers using Autolite spark plugs also won 29 out of the 39 major races held in the United States this year. Running on all kinds of tracks. Driving all kinds of cars . . . stockers, sports jobs, Indianapolis-type roadsters.

We think this is pretty convincing evidence that no matter what kind of car you drive, a set of Autolite spark plugs is the most economical performance protection you can buy. Why not try a set and see?

SPARK PLUGS • BATTERIES • SERVICE PARTS

 **AUTOLITE**

THE NAME TO REMEMBER WHEN YOU CARE FOR YOUR CAR



DAYTONA 500

SIDLIGHTS FROM DAYTONA:

Here are some interesting scenes from the sensational 1963 "Daytona 500" race over the two and a half mile banked Daytona International Speedway, where the sixth annual 500-miler is scheduled for Sunday, February 23, 1964:

- (1) Aerial view showing the pack of cars roaring through the high banked 31 degree west turn during the early stages of the race.
- (2) Fred Lorenzen (28) and Ned Jarrett (11) dueling for lead.
- (3) Henry "Smokey" Yunick, left, and John Rutherford hoist trophy after Rutherford set new track qualifying record of 165.183 miles per hour with 1963 Chevrolet.
- (4) Nelson Stacy (29) and Tiny Lund (21) battling with 1963 Fords.
- (5) Charlotte Police Dept. Motorcycle Drill Team at Daytona.
- (6) Cars moving through 31 degree banked east turn.
- (7) Tiny Lund, winner of "Daytona 500", is greeted by Miss Florida (Miss Gloria Brody) and Miss Florida Smile (Miss Tannis Carroll) in victory lane.
- (8) Tiny Lund and Ned Jarrett duel during latter stages of race.
- (9) Aerial view showing cars moving down home stretch showing covered Campbell grandstand in center and pit row at right.

(Daytona Speedway Staff Photos)



Dan Gurney, winner 1962 Daytona Continental FIA, in a Lotus 19



"Tiny" Lund, winner 1963 Daytona 500, in a Ford



Joe Weatherly, winner 1963 Rebel 300, in a Pontiac



Fred Lorenzen, winner 1963 World 600, in a Ford



Jim Hall, winner 1962 Elkhart Lake Road America, in a Chaparral



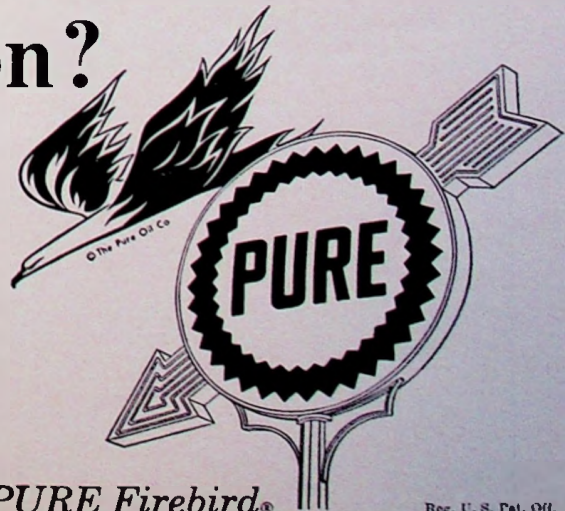
Larry Frank, winner 1962 Southern 500, in a Ford

What did these winning drivers have in common?

Answer:

The cars driven by these winners of major racing events were all powered by PURE Firebird Racing Gasoline with exclusive Tri-tane additives. In fact, PURE Gasolines have set more records for performance than any other gasoline.

You'll find these same extra-performance Tri-tane additives in the new PURE Firebird Gasolines now sold by Pure Oil dealers. Take a tip from the nation's top drivers. Fire up with Firebird—at no extra cost! Yes, now there's a difference in gasolines that's worth changing brands to get!



When performance counts...fire up with PURE Firebird®

Reg. U. S. Pat. Off.



People expect great engines out of Pontiac.

Who are we to disappoint them?

We try to keep our bragging down to a dull roar, but it gets difficult at times.

Take this year. We've come up with a pair of rare ones in the engine department alone, engines that are pretty hard not to brag about.

We felt that the sleek hungriness of our new Pontiacs called for something strong under the hood. So we took our big 421-cubic incher, gentled it slightly (but not enough to break its high spirits), and made it available as an extra-cost option. We call this the HO engine—for High Output. Its horses (up to 370) don't even work up a lather when you work them overtime, remain utterly smooth and calm around town.

And then there's the HO V-8 for the Tempest. We call it the Trophy 326HO, which relates to its size in cubic inches. We built it for the people who want a Tempest and are willing to admit that our 4 does go around acting like twice life size, but still hanker for an heroic V-8. Its 280 bhp makes a Tempest do brave things.*

So we're bragging a bit. But once you try our new engines you'll admit one thing:

It's modest bragging.

Pontiac Motor Division

*Optional at extra cost



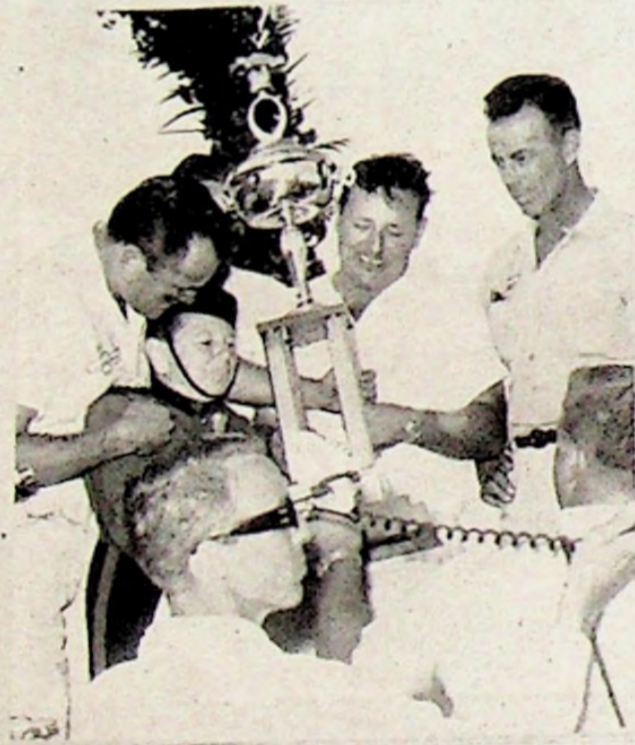
CHARLOTTE MOTOR SPEEDWAY'S famous octagon-shaped home stretch during the 1963 World 600, when a record sports crowd in North Carolina—some 59,000—saw Fred Lorenzen win in a Ford at a record speed of 132.418 mph. The next race at Charlotte takes place on Sunday, Oct. 13—the fourth annual National 400.



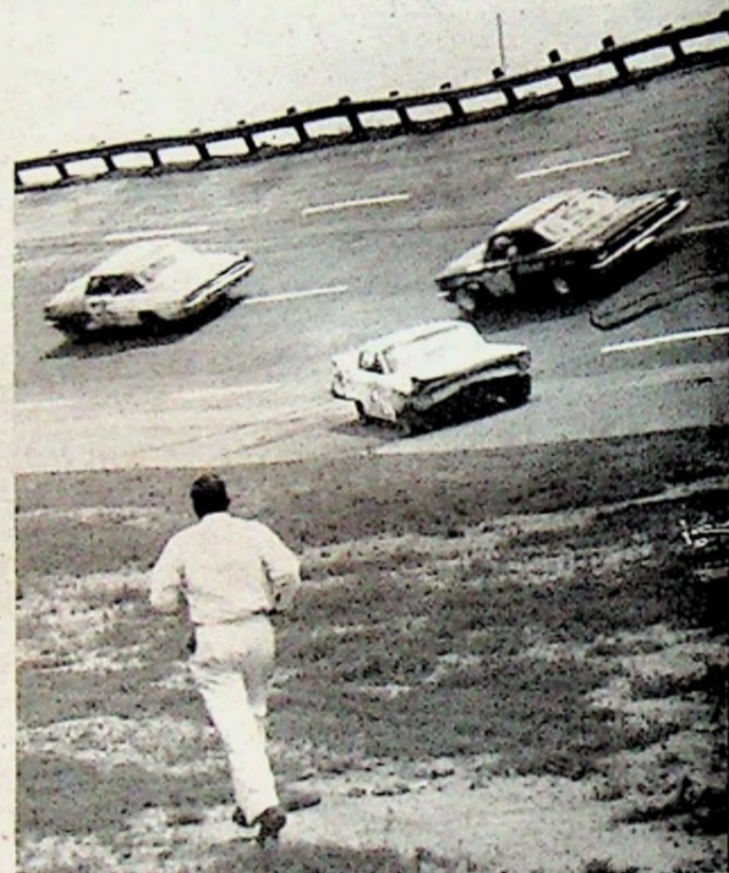
DEFENDING NATIONAL 400 champion at Charlotte is Junior Johnson of Ronda, N. C., who won in a Pontiac with a speed of 132.085 a year ago. Former Miss Automotive World, Cynthia Stroupe of Cleveland, O., greeted Junior in Victory Circle a year ago.



U. S. ARMY SKY DIVERS have thrilled Charlotte Motor Speedway fans on several occasions with daring delayed parachute jumps from two miles up. Here a Sky Diver lands alongside his target.



FRED LORENZEN (left) became the seventh different driver in as many long distance races to score a victory at Charlotte when he captured the 1963 World 600. With Freddie in Victory Circle are Johnny Philip Morris, the Marlboro-World 600 trophy, chief mechanic Herb Nab and car owner Ralph Moody of the Holman-Moody Co.



BUCK BAKER'S 1963 Pontiac was demolished during this year's World 600 at Charlotte. Racing to his aid is his chief mechanic, Crawford Clements. Baker will be back for the National 400 on October 13.



WELL BEFORE THE STORM at Charlotte Motor Speedway with the race cars lined up and pit areas prepared for one of the long-distance major league races on the 1 1/2-mile high-banked asphalt race track.



FIREBALL ROBERTS, who joined the Ford field after driving a Pontiac for a number of years, had a new racing uniform presented to him at Charlotte. On the back is written, "Purple Pontiac Eater." Roberts will be one of the many favorites in the National 400 race on October 13.



SPEEDWAY-PROVED FOR YOUR TURNPIKE SAFETY

For 39 consecutive races, Firestone tires have been on the winning cars in the famous Indianapolis 500-mile race. And from Firestone's unmatched experience on the Speedway comes the Firestone Nylon 500, the tire with the exclusive All-Action Tread that gives you quicker starts, safer stops and truly amazing mileage because it's made with Diene, the new synthetic rubber developed by Firestone. It has Firestone's

own Safety-Fortified Nylon Cord Body for greater-than-ever protection against punctures and blowouts. It's guaranteed for 27 months against road hazards and for the life of the tread against defects in workmanship and materials with replacements prorated on tread wear. Put a set of new Firestone Nylon 500's on your car — you can charge them at your nearby Firestone Dealer or Store.

Firestone

YOUR SYMBOL OF QUALITY AND SERVICE

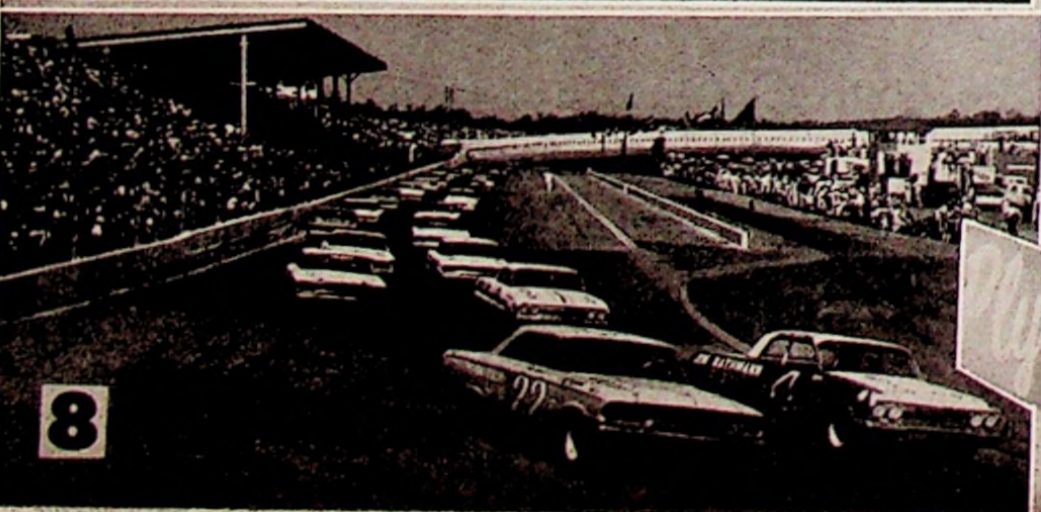
Enjoy the Voice of Firestone Every Sunday Evening Over ABC Television

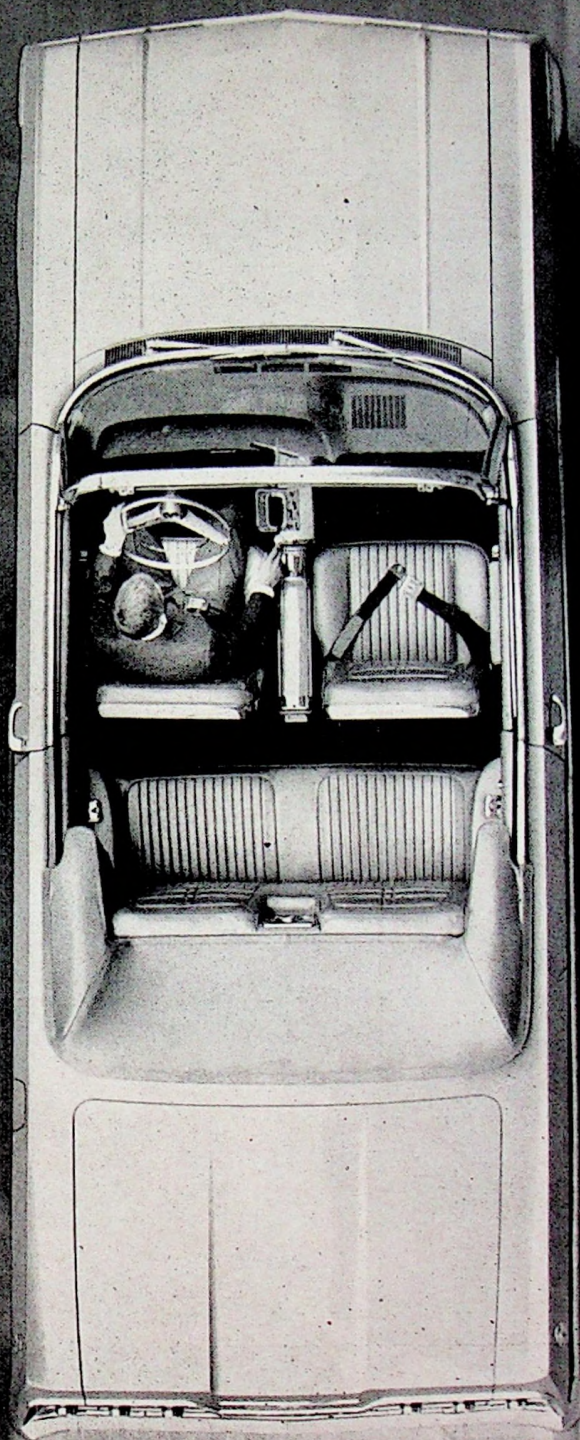


VISITING OTHER TRACKS IN THE CIRCUIT:

Here are some scenes from other NASCAR tracks throughout the South this season:

(1) Cars line up for the start of "Rebel 300" race with Joe Weatherly in No. 8 and Fireball Roberts in No. 22. (2) Joe Weatherly, eventual winner of the overall for two events in "Rebel 300" is congratulated by Miss Joyce Brown (Miss Southern 500) of Conway, S. C. (3) A. J. Foyt in for a pit stop in "Atlanta 500" with Smokey Yunick in pits. (4) The end of the "Atlanta 500" trail with Fred Lorenzen in victory lane with Miss Linda Vaughan (Miss Firebird). (5) Junior Johnson, winner of the Hillsboro, N. C. race, gets victory kiss from Javne Mansfield. (6) Action in the Hillsboro race with Richard Petty and Joe Weatherly leading the pack. (7) It was a tough break for Fireball Roberts at Martinsville, Va. as his car was towed in after crashing into the wall. (8) Fireball Roberts (22) and Rex White (4) lead the start of the "Virginia 500" at Martinsville. White set new track record to lead qualifiers. (9) Richard Petty, winner of "Virginia 500" race, is greeted by wife, Lynda, left, and Miss Patricia Jean Gauldng of Richmond, Miss Virginia of 1962. (Taylor Warren pictures.)





SPIRIT LIFTER

If you'd like to get away from it all, and who wouldn't, this Chevrolet will take you farther, fancier, than anything else we can think of. Take an Impala Convertible like the one shown, or, if a hard top is more to your taste, take an Impala Sport Coupe. Then add the optional-at-extra-cost Super Sport stuff: contoured bucket seats in front, special coil springs at all four wheels, distinctive wheel covers and special SS identification. If this isn't enough to make you want to take tomorrow off, there's more. Additional extra-cost options include a four-speed stick shift or floor-shift Powerglide, heavy-duty shocks for better handling, seat belts for safety, Positraction for better bite, an electric tachometer to help you keep an eye on the standard 195 horsepower V8 or optional V8's from 250 to 300, 340, 400 and up to 425 eager horses. Once your dealer has delivered your Chevy, with goodies on it, you'll never again have to put up with anybody else's wild tales about performance. You'll be driving a Chevrolet, old friend. That's the one they invented the word for!

Chevrolet Division of General Motors, Detroit 2, Michigan

CHEVROLET

The make more people depend on

CHEVROLET IMPALA SUPER SPORT CONVERTIBLE



USE THIS CHART TO CHECK LAP TIMES AGAINST MILES PER HOUR



SPEED CHART 1/2 MILE TRACK

SPEED CHART 1/4 MILE TRACK

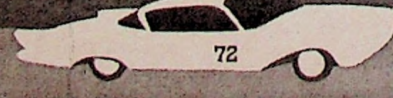
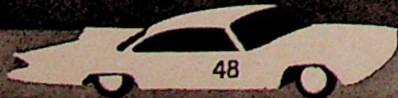
Lap Time	M. P. H.	Lap Time	M. P. H.	Laptime	M.P.H.
30.0	60.000	25.0	72.000	15.0	60.00
29.9	60.200	24.9	72.289	15.2	59.21
29.8	60.402	24.8	72.580	15.4	58.44
29.7	60.606	24.7	72.874	15.6	57.69
29.6	60.810	24.6	73.170	15.8	56.96
29.5	61.016	24.5	73.469	16.0	56.25
29.4	62.224	24.4	73.770	16.2	55.55
29.3	61.433	24.3	74.074	16.4	54.88
29.2	61.643	24.2	74.360	16.6	54.22
29.1	61.855	24.1	74.688	16.8	53.57
29.0	62.068	24.0	75.000	17.0	52.94
28.9	62.283	23.9	75.313	17.2	52.33
28.8	62.500	23.8	75.639	17.4	51.72
28.7	62.717	23.7	75.949	17.6	51.14
28.6	62.937	23.6	76.271	17.8	50.65
28.5	63.157	23.5	76.595	18.0	50.00
28.4	63.380	23.4	76.923	18.2	49.45
28.3	63.604	23.3	77.253	18.4	48.91
28.2	63.829	23.2	77.586	18.6	48.39
28.1	64.056	23.1	77.922	18.8	47.87
28.0	64.285	23.0	78.260	19.0	47.37
27.9	64.510	22.9	78.602	19.2	46.88
27.8	64.748	22.8	78.947	19.4	46.39
27.7	64.981	22.7	79.295	19.6	45.92
27.6	65.217	22.6	79.646	19.8	45.45
27.5	65.454	22.5	80.000	20.0	45.00
27.4	65.693	22.4	80.357	20.2	44.56
27.3	65.934	22.3	80.717	20.4	44.12
27.2	66.176	22.2	81.081	20.6	43.69
27.1	66.420	22.1	81.447	20.8	43.27
27.0	66.666	22.0	81.818	21.0	42.86
26.9	66.914	21.9	82.191	21.2	42.45
26.8	67.164	21.8	82.568	21.4	42.06
26.7	67.415	21.7	82.949	21.6	41.67
26.6	67.669	21.6	83.333	21.8	41.28
26.5	67.924	21.5	83.720	22.0	40.91
26.4	68.181	21.4	84.112	22.2	40.54
26.3	68.441	21.3	84.507	22.4	40.18
26.2	68.702	21.2	84.905	22.6	39.82
26.1	68.965	21.1	85.308	22.8	39.47
26.0	69.230	21.0	85.714	23.0	39.13
25.9	69.498	20.9	86.124	23.2	38.79
25.8	69.767	20.8	86.538	23.4	38.46
25.7	70.038	20.7	86.956	23.6	38.14
25.6	70.312	20.6	87.378	23.8	37.82
25.5	70.588	20.5	87.804	24.0	37.50
25.4	70.866	20.4	88.235	24.2	37.19
25.3	71.146	20.3	88.669	24.4	36.89
25.2	71.428	20.2	89.108	24.6	36.59
25.1	71.713	20.1	89.552	24.8	36.29





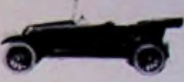





























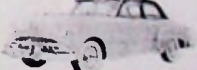









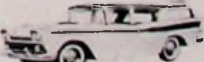



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 1915 Buick	 1916 Oldsmobile	 1917 Oakland	 1918 Baker Electric	 1919 Franklin	 1920 Chevrolet
 1921 Case	 1922 Mercer	 1923 Stearns	 1924 Chandler	 1925 Locomobile	 1926 Cleveland
 1927 Jordan	 1928 Kissel	 1929 Auburn	 1930 Cord	 1931 Durant	 1932 Essex
 1933 Dodge	 1934 LaFayette	 1935 Cadillac	 1936 Terraplane	 1937 Hupmobile	 1938 Ford
 1939 Packard	 1940 Mercury	 1941 Plymouth	 1942 Lincoln	 1943 Nash	 1944 Willys Jeep
 1945 DeSoto	 1946 Dodge	 1947 Kaiser	 1948 Ford	 1949 Pontiac	 1950 Chrysler
 1951 Nash	 1952 Plymouth	 1953 Mercury	 1954 Chrysler	 1955 Lincoln	 1956 Dodge
 1957 DeSoto	 1958 Ford Thunderbird	 1959 Rambler	 1960 Valiant	 1961 Willys	 1962 Falcon

Again in 1963...as in every single year for 48 consecutive years

**MORE PEOPLE RIDE ON GOODYEAR
TIRES THAN ON ANY OTHER KIND**

GOODYEAR





JOE WEATHERLY-

1962 NASCAR

GRAND NATIONAL CHAMPION

The Champion

NASCAR never had a Grand National champion with more racing experience than Joe Herbert Weatherly, the popular 1962 title-winner who has 16 years of motorcycle and auto racing to his credit.

He grabbed the lead in national point standings with the Speed Weeks events in Daytona, early in the season, and held it the rest of the way except for a period in May when Jack Smith displaced him for a couple of weeks.

Weatherly raced in all 52 Grand National events open to him. He won nine races to lead in the number of victories. He finished in the first five 39 times, more than any other driver. He won \$56,110 in total NASCAR payouts, plus other awards, driving '62 Pontiacs owned and maintained by Walter "Bud" Moore of Spartanburg, S. C.

In 1961, the fun-loving Weatherly, who calls Norfolk, Va., home, was voted by fans to be the most popular driver in Grand National racing, a designation highly appreciated and valued by Joe. In that year he also led the Grand National division in the number of victories with nine.

