

**SIXTH ANNUAL**

**CHARLOTTE**  
MOTOR  
**SPEEDWAY**  
NATIONAL  **OCT. 17**  
RACE 1965

**CHARLOTTE**  
**250**

NASCAR LATE MODEL  
MODIFIED - SPORTSMAN RACE

**OCT. 16**  
SATURDAY - 2:30 P.M.

**SOUVENIR PROGRAM**

• **Price \$1.00**

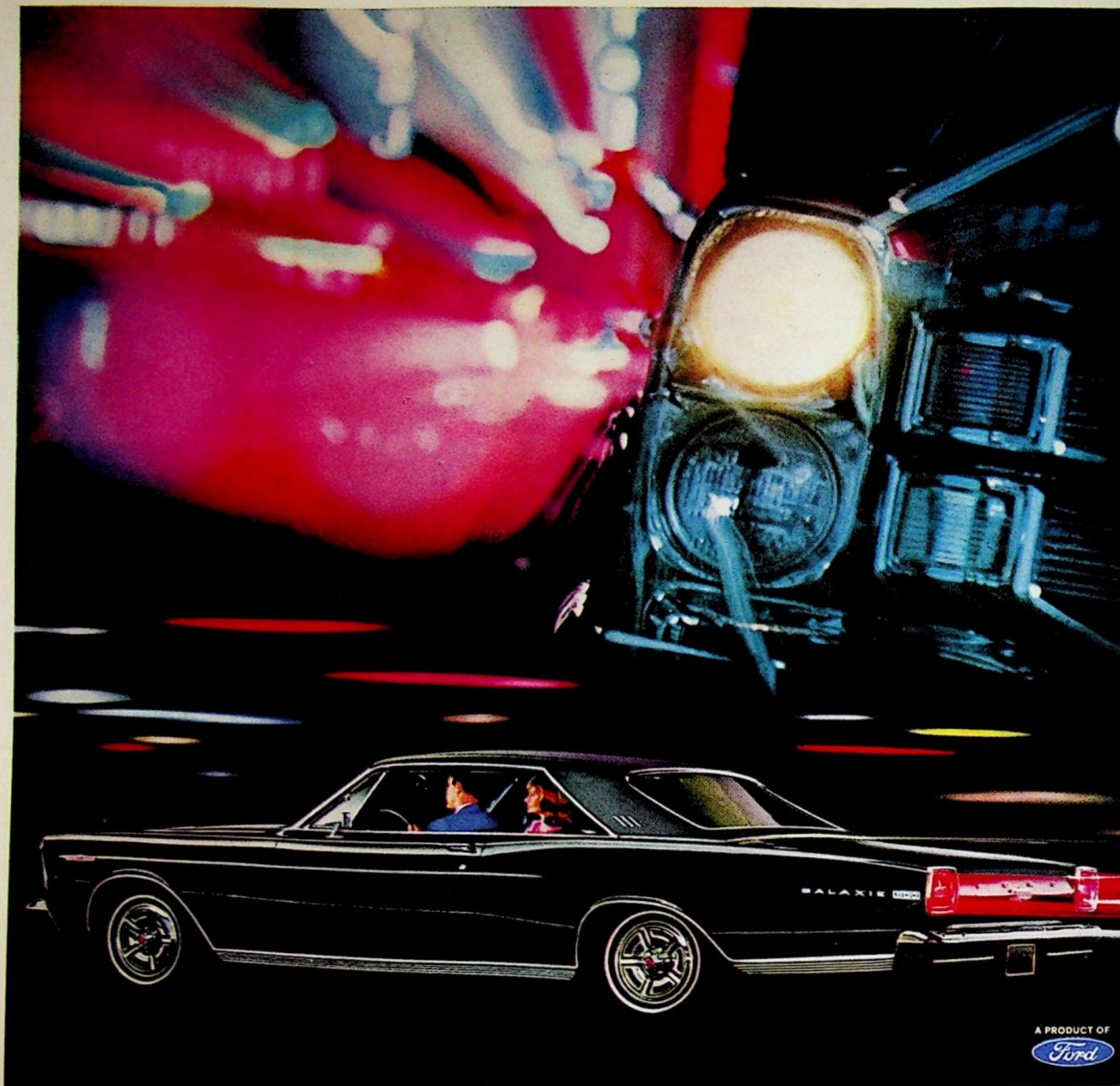
CHARLOTTE MOTOR SPEEDWAY  
**1965 "NATIONAL 400"**  
 STARTING LINEUP BY POSITIONS