Weatherly, now 40, started auto racing at Norfolk in 1950, entering a Modified event and winning it. He was the 1953 national champion of NASCAR's Modified division. He first began racing as a novice motorcycle rider in 1946, and in succeeding years won national fame by capturing several championship events.

Weatherly was born May 29, 1922, in Norfolk, and attended Maury High there. During World War II, he served as a combat engineer in Europe for 33 months. He's a member of the Elks, Moose, American Legion and the Veterans of Foreign Wars.

He has promoted races at tracks in Virginia and North Carolina. Since 1956, he has been flying his own twin-engined plane to race meets. Until he won the championship, his biggest racing thrill came in 1960 when he won the Rebel 300 at Darlington, his first major victory in auto racing.

Champion Joe Weatherly's average finish in 1962 Grand National races was 4.3 on dirt tracks, 5.8 on paved tracks. His average finish overall was 5.1.

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This Mark[®] Guarantees:

1. Guaranteed accurate forever within 2% of maximum scale reading.
2. The only wrench that permits accurate use of adapter & extensions. Patented pivoted handle permits concentrated load position—the only way to obtain accuracy with adapters and extensions.
3. Rugged construction. Can be stored in a tool box with other tools.
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Sold around the world by leading hand tool manufacturers, mail order houses and chain stores. Inch-pound, Foot-pound and metric models in wide range of different capacities. Originators of the coveted mechanics "Gold Torque Wrench Award."



FREE HAND BOOK
If you do your own tinkering, write for Torque Spec Book with bolt chart and torques for U.S., foreign, sports car, boat motor, motorcycle, aircraft, tractor, etc. How to use a torque wrench info.

PA **STURTEVANT CO.**
ADDISON QUALITY ILLINOIS

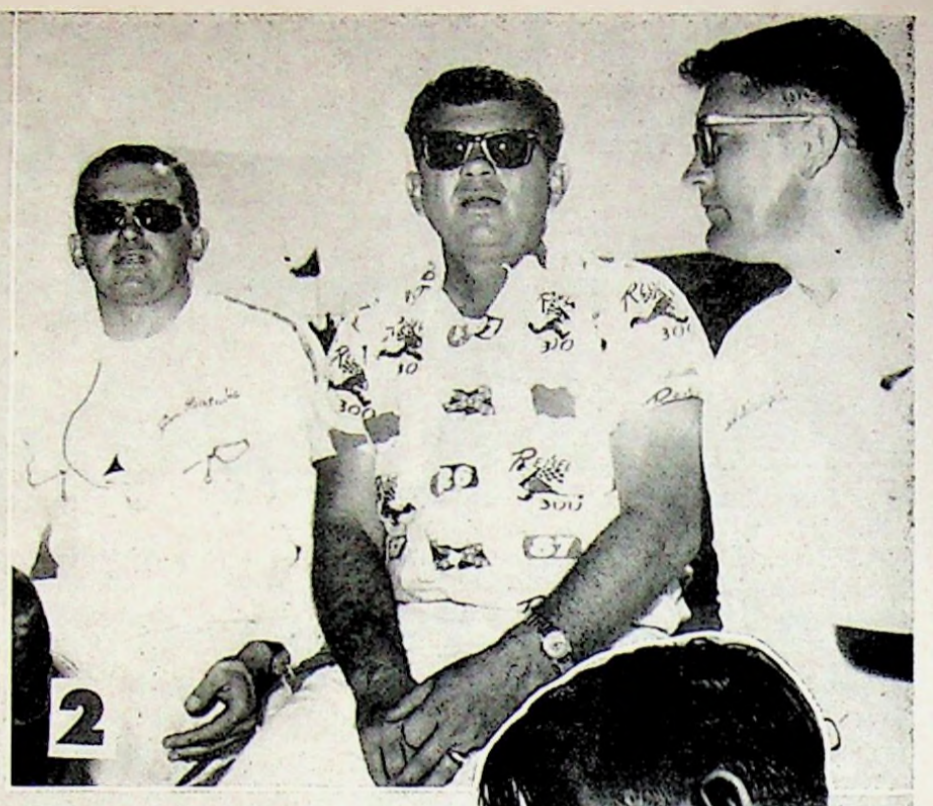
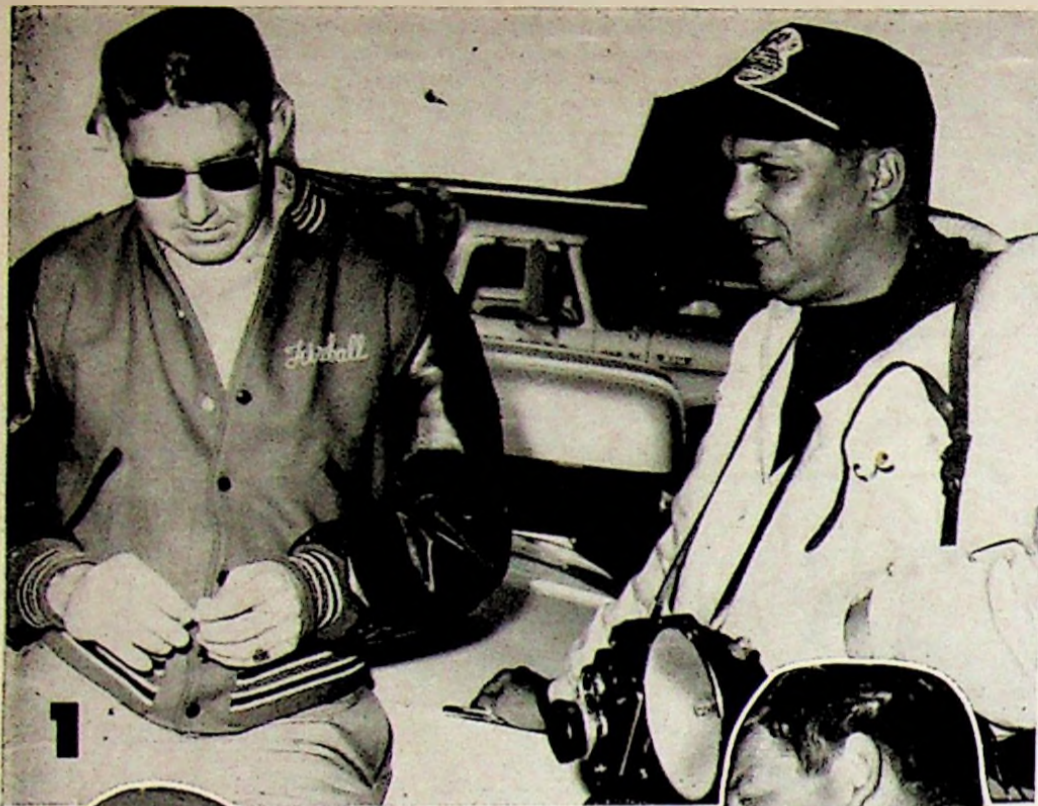
Point Leaders Of Grand National Circuit For 1962

Pos.	Name and Home	Points
1.	Joe Weatherly, Norfolk, Va.	30,836
2.	Richard Petty, Randleman, N. C.	28,440
3.	Ned Jarrett, Conover, N. C.	25,336
4.	Jack Smith, Spartanburg, S. C.	22,870
5.	Rex White, Spartanburg, S. C.	19,424
6.	Jim Paschal, High Point, N. C.	18,128
7.	Fred Lorenzen, Elmhurst, Ill.	17,554
8.	Fireball Roberts, Daytona Beach, Fla.	16,380
9.	Marvin Panch, Daytona Beach, Fla.	15,138
10.	Dave Pearson, Whitney, S. C.	14,404
11.	Herman Beam, Johnson City, Tenn.	13,650
12.	Curtis Crider, No. Charleston, S. C.	13,050
13.	Buck Baker, Charlotte, N. C.	12,838
14.	Larry Frank, Piedmont, S. C.	12,814
15.	Bob Welborn, Greensboro, N. C.	12,368
16.	George Green, Johnson City, Tenn.	12,132
17.	Larry Thomas, Trinity, N. C.	11,946
18.	Tom Cox, Asheboro, N. C.	11,688
19.	Jim Pardue, Wilkesboro, N. C.	11,414
20.	Junior Johnson, Wilkesboro, N. C.	11,140
21.	Nelson Stacy, Daytona Beach, Fla.	10,934
22.	Wendell Scott, Danville, Va.	9,906
23.	Buddy Baker, Charlotte, N. C.	9,828
24.	G. C. Spencer, Inman, N. C.	9,788
25.	Bunkie Blackburn, Fayetteville, N. C.	8,016
26.	Johnny Allen, East Point, Ga.	7,602
27.	Emanuel Zervakis, Richmond, Va.	6,406
28.	Bobby Johns, Miami, Fla.	5,670
29.	Ralph Earnhardt, Kannapolis, N. C.	5,472
30.	Cotton Owens, Spartanburg, S. C.	4,984
31.	Banjo Matthews, Asheville, N. C.	4,956
32.	Sherman Utsman, Bristol, Tenn.	4,896
33.	Darel Dieringer, Charlotte, N. C.	4,548
34.	Tiny Lund, Cross, S. C.	4,384
35.	Stick Elliott, Lawndale, N. C.	4,254
36.	LeeRoy Yarbrough, Jacksonville, Fla.	4,240
37.	Tommy Irwin, Keysville, Va.	3,980
38.	Ed Livingston, No. Charleston, S. C.	3,604
39.	Fred Harb, High Point, N. C.	3,430
40.	Elmo Langley, Landover, Md.	2,556
41.	Bill Morton, Church Hill, Tenn.	2,522
42.	Speedy Thompson, Charlotte, N. C.	2,522
43.	Jimmy Thompson, Monroe, N. C.	2,346
44.	Red Foote, New Britain, Conn.	2,274
45.	Ernie Gahan, Dover, N. H.	2,092
46.	Bill Wade, Houston, Texas	2,008
47.	Jim Cushman, Columbus, Ohio	1,954
48.	Bill Wimble, Lisbon, N. Y.	1,944
49.	Troy Ruttman	1,890
50.	Cale Yarborough, Timmonsville, S. C.	1,884
51.	Paul Goldsmith	1,800
52.	Bob Cooper, Gastonia, N. C.	1,770
53.	H. G. Rosier, No. Augusta, S. C.	1,634
54.	Roscoe Thompson, Forest Park, Ga.	1,592
55.	Paul Lewis, Johnson City, Tenn.	1,470
56.	Ray Hughes, Asheboro, N. C.	1,296
57.	Maurice Petty, Randleman, N. C.	1,278
58.	Earl Brooks, Lynchburg, Va.	1,206
59.	Mel Bradley, Richmond, Va.	1,152
60.	Dick Getty, Arleta, Calif.	1,108
61.	Harry Leake, Winston-Salem, N. C.	1,040
62.	T. C. Hunt, Atlanta, Ga.	1,004
63.	Jim Bennett, Daytona Beach, Fla.	1,000
64.	Paul Burrow, Sycamore, Ill.	968
65.	Art Malone, Lutz, Fla.	960
66.	Lee Reitzel, Charlotte, N. C.	948
67.	Doug Yates, Chapel Hill, N. C.	904
68.	Bill Foster, High Point, N. C.	814
69.	George Alsobrook, Hiram, Ga.	786
70.	Jim Reed, Peekskill, N. Y.	712
71.	Art Brady Peoria, Ill.	632
72.	Worth McMillion, Amelia, Va.	616
73.	Lee Petty, Randleman, N. C.	588
74.	Gary Sain, Hickory, N. C.	544
75.	Harold Carmac, Ramseur, N. C.	496
76.	Jim Bray, Long Beach, P. Ont.	480
77.	Dan Gurney	472
78.	Woodie Wilson, Mobile, Ala.	466
79.	John Hamby, Bristol, Va.	464
80.	Bob Devine, New Fairfield, Conn.	448

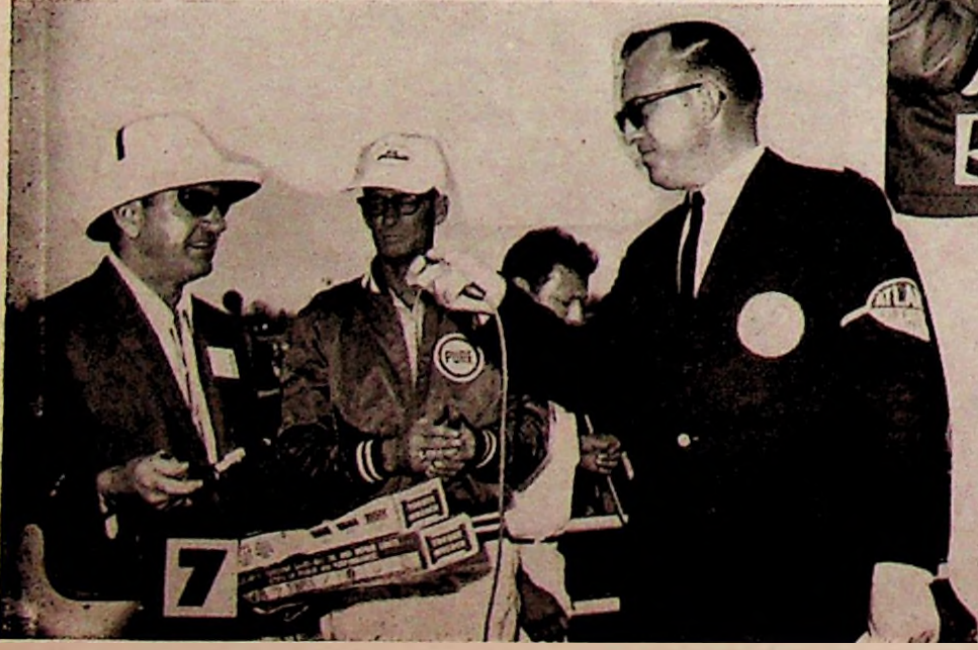
PAST GRAND NATIONAL CHAMPS

Year	Champion	Points
1949	Red Byron, Atlanta, Ga.	842.5
1950	Bill Rexford, Conewango Valley, N. Y.	1,959
1951	Herb Thomas, Sanford, N. C.	4,208.45
1952	Tim Flock, Atlanta, Ga.	6,585.5
1953	Herb Thomas, Sanford, N. C.	8,460
1954	Lee Petty, Randleman, N. C.	8,649
1955	Tim Flock, Atlanta, Ga.	9,596
1956	Buck Baker, Charlotte, N. C.	9,272
1957	Buck Baker, Charlotte, N. C.	10,716
1958	Lee Petty, Randleman, N. C.	12,232
1959	Lee Petty, Randleman, N. C.	11,792
1960	Rex White, Spartanburg, S. C.	21,164
1961	Ned Jarrett, Conover, N. C.	27,272

81.	Wally Dallenbach, E. Brunswick, N. J.	440
82.	Jim McGuirk, Vero Beach, Fla.	432
83.	Ray Hendrick, Richmond, Va.	428
84.	Gerald Duke, College Park, Ga.	426
85.	Bob Burdick, Omaha, Nebr.	424
86.	Nero Steptow, Irondale, Ala.	400
87.	Charlie Griffith, Chattanooga, Tenn.	378
88.	Ronnie Fones, Landover, Md.	363
89.	Frank Sessions, Darlington, S. C.	368
90.	Red Farmer, Hialeah, Fla.	360
91.	Bobby Waddell, N. Wilkesboro, N. C.	354
92.	George Dunn, Raleigh, N. C.	352
93.	Joe Lee Johnson, Chattanooga, Tenn.	344
94.	J. C. Hendrix, Griffin, Ga.	338
95.	John Sudderth, E. Point, Ga.	322
96.	Ralph Smith, Roswell, Ga.	320
97.	Herb Thomas, Sanford, N. C.	312
98.	Eddie Pagan, Lynwood, Calif.	308
99.	Mark Hurley, Johnson City, Tenn.	304
100.	Frank Graham, Charleston Heights, S. C.	288
101.	Roy Hallquist, Stratford, Conn.	288
102.	Joe Penland, Cayce, S. C.	272
103.	Joe Jones, Winston-Salem, N. C.	256
104.	Ken Rush, High Point, N. C.	256
105.	Sal Tovella, Chicago, Ill.	232
106.	Sam McQuagg, Columbus, Ga.	224
107.	Bill Dennis, Glen Allen, Va.	220
108.	John Dodd, Jr., Glen Burnie, Md.	220
109.	Runt Harris, Richmond, Va.	212
110.	Bill MacDonald, Buffalo, N. Y.	208
111.	Harold Fryar, Chattanooga, Tenn.	208
112.	Floyd Powell, Chesnee, S. C.	203
113.	Gene Blackburn, Bristol, Tenn.	204
114.	Friday Hassler, Chattanooga, Tenn.	186
115.	Weldon Adams, Augusta, Ga.	176
116.	Jerry Burnett, New Ellenton, S. C.	160
117.	Bubba Farr, Augusta, Ga.	160
118.	Herb Tillman, Miami, Fla.	160
119.	Lester Hicks, Bristol, Va.	140
120.	Bill Smith, Kannapolis, N. C.	140
121.	Bill Champion, Norfolk, Va.	132
122.	Jerry Smith, Chattanooga, Tenn.	128
123.	Al White, Buffalo, N. Y.	120
124.	John Roger, Crystal Lake, Ill.	96
125.	Jim Locke, Circleville, Ohio	90
126.	Bruce Brantley, Atlanta, Ga.	82
127.	H. B. Bailey, Houston, Texas	80
128.	Jack Deniston, Arlington, Va.	80
129.	Rock Harn, N. Augusta, S. C.	64
130.	Tom Pistone, Norridge, Ill.	60
131.	Allen Harley, Bristol, Va.	60
132.	Johnny Nave, Jonesboro, Tenn.	54
133.	Glenn Killian, Hickory, N. C.	32
134.	Reb Wickersham, Longboat Key, Fla.	32
135.	E. J. Trivette, Deep Gap, N. C.	28
136.	Hank Grilliot, Atlanta, Ga.	24
137.	Ralph Moody, Charlotte, N. C.	20
138.	George Fox, Wilkesboro, N. C.	20



AROUND THE LOOP WITH DRIVERS:
 Here are some scenes showing drivers and others who participated in the 1963 "Daytona 500" race:
 (1) Fireball Roberts, left, Daytona Beach ace, chats with Ray Mann of Indianapolis, photographer and publisher of Racing Pictorial. (2) Chatting in the Daytona pits—Jim Hurtubise, Indy star who drove one of Lee Petty's Plymouths; Joe Weatherly, 1962 NASCAR champ, and Darel Dieringer of Charlotte, Mercury driver. (3) Ray Brock of Hot Rod and Motor Trend Magazines, left, chats with A. J. Foyt and Tiny Lund. (4) Bob Colvin, president of Darlington Raceway, talks with Bud Moore, owner and chief mechanic of the 1963 Pontiac that Joe Weatherly piloted to victory in the "Rebel 300" this year. (5) Darel Dieringer, left, chats with Parnelli Jones, winner of Indianapolis race this year, during appearances at Daytona in February. (6) NASCAR Official Johnny Bruner and Fred Lorenzen, leading money winner of season. (7) Frank Mundy, left, former NASCAR and USAC driver, presents torque wrench to Ray Fox of Daytona as Hal Hamrick of Bristol Speedway looks on. (Taylor Warren pictures.)



Fireball Roberts Wins Southern 500 At 129 mph

Panch Runs Close Second, Lorenzen 3rd

Fords In Sweep Of Top Four

BY TOM EINSTEIN
Greensboro Daily News Sports Writer

DARLINGTON RACEWAY, Darlington, S. C., Sept. 2 — Records tumbled all the way as Fireball Roberts won a fantastic Southern 500 speed show here today.

Roberts, bouncing back again in an attempt to regain his throne as stock car racing's king, averaged a sensational 129.784 miles an hour for the 500 mile classic, a speed which only a few years ago was considered impossible even for qualifying.

The entire race was run without a single caution flag, a near impossibility for this tough 1 3/4 mile track.

There was only one bad accident — a three-car crash by Ned Jarrett, Billy Wade and Bob James on the back stretch of the 60th lap — but the track was cleared in time to avoid a caution.

Before Fred Lorenzen started his amazing money-making record this year, Roberts had been considered the king of the stock car racing circuit.

But today's victory gives him two straight major wins, the other coming in the Firecracker 400 at Daytona Beach on July 4.

Roberts' swift victory before a sunbaked throng of 70,000 led a Ford sweep which saw that make of car capture the first four places.

Marvin Panch, who like Roberts makes his permanent home in Daytona Beach, finished second only 17 seconds behind.

Roberts pocketed \$22,325 for his win, Panch \$11,350, and both figures include lap money.

Lorenzen, Roberts' teammate out of the Holman and Moody Ford stables in Charlotte, was third and won \$6,850. That put Lorenzen over the \$100,000 mark, first ever for a stock car driver. He has now won \$100,670 for this year. Roberts has collected \$61,645 for the year.

Nelson Stacy, also of Daytona Beach, completed the Ford sweep with his fourth place finish and he also runs for Holman and Moody.

Mercurys claimed the next three places, Darel Dieringer of Charlotte finishing fifth, Rex White of Spartanburg sixth and Joe Weatherly of Norfolk seventh.

Roberts captured the lead for good on the 330th lap when Lorenzen pitted for gas and tires and he held about a half-lap lead over Panch and a lap and half margin over Lorenzen.

Panch slowly closed the gap as Fireball played it safe while Lorenzen's only hope was that Roberts and Panch both might encounter some kind of trouble.

But it never happened and the race ended just as routinely as it started. Roberts coasted across the finish line easily the winner.

It even lacked the dramatic finish which has become so attached to the Southern 500.

Lorenzen blasted into the lead on the first lap but Junior Johnson shot his Chevrolet into the No. 1 position on the second lap as the 41-car field quickly strung out.

Johnson, who believes only in getting to the front and staying there as long as he can, stayed put until the first out-break of scheduled pit stops on the 73rd lap. Panch then pitted with Stacy leading one lap before going in for fuel and tires. Panch retook the lead and held it for the next 100 laps, Johnson pushing all the way.

Johnson had his Chevrolet in the lead again on the 144th lap, pitted on the 149th lap and came back out, still leading the pack.

Johnson kept his lead also after pitting on the 225th lap but troubles started plaguing his Chevy a few laps later. He

was back in on the 236th lap with an overheating engine and finally was forced to retire after 262 laps.

That left it strictly up to the Ford contingent—with little challenge from the rest of the field.

It was not a question of what make of car would win but which Ford would.

After Johnson departed it was Panch, Roberts and Lorenzen battling for the victory.

Panch held the lead until the 288th lap when Roberts passed him on the home stretch.

Roberts pitted on the 290th lap to give Lorenzen the lead but Freddie was due for another stop, while Roberts was set to go the distance.

Lorenzen's stop on the 330th lap gave the lead to Roberts for good and the crowd could have left right there. It was all over but the shouting.

The average speed never dropped below 128.822 mph, a mark which would have been sensational in qualifying before 1961. It wasn't until '61 that qualifying speeds went over 128.

And Roberts' winning speed for 500 miles today bettered more than 20 qualifying times for this year's race.

HOW THEY FINISHED

DARLINGTON, S. C., Sept. 2 — The finishers and their winnings in the 14th annual Southern 500 late model stock car race Monday (all driving 1963 cars unless otherwise designated:)

1. Glenn (Fireball) Roberts, Daytona Beach, Ford	\$22,325
2. Marvin Panch, Charlotte, Ford	11,350
3. Fred Lorenzen, Charlotte, Ford	6,850
4. Nelson Stacy, Daytona Beach, Fla., Ford	3,475
5. Darel Dieringer, Charlotte, Mercury	2,625
6. Rex White, Spartanburg, S. C., Mercury	2,025
7. Joe Weatherly, Norfolk, Va., Mercury	1,775
8. Tiny Lund, Cross, S. C., Ford	1,525
9. Bobby Johns, Miami, Fla., Pontiac	1,275
10. Buck Baker, Charlotte, Chevrolet	1,025
11. Bobby Isaac, Catawba, Ford	950
12. Richard Petty, Randleman, Plymouth	900
13. Bunkie Blackburn, Fayetteville, 1962 Pontiac	800
14. Dave Pearson, Spartanburg, S. C., Dodge	700
15. Jim Pardue, North Wilkesboro, Ford	650
16. Curtis Crider, Charleston, S. C., Mercury	600
17. Cale Yarborough, Timmonsville, S. C., Ford	500
18. Elmo Langley, Washington, D. C., Chevrolet	500
19. Bud Harless, Gilbert, W. Va., 1962 Pontiac	500
20. Robert (Junior) Johnson, Ronda, N. C., Chevrolet	500
21. Ned Jarrett, Conover, Ford	500
22. Jim Paschal, High Point, Plymouth	500
23. Buddy Baker, Charlotte, Pontiac	500
24. G. C. Spencer, Inman, S. C., Plymouth	500
25. Ralph Earnhardt, Kannapolis, 1962 Pontiac	500
26. H. G. Rosier, North Augusta, S. C., 1962 Plymouth	500
27. Bob James, Maple Heights, Ohio, Plymouth	500
28. Billy Wade, Spartanburg, S. C., Dodge	500
29. Lee Roy Yarborough, Jacksonville, Fla., Ford	500
30. Larry Thomas, Thomasville, Dodge	500
31. Roy Tyner, Red Springs, 1962 Chevrolet	500
32. Larry Manning, Richmond, Va., 1962 Ford	500
33. Bobby Keck, Graham, N. C., Ford	500
34. Neil Castles, Charlotte, 1962 Chrysler	500
35. Bob Welborn, Greensboro, Pontiac	500
36. Lewis (Possum) Jones, Columbia, S. C., 1962 Pont.	500
37. Paul Lewis, Johnson City, Tenn., Ford	500
38. Frank Graham, Charleston, S. C., 1962 Ford	500
39. Ed Livingston, North Charleston, S. C., Dodge	500
40. L. L. Reitzell, Charlotte, 1962 Ford	500
41. Emanuel Zervakis, Richmond, Va., 1962 Ford	500



Third Annual
WILKES 250
 Grand National



250-Mile Late Model Auto Race

**NORTH
 WILKESBORO
 SPEEDWAY**
 NORTH WILKESBORO, N.C.

Use Form Below To Order Reserved Seat Tickets Now

All the top NASCAR drivers on the nation's fastest, finest five-eighths mile asphalt track

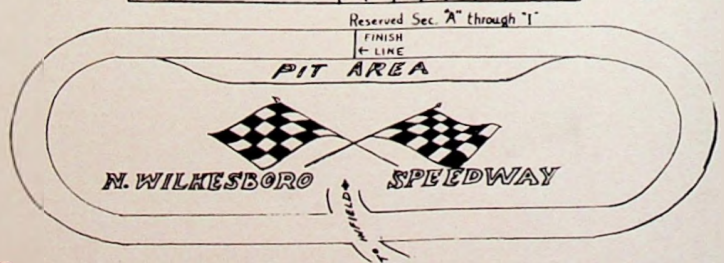
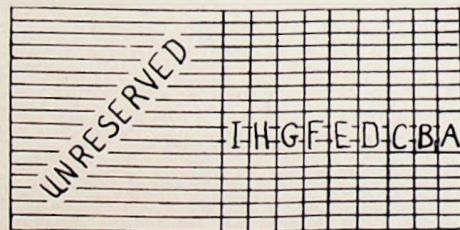
**SUNDAY
 SEPT. 29**
 Starting Time — 2:00 P.M.

QUALIFYING TRIALS
 SATURDAY, SEPT. 28 — 1 to 4:30 P.M.



FREE- 1963 PONTIAC CATALINA

Pictured above is the 1963 Pontiac Catalina which will be given away at the North Wilkesboro race. Seated in the car is Jack Combs, an official of the North Wilkesboro track.



NORTH WILKESBORO SPEEDWAY
 P. O. BOX 447
 NORTH WILKESBORO, N. C. Date _____

I am enclosing \$ _____, including 25 cents mailing and handling charge, for the following reserved seat tickets:

WILKES 250—SUNDAY, SEPT. 29, 1963

Reserved seats in section _____, row _____ @ \$4.00.

Name _____
 Address _____
 City _____, State _____

(Make checks and money orders payable to North Wilkesboro Speedway)



PRESS PARTY TIME AT MARTINSVILLE:

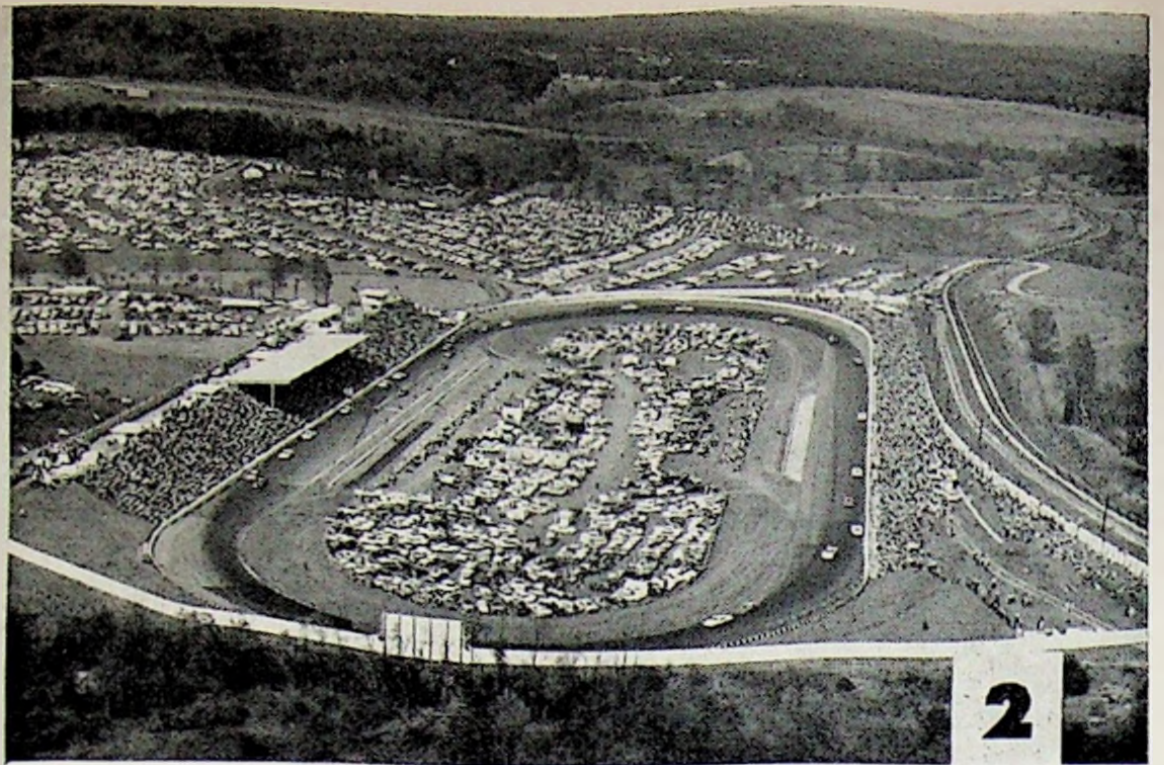
Here are some scenes from the 1963 spring press party staged along with the "Virginia 500" race. Party held at The Hut Restaurant.

- (1) Homer Thomasson, center, of Station WDVA chats with couple of fellow townsmen, Henry Hogan and Glenn Eanes.
- (2) Harold "Soup" Wimmer of the Roanoke Times, right greets Norris Friel, NASCAR technical director, as Houston Lawing, speedway public relations director steps in.
- (3) Lined up at the bar—left to right—Tim Sullivan and Bob Pope of the speedway public relations staff; Clay Earles, speedway president; Bob Latford of speedway public relations, and Dick Thompson of Roanoke Times sports staff.
- (4) In the chow line—left to right—Johnny Prillaman, Lester Hall, Dick Thompson and Bill Mason, all of Roanoke.
- (5) Around the table are Clay Earles, Johnny Fowler of Danville Commercial Appeal, Henry Hogan, Homer Thomasson and Glenn Eanes of Danville.
- (6) Barney Hall of WIFM, Elkin, N. C., Don O'Reilly of Atlanta Raceway and Bob Latford of Speedway public staff.
- (7) Johnny Fowler of Danville Commercial Appeal, Tom Einstein of Greensboro Daily News and George Brain of Charlotte, N. C. Pure Oil office.

(Photos by NASCAR Photographer Taylor Warren)



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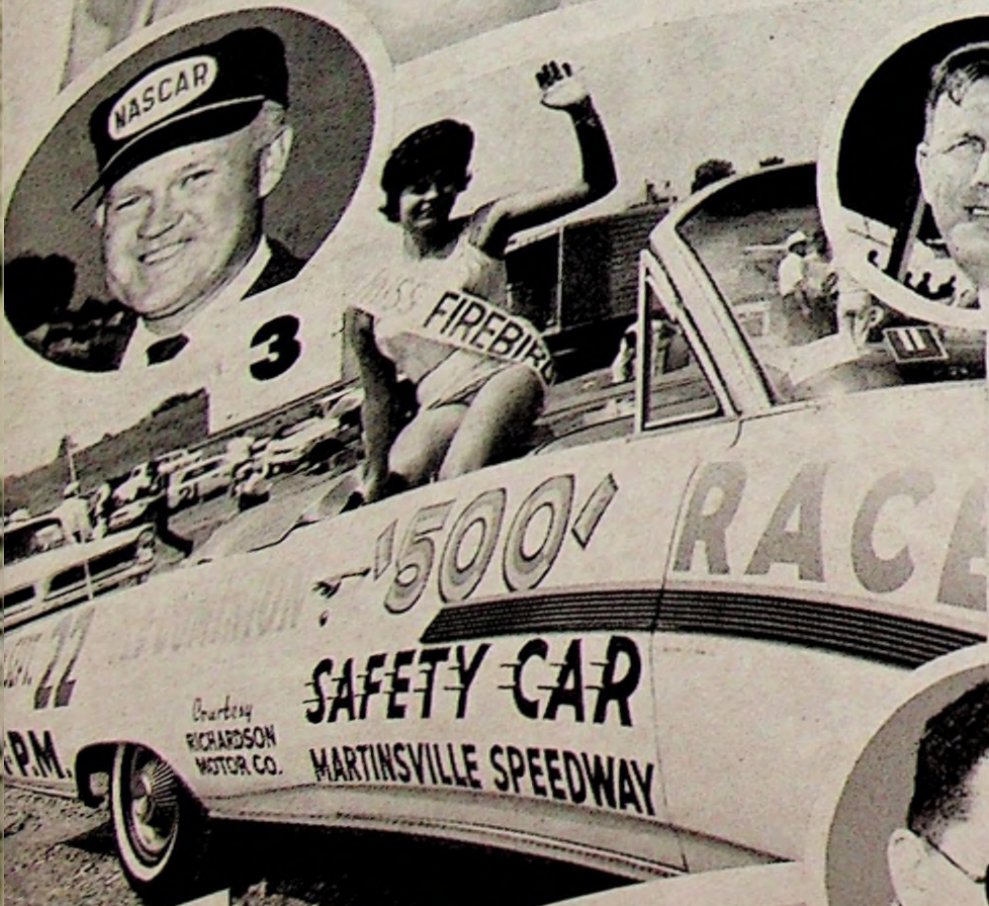


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CIRCLING AROUND AT MARTINSVILLE SPEEDWAY:

- Here are some interesting facts and scenes about the Martinsville races.
- (1) Miss Dorcas Dara Campbell of Fairfield, Va., one of the 10 finalists of the Miss America contest this year as Virginia's representative, who presents the trophies Saturday and Sunday.
 - (2) Aerial view of Martinsville Speedway during running of the 1963 "Virginia 500" race.
 - (3) H. Clay Earles, president of Martinsville Speedway.
 - (4) William H. G. (Bill) France, vice president of Martinsville Speedway and president of NASCAR and Daytona International Speedway.
 - (5) Miss Shirley Moorman of Tampa, Fla., Miss Firebird.
 - (6) Richard Petty, winner of 1963 "Virginia 500" chats with Announcer Bob Montgomery.
 - (7) Early stages of 1963 "Virginia 500" with Fireball Roberts leading parade.
 - (8) Announcer Louis Compton of Martinsville.
 - (9) Action in south turn at Martinsville during "Virginia 500" race.

(Taylor Warren Pictures)



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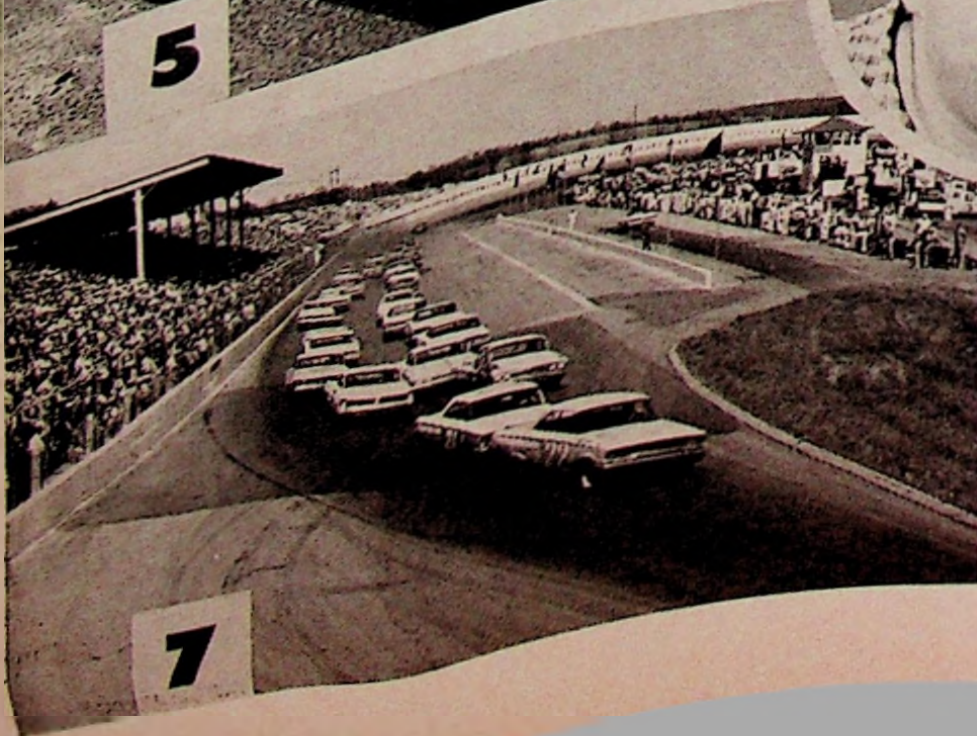
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
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Mercury's new sizzler the ...

Marauder 

A new breed of scat!

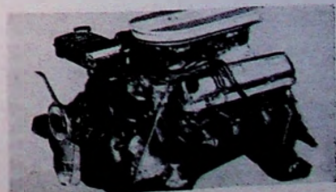
Note the sleek, racy design of Mercury's newest hardtop: the 1963½ Marauder. Aerodynamic styling cuts air resistance, takes full advantage of Mercury's brilliant new V-8's.

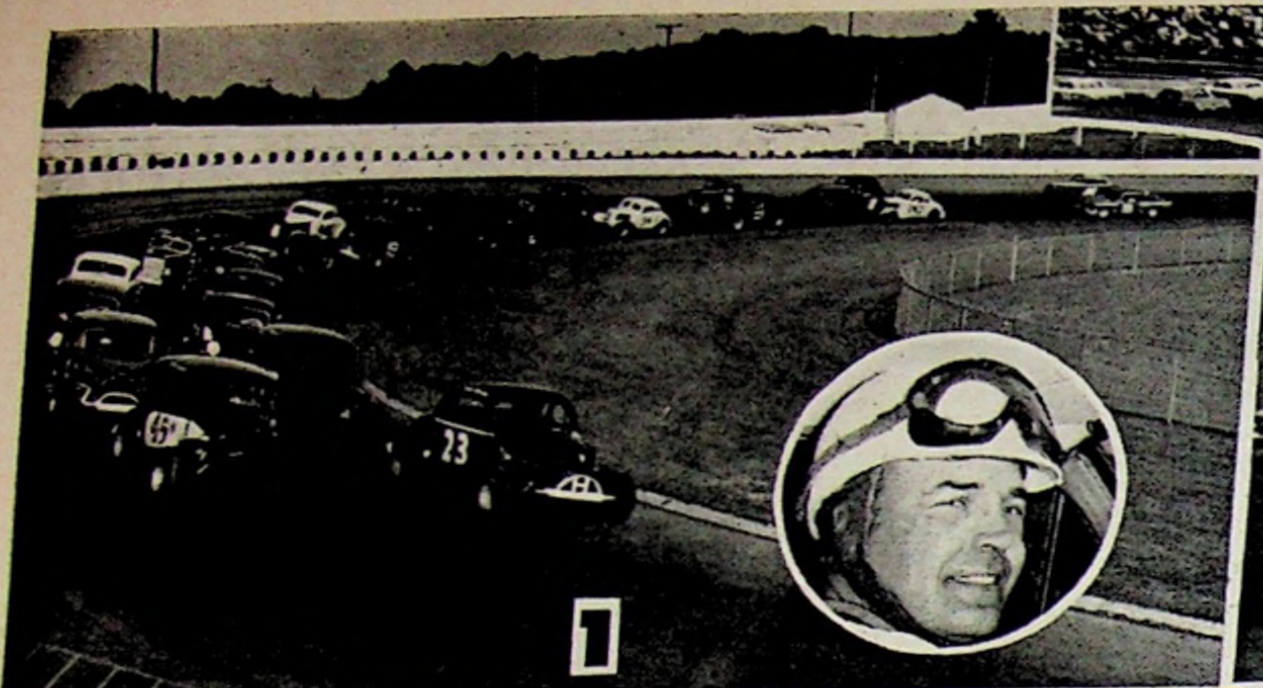
No matter which Mercury V-8 engine you choose, you get brilliant performance! A big 390 V-8 is standard on the Marauder hardtop

model. On S-55 bucket-seaters, the standard engine is a 4-barrel Super Marauder 390 V-8. Optional engines range up to a 427 V-8.

Marauder transmission choices include multi-drive Merc-O-Matic and 3- and 4-speed fully synchronized manual shifts. Looking for a top performer? See your Mercury dealer.

FACTS ON SUPER MARAUDER 427 V-8: Displacement: 427 cu. in. • 4.23 bore x 3.78 stroke • 425 hp @ 6000 rpm • 480 lb-ft torque @ 3700 rpm • dual 4-barrel carburetors • compression ratio 11.5:1 • mechanical valve lifters • fully synchronized 4-speed stick shift transmission.





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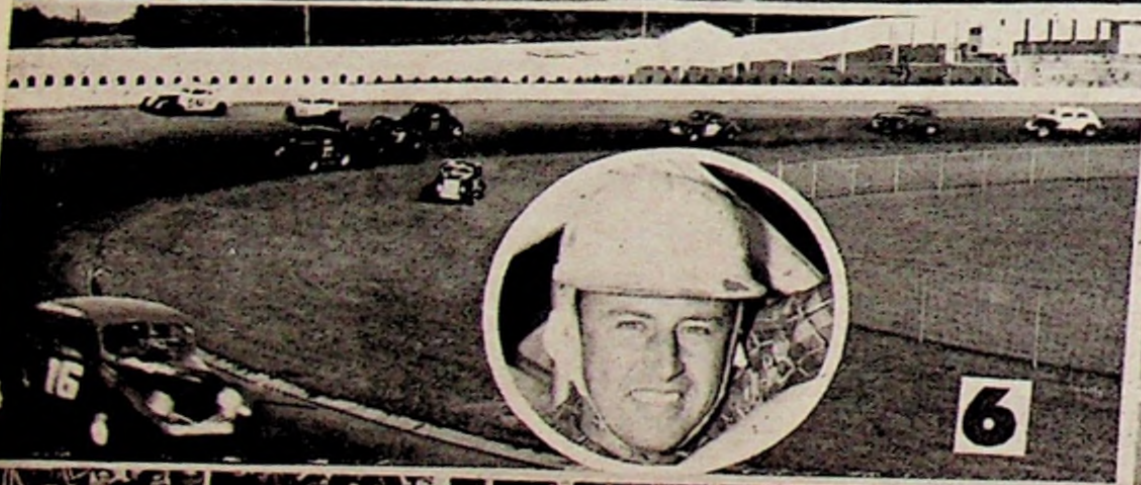
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VARIETY OF ACTION AT MARTINSVILLE:

Here are some action scenes from the Grand National and modified-sportsman races at Martinsville Speedway.

- (1) Modified and sportsman cars roar thru the north turn in 1962 event. Insert shows Perk Brown of Leaksville, winner of the 1962 September feature.
- (2) Action thru the south turn in 1962 "Old Dominion 500" with insert of Nelson Stacy, winner of the race.
- (3) Freddie Lorenzen (28), Fireball Roberts ((22) and Nelson Stacy (29) in action for "Old Dominion 500".
- (4) Trouble in the south turn as several cars pile up to bring out caution flag.
- (5) Nelson Stacy gets checkered flag in 1962 Ford for "Old Dominion 500".
- (6) Modified-sportsman action in north turn with insert of Ray Platte of Norfolk, who was fatally injured at South Boston this year.
- (7) The 90th Army Reserve Band from Roanoke performing for the 1962 "Old Dominion 500" race.
- (8) Miss Patricia Jean Gaulding (Miss Virginia) rides pace car with President Clay Earles.
- (9) Fireball Roberts, fastest qualifier for "Old Dominion 500", receives trophy from Miss Gaulding.

(Photos by NASCAR Photographer Taylor Warren)



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FOURTH ANNUAL "NATIONAL 400"

WORLD'S FASTEST
1½-Mile High-Banked Asphalt Speedway

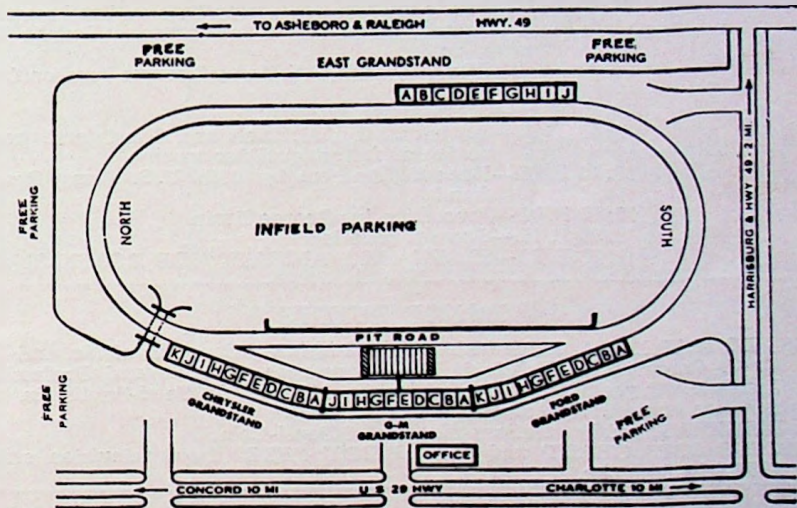
Oct. 13th
1963
1 P.M.

Charlotte Motor Speedway

CHARLOTTE, N. C.