1	<b>28</b>	Fred Lorenzen, Elmhurst, Ill. 65 Ford	147.773
3	<b>16</b>	Darel Dieringer, Charlotte, N. C. 64 Merc	147.379
5	<b>15</b>	Earl Balmer, Floyd Knobs, Ind. 64 Merc	146.798
7	<b>24</b>	Sam McQuagg, Columbus, Ga. 65 Ford	146.400
9	<b>11</b>	Ned Jarrett, Camden, S. C. 65 Ford	146.202
11	<b>19</b>	J. T. Putney, Arden, N. C. 65 Chev	143.531
13	<b>86</b>	Buddy Baker, Charlotte, N. C. 65 Plym	142.433
15	<b>64</b>	Elmo Langley, Landover, Md. 64 Ford	139.220
17	<b>3</b>	Lee Roy Yarbrough, Columbia, S. C. 65 Chev	144.597
19	<b>44</b>	Larry Hess, Salisbury, N. C. 64 Ford	140.625
21	<b>02</b>	Doug Cooper, Gastonia, N. C. 65 Chev	139.652
23	<b>90</b>	Sonny Hutchins, Richmond, Va. 64 Ford	139.112
25	<b>79</b>	Frank Warren, Augusta, Ga. 63 Chev	138.116
27	<b>53</b>	Jimmy Helms, Charlotte, N. C. 63 Ford	135.874
29	<b>38</b>	Wayne Smith, Advance, N. C. 65 Chev	135.126
31	<b>4</b>	Jim Paschal, High Point, N. C. 65 Chev	145.965
33	<b>14</b>	Iggy Katona, Willis, Mich. 65 Plym	141.075
35	<b>59</b>	Tom Pistone, Concord, N. C. 64 Ford	139.264
37	<b>7</b>	Bub Strickler, Greenville, S. C. 64 Pont	138.142
39	<b>46</b>	Roy Mayne, Bolling AFB, D. C. 65 Chev	135.908
41	<b>63</b>	Don Hume, Belvedere, N. J. 63 Ford	135.033
43	<b>75</b>	Gene Black, Arden, N. C. 64 Ford	134.136
		1st Alt. 9 Roy Tyner, Lakeview, S. C. 65 Chev	131.219

2	<b>27</b>	Cale Yarborough, Timmonsville, S. C. 65 Ford	147.510
4	<b>26</b>	Junior Johnson, Ronda, N. C. 65 Ford	146.838
6	<b>47</b>	Curtis Turner, Charlotte, N. C. 65 Ford	146.470
8	<b>41</b>	A. J. Foyt, Houston, Texas 65 Ford	146.222
10	<b>29</b>	Dick Hutcherson, Charlotte, N. C. 65 Ford	145.916
12	<b>49</b>	G. C. Spencer, Inman, S. C. 64 Ford	143.207
14	<b>17</b>	Junior Spencer, Hamlin, W. Va. 64 Ford	141.918
16	<b>21</b>	Marvin Panch, Daytona Beach, Fla. 65 Ford	147.895
18	<b>87</b>	Buck Baker, Charlotte, N. C. 65 Chev	140.891
20	<b>04</b>	H. B. Bailey, Houston, Tex. 64 Pont	139.670
22	<b>32</b>	Rock Harn, N. Augusta, S. C. 64 Ford	139.130
24	<b>01</b>	Harold Kite, Augusta, Ga. 65 Plym	138.497
26	<b>18</b>	Gene Elliott, Shelby, N. C. 65 Chev	137.772
28	<b>84</b>	Earl Brooks, Lynchburg, Va. 63 Ford	135.686
30	<b>97</b>	Henley Gray, Rome, Ga. 64 Ford	134.437
32	<b>1</b>	Paul Lewis, Johnson City, Tenn. 64 Ford	141.704
34	<b>34</b>	Wendell Scott, Danville, Va.. 65 Chev	140.744
36	<b>35</b>	Jeff Hawkins, Greenville, S. C. 64 Dodge	138.293
38	<b>10</b>	Rene Charland, Agawam, Mass. 64 Ford	137.535
40	<b>88</b>	Neil Castles, Charlotte, N. C. 64 Dodge	135.661
42	<b>52</b>	E. J. Trivette, Deep Gap, N. C. 63 Chev	134.797
44	<b>57</b>	Lionel Johnson, Unionville, Va. 64 Ford	132.279
		2nd Alt. 83 Worth McMillion, Amelia, Va. 65 Pont	129.294