- 400-Mile Late Model Race
- World's finest, fastest and most exciting 1½-mile banked asphalt speedway.
- Unusual octagon - shaped homestretch puts YOU directly in front of the action
- 44-car starting field.
- Purse: \$50,000.00 plus.
- 40,000 Reserved Seats.
- Unlimited Parking.



NO DRINK BOXES MORE THAN 18" LONG PERMITTED IN STANDS

TICKET ORDER BLANK

Oct. 13, 1963

National 400

Oct. 13, 1963

CHARLOTTE MOTOR SPEEDWAY, INC.
108 Liberty Life Building
Charlotte 2, N. C.

I am enclosing (check) (money order) for \$ _____, including 25c handling charge, for the following tickets for the NATIONAL 400 RACE on Oct. 13, 1963.

GRANDSTAND CHOICE
(Please Mark One)

GM _____	FORD _____	CHRYSLER _____
Section Desired: _____ A, B, C, etc. (list 3 choices)		
Reserved Seats Rows 20 thru 25 (All Three Stands) _____		① \$10.00 — \$ _____
Reserved Seats Rows 7 thru 19 (All Three Stands) _____		② \$ 8.00 — \$ _____
Reserved Seats Rows 1 thru 6 (All Three Stands) _____		③ \$ 6.00 — \$ _____
(Make All Orders Payable to: CHARLOTTE MOTOR SPEEDWAY, INC.)		Handling Charge \$ _____ 25
		TOTAL \$ _____

NAME _____
STREET or P. O. BOX _____
CITY and State _____
(Please Print Clearly or Type)

Note: EAST GRANDSTAND (backstretch) Unreserved seats \$6.00 each on sale Race Day Only
When Grandstands Open at 7 a.m. Infield tickets \$5.00 each go on sale at 5 p.m. Saturday, Oct. 12.

ALL PERSONAL CHECKS HELD TWO WEEKS — NO CHECKS ACCEPTED AFTER SEPT. 30TH

SCHEDULE OF EVENTS FOR 1963

"OLD DOMINION 500"

FRIDAY Sept. 20	9:00 A. M. - 12:00 Noon—Practice 1:00 - 4:00 P. M.—Qualifying Trials—Grand Nationals Fastest 20 qualify for first 20 starting positions in "Old Dominion 500" race.
SATURDAY Sept. 21	9:00 A. M.—12:00 Noon—Practice — Grand Nationals and Modified-Sportsman 1:00 P. M.—Qualifying—Modified-Sportsman cars 1:45 P. M.—First 15-lap heat—Modified-Sportsman 2:00 P. M.—Second 15-lap heat—Modified-Sportsman 2:30 P. M.—20-lap Grand National cars qualifying race. (First 20 finishers qualify for starting positions 21 thru 40 in "Old Dominion 500") 3:00 P. M.—50-lap feature—Modified-Sportsman
SUNDAY Sept. 22	7:00 A. M.—Speedway gates open to grandstands and infield. 11:45 A. M.—Drivers Meeting 12:10 P. M.—Music by 90th U. S. Army Reserve band of Roanoke, directed by Warrant Officer Hull, on Speedway backstretch 12:20 P. M.—Music by 90th U. S. Army Reserve band marching from backstretch to frontstretch (East to West side) 12:25 P. M.—Music by 90th U. S. Army Reserve band on frontstretch 12:30 P. M.—Introduction of drivers 12:45 P. M.—Introduction of Officials and Guests and presentation of fastest qualifier trophy. 12:55 P. M.—National Anthem by 90th U. S. Army Reserve band 12:57 P. M.—Invocation by George Brain 12:58 P. M.—Start of pace lap 1:00 P. M.—START of 8th ANNUAL "OLD DOMINION 500"

HONOR GUESTS

MISS DORCAS DARA CAMPBELL (*Miss Virginia*), daughter of Mr. and Mrs. C. C. Campbell of Fairfield, Va. A graduate of Richmond Professional Institute. 23 years old, 5 feet 5 inches, 115 pounds. Semi-finalist in Miss America contest. Winner of Talent division.

ED FINNERAN, public relations director of Pepsi-Cola.

"CACTUS JOE" GRANT and "LIL BIDDY PETE" from television station WSLs in Roanoke.

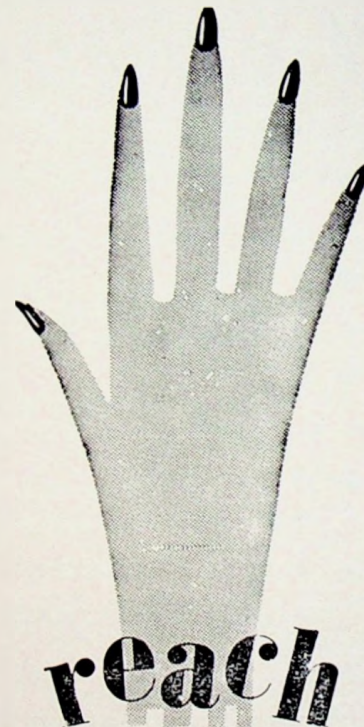
THE OFFICIALS

Race Directors	H. CLAY EARLES, Martinsville, Va. BILL FANCE, Daytona Beach, Fla.
Starter	JOHNNY BRUNER, JR., Daytona Beach, Fla.
Chief Scorer and Timer	JOE EPTON, Daytona Beach, Fla.
NASCAR Field Manager	JOHN BRUNER, Daytona Beach, Fla.
NASCAR Technical Inspector	NORRIS FRIEL, Daytona Beach, Fla.
Chief Steward	ENOCH STALEY, North Wilkesboro, N. C.
Announcers	EARL KELLY, Concord, N. C. LOUIS COMPTON, WHEE, Martinsville, Va.
Official Pace Car	1963 PONTIAC Courtesy of RICHARDSON MOTOR CO., Martinsville, Va.
Directors of Ticket Sales	MRS. DOROTHY CAMPBELL, Martinsville, Va. MRS. MARY WEATHERFORD, Martinsville, Va.
Bookkeeper	PAGE SHELTON, Martinsville, Va.
Program Directors	CHARLES TATE, Greensboro, N. C. PAUL DALTON, Daytona Beach, Fla.
General Manager	CLARENCE ROGERS, Martinsville, Va.
Public Relations	HOUSTON A. LAWING, Daytona Beach, Fla. WILLIARD LAWING, Daytona Beach, Fla. ROBERT G. LATFORD, Daytona Beach, Fla. MARILYN GOLDSMITH, Daytona Beach, Fla. TIM SULLIVAN, Roanoke, Va.
Official Photographer	T. TAYLOR WARREN, Daytona Beach, Fla.
Speedway Owners	H. CLAY EARLES, Martinsville, Va. BILL FRANCE, Daytona Beach, Fla.
Wrecker Service	AUTO SALES & BODY CO., Martinsville, Va.
Ambulance Service	BURROUGHS-WHITE CHEV. CO., and MITCHELL MOTORS, Inc. McKEE FUNERAL HOME

Today's Free Prizes

FIRST—Two Free Passes to the "Wilkes 250," Sun., Sept. 29.

SECOND—Two Free Passes to Grand National race at Orange Speedway, Hillsboro, N. C., October 27.



FOR THE PACKAGE WITH THE



LITTLE RED PIG!



THE HAM MAKES IT DIFFERENT!

JESSE JONES SAUSAGE CO.

Danville, Virginia

TODAY'S GUEST OF HONOR



Meet Miss Dorcas Dara Campbell — Miss Virginia of 1963.

Miss Campbell, 23-year-old daughter of Mr. and Mrs. Clarence E. Campbell of Fairfield, Va., represented Virginia in the Miss America contest and finished among the 10 finalists to give Virginia the finest honor of many years.

The Fairfax beauty, who stands five feet, five inches and weighs 115 pounds, was a winner in the talent division of the national contest. She was the first Virginia representative to ever win this honor.

Miss Campbell graduated with high honors from the Richmond Professional Institute. She has made a number of television appearances and her talent performance at the Miss America contest consisted of a singing portrayal of a costume mistress to an opera singer.

Miss Campbell is making her first Martinsville appearance and her first for the Grand National circuit stock car races. She is guest of honor for the Saturday and Sunday events and will make the trophy presentations to the race winners—Saturday in the 50-lap modified event—and Sunday in the 500-lap "Old Dominion 500" race—Virginia's outstanding event of the season.

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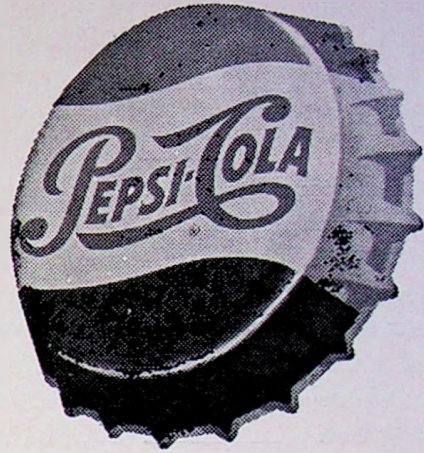
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Entries For Modified-Sportsman Races - Saturday, Sept. 21

Car No.	Driver	Home	Type Car	Owner
1	Bob McGinnis	Danville, Va.	Ford (M)	H. D. Cook
1	Gene Owens	Danville, Va.	Ford (M)	C. C. Moore
03	Wayne Smith	Winston-Salem, N. C.		
3E	Max Berrier	Winston-Salem, N. C.	Chev. (M)	Jim Scarce
03	Carl Burris	Leaksville, N. C.	Chev. (M)	
4	Ted Hairfield	Richmond, Va.	Chev. (M)	Ted Hairfield
5	Bill Burge	Ft. Lauderdale, Fla.	'37 Pont. (M)	Bill Burge
7	Toots Jenkins	Winston-Salem, N. C.		
10	Melvin Smith	Newport, Va.	Ford (M)	Melvin Smith
11	Ray Hendrick	Richmond, Va.	'37 Chev. (M)	Jack Taat
12	Clarence Pickurel	Ridgeway, Va.	Ford (M)	C. Pickurel
16	Ken Rush	Ridgeway, Va.	Ford (M)	Moir O'Dell
19	Hank Thomas	Winston-Salem, N. C.	Plym (M)	Hank Thomas
23	Billy Hensley	High Point, N. C.	Ford (M)	Billy Hensley
34A	Shorty York	Mocksville, N. C.	Ford (M)	Morton Fralin
37	Nick D. Sinclair	Harrisonburg, Va.	Stude. (S)	Nick Sinclair
39	Al Grinman	Fredericksburg, Va.	Pont. (M)	Al Grinman
42	Pee Wee Ellwanger	Roanoke, Va.	Ford (M)	Bob Neal
44	Harold Rush	High Point, N. C.	Chev. (M)	Harold Rush
44B	Gil Hearne	Miami, Fla.	Chev. (M)	Monroe Baldwin
45	Perk Brown	Leaksville, N. C.	Chev. (M)	William Mason
45A	Robert Berry	Winston-Salem, N. C.	Chev. (M)	William Mason & John Zigar
71	Buren Skeen	Denton, N. C.	Ford (M)	Kermit Elliott
72	Bruce "Pee Wee" Griffin	Charlotte, N. C.	Ford (M)	Pee Wee Griffin
77	Paul Radford	Ferrum, Va.	Ford (M)	Basil Whitaker
97	James Hayes	Norlina, N. C.	Chev. (M)	"Billy" Collins
100X	Joe Bill Tucker	Mt. Airy, N. C.	Ford (M)	Lonnie Tickle
121	Jesse Gilley	Martinsville, Va.	Chev. (M)	Moir O'Dell
300	Melvin Brown	Collinsville, Va.	Cad. (M)	Melvin Brown
301	O. E. Shook	Keysville, Va.	Chev. (M)	O. E. Shook
327	Bob Russell	New Egypt, N. J.	Chev. (S)	Bob Russell
360	Runt Harris	Richmond, Va.	Ford (M)	Marguerite Chamdler
400	E. J. Brewer	Winston-Salem, N. C.		
600	Harry Leake	Winston-Salem, N. C.		

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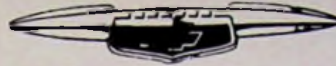
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MARTINSVILLE, VIRGINIA

Points & Posted Awards for the 8th Annual "Old Dominion 500" Race

Martinsville Speedway, Martinsville, Va., Sunday, September 22, 1963

POSTED AWARDS: \$17,702 (Including \$1,27 Point Fund)

PRIZE AWARDS DISTRIBUTION

Pos.	Racing Purse	Pure Oil Company	Autolite Plugs	Regal-Ride Shocks	Gabriel Shocks	TOTAL
1	\$2,750					
2	1,300	\$150	\$150	\$200	\$200	\$3,250
3	1,000	100	125	100	100	1,625
4	750	50	100	50	50	1,200
5	700		75	25	25	850
6	650		50			750
7	550					
8	500					
9	400					
10	365					
11	325					
12	275					
13	250					
14	225					
15 thru 25th	\$150 each					
26 thru 40th	\$100 each					

LAP MONEY—\$50 to leader at end of every 50th lap—50-100-150-200-250-300-350-400-450-500.

TIME TRIALS (FRIDAY)—1st \$150 - 2nd \$100 - 3rd \$75 - 4th \$50 - 5th \$50 - 6th thru 20th \$25 each—Fastest 20 qualify for Sept. 22.

QUALIFYING RACE (SAT.)—20 laps—1st \$100 - 2nd \$50 - 3rd \$35 - 4th \$25 - 5th \$25 - 6th \$25 - 7th \$25. First 20 qualify for race Sunday.

\$250 appearance money for Grand National Champion Joe Weatherly.

Bulova watches to winner of Old Dominion race and to fastest qualifier.

POINT DISTRIBUTION—750 points to winner—Decreasing 30 points per position.

1st	750	6th	600	11th	450	16th	300	21st	150
2nd	720	7th	570	12th	420	17th	270	22nd	120
3rd	690	8th	540	13th	390	18th	240	23rd	90
4th	660	9th	510	14th	360	19th	210	24th	60
5th	630	10th	480	15th	330	20th	180	25 thru 40	30 each



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Entries For The Eighth Annual "Old Dominion 500"

Car No.	Driver	Home	Type Car	Car Owner
0	Tiny Lund	Cross, S. C.	1963 Ford	Holman-Moody
1	E. J. Trivette	Deep Gap, N. C.	1962 Chevrolet	Jesse Fotter
2			1962 Pontiac	Clifton Stewart
3	Junior Johnson	Ronda, N. C.	1963 Chevrolet	Holly Farms Pltry
4	Rex White	Spartanburg, S. C.	1963 Mercury	Rex White
5	Billy Wade	Spartanburg, S. C.	1963 Dodge	Cotton Owens
6	David Pearson	Spartanburg, S. C.	1963 Dodge	Cotton Owens
7A	Bobby Johns	Miami, Fla.	1963 Pontiac	Shorty Johns
05	Possum Jones	Columbia, S. C.	1962 Pontiac	
8	Joe Weatherly	Norfolk, Va.	1963 Mercury	Bill Stroppe
9	Roy Tyner	Red Springs, N. C.	1962 Chevrolet	
09	Larry Manning	Richmond, Va.	1962 Chevrolet	Bob Adams & Bill Croxton
11	Ned Jarrett	Conover, N. C.	1963 Ford	Charles Robinson
17			1962 Pontiac	Clifton Stewart
19	Cale Yarborough	Timmonsville, S. C.	1963 Ford	Herman Beam
20	Jack Anderson	Fearisburg, Va.	1963 Ford	Earl Hatcher and Duck Crouz
21	Marvin Panch	Daytona Beach, Fla.	1963 Ford	Glenn Wood
22	Fireball Roberts	Daytona Beach, Fla.	1963 Ford	Holman-Moody
23	Bill Widenhouse	Midland, N. C.	1962 Plymouth	
26	Darel Dieringer	Charlotte, N. C.	1963 Mercury	Bill Stroppe
28	Fred Lorenzen	Charlotte, N. C.	1963 Ford	Holman-Moody
29	Nelson Stacy	Daytona Beach, Fla.	1963 Ford	Holman-Moody
34	Wendell Scott	Danville, Va.	1962 Chevrolet	Wendell Scott
36	Larry Thomas	Trinity, N. C.	1962 Dodge	Wade Younts
42	Jim Massey	Mebane, N. C.	1963 Plymouth	Lee Petty
43	Richard Petty	Randleman, N. C.	1963 Plymouth	Lee Petty
44	Tommy Irwin	Inman, S. C.	1963 Ford	Stew McKinney
47	Jack Smith	Spartanburg, S. C.	1963 Plymouth	Jack Smith
48	G. C. Spencer	Inman, S. C.	1963 Plymouth	Jack Smith
51	Bob Cooper	Gastonia, N. C.	1962 Pontiac	Bob Cooper
54	Jim Pardue	N. Wilkesboro, N. C.	1963 Ford	Robert Smith
57	Bobby Keck	Graham, N. C.	1963 Ford	Bobby Keck
60	Bud Harless	Gilbert, W. Va.	1962 Pontiac	Fred Harless and Arden Mounts
62	Curtis Crider	N. Charleston, S. C.	1962 Mercury	Curtis Crider
67	Reb Wickersham	Longboat Key, Fla.	1962 Pontiac	Reb Wickersham
68	Ed Livingston	Folley Beach, Fla.	1962 Ford	Mamie Chinetti
76	J. D. McDuffie	Sanford, N. C.	1961 Ford	
83	Worth McMillion	Amelia, Va.	1962 Pontiac	Worth McMillion
86	Neil Castles	Charlotte, N. C.	1962 Chrysler	Neil Castles
87	Buck Baker	Charlotte, N. C.	1963 Pontiac	Buck Baker
93	Doc Rietzel	Charlotte, N. C.	1962 Ford	Jerome Warren
90	Garry Sain	Hickory, N. C.	1962 Dodge	
92	Perk Brown	Leaksville, N. C.	1963 Ford	Roy Osborne
96			1962 Chevrolet	Hubert Westmoreland
99	Larry Frank	Greenville, S. C.	1963 Ford	Bondy Long
—	Buddy Baker	Charlotte, N. C.		
—OTHER PROBABLES—				
18	Gene "Stick" Elliott	Lawndale, N. C.	1962 Pontiac	
33	Roy Mayne	Richmond, Va.	1962 Chevrolet	
70			1962 Pontiac	Paul Clayton
88	Major Melton	Charlotte, N. C.	1961 Chrysler	Major Melton

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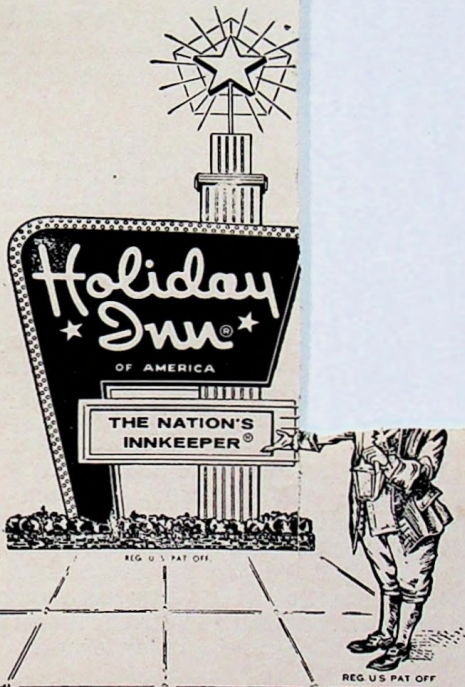
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Martinsville Speedway . . .

History of Virginia's Finest Race Track

Just 16 years ago—on September 7, 1947—Martinsville's first racing program was presented.

H. Clay Earles and several other Martinsville business men ventured forth with the idea of a race track for Martinsville. Racing was almost in an infancy stage at that time. But these gentlemen pooled their assets and came up with the first version of Martinsville Speedway—a half mile dirt surface track with a concrete grandstand. But before the 5000 seat grandstand could be completed they decided to stage their first race.

Bill France was called up from Daytona Beach to put on the show—and what a show it turned out to be! Red Byron, one of the great drivers of his day, came up from Atlanta with a red hot modified car and blasted off the field of entries. But during the blastoff the spectators got a real dusting. The red surface of the track blended into the spectators and many a pale face left with an "Indian" tint and a smiling face that supported their fondness for the new sport in the area.

That first race attracted some 6,000 paying customers—not mentioning those that sneaked past the guards and through the woods. The hillsides were loaded.

Since that first race many improvements have been made at Martinsville Speedway. William H. G. (Bill) France became an associate with H. Clay Earles in the ownership of the track and gradual improvements were made each year.

The original West grandstand with it's 5,000 seats was completed. Then the track was paved in 1955 after late model stock car racing was first introduced in 1949 with two annual 100-mile late model stock car events that highlighted all activities.

With the paving of the track in 1956, longer races were then scheduled. The year 1956 brought the first 500-lap "Virginia 500" race for late model hard top cars with Buck Baker emerging as winner with a Dodge. Then the "Old Dominion 500" was added the same year for convertibles and Jim Massey piloted a Chevrolet to victory in this event. A third annual event, the Virginia

Sweepstakes, was added as a third event and Jack Smith came out as the first winner of this race.

With the introduction of late model racing in 1949, who should win the first 100-miler but Red Byron with an Oldsmobile. Byron followed racing until his death several years ago while heading the mechanical staff for the Meiser Brauser Racing Team of Chicago.

To Tim Flock went the glory of winning the final 100-miler on the dirt track in 1955. The track was paved midway that season and Al Speedy" Thompson won the first 100-miler over the asphalt surface.

Martinsville Speedway officials decided to go big time in 1956 with long distance races, but the Virginia Sweepstakes was discontinued after the 1959 season when convertibles were dropped from the NASCAR circuit. Annual programs since that time have included the "Virginia 500" which is usually staged in April and the "Old Dominion 500" usually in September. Both are 500-lap, 250-mile races. They are supported with a sportsman-modified race program on Saturdays preliminary to the big Sunday events.

Improvements through the years included expansion of West grandstand from 5,000 to 8,500 seats, covering sections of West grandstand, construction of East grandstand with approximately 4,800 more seats, leveling and grassing of the infield, construction of modern concrete retaining walls, construction of a new office building, building of new rest rooms for both the grandstands and infield, completion of a modern pit area, addition of modern concession stands, completion of the finest air-conditioned press box in the racing circuit, building of an emergency station and other improvements too numerous to mention.

Additional land has been added to accommodate parking of more cars and new entrance roads are scheduled for the future.

With the fine cooperation of the state, county and city officials and the excellent cooperation on the part of newspapers, radio and television stations, Martinsville Speedway now ranks as Virginia's finest.

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MARTINSVILLE,

VIRGINIA

"Wilkes 250" To Be Run Sept. 29

NORTH WILKESBORO, N. C. — Richard Petty, who is making a serious bid to overtake defending champion Joe Weatherly in the point standings and win the 1963 NASCAR Grand National championship, is looking forward to Sunday, Sept. 29.

That's the date of the third annual "Wilkes 250" at North Wilkesboro Speedway. And for Petty — who lives at Randleman, N. C. — North Wilkesboro is something like a "second home."

He has one of the sport's hottest streaks going on that five-eighths of a mile asphalt track, having won the past three races staged there. The 25-year-old ace took both the Gwyn Staley Memorial and the "Wilkes 250" last year, and also won the Staley Memorial event on April 28 this year.

As usual, Petty and his 1963 Plymouth will face a stiff challenge in the 250-miler on Sunday, September 29. Virtually all of NASCAR's top aces will be in the field — Fireball Roberts and Fred Lorenzen, of the Holman-Moody Ford team;

Marvin Panch, in Glenn Wood's Ford; David Pearson and Billy Wade, in Cotton Owens' improving Dodges; Joe Weatherly in Bud Moore's Mercury; Ned Jarrett in his Ford; and, of course, the always threatening Junior Johnson in his Holly Farms 1963 Chevrolet.

Johnson will be especially tough to beat, his foes figure, because that's his home track and he still has a burning desire to win his first major race on it.

A field of about 40 cars is expected to get the green flag in the big event, which offers a purse of more than \$15,000.

Practice runs are scheduled from 1 to 4:30 p. m. Friday, Sept. 27. Qualifying trials will be held from 1 to 4:30 p. m. on Saturday, with the race getting under way at 2 p. m. on Sunday.

Speedway President Enoch Staley said good reserved seat tickets were still available, but that ticket sales have started to pick up. He urged that fans get their tickets early in order to assure themselves of the best seats.

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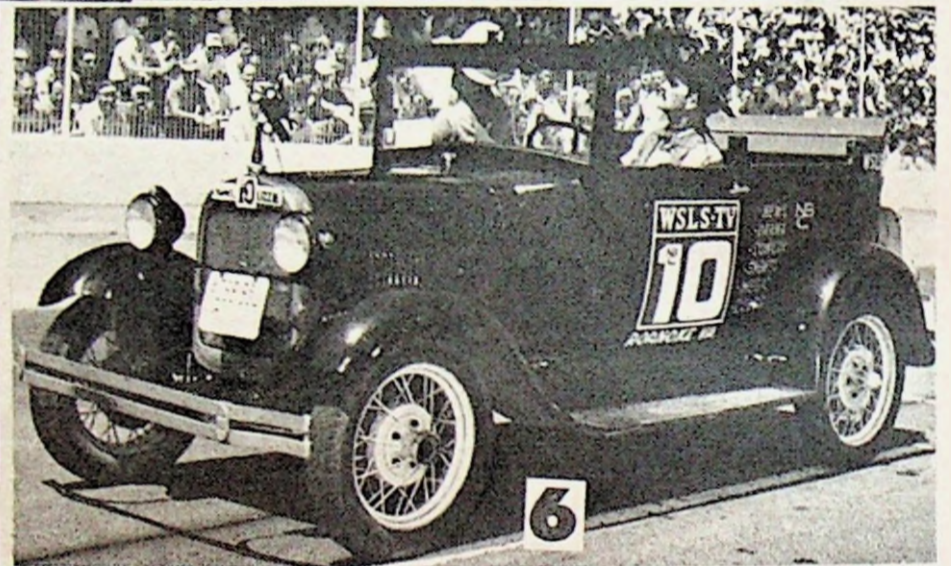
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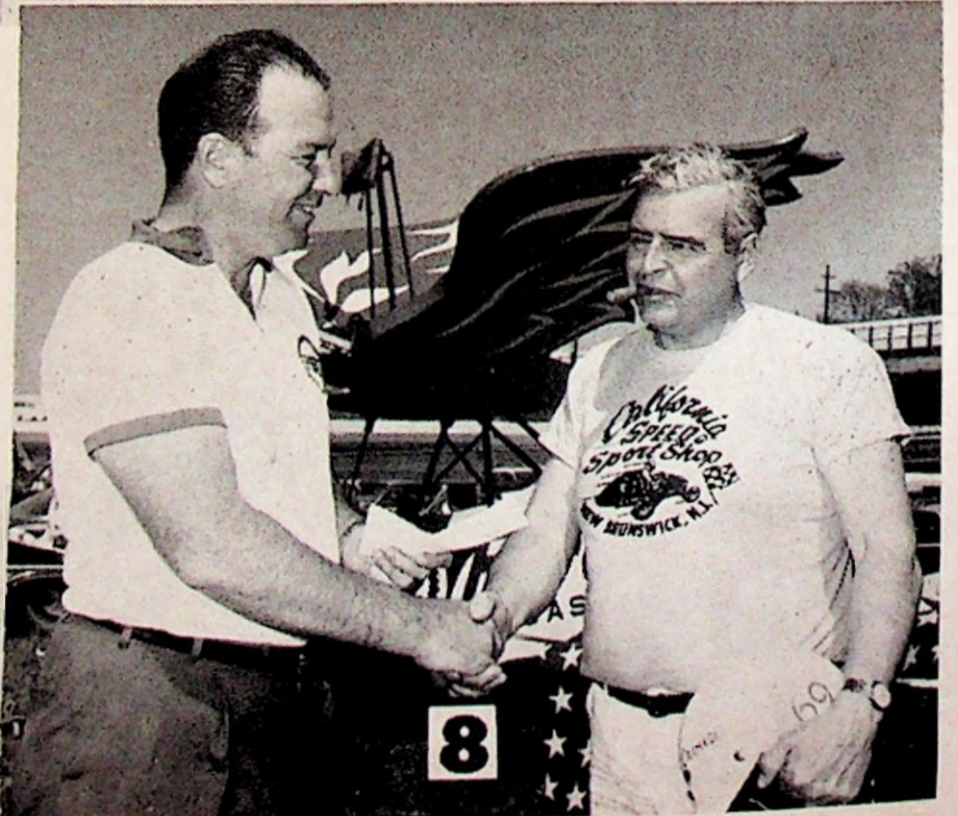


SIDELIGHTS AND HIGHLIGHTS AT MARTINSVILLE:

Here are some scenes from the 1963 modified-sportsman races staged in connection with the "Virginia 500" and other interesting scenes from the speedway.

- (1) Ray Hendrick of Richmond, winner of modified-sportsman race, receives trophy from Bill France.
- (2) "Little Biddy Pete" dances as "Cactus Joe" tunes up in the pits. Looking on from left is Announcer Robert Montgomery. Both are stars on the WLS-TV show at Roanoke.
- (3) Ray Platte (8) leads Jesse Gilley (121) and Pee Wee Jones (3B) thru turn.
- (4) Action Going into south turn.
- (5) Hank Thomas (19) paces back through turn.
- (6) "Cactus Joe" and "Little Biddy Pete" try out the track.
- (7) The Cave Springs High School Black Hawks band performs under direction of Paul B. Noble.
- (8) Paul Patterson of Pure Oil Company from Roanoke congratulates Eddie Crouse of Glen Allen, Va., national modified champion.

(Photos by NASCAR Photographer Taylor Warren)





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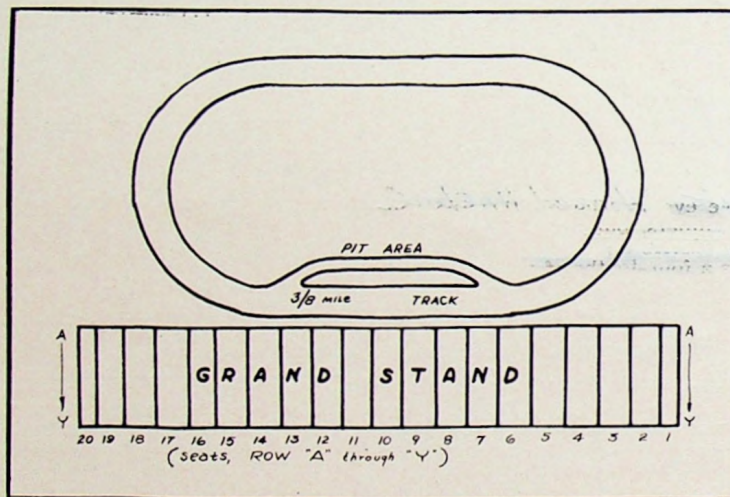
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Month's Races Crucial In Grand National Title Fight

Five September races scheduled for the Virginia-North Carolina area will play a major role in settling the 1963 NASCAR Grand National circuit championship, with the eighth annual Old Dominion 500 at Martinsville, Va., Speedway Sunday, Sept. 22, highlighting the five events.

In fact, with the annual Southern 500 at Darlington also scheduled for the same month, September could be the most important month of the entire season for deciding the national championship.

Following the Darlington race Monday, Sept. 2, comes a 150-miler at Hickory, N. C., Speedway Friday night, Sept. 6, followed by the Capital City 300 150-miler at Atlantic Rural Fairgrounds half mile track in Richmond Sunday, Sept. 8; another 150-miler at Orange Speedway, Hillsboro, N. C., Sunday, Sept. 15; then the eighth annual Old Dominion 500 at Martinsville Sunday, Sept. 22, and the 250-mile Wilkes 250 at North Wilkesboro, N. C., Sunday, Sept. 29.

Of the five Virginia-Carolina races, the Old Dominion 500 ranks as the most important with the total posted awards of \$17,702, of which the winner will receive \$3,250.

The September total for the five Virginia-Carolina races is \$60,232, which includes \$6,725 for the 100-miler at Hickory, \$12,500 for the 150-miler at Richmond, \$7,850 for the 150-miler at Hillsboro, and \$15,455 for the 250-miler at North Wilkesboro.

Drivers will have plenty of variety in the races, with four different size tracks for the five events. The Martinsville and Richmond tracks are both half milers, but Richmond will offer a test for the dirt track speedsters and Martinsville a test for the asphalt stars. Hickory is a four-tenths of a mile banked clay layout, Orange is a nine-tenths of a mile banked dirt track and North Wilkesboro is a five-eighths of a mile banked asphalt course.

The eighth annual Old Dominion 500 activities get underway with qualifying trials Friday, Sept. 20, to determine the first 20 starters. An additional 20 positions will be determined in a 20-lap qualifying race Saturday, Sept. 21, scheduled along with two 15-lap heats and a 50-lap feature for the Modified-Sportsman drivers the same afternoon.

Clay Earles, president of Martinsville Speedway, reports completion of several improvements at the Martinsville track, including doubling of the size of the air-conditioned press box, construction of an emergency station and also additional rest room facilities.

California Race Ends GN Season

The first annual Golden State 400-mile stock car road race has been set for November 3 at Riverside, Calif., International Raceway, General Manager Les Richter announced.

Billed as the final race of the 1963 NASCAR Grand National season, the rich 400-miler is expected to settle the four-way battle now raging for the coveted Grand National Championship, stock car racing's highest honor.

In addition to the all-important points available, a purse of more than \$32,000 has been posted, and both aspects are expected to draw NASCAR's top stars, including former champion Ned Jarrett, defending champion Joe Weatherly, Freddy Lorenzen, Richard Petty and Fireball Roberts, all close contenders for the title.

For added flavor the race has been granted full FIA approval which open the door to FIA-licensed drivers from organizations other than NASCAR. This means that stars such as Indianapolis winner Parnelli Jones, Troy Ruttman, A. J. Foyt, Paul Goldsmith, Dan Gurney and others are eligible to compete.

The Riverside course is a 2.7-mile road racing circuit, offering a sharp contrast to the oval tracks used for most Grand National events. The current one lap record of 99.590 mph was set last January by Gurney in a '63 Ford.

Top Twenty Grand National Standings

(Thru Richmond, Va. Race, Sept. 8, 1963)

1. Joe Weatherly	27482
2. Richard Petty	27156
3. Fred Lorenzen	25558
4. Ned Jarrett	25478
5. Jim Pardue	19670
6. Rex White	18956
7. Tiny Lund	18342
8. Fireball Roberts	18244
9. Darel Dieringer	17070
10. David Pearson	16606
11. Buck Baker	16172
12. Junior Johnson	13668
13. Billy Wade	13660
14. Jim Paschal	12968
15. Bobby Isaac	12776
16. Nelson Stacy	12478
17. Bobby Johns	12430
18. Wendell Scott	12413
19. Marvin Panch	12378
20. G. C. Spencer	11716

Top Twenty Modified Division Standings

(Through August 18, 1963)

1. Eddie Crouse, Glen Allen, Va.	3826
2. Carl Burris, Leaksville, N. C.	2226
3. Ray Hendrick, Richmond, Va.	2118
4. Runt Harris, Richmond, Va.	2074
5. Red Foote, Southington, Conn.	2042
6. Ken Rush, High Point, N. C.	1924
7. Perk Brown, Spray, N. C.	1914
8. Al Pombo, Fresno, Calif.	1886
9. Joe Kelly, Conshohocken, Pa.	1884
10. Bob Dobyons, Cordonsville, Va.	1838
11. Gil Hearne, Miami, Fla.	1618
12. Marshall Sargent, San Jose, Calif.	1598
13. Mel Bradley, Richmond, Va.	1530
14. Herman Hutton, Selma, Calif.	1480
15. George Snider, Fresno, Calif.	1472
16. Lee Roy Yarbrough, Jacksonville, Fla.	1400
17. Bill Hensley, Ridgeway, Va.	1378
18. Ted Hairfield, Richmond, Va.	1372
19. Augie Moschera, New Egypt, N. J.	1354
20. Al Tasnady, Vineland, N. J.	1314

Top Twenty Sportsman Division Standings

(Through August 18, 1963)

1. Rene Charland, Agawam, Mass.	3884
2. Ernie Gahan, Dover, N. H.	3448
3. Bill Wimble, Lisbon, N. Y.	3030
4. Bob Rossell, New Egypt, N. J.	2446
5. Ken Shoemaker, Schenectady, N. Y.	2332
6. Ed Flemke, New Britain, Conn.	2270
7. Ed Ortiz, Ransomville, N. Y.	2228
8. John Gouvia, White Plains, N. Y.	2114
9. Mel Carter, Birmingham, Ala.	2076
10. Lou Lazzaro, Utica, N. Y.	2072
11. Andre Manny, Lavel Des-Rapides, Canada	2024
12. Ken Meahl, East Amherst, N. Y.	1950
13. Jim Luke, Utica, N. Y.	1848
14. Joe Penland, Cayce, S. C.	1840
15. Vince Pantuso, Forest Hills, Ala.	1780
16. Dennis Zimmerman, Glastonbury, Conn.	1766
17. Lee Roy Yarbrough, Jacksonville, Fla.	1658
18. Bill Slater, East Killingly, Conn.	1596
19. Sam Smith, Union, S. C.	1566
20. Fats Caruso, Shrewsbury, Mass.	1536

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 44

West Virginia International Speedway, Huntington, W. Va.
Aug. 18. 300 Laps, 3/8 Mile Paved

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Fred Lorenzen	63 Ford	\$1600	300
2	Joe Weatherly	63 Pont	1225	299
3	Jim Paschal	63 Plym	750	299
4	Ned Jarrett	63 Ford	600	297
5	Buck Baker	63 Pont	450	296
6	G. C. Spencer	62 Chev	375	291
7	Nelson Stacy	63 Ford	300	288
8	Curtis Crider	63 Merc	250	288
9	Marvin Panch	63 Ford	225	288
10	Richard Petty	63 Plym	250	286
11	Bud Harless	62 Pont	175	283
12	Jack Anderson	63 Ford	175	277
13	Larry Thomas	62 Dodge	175	275
14	Jim Pardue	63 Ford	150	272
15	Reb Wickersham	62 Pont	150	269
16	Wendell Scott	62 Chev	125	268
17	Jack Smith	63 Plym	200	206
18	Jim Bray	62 Chev	125	206
19	Neil Castles	62 Chry	125	128
20	Junior Johnson	63 Chev	150	90

FASTEST QUALIFIER: Fred Lorenzen, 63 Ford, 66.568 mph
TIME OF RACE: 1 hr. 53 min. 45 sec. at an average speed of 59.340 mph

Ned Jarrett 4th In Point Standings, Has Driven The Most Miles

Prior to Darlington, Jarrett had driven the most miles in Grand National competition during the 1963 season. He had raced an aggregate of 6,713.8 miles. Next highest mileage had been racked up by Weatherly, with a total of 6,115.4 . . . Jarrett and Richard Petty had driven in all 43 Grand National races prior to Darlington . . . Weatherly had competed in 42, missing a Richmond, Va., Grand National to compete in a Pacific Coast Late Model race at Riverside, Calif. . . . Jimmy Pardue had competed in 41 races prior to Darlington and Curtis Crider in 39.

National NASCAR Schedule

GRAND NATIONAL

Sept. 24—Moyock, N.C. (1/4 Mi Dirt)	300 laps	4,200
Sept. 29—N. Wilkesboro, N.C. (5/8 Mi Pvd)	250 miles	15,655
Oct. 5—Randleman, N.C. (1/4 Mi Pvd)	200 laps	4,200
Oct. 13—Charlotte, N.C. (1 1/2 Mi Pvd)	400 miles	56,735
Oct. 20—South Boston, Va. (3/8 Mi Pvd)	150 miles	7,400
Oct. 27—Hillsboro, N.C. (9/10 Mi Dirt)	150 miles	7,850
Nov. 3—Riverside, Calif. (2.7 Mi Pvd)	400 miles	41,900
— 1964 SEASON —		
Nov. 17—Augusta, Ga. (3 Mi Pvd)	510 miles	50,000*
Nov. 28—Savannah, Ga. (1/2 Mi Dirt)	100 miles	5,000

SPECIAL EVENTS

Sept. 29—Nashville, Tenn. (1/2 Mi Pvd)	300 laps M-S	
	100 laps H	\$ 6,000
Sept. 29—Augusta, Ga. (1/2 Mi Dirt)	100 miles LM Spts	4,000
Oct. 6—Bedford, Pa. (1/2 Mi Dirt)	100 miles M-S	4,000
*MANUFACTURERS' AWARDS TO BE ADDED		
Schedule Subject to change on two weeks' notice		

Fireball Washed Up? Or Just A Lesson For Freddie?

By TOM EINSTEIN

DARLINGTON RACEWAY, Darlington, S. C., Sept. 2 — Fireball Roberts, the (not so) old pro of stock car racing, dispelled any beliefs today that he is washed up as a race driver.

There has been talk that Fireball was on the way down and had abdicated his throne to the new golden boy, Freddie Lorenzen, but it wasn't so today.

Fireball won the 14th Southern 500 in a record speed and never drove a more perfect race in his illustrious 17-year career.

"Who says I'm washed up?" Fireball asked in response to quizzing by the press. "People have talked about me being through before but I've always bounced back.

"I'll still be around when Freddie is an old man," Fireball said in revealing his "no love lost" attitude about Lorenzen, who went over \$100,000 in earnings today.

"Freddie's having a good year, sure, but I'm not impressed," the two-time Southern 500 winner added. "He just has more horseshoes than anybody else."

Roberts and Lorenzen are teammates (Holman-Moody-Ford) but apparently that's as far as their association goes.

"I'm 29," Roberts said when asked how old he is. Roberts' actual age is 32). "Gosh, that means I started racing when I was 14, doesn't it?"

Actually, Fireball started his racing career in 1947 while still in high school, making his first appearance at North Wilkesboro in North Carolina.

Fireball is reported to have been a top baseball prospect as a pitcher but decided on auto racing instead.

"My association with Marshall Teague (now deceased) started me in racing," Roberts continued. "I raced as a hobby even while I was in college. I was studying mechanical engineering but decided I'd rather sit behind a steering wheel.

"I expect to do a lot more sitting behind the steering wheel, too."

If he had a choice what day to run a race, Roberts would no doubt pick a holiday.

He has won nine races on super speedways, six of them coming on holidays—the Southern 500, which falls on Labor Day, twice; the Daytona Firecracker (July 4) twice; and the Rebel 300 here, run on Confederate Memorial Day, twice.

Just as a little sweetener, he also won on Raleigh's idle track on July 4 twice.

"Holidays are my day, I guess," Fireball commented.

Roberts admitted that his win didn't come without some anxious moments.

"Toward the end of the race, every time around I'd open that little trap door and look at my right front tire," Roberts continued, "and it kept getting shinier and shinier and shinier. I thought it would blow on the last lap and that's the one that sends you into orbit."

He also said he scraped the rail on the 350th lap but that was the extent of his troublefree day.

"Everybody was driving real careful," Roberts said in explaining why there were no caution flags. "The track held up real good, too. Why, I was running some laps at 134 and probably some at 135.

"The only bad effects I feel are my sore hands.

"No, no my back didn't bother me a bit," Roberts said in reference to a spine injury suffered at Bristol earlier. He added, "The doctor said it would take six weeks to heal and yesterday was the fifth week. But it didn't bother me."

Roberts made four routine pit stops, as scheduled, changed tires on the right side three times and on the left side once.

He went to the pits on the 66th, 145th, 219th and 290th laps and head mechanic Jack Sullivan and his crew got him back out in short order each time.

"Everything went perfect," Fireball concluded.

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 38

Greenville-Pickens Speedway, Greenville, S. C., July 30
100 Miles, 1/2 Mile Dirt

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Richard Petty	63 Plym	\$1000	200
2	Ned Jarrett	63 Ford	600	200
3	Buck Baker	63 Pont	400	199
4	Fred Harb	62 Pont	300	195
5	Bobby Isaac	63 Ford	275	195
6	David Pearson	63 Dodge	240	195
7	Tiny Lund	63 Ford	200	192
8	Joe Weatherly	62 Pont	175	191
9	Frank Warren	61 Pont	150	190
10	Wendell Scott	62 Chev	140	190
11	Ed Livingston	62 Ford	130	190
12	Jim Pardue	63 Ford	120	190
13	E. J. Trivette	62 Chev	110	181
14	Neil Castles	62 Chry	100	172
15	Cale Yarborough	62 Ford	85	123

FASTEST QUALIFIER: Ned Jarrett, 63 Ford, 65.526 mph.
TIME OF RACE: 1 hr. 36 min. 04 sec. at an average speed of 62.456 mph.

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 39

Fairgrounds Speedway, Nashville, Tenn., Aug. 4 - 175 Miles
1/2 Mile Paved

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Jim Paschal	63 Plym	\$2500	350
2	Billy Wade	63 Dodge	1350	349
3	Joe Weatherly	63 Pont	1025	349
4	Richard Petty	63 Plym	675	348
5	Buck Baker	63 Pont	475	348
6	Gene Elliott	62 Pont	450	346
7	Ned Jarrett	63 Ford	425	344
8	Cale Yarborough	62 Ford	375	335
9	Jim Pardue	63 Ford	325	334
10	Larry Thomas	62 Dodge	300	309
11	Wendell Scott	62 Chev	270	309
12	Jimmy Griggs	63 Merc	240	304
13	Neil Castles	62 Chry	245	286
14	Bobby Isaac	63 Ford	200	257
15	Tiny Lund	63 Ford	170	194

FASTEST QUALIFIER: Richard Petty, 63 Plym, 78.878 mph (New Record)
TIME OF RACE: 2 hrs. 54 min. 38 sec. at an average speed of 60.126 mph.

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 40

Columbia Speedway, Columbia, S. C., Aug. 8, 100 Miles
1/2 Mile Dirt

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Richard Petty	63 Plym	\$1140	200
2	David Pearson	63 Dodge	600	200
3	Bobby Isaac	63 Ford	400	200
4	Ned Jarrett	63 Ford	350	200
5	G. C. Spencer	62 Chev	275	198
6	Billy Wade	63 Dodge	240	198
7	Jack Smith	63 Plym	200	197
8	Cale Yarborough	62 Ford	175	196
9	Wendell Scott	62 Chev	150	191
10	Bobby Keck	63 Ford	140	186
11	Joe Weatherly	63 Pont	340	185
12	Curtis Crider	63 Merc	120	185
13	Frank Warren	61 Pont	110	183
14	J. D. McDuffie	61 Ford	100	127
15	Buck Baker	63 Pont	85	108
16	Joel Davis	62 Pont	75	104
17	Junior Johnson	63 Chev	65	102
18	Billy Oswald	61 Merc	60	61
19	Fred Harb	62 Pont	50	46
20	Jim Pardue	62 Pont	50	41

FASTEST QUALIFIER: Richard Petty, 63 Plym, 69.014 mph (New Record)
TIME OF RACE: 1 hr. 47 min. 55 sec. at an average speed of 55.598 mph.

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 41

Asheville-Weaverville Speedway, Weaverville, N. C., Aug. 11
250 Miles, 1/2 Mile Paved

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Fred Lorenzen	Ford	\$2550	500
2	Richard Petty	63 Plym	1425	499
3	Jim Paschal	63 Plym	1150	498
4	David Pearson	63 Dodge	950	494
5	Billy Wade	63 Dodge	800	493
6	Jack Smith	63 Plym	650	493
7	Buck Baker	63 Pont	600	478
8	Joe Weatherly	62 Dodge	800	473
9	Ned Jarrett	63 Ford	450	467
10	Buddy Baker	62 Pont	400	467
11	Wendell Scott	62 Chev	375	452
12	Reb Wickersham	62 Pont	375	448
13	Worth McMillion	62 Pont	325	437
14	Cale Yarborough	63 Ford	275	434
15	Elmo Langley	62 Chev	250	379
16	Roy Mayne	62 Chev	250	369
17	Major Melton	61 Chry	250	324
18	Bobby Isaac	63 Ford	225	303
19	Tommy Irwin	63 Ford	225	264
20	Curtis Crider	63 Merc	225	258
21	G. C. Spencer	63 Plym	200	216
22	Doc Reitzel	62 Ford	175	199
23	Junior Johnson	63 Chev	150	161

TIME OF RACE: 3 hrs. 13 min. 07 sec. at average speed of 77.67 mph (New Record).

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 42

Piedmont Interstate Fairgrounds, Spartanburg, S. C., Aug. 14
100 Miles, 1/2 Mile Dirt

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Ned Jarrett	63 Ford	\$1000	200
2	Richard Petty	63 Plym	600	200
3	Buck Baker	63 Pont	400	200
4	Billy Wade	63 Dodge	300	199
5	Cale Yarborough	62 Ford	275	195
6	Neil Castles	62 Chry	240	191
7	G. C. Spencer	62 Pont	200	177
8	Cotton Owens	63 Dodge	175	170
9	Bobby Keck	63 Ford	150	152
10	Gene Elliott	62 Pont	140	117
11	Jim Pardue	63 Ford	130	109
12	Curtis Crider	63 Merc	120	100
13	Roy Mayne	62 Chev	110	85

FASTEST QUALIFIER: Joe Weatherly, 63 Pont, 64.958 mph (New Record)
TIME OF RACE: 1 hr. 54 min. 27 sec. at an average speed of 52.424 mph.

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE No. 43

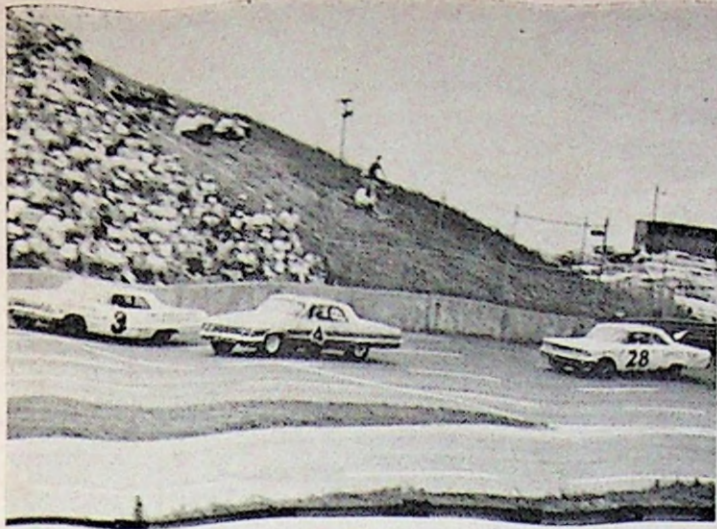
Bowman Gray Stadium, Winston-Salem, N. C., Aug. 16
200 Laps, 1/4 Mile Paved

Fin Pos	Driver	Car	Purse Won	Laps Run
1	Junior Johnson	63 Chev	\$580	200
2	Richard Petty	63 Plym	500	199
3	Glenn Wood	63 Ford	370	198
4	David Pearson	63 Dodge	275	196
5	Ned Jarrett	63 Ford	225	196
6	G. C. Spencer	62 Chev	250	194
7	Curtis Crider	63 Merc	205	193
8	Larry Thomas	62 Dodge	175	193
9	Joe Weatherly	62 Dodge	350	191
10	Buck Baker	63 Pont	160	188
11	Wendell Scott	62 Chev	145	188
12	J. D. McDuffie	61 Ford	135	181
13	Neil Castles	62 Chry	110	79
14	Bob Keck	63 Ford	115	64
15	Gene Elliott	62 Pont	100	46

FASTEST QUALIFIER: Junior Johnson, 63 Chev, 49.806 mph (New Record)
TIME OF RACE: 1 hr. 04 min. 46 sec. at an average speed of 46.32 mph.

Results of the 1963 Grand National Circuit Races

TRACK & SIZE	Race Date & Distance Average Speed	FIRST PLACE	SECOND PLACE	THIRD PLACE	FOURTH PLACE	FIFTH PLACE
BIRMINGHAM, ALA 1-2 Mi. Paved	Nov. 4, 1962 100 mi.—68.35 avg.	Jim Paschal '62 Plymouth	Richard Petty '62 Plymouth	Buck Baker '62 Chrysler	Jim Pardue '62 Pontiac	Darel Dieringer '62 Ford
TAMPA, FLA 1-3 Mi. Paved	Nov. 11, 1962 66 2-3 mi.—57.22 avg.	Richard Petty '62 Plymouth	Jim Paschal '62 Plymouth	Joe Weatherly '62 Pontiac	Jim Pardue '62 Pontiac	Tommy Irwin '62 Ford
RANDLEMAN, N. C. 1-4 Mi. Paved	Nov. 22, 1962 50 mi.—47.54 avg.	Jim Paschal '62 Plymouth	Joe Weatherly '62 Pontiac	Tommy Irwin '62 Ford	Dave Pearson '62 Dodge	Maurice Petty '62 Plymouth
RIVERSIDE, CALIF. 2.7 Mi. Paved	Jan. 20, 1963 500 mi.—84.965 avg.	Dan Gurney '63 Ford	A. J. Foyt '63 Pontiac	Troy Ruttman '63 Mercury	Fireball Roberts '63 Pontiac	Bobby Johns '63 Pontiac
DAYTONA BEACH, FLA. 2.5 Mi. Paved	Feb. 22, 1963 100 mi.—164.083 avg.	Jr. Johnson '63 Chevrolet	Paul Goldsmith '63 Pontiac	A. J. Foyt '63 Pontiac	Larry Frank '63 Ford	Dan Gurney '63 Ford
DAYTONA BEACH, FLA. 2.5 Mi. Paved	Feb. 22, 1963 100 mi.—162.969 avg.	J. Rutherford '63 Chevrolet	Rex White '63 Chevrolet	Fred Lorenzen '63 Ford	Ned Jarrett '63 Ford	Nelson Stacy '63 Ford
DAYTONA BEACH, FLA. 2.5 Mi. Paved	Feb. 24, 1963 500 mi.—151.566 avg.	Tiny Lund '63 Ford	Fred Lorenzen '63 Ford	Ned Jarrett '63 Ford	Nelson Stacy '63 Ford	Dan Gurney '63 Ford
SPARTANBURG, S. C. 1-2 Mi. Dirt	March 2, 1963 100 mi.—55.60 avg.	Richard Petty '63 Plymouth	Ned Jarrett '63 Ford	Jim Paschal '63 Plymouth	J. Weatherly '62 Pontiac	Wendell Scott '61 Chevrolet
WEAVERVILLE, N. C. 1-2 Mi. Paved	March 3, 1963 100 mi.—76.66 avg.	Richard Petty '63 Plymouth	Buck Baker '62 Chrysler	Jr. Johnson '63 Chevrolet	J. Weatherly '62 Pontiac	Ned Jarrett '62 Ford
HILLSBORO, N. C. 9-10 Mi. Dirt	March 10, 1963 148.5 mi.—83.13 avg.	Jr. Johnson '63 Chevrolet	Jim Paschal '62 Plymouth	Richard Petty '62 Plymouth	Ned Jarrett '63 Ford	Jim Pardue '62 Pontiac
ATLANTA, GA. 1.5 Mi. Paved	March 17, 1963 500 mi.—130.59 avg.	Fred Lorenzen '63 Ford	Glen Roberts '63 Pontiac	Bobby Johns '63 Pontiac	J. Weatherly '63 Pontiac	Tiny Lund '63 Ford
HICKORY, N. C. 4-10 Mi. Dirt	March 24, 1963 100 mi.—69.28 avg.	Jr. Johnson '63 Chevrolet	Richard Petty '61 Plymouth	Ned Jarrett '63 Ford	Jim Paschal '62 Plymouth	Roy Mayne '62 Chevrolet
BRISTOL, TENN. 1-2 Mi. Paved	March 31, 1963 250 mi.—76.91 avg.	Fireball Roberts '63 Ford	Fred Lorenzen '63 Ford	Jr. Johnson '63 Chevrolet	Richard Petty '63 Plymouth	Lee Roy Yarborough '63 Mercury
AUGUSTA, GA. 1-2 Mi. Dirt	April 4, 1963 56 mi.—60.09 avg.	Ned Jarrett '63 Ford	Richard Petty '63 Plymouth	Curtis Crider '62 Mercury	H. E. Rosier '62 Pontiac	Buck Baker '62 Chrysler
RICHMOND, VA. 1-2 Mi. Dirt	April 7, 1963 125 mi.—58.824 avg.	Joe weatherly '63 Pontiac	Ned Jarrett '63 Ford	Rex White '63 Chevrolet	Billy Wade '63 Dodge	Jr. Johnson '63 Chevrolet
GREENVILLE, S. C. 1-2 Mi. Dirt	April 13, 1963 100 mi.—54.85 avg.	Buck Baker '63 Pontiac	Ned Jarrett '63 Ford	G. C. Spencer '62 Chevrolet	Richard Petty '63 Plymouth	David Pearson '63 Dodge
SOUTH BOSTON, VA. 3-8 Mi. Paved	April 14, 1963 150 laps—75.229 avg.	Richard Petty '63 Plymouth	Jim Paschal '62 Plymouth	Ned Jarrett '63 Ford	Larry Manning '62 Chevrolet	Earl Brooks '62 Chevrolet
WINSTON-SALEM, N. C. 1-4 Mi. Paved	April 15, 1963 50 mi.—48.81 avg.	Jim Paschal '63 Plymouth	Fred Harb '62 Pontiac	Larry Thomas '63 Dodge	Buck Baker '62 Chrysler	Ned Jarrett '63 Ford
MARTINSVILLE, VA. 1-2 Mi. Paved	April 21, 1963 250 mi.—64.823 avg.	Richard Petty '63 Plymouth	Tiny Lund '63 Ford	Darel Dieringer '63 Mercury	Ned Jarrett '63 Ford	Fred Lorenzen '63 Ford
N. WILKESBORO, N. C. 5-8 Mi. Paved	April 27, 1963 275 laps—82.301 avg.	Richard Petty '63 Plymouth	Fred Lorenzen '63 Ford	Tiny Lund '63 Ford	Jim Paschal '63 Plymouth	Buck Baker '63 Pontiac
COLUMBIA, S. C. 1-3 Mi. Dirt	May 2, 1963 100 mi.—51.65 avg.	Richard Petty '63 Plymouth	Buck Baker '63 Pontiac	Ned Jarrett '63 Ford	Buddy Baker '62 Chrysler	Jack Smith '63 Plymouth
RANDLEMAN, N. C. 1-4 Mi. Paved	May 5, 1963 50 mi.—48.186 avg.	Jim Paschal '62 Plymouth	Joe Weatherly '62 Pontiac	Ned Jarrett '63 Ford	Jimmy Pardue '62 Pontiac	Larry Thomas '62 Dodge
DARLINGTON, S. C. 1 3-8 Mi. Paved	May 11, 1963 300 mi.—122.745 avg.	Joe Weatherly '63 Pontiac	Fireball Roberts '63 Ford	Richard Petty '63 Plymouth	Tiny Lund '63 Ford	Bobby Johns '63 Pontiac
MANASSAS, VA. 3-8 Mi. Paved	May 18, 1963 300 laps—70.275 avg.	Richard Petty '63 Plymouth	Ned Jarrett '63 Ford	Jim Paschal '63 Plymouth	Larry Thomas '62 Dodge	Eimo Langley '62 Ford
RICHMOND, VA. "S.S." 1-3 Mi. Paved	May 19, 1963 100 mi.—65.052 avg.	Ned Jarrett '63 Ford	Richard Petty '63 Plymouth	Larry Thomas '62 Dodge	Jimmy Pardue '62 Pontiac	Ray Hendrix '61 Pontiac
CHARLOTTE, N. C. 1 1-2 Mi. Paved	June 2, 1963 600 mi.—132.417 avg.	Fred Lorenzen '63 Ford	Jr. Johnson '63 Chevrolet	Rex White '63 Chevrolet	Joe Weatherly '63 Pontiac	David Pearson '63 Dodge
BIRMINGHAM, ALA. 1-2 Mi. Paved	June 9, 1963 100 mi.—66.19 avg.	Richard Petty '63 Plymouth	Jr. Johnson '63 Chevrolet	Buck Baker '63 Pontiac	Ned Jarrett '63 Ford	Jack Smith '63 Plymouth
ATLANTA, GA. 1 1-2 Mi. Paved	June 30, 1963 400 mi.—121.139 avg.	Jr. Johnson '63 Chevrolet	Fred Lorenzen '63 Ford	Marvin Panch '63 Ford	Darel Deringer '63 Mercury	Joe Weatherly '63 Pontiac
DAYTONA BEACH, FLA. 2 1-2 Mi. Paved	July 4, 1963 400 mi.—150.927 avg.	Fireball Roberts '63 Ford	Fred Lorenzen '63 Ford	Marvin Panch '63 Ford	Darel Deringer '63 Mercury	Ned Jarrett '63 Ford
MYRTLE BEACH, S. C. 1-2 Mi. Dirt	July 7, 1963 100 mi.—60.99 avg.	Ned Jarrett '63 Ford	Buck Baker '63 Pontiac	J. Weatherly '62 Pontiac	Neil Castle '62 Chrysler	Cale Yarborough '62 Ford
SAVANNAH, GA. 1-2 Mi. Dirt	July 10, 1963 100 mi.—59.62 avg.	Ned Jarrett '63 Ford	David Pearson '63 Dodge	Jim Pardue '62 Pontiac	Jack Smith '63 Plymouth	Cale Yarborough '62 Ford
MOYOCK, N. C. 1-4 Mi. Dirt	July 11, 1963 62½ mi.—45.48 avg.	Jim Pardue '63 Ford	Ned Jarrett '63 Ford	Buck Baker '63 Pontiac	Mark Hurley '63 Ford	Neil Castle '62 Chrysler
WINSTON-SALEM, N. C. 1-4 Mi. Paved	July 3, 1963 50 mi.—44.38 avg.	Glen Wood '63 Ford	Ned Jarrett '63 Ford	Buck Baker '63 Pontiac	Lee Petty '63 Plymouth	Billy Wade '63 Plymouth
ASHEVILLE, N. C. 1-3 Mi. Paved	July 14, 1963 100 mi.—63.44 avg.	Ned Jarrett '63 Ford	Dick Petty '63 Plymouth	David Pearson '63 Dodge	J. Weatherly '63 Plymouth	Buck Baker '63 Pontiac
OLD BRIDGE, N. J. 1-2 Mi. Paved	July 19, 1963 100 mi.—72.14 avg.	F. Roberts '63 Ford	Rex White '63 Mercury	Fred Lorenzen '63 Ford	Ned Jarrett '63 Ford	Bobby Isaac '63 Ford
BRIDGEHAMPTON, N. Y. 2.8 Mi. Paved	July 21, 1963 100 mi.—85.13 avg.	R. Petty '63 Plymouth	Fred Lorenzen '63 Ford	Marvin Panch '63 Ford	David Pearson '63 Dodge	F. Roberts '63 Ford
BRISTOL, TENN. 1-2 Mi. Paved	July 28, 1963 250 mi.—74.84 avg.	Fred Lorenzen '63 Ford	Richard Petty '63 Plymouth	Jim Paschal '63 Plymouth	Marvin Panch '63 Ford	D. Pearson '63 Dodge
NASHVILLE, TENN. 1-2 Mi. Paved	Aug. 4, 1963 175 mi.—80.126 avg.	Jim Paschal '63 Plymouth	Billy Wade '63 Dodge	Joe Weatherly '63 Pontiac	Richard Petty '63 Plymouth	Buck Baker '63 Pontiac
COLUMBIA, S. C. 1-2 Mi. Dirt	Aug. 8, 1963 100 mi.—55.598 avg.	Richard Petty '63 Plymouth	David Pearson '63 Dodge	Bobby Isaac '63 Ford	Ned Jarrett '63 Ford	G. C. Spencer '62 Chevrolet
WEAVERVILLE, N. C. 1-2 Mi. Paved	Aug. 11, 1963 250 mi.—77.67 avg.	Fred Lorenzen '63 Ford	Richard Petty '63 Plymouth	Jim Paschal '63 Plymouth	David Pearson '63 Dodge	Billy Wade '63 Dodge
SPARTANBURG, S. C. 1-2 Mi. Dirt	Aug. 14, 1963 100 mi.—52.424 avg.	Ned Jarrett '63 Ford	Richard Petty '63 Plymouth	Buck Baker '63 Pontiac	Billy Wade '63 Dodge	Cale Yarborough '63 Ford
WINSTON-SALEM, N. C. 1-4 Mi. Paved	Aug. 16, 1963 50 mi.—40.32 avg.	Jr. Johnson '63 Chevrolet	Richard Petty '63 Plymouth	Glen Wood '63 Ford	David Pearson '63 Dodge	Ned Jarrett '63 Ford
HUNTINGTON, W. VA. 3-8 Mi. Paved	Aug. 18, 1963 112½ mi.—59.340 avg.	Fred Lorenzen '63 Ford	Joe Weatherly '63 Pontiac	Jim Paschal '63 Ford	Ned Jarrett '63 Ford	Buck Baker '63 Pontiac
DARLINGTON, S. C. 1 3-8 Mi. Paved	Sept. 2, 1963 500 mi.—129.784 avg.	Fireball Roberts '63 Ford	Marvin Panch '63 Ford	Fred Lorenzen '63 Ford	Nelson Stacy '63 Ford	Darel Dieringer '63 Mercury



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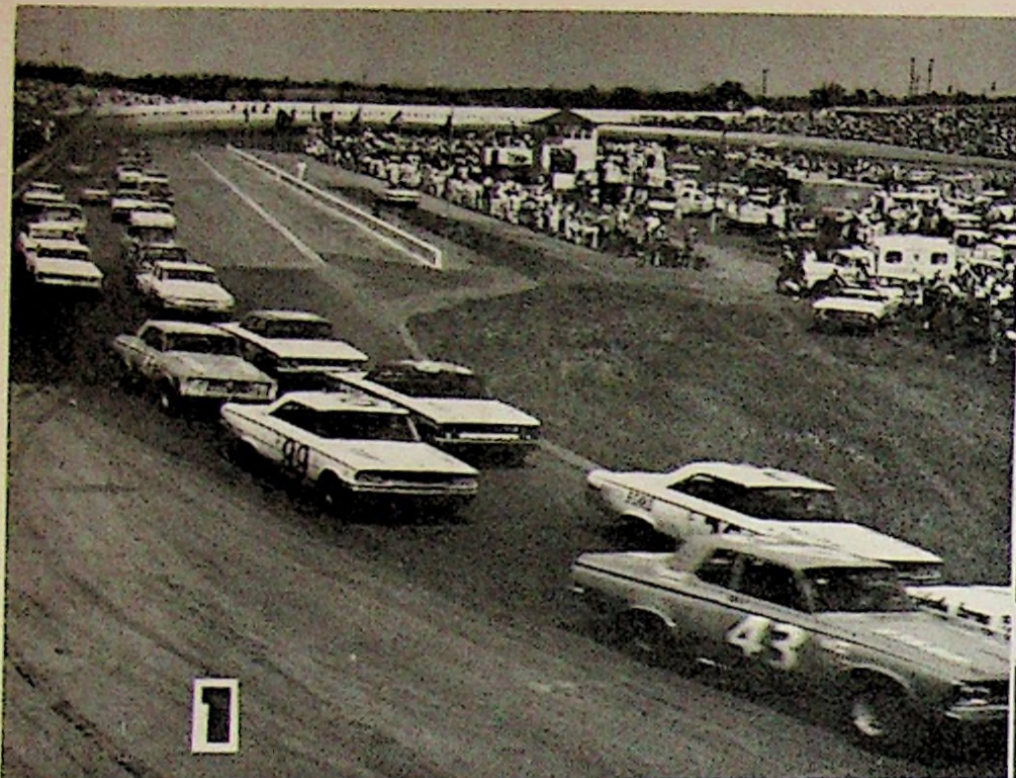


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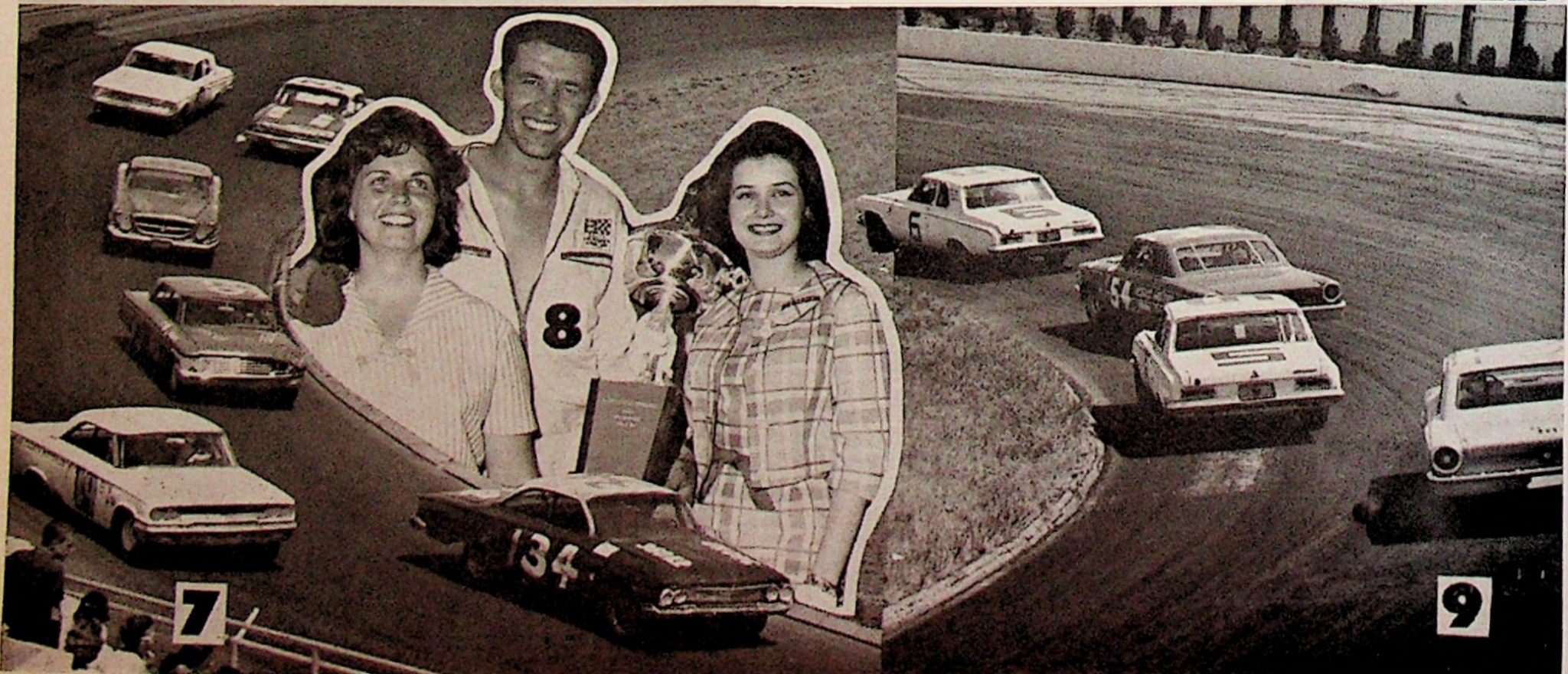
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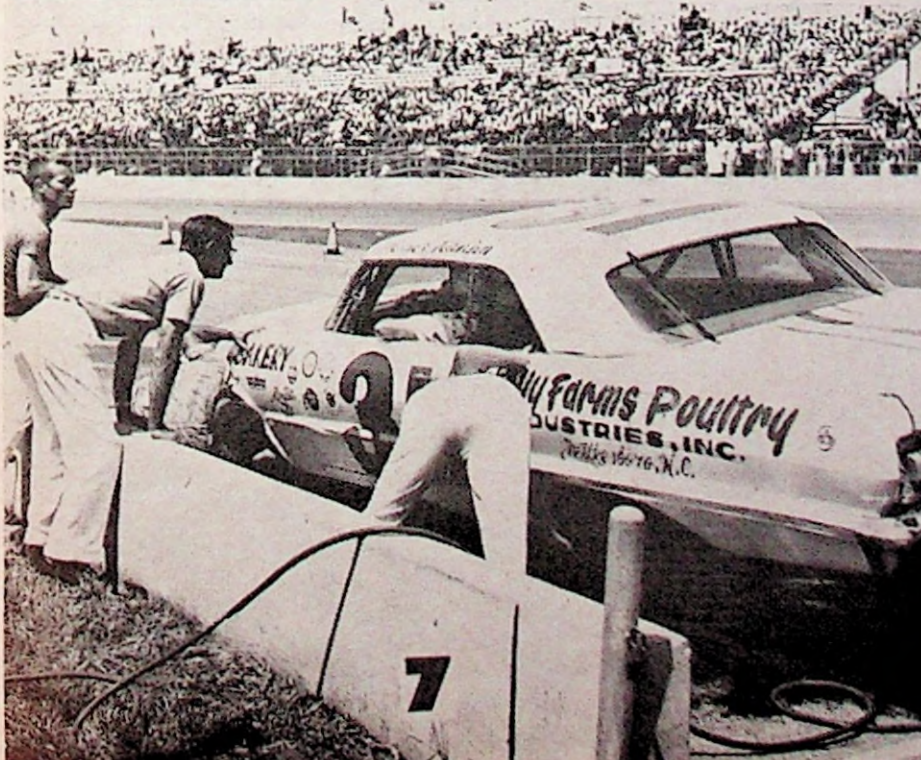
1. DUEL ON WHEELS! Fred Lorenzen (28) and Junior Johnson (3) will be back for the 400 to continue their torrid duel which furnished the most breathtaking finish ever recorded at the one and one-half mile track during the 600. 2. A record crowd of 58,722 jammed into Charlotte Motor Speedway for the World 600. Aerial shot shows track's unusual wraparound style grandstand. 3. Beautiful Sunny Skinner (right) and Diane Rumble are just two of the beauties that will be seen at the upcoming 400. 4. Fred Lorenzen winner of Fourth Annual "World 600", Phillip Morris' Johnny and Herb Nab with the "World 600" trophy. 5. Fred Lorenzen cuts across to pit, out of gas, after receiving the checkered flag. 6. Action at the "World 600". 7. Marvin Panch makes a pit stop. 8. "Purr-motor" the track's African Cheetah, which serves as official mascot. 9. How the field will look at the fourth annual "National 400". 10. The "Golden Knights" sky-diving team are a regular feature during the National 400 and World 600 pre-race shows.



ACTION IN THE 1963 "VIRGINIA 500" RACE:
Here are some scenes from the 1963 "Virginia 500" race at Martinsville Speedway.

- (1) Richard Petty (43) leads pack into first turn.
- (2) Cars bunched as they move thru first turn on initial lap.
- (3) Fireball Roberts' car being removed from track after crash in south turn.
- (4) Junior Johnson encounters trouble in south turn.
- (5) Rex White, fastest qualifier for the "Virginia 500", receives trophy from Miss Patricia Jean Gaulding (Miss Virginia) as President Clay Earles of Speedway beams with smile.
- (6) Lee Petty relaxes in pit area—why not? —Richard won.
- (7) Cars moving into south turn—out front is Wendell Scott.
- (8) Winner Richard Petty greeted by wife, Linda, left, and Miss Gaulding (Miss Virginia) after victory.
- (9) Dave Pear on (6) paces pack thru turn. (Photos by NASCAR Photographer Taylor Warren)





ACTION

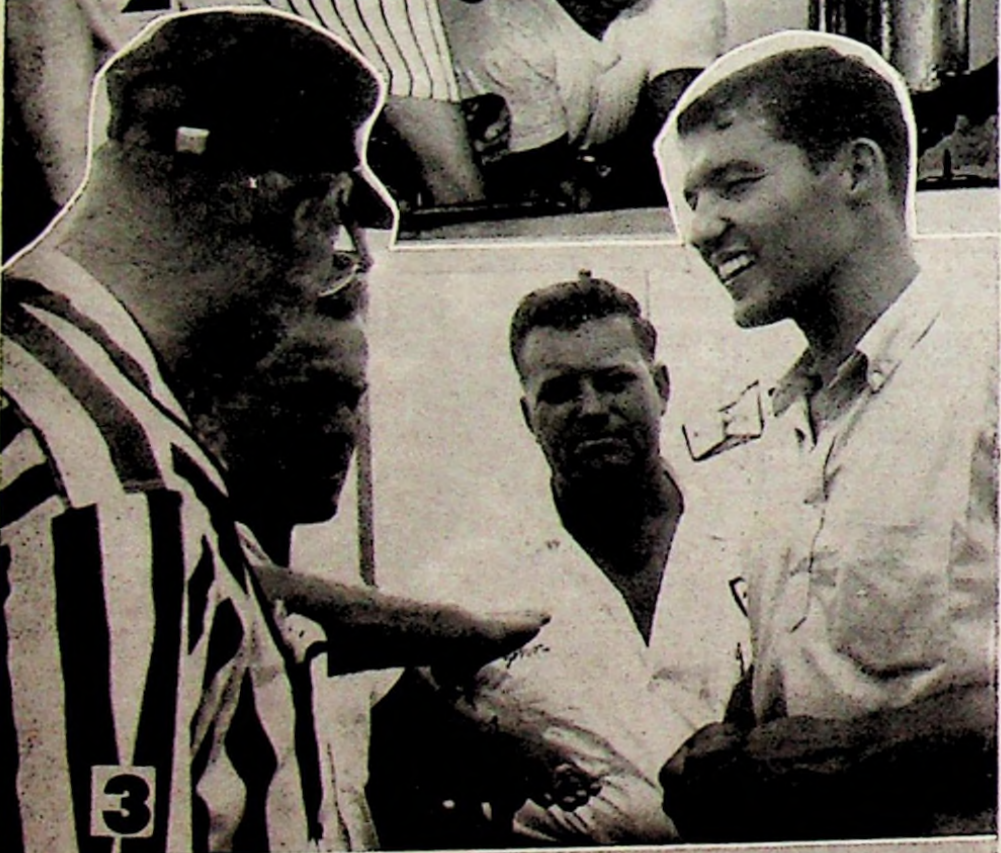
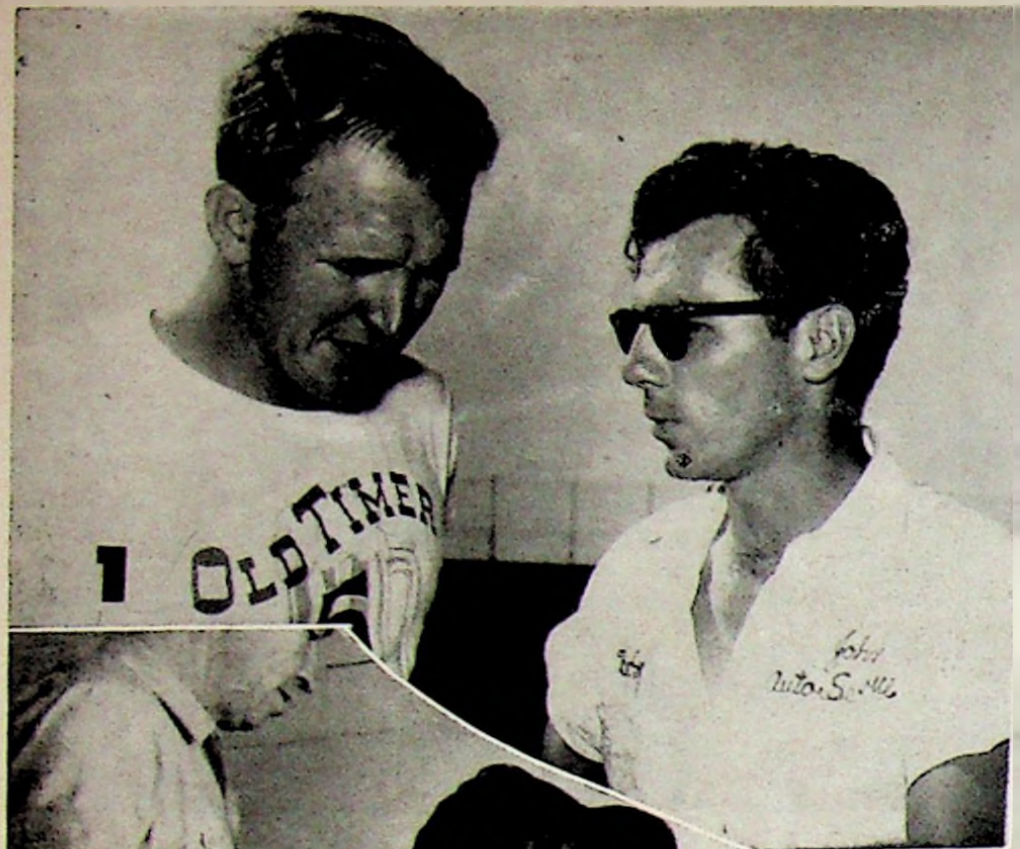
AT DAYTONA SPEEDWAY:

Here are some photos from the 1963 "Daytona Firecracker 400" race July 4, showing scenes from the two and a half mile high banked track that will be the setting of the "Daytona 500" stock car race February 23, 1964:

- (1) Cars zoom through 18-degree banked turn in front of Campbell Grandstand.
- (2) Jim McGuirk spins in effort to miss track workers clearing debris from Tiny Lund's crash.
- (3) Fireball Roberts, winner of the thriller, in victory lane.
- (4) Just over the finish line in a thriller, that found Fireball Roberts (22), Fred Lorenzen (28) and Marvin Panch (21) in a blanket finish with three 1963 Fords.
- (5) That terrific battle between Roberts, Lorenzen and Panch on the high banks.
- (6) Bill France, speedway president, introduces Miss Ellen Bateman, popular aviatrix sponsored in cross-country "powder puff" derby by NASCAR, at race.
- (7) Jim Paschal makes pit stop in Holly Farms Poultry Special-reserve car for Junior Johnson.
- (8) Moving through the grandstand area into the west banked turn.

(Daytona Speedway Staff Photos)





LOOKING AROUND THE NASCAR CIRCUIT:
 (1) Art Malone, left, of Tampa, Fla., chats with Bobby Johns of Miami. Art made his first Indianapolis appearance this year.
 (2) Lee Petty, center, of Randleman, N. C., points out some Plymouth problems to Cotton Owens, left, of Spartanburg, S. C. and Junior Johnson, right, of Ronda, N. C.
 (3) "I got beat just that much," explains Freddie Lorenzen of Elmhurst, Ill., to Bill Taylor, NASCAR official; Johnny Laux of Firestone Tires and Driver Richard Petty.
 (4) A new type rear engine—Designer is Daytona's Ray Fox, mechanical genius with the Chevrolet ranks.
 (5) It's getting to be a habit—here Bud Moore of Spartanburg is looking for a rear engine motor, too.
 (6) Don't look worried, Walter (Bull) about the NASCAR award just presented by Bill France. Bull is publisher of Illustrated Speedway News.
 (7) Must be an extra shot for the cameras as Freddie Lorenzen collects a kiss from Miss Patty Pennington (Miss Daytona Firecracker). (Speedway Staff Photos)

Keep a Record of Leading Cars By Laps

CHECK OFF THE LEADERS DURING THE RACE

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AMONG DRIVERS IN NASCAR
G. N. RACES

(1) Richard Petty, Randleman, N. C.—Driving 1963 Plymouth. (2) Joe Weatherly, Norfolk, Va.—Driving 1963 Pontiac—Winner of NASCAR Grand National Circuit crown for 1962. (3) Fred Lorenzen, Charlotte, N. C. and formerly of Elmhurst, Ill.—Driving 1963 Holman-moody Ford—Top money winner for 1963. (4) Robert "Junior" Johnson, Ronda, N. C.—Driving Ray Fox's 1963 Chevy — Rated leading charger — Won "Daytona 500" in 1960. (5) Dave Pearson, Spartanburg, S. C.—Driving Cotton Owens' 1963 Dodge. (6) Ned Jarrett, Conover, N. C.—Driving 1963 Ford—Winner of NASCAR Grand National Circuit championship for 1961. (7) Rex White, Spartanburg, S. C.—Driving 1963 Mercury maintained by Louis Clement—Winner of NASCAR Grand National crown in 1960. (8) Glenn "Fireball" Roberts, Daytona Beach, Fla.—Driving 1963 Holman-Moody Ford. (9) Marvin Panch, Daytona Beach, Fla.—Driving 1963 Ford maintained by Glenn and Leonard Wood—Won 1961 "Daytona 500" with Pontiac.

(Taylor Warren pictures.)



AMONG THE DRIVERS IN NASCAR AND F.I.A. RACES:

(1) Nelson Stacy, Daytona Beach—Driving 1963 Ford maintained by Banjo Matthews and Mario Rossi—Won 1961 "Southern 500". (2) Johnny Allen, North Wilkesboro, N. C.—Driving 1963 Ford for Ratus Walters. (3) Dwayne "Tiny" Lund, Cross, S. C.—Driving 1963 Ford maintained by Bob Welborn and Ken Myler—Winner of 1963 "Daytona 500". (4) Troy Ruttman, Dearborn, Mich.—Winner of 952 Indianapolis 500-miler—Drove in 1963 "Daytona 500". (5) A. J. Foyt, Houston, Texas—Winner of 1961 Indianapolis 500-miler—Drove in 1963 "Daytona 500". (6) G. C. Spencer, Inman, S. C.—Driving 1963 Mercury—Was among leaders in "Daytona 500" last winter in Chevrolet. (7) Buck Baker, Charlotte, N. C.—Driving 1963 Pontiac—Winner of NASCAR Grand National crown twice. (8) Lee Petty, Randleman, N. C.—heads Richard Petty's team and winner of first "Daytona 500" in 1959. (9) Paul Goldsmith, St. Clair Shores, Mich.—Won USAC late model championship past two years—Won final NASCAR late model race over old Daytona Beach—beach-road course. (10) Jack Smith, Spartanburg, S. C.—Driving 1963 Plymouth. (11) Jim Paschal, High Point, N. C.—Driving 1963 Plymouth. (Speedway photos by Taylor Warren.)



AMONG THE DRIVERS IN NASCAR G. N. CIRCUIT:

(1) Gene "Stick" Elliott, Lawndale, N. C.—Driving one of Jack Smith's 1963 Plymouths. (2) Neil Castles, Charlotte, N. C.—Driving 1962 Chrysler purchased from Buck Baker—Back in good graces with NASCAR. (3) Curtis "Crawfish" Crider, North Charleston, S. C.—Driving 1962 Mercury. (4) Bobby Isaac, Catawba, N. C.—Driving 1963 Ford owned by Bandy Long—Could be NASCAR's top rookie of the year. (5) Charles "Reb" Wickersham, Longboat Key, Fla.—Driving 1962 Pontiac No. 67. (6) Buddy Baker, Charlotte, N. C.—Driving 1962 Pontiac—Chip off the block—Son of Buck Baker. (7) Jim McGuirk, Vero Beach, Fla.—Driving 1961 Pontiac owned by Pat Kelly. (8) Leroy Yarbrough, Jacksonville, Fla.—Winner of the 1962 and 1963 250-mile modified-sportsman races at Daytona Speedway. (9) Herman Beam, Johnson City, Tenn.—Driving 1963 Ford—Has reputation for finishing most races of all drivers. (10) Darel Dieringer, Charlotte, N. C.—Driving 1963 Mercury—Overdue in victory lane. (Speedway Staff photos by Taylor Warren.)



AMONG THE DRIVERS IN NASCAR
AND F.I.A. RACES:

- (1) Bob Perry, second from left, of Hawthorne, Calif., and his chief mechanic, Bill White at left. Perry drives a 1962 Mercury. (2) Larry Thomas, Thomasville, N. C.—Driving 1963 Dodge. (3) Larry Frank, Greenville, S. C.—Driving 1963 Mercury—Won "Southern 500" at Darlington in 1962. (4) Pedro Rodriguez of Mexico City, Mexico—Won "Daytona Continental" in 1963—A top rated International driver. (5) Billy Wade, Houston, Texas—Driving 1963 Dodge for Cotton Owens. (6) Wendell Scott, Danville, Va.—Driving 1962 Chevrolet. (7) Ed Livingston, Charleston, S. C.—Driving 1962 Ford owned by Mamie Reynolds of Asheville, N. C. (8) Banjo Matthews of Asheville, N. C.—Who has changed over from driver to chief mechanic for Nelson Stacy and 1963 Ford. (9) Bobby Johns, Miami, Fla.—Driving 1963 Pontiac maintained by his dad, Shorty Johns. Always a leader at times in Daytona races. (10) "Car 54—Where Are You"—a belated but due Jimmy Pardue of North Wilkesboro—Driving 1963 Ford owned by Pete Stewart. (Speedway staff photos by Taylor Warren.)



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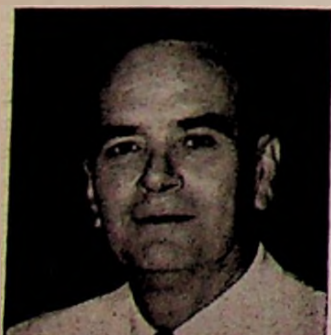
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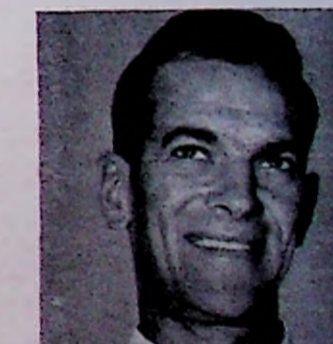
NORRIS FRIEL



JOHNNY BRUNER, SR.



BOB SALL



TAYLOR WARREN



BOB BARKHIMER

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REGULAR SCHEDULE		Position	\$2,000	\$3,000	\$4,000	\$5,000	\$6,000	\$10,000	\$25,000
1.	50	1.	100	150	200	250	300	500	1,250
2.	48	2.	96	144	192	240	288	480	1,200
3.	46	3.	92	138	184	230	276	460	1,150
4.	44	4.	88	132	176	220	264	440	1,100
5.	42	5.	84	126	168	210	252	420	1,050
6.	40	6.	80	120	160	200	240	400	1,000
7.	38	7.	76	114	152	190	228	380	950
8.	36	8.	72	108	144	180	216	360	900
9.	34	9.	68	102	136	170	204	340	850
10.	32	10.	64	96	128	160	192	320	800
11.	30	11.	60	90	120	150	180	300	750
12.	28	12.	56	84	112	140	168	280	700
13.	26	13.	52	78	104	130	156	260	650
14.	24	14.	48	72	96	120	144	240	600
15.	22	15.	44	66	88	110	132	220	550
16.	20	16.	40	60	80	100	120	200	500
17.	18	17.	36	54	72	90	108	180	450
18.	16	18.	32	48	64	80	96	160	400
19.	14	19.	28	42	56	70	84	140	350
20.	12	20.	24	36	48	60	72	120	300
21.	10	21.	20	30	40	50	60	100	250
22.	8	22.	16	24	32	40	48	80	200
23.	6	23.	12	18	24	30	36	60	150
24.	4	24.	8	12	16	20	24	40	100
25.	2	25.	4	6	8	10	12	20	50

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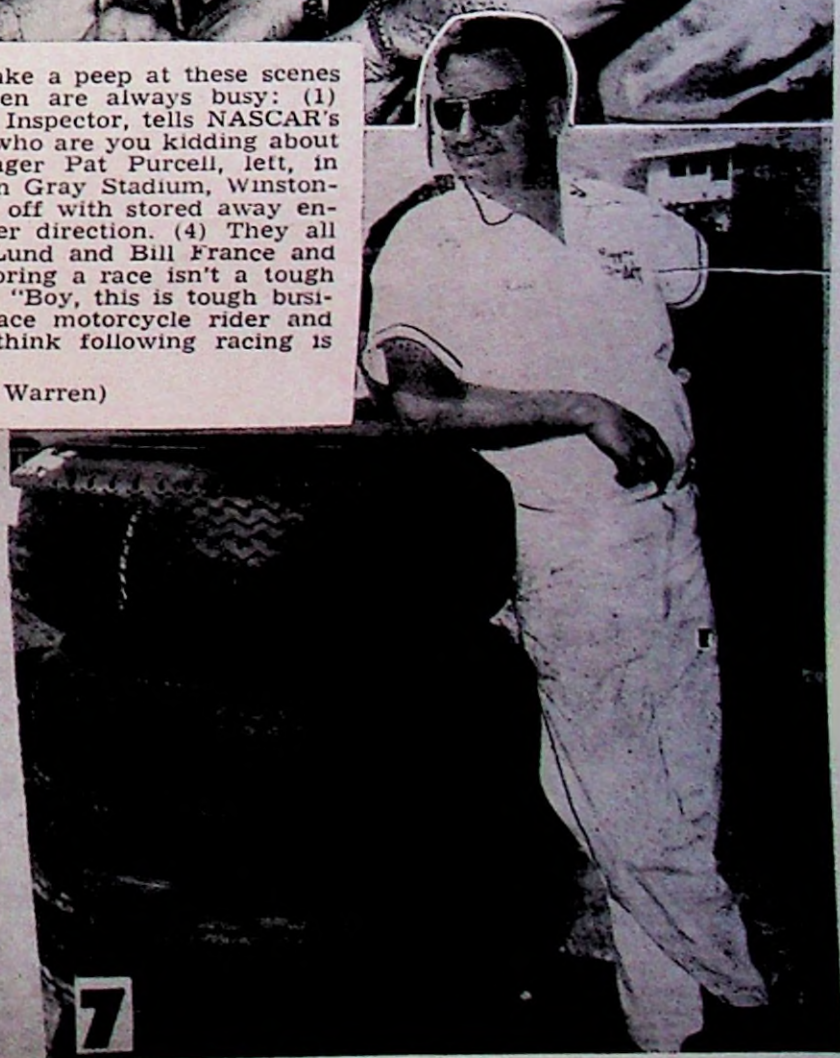
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NASCAR NEWSLETTER SUBSCRIPTIONS MAKE EXCELLENT CHRISTMAS AND BIRTHDAY GIFTS



SO YOU THINK THEY'RE WORKING! Just take a peep at these scenes if you think the race officials and accessory men are always busy: (1) "Really, they went thataway," Jim Ross, NASCAR Inspector, tells NASCAR's Technical Director, Norris Friel. (2) "Now, Hawk, who are you kidding about that bum leg," insists NASCAR Executive Manager Pat Purcell, left, in chatting with Promoter Alvin Hawkins of Bowman Gray Stadium, Winston-Salem. (3) Yeah, it's tough Johnny Bruner giving off with stored away energy after the race as Billy Wade looks in another direction. (4) They all have something in common—Billy Frances, Tiny Lund and Bill France and this time it's Rolex watches. (5) So you think scoring a race isn't a tough job—take it from Joe Epton it really is tough. (6) "Boy, this is tough business," insists Dick Beaty of Charlotte, a former ace motorcycle rider and now a NASCAR official. (7) And if you don't think following racing is tough, just ask Ross Huggins of Goodyear Tires.

(Speedway Staff Photos by Taylor Warren)



Results Of The 1962 NASCAR Grand National Circuit Races

Track	Size	Race Date	Distance	Avg. Speed	1st Place	2nd Place	3rd Place	4th Place	5th Place
CONCORD, N. C.	½ Dirt	11- 5-61	100	59.41	Jack Smith, '61 Pont.	Weatherly, '61 Pont.	C. Owens, '61 Pont.	R. White, '61 Chev.	N. Jarrett, '61 Chev.
WEAVERVILLE, N. C.	½ Paved	11-12-61	100	68.47	R. White, '61 Chev.	B. Baker, '61 Chry.	Weatherly, '61 Pont.	J. Smith, '61 Pont.	N. Jarrett, '61 Chev.
DAYTONA BEACH, FLA.	2½ Paved	2-16-62	100	156.999	G. Roberts, '62 Pont.	J. Smith, '62 Pont.	C. Owens, '62 Pont.	D. Gurney, '62 Ford	J. Johnson, '62 Pont.
DAYTONA BEACH, FLA.	2½ Paved	2-16-62	100	145.395	Weatherly, '62 Pont.	N. Stacy, '62 Ford	R. White, '62 Chev.	R. Petty, '62 Ply.	J. Allen, '62 Chev.
DAYTONA BEACH, FLA.	2½ Paved	2-18-62	500	152.529	G. Roberts, '62 Pont.	R. Petty, '62 Ply.	Weatherly, '62 Pont.	J. Smith, '62 Pont.	Lorenzen, '62 Ford
WEAVERVILLE, N. C.	½ Paved	3- 4-62	100	75.47	Weatherly, '61 Pont.	J. Paschal, '62 Pont.	B. Baker, '61 Chry.	M. Petty, '62 Ply.	J. Smith, '61 Pont.
CONCORD, N. C.	½ Dirt	2-25-62	39	53.16	Weatherly, '61 Pont.	R. Petty, '62 Ply.	Earnhardt, '62 Pont.	J. Smith, '61 Pont.	B. Baker, '61 Chry.
SAVANNAH, GA.	½ Dirt	3-17-62	100	58.97	J. Smith, '61 Pont.	C. Owens, '60 Pont.	Weatherly, '61 Pont.	C. Crider, '61 Merc.	R. White, '61 Chev.
HILLSBORO, N. C.	9/10 Dirt	3-18-62	100	87.83	R. White, '61 Chev.	R. Petty, '62 Ply.	J. Paschal, '62 Pont.	J. Smith, '61 Pont.	B. Baker, '61 Chry.
RICHMOND, VA.	½ Dirt	4- 1-62	90	51.36	R. White, '61 Chev.	N. Jarrett, '62 Chev.	J. ohnson, '61 Pont.	Weatherly, '61 Pont.	G. Roberts, '61 Pont.
COLUMBIA, S. C.	½ Dirt	4-13-62	100	56.71	N. Jarrett, '62 Chev.	Weatherly, '61 Pont.	J. Smith, '61 Pont.	J. Paschal, '62 Pont.	G. Spencer, '61 Chev.
N. WILKESBORO, N. C.	¾ Paved	4-15-62	250	84.74	R. Petty, '62 Ply.	Lorenzen, '62 Ford	J. Johnson, '61 Pont.	G. Roberts, '62 Pont.	Daringer, '62 Dodge
GREENVILLE, S. C.	½ Dirt	4-19-62	100	57.48	N. Jarrett, '62 Chev.	J. Paschal, '62 Pont.	Weatherly, '61 Pont.	W. Scott, '61 Pont.	J. Bennett, '61 Ford
MYRTLE BEACH, S. C.	½ Dirt	4-21-62	100	63.03	J. Smith, '61 Pont.	N. Jarrett, '62 Chev.	Tom Cox, '60 Ply.	C. Crider, '61 Merc.	F. Harb, '61 Ford
MARTINSVILLE, VA.	½ Paved	4-22-62	250	67.164	R. Petty, '62 Ply.	Weatherly, '62 Pont.	R. White, '62 Chev.	Lorenzen, '62 Ford	L. Petty, '62 Ply.
WINSTON-SALEM, N. C.	¼ Paved	4-23-62	27	41.404	R. White, '62 Chev.	J. Smith, '61 Pont.	Weatherly, '62 Pont.	G. Dunn, '62 Chev.	R. Petty, '62 Ply.
BRISTOL, TENN.	½ Paved	4-29-62	250	73.32	B. Johns, '62 Pont.	G. Roberts, '62 Pont.	J. Smith, '62 Pont.	N. Jarrett, '62 Chev.	Tom Cox, '60 Ply.
RICHMOND, VA.	½ Paved	5- 4-62	67	67.82	J. Pardue, '62 Pont.	J. Smith, '62 Pont.	R. Petty, '60 Ply.	Weatherly, '61 Ford	J. Paschal, '62 Pont.
HICKORY, N. C.	4/10 Dirt	5- 5-62	100	71.22	J. Smith, '62 Pont.	R. White, '62 Chev.	Weatherly, '61 Pont.	J. Paschal, '62 Pont.	Earnhardt, '61 Pont.
CONCORD, N. C.	½ Dirt	5- 6-62	100	57.05	Weatherly, '62 Pont.	C. Owens, '60 Pont.	W. Scott, '61 Chev.	J. Smith, '61 Pont.	M. Petty, '62 Ply.
DARLINGTON, S. C.	1¾ Paved	5-12-62	300	117.86	N. Stacy, '62 Ford	M. Panch, '62 Ford	Lorenzen, '62 Ford	J. Smith, '62 Pont.	C. Owens, '62 Pont.
SPARTANBURG, S. C.	½ Dirt	5-19-62	100	60.08	N. Jarrett, '62 Chev.	J. Paschal, '62 Pont.	R. Petty, '60 Ply.	G. Spencer, '60 Chev.	Weatherly, '61 Pont.
CHARLOTTE, N. C.	1½ Paved	5-27-62	600	125.559	N. Stacy, '62 Ford	Weatherly, '62 Pont.	Lorenzen, '62 Ford	R. Petty, '62 Ply.	L. Frank, '62 Ford
ATLANTA, GA.	1½ Paved	6-10-62	500	101.983	Lorenzen, '62 Ford	Matthews, '62 Pont.	B. Johns, '62 Pont.	Roberts, '62 Pont.	T. Ruttman, '62 Merc.
WINSTON-SALEM, N. C.	¼ Paved	6-16-62	50	45.47	J. Allen, '61 Pont.	R. White, '62 Chev.	R. Petty, '62 Ply.	Thomas, '62 Dodge	Weatherly, '62 Pont.
AUGUSTA, GA.	½ Dirt	6-19-62	100	59.85	Weatherly, '61 Pont.	N. Jarrett, '61 Chev.	R. Petty, '62 Ply.	J. Paschal, '62 Pont.	G. Spencer, '61 Chev.
RICHMOND, VA.	½ Paved	6-22-62	100	66.359	J. Paschal, '62 Pont.	R. White, '62 Chev.	J. Pardue, '62 Pont.	J. Allen, '61 Pont.	J. Reed, '62 Pont.
SOUTH BOSTON, VA.	¾ Paved	6-23-62	100	72.45	R. White, '62 Chev.	J. Smith, '61 Pont.	R. Petty, '62 Ply.	J. Allen, '61 Pont.	L. Thomas, '62 Dodge
DAYTONA BEACH, FLA.	2½ Paved	7- 4-62	250	153.688	G. Roberts, '62 Pont.	J. Johnson, '62 Pont.	M. Panch, '62 Ford	J. Smith, '62 Dont.	J. Pardue, '62 Pont.
COLUMBIA, S. C.	½ Dirt	7- 6-62	100	62.37	R. White, '62 Chev.	Weatherly, '61 Pont.	J. Smith, '61 Pont.	C. Owens, '62 Pont.	N. Jarrett, '62 Chev.
ASHEVILLE, N. C.	4/10 Paved	7-13-62	100	82.28	J. Smith, '62 Pont.	Weatherly, '62 Pont.	R. Petty, '62 Ply.	B. Baker, '62 Chry.	N. Jarrett, '62 Chev.
GREENVILLE, S. C.	½ Dirt	7-14-62	100	66.06	R. Petty, '62 Ply.	J. Smith, '62 Pont.	W. Scott, '61 Chev.	T. Irwin, '62 Chev.	R. White, '62 Chev.
AUGUSTA, GA.	½ Dirt	7-17-62	100	55.10	Weatherly, '61 Pont.	R. Petty, '62 Ply.	B. Baker, '62 Chry.	B. Baker, '61 Chry.	B. Welborn, '62 Pont.

Track

Track	Size	Race Date	Distance	Avg. Speed	1st Place	2nd Place	3rd Place	4th Place	5th Place
SAVANNAH, GA.	½ Dirt	7-20-62	100	67.24	Weatherly, '61 Pont.	T. Irwin, '62 Chev.	R. Petty, '62 Ply.	Welborn, '62 Pont.	J. Paschal, '62 Pont.
MYRTLE BEACH, S. C.	½ Dirt	7-21-62	100	64.17	N. Jarrett, '61 Chev.	Weatherly, '60 Pont.	J. Smith, '62 Pont.	B. Baer, '61 Chry.	B. Welborn, '62 Pont.
BRISTOL, TENN.	½ Paved	7-29-62	250	76.121	J. Paschal, '62 Ply.	Lorenzen, '62 Ford	R. Petty, '62 Ply.	J. Allen, '62 Pont.	N. Stacy, '62 Ford
CHATTANOOGA, TENN.	½ Paved	8-3-62	66½	68.249	Weatherly, '62 Pont.	G. Roberts, '62 Pont.	J. Paschal, '62 Pont.	R. Petty, '62 Ply.	S. Utzman, '62 Ford
NASHVILLE, TENN.	½ Paved	8-5-62	250	64.465	J. Paschal, '62 Ply.	R. Petty, '62 Ply.	B. Baker, '62 Chry.	Weatherly, '62 Pont.	T. Cox, '62 Pont.
HUNTSVILLE, ALA.	¼ Paved	8-8-62	50	54.64	R. Petty, '62 Pont.	B. Welborn, '62 Pont.	J. Paschal, '62 Pont.	B. Baker, '62 Chry.	N. Jarrett, '62 Chev.
WEAVERVILLE, N. C.	½ Paved	8-12-62	250	82.73	J. Paschal, '62 Ply.	Weatherly, '62 Pont.	R. White, '62 Chev.	J. Smith, '62 Pont.	J. Pardue, '62 Pont.
ROANOKE, VA.	¼ Paved	8-15-62	37½	54.09	R. Petty, '62 Ply.	Weatherly, '62 Pont.	N. Jarrett, '62 Chev.	Welborn, '62 Pont.	J. Smith, '62 Pont.
WINSTON-SALEM, N. C.	¼ Paved	8-18-62	50	46.875	R. Petty, '62 Ply.	J. Smith, '61 Pont.	Weatherly, '61 Pont.	J. Pardue, '62 Pont.	G. Spencer, '62 Chev.
SPARTANBURG, S. C.	½ Dirt	8-21-62	100	54.94	R. Petty, '62 Ply.	Weatherly, '61 Pont.	J. Smith, '61 Pont.	C. Owens, '60 Pont.	G. Spencer, '62 Chev.
VALDOSTA, GA.	¼ Dirt	8-25-62	100	61.45	N. Jarrett, '62 Chev.	R. Petty, '62 Ply.	Weatherly, '61 Pont.	G. Spencer, '62 Chev.	Yarborough, '62 Chev.
DARLINGTON, S. C.	1¾ Paved	9-3-62	500	117.965	L. Frank, '62 Ford	J. Johnson, '62 Pont.	M. Panch, '62 Ford	D. Pearson, '62 Pont.	R. Petty, '62 Ply.
HICKORY, N. C.	4/10 Dirt	9-7-62	100	68.56	R. White, '62 Chev.	J. Pardue, '62 Pont.	B. Baker, '62 Chry	Thomas, '62 Dodge	Weatherly, '62 Pont.
RICHMOND, VA.	½ Dirt	9-9-62	125	64.98	Weatherly, '62 Pont.	J. Paschal, '62 Ply.	Lorenzen, '62 Ford	R. Petty, '62 Ply.	R. White, '62 Chev.
MOYOCK, N. C.	¼ Dirt	9-11-62	62½	43.07	N. Jarrett, '62 Chev.	Weatherly, '61 Pont.	C. Crider, '62 Merc.	Bradley, '62 Chev.	G. Green, '60 Chev.
AUGUSTA, GA.	½ Dirt	9-13-62	100	60.76	F. Lorenzen, '62 Ford	R. Petty, '62 Ply.	Weatherly, '62 Pont.	N. Jarrett, '62 Chev.	W. Scott, '61 Chev.
MARTINSVILLE, VA.	½ Paved	9-23-62	250	66.872	N. Stacy, '62 Ford	R. Petty, '62 Ply.	N. Jarrett, '62 Chev.	J. Smith, '62 Pont.	Weatherly, '62 Pont.
N. WILKESBORO, N. C.	¾ Paved	9-30-62	200	86.187	R. Petty, '62 Ply.	M. Panch, '62 Ford	Weatherly, '62 Pont.	J. Johnson, '62 Pont.	J. Paschal, '62 Ply.
CHARLOTTE, N. C.	1½ Paved	10-14-62	400	132.250	J. Johnson, '62 Pont.	F. Roberts, '62 Pont.	Lorenzen, '62 Ford	Blackburn, '62 Pont.	Weatherly, '62 Pont.
ATLANTA, GA.	1½ Paved	10-28-62	400	124.740	R. White, '62 Chev.	Weatherly, '62 Pont.	M. Panch, '62 Ford	R. Petty, '62 Ply.	Lorenzen, '62 Ford

Top Grand National Owners



WALTER (BUD) MOORE

Mechanical genius Walter "Bud" Moore, 37, of Spartanburg, S. C., topped race-car owners' standings for 1962 in NASCAR's Grand National division for late model stock cars.

Moore was owner of the Pontiac which Joe Weatherly of Norfolk, Va., drove to the national championship, and also was its chief mechanic. It won more races than any other car on the circuit.

Second place in the owners' point standings for the season went to Lee Petty of Randleman, N. C., owner of the Plymouth raced by his son Richard.

W. G. Holloway of Delray Beach, Fla., owner of the Chevrolet raced by Ned Jarrett of Conover, N. C., last year's Grand National champion, was third in the standings. Holloway was the owners' point leader last year.

The lanky Moore broke into racing in 1948 when he and driver Joe Eubanks shared the cost of an old Modified race car. He graduated to the late models in 1951 when he set up an Olds for Eubanks to race.

Moore also has built other race cars—Pontiacs and Chevrolets—driven in the past by such track aces as Buck Baker, Speedy Thompson, and Jack Smith. Glenn "Fireball" Roberts drove a Moore Pontiac in several races during the 1961 season.

Moore is a native of Spartanburg. He is generous in sharing credit for his racing success with Morris "Pop" Eargle, his 325-pound chief assistant, also a wizard with automotive machinery. Eargle has been associated with Moore for two years.

Moore went into France on D-Day as a machine-gunner, with the rank of corporal, in the 90th Infantry Division. He spent almost a year in the front lines, and came home holding the Bronze Star and three Purple Heart medals.

He is staying with Pontiacs for the 1963 racing season. Weatherly again is his driver.

Moore's reward for leading owners' standings is approximately \$4,000.

Here are the final point standings for car-owners:

1. Bud Moore, Spartanburg, S. C. (Pontiac).....30484
2. Lee Petty, Randleman, N. C. (Plymouth No. 43).....26192
3. W. G. Holloway, Delray Beach, Fla. (Chevrolet).....24969
4. Jack Smith, Spartanburg, S. C. (Pontiac).....22950
5. Louis Clements, Spartanburg, S. C. (Chevrolet).....19424
6. "Fireball" Roberts, Daytona Beach, Fla. (Pontiac).....16380
7. Ray Wood, Stuart, Va. (Ford).....14742
8. Herman Beam, Johnson City, Tenn. (Ford).....13650
9. Curtis Crider, North Charleston, S. C. (Mercury).....13050
10. Ralph Moody, Charlotte, N. C. (Ford No. 28).....12918

The Flags . . . from the driver's seat

Although the drivers that you will see in competition today may appear to be the most haphazard and devil-may-care competitors in the world of sports, their actions while on the track, either in practice or competition, are very strictly covered by the racing flag code, and the penalty for disobeying these flags is disqualification. Although the meanings of the vari-colored flags are well known to most racing fans, let's review them as you will see them used today by the starter. Imagine yourself the passenger in one of the competing cars as the driver explains the meanings of the various flags:



THE GREEN FLAG . . . Here we go again. This is the starting gun, the opening whistle . . . the race is on! The green flag tells us that the race is officially started, and during the long events, keeps us informed that the track is clear ahead . . . hang on! Here comes that first turn!



THE RED FLAG . . . As always, this is the danger flag. Just like the red in a stop sign, it means STOP . . . and right now! There may have been a bad spill . . . perhaps someone has been hurt, or the track is completely blocked . . . when we see this one, we get stopped as quickly as we can. The race may be restarted, but let's find out what happened first.



THE CROSSED FLAGS . . . Half way! Crossed flags tell us that the race is half over. It makes no difference which ones the starter uses. He holds the cloth of the flags along the handle so we don't confuse his meaning . . . if it's a "hundred-miler," this signal means that there are only fifty to go . . . can't back off yet!



THE BLACK FLAG . . . This is the "consultation flag," telling me to pull into the pits on the next lap . . . it is often called the disqualification flag, but it doesn't necessarily mean that I have done something wrong . . . a part may be hanging loose from my car, about to fall on the track in front of the other machines in the race. Can't ignore this signal . . . if I get it more than twice, I'll be disqualified!



THE BLUE FLAG WITH DIAGONAL STRIPE . . . This is the "passing flag." It indicates that a faster car is about to lap me . . . he has already passed me, and he now has a complete lap on me. This flag tells me to "hold my groove" or position on the track until I am passed. There he goes . . . but I'm not worried . . . he may not last long at that pace.



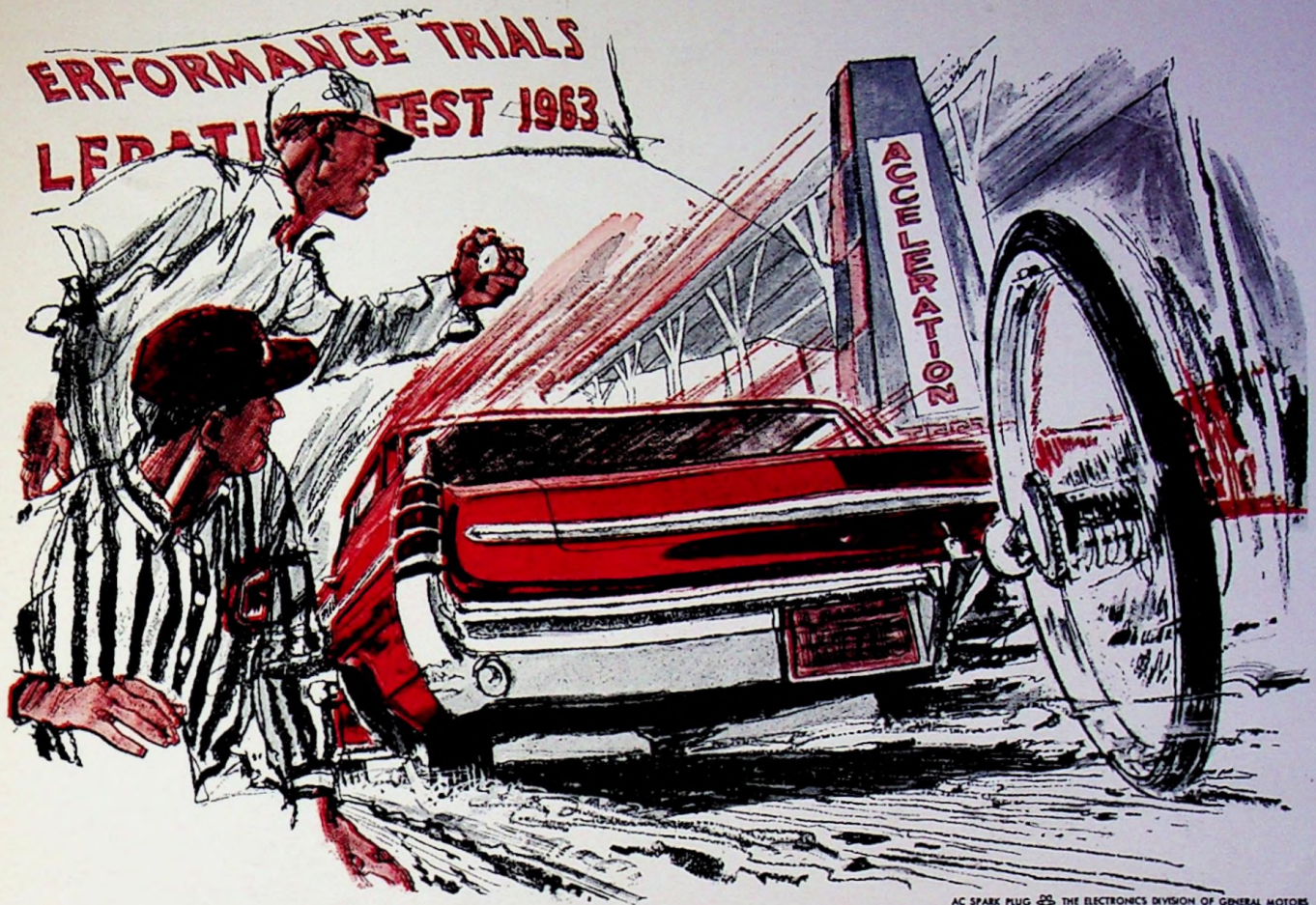
THE WHITE FLAG . . . This one means simply "one more lap" . . . we've been a little too busy to count them, and this lets us know that we are starting on that last long lap. We're always glad to see this one, but the one we really wait for is:




THE YELLOW FLAG . . . This is the "caution flag." It tells us to slow down; to hold our position until the green flag is thrown again. The yellow flag indicates that there has been an accident on the track, or that the track has been partially blocked by a stalled car or a thrown wheel or other object. The yellow flag will remain out until the officials have determined that no one is injured seriously or that the track is not completely blocked. If there is a "safety car," we must remain in line behind it until either the red or green flag is displayed.



THE CHECKERED FLAG . . . This is the big one, the one we've been waiting for . . . it means it's all over but the shouting. We all want to get under this one first, but of course we can't all do it. We keep trying though, and I guess that's why you keep coming back. Thanks for the ride? Don't mention it . . . come again. And remember, when you drive your own car, although there are no flag signals, keep your eye on those traffic signs and obey them . . . they're the "flag signals of the highway."



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One of the real tests of any spark plug is acceleration—response when you want it most! In the 1963 Pure Oil Performance Trials at Daytona, stock cars, equipped with standard AC Fire-Ring Spark Plugs, captured first place in five out of six acceleration tests. One reason was AC's Self-Cleaning Hot Tip. So, put instant response back into your car. With your next engine tune-up, insist on performance-proved AC Fire-Ring Spark Plugs.



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now it's Pepsi-for those who think young