These Friends of Charlotte Motor Speedway and NASCAR Grand National Racing have Posted \$25 per lap on the following laps. (on all other laps the leading driver will receive \$5.00)

Lap No.	Sponsor	City
4	AMITY GARDEN PURE SERVICE STATION.....	Charlotte, N. C.
53	JIMMY HELMS SINCLAIR STATION .....	Charlotte, N. C.
59	HOB NOB RESTAURANT .....	Charlotte, N. C.
5	MIKE McGEEHAN FIRESTONE .....	Charlotte, N. C.
6	BOBBY SUMMERS FIRESTONE .....	Charlotte, N. C.
7	GENE WHITE FIRESTONE .....	Charlotte, N. C.
8	GENE WHITE FIRESTONE .....	Charlotte, N. C.
111	BONDY LONG ASSOCIATION .....	Charlotte, N. C.
211	BONDY LONG ASSOCIATION .....	Charlotte, N. C.
16	PIT STOP LOUNGE .....	Charlotte, N. C.
19	DYNAMIC FILMS .....	New York, N. Y.
110	DYNAMIC FILMS .....	New York, N. Y.
61	SEALTEST DAIRIES .....	Charlotte, N. C.
65	THOMAS & HOWARD WHOLESALE GROC.....	Charlotte, N. C.
43	HOLSUM BREAD .....	Charlotte, N. C.
49	WYNNS FRICTION PROOF-PARKS DIST. ....	Charlotte, N. C.
50	WYNNS FRICTION PROOF-PARKS DIST. ....	Charlotte, N. C.
99	OFFICE SUPPLY INC. ....	Charlotte, N. C.
101	CONSOLIDATED LIFE INSURANCE CO. ....	Charlotte, N. C.



1966 Ford 7-Litre Hardtop

***Ford 7-Litre...either the quickest quiet car  
or the quietest quick car***



Well, once again we've invented a new kind of car. It's not a competition car (that's why the overbore to 7 litres/428 cubic inches.) But it turns on like a competition car (after all, 462 pounds/feet of torque!) What it is is lightning without thunder. It *moves* — but it moves like mist over a millpond, smoothly, quietly, effortlessly!

It *stops*, too! Power disc brakes up front are standard. So are bucket seats. The V-8 comes in just one size, with a 4-barrel car-

buretor and the beefy bottom end that is the heritage of Ford's tremendous competition program. But the lifters are hydraulic for silence' sake and even the dual exhausts are very discreet. You get your choice of convertible or two-door hardtop, four-on-the-floor or Cruise-O-Matic . . . and just about any other added pleasure Ford makes, including air conditioning.

You'll have to decide whether it's a cool hot car or a hot cool car. But one thing you're bound to decide—there just isn't anything else like it!

AMERICA'S  
TOTAL PERFORMANCE CARS

**FORD**

MUSTANG · FALCON · FAIRLANE  
FORD · THUNDERBIRD



# CHARLOTTE MOTOR SPEEDWAY, INC.

115 EAST MOREHEAD STREET

CHARLOTTE, N. C. 28202

TELEPHONE AREA CODE 704 334-4631



**RICHARD HOWARD**  
Vice-President-Gen. Mgr.



**J. LEWIS PATTERSON**  
Honorary Chairman Of  
The Board



**HERMAN CROSS**  
Director



**DR. FRED WILSON**  
Director-Treasurer

**A. C. GOINES**  
President

WELCOME RACE FANS !



Speaking for the Officers, Directors, Staff and Stockholders of Charlotte Motor Speedway, may I take this opportunity to welcome you to the first annual CHARLOTTE 250 and sixth annual NATIONAL 400 races.

We trust that your stay with us will be most enjoyable and that you will be able to return here for many years.

It is our intention to provide you as well as the competitors with the finest racing facilities in the nation. Toward this goal we ask your assistance.

We hope that you will feel free to contact our office if we might be of assistance and we will welcome any suggestion you might have to offer for the improvement of our speedway.

Wishing you a most pleasant stay and a safe trip home, I remain,

Sincerely yours,

CHARLOTTE MOTOR SPEEDWAY, INC.

A. C. Goines  
President



**EDWIN C. MATTICK**  
Director



**CHARLES M. ALLEN**  
Director



**E. GUY CHARLES**  
Asst. Secretary

# Enter The Marlboro Sweepstakes

Come to where the flavor is.

Come to Marlboro Country.

You get a world of flavor on your side of the filter from the aged prime tobaccos in Marlboro's Richmond Recipe. You get a lot to like with a Marlboro. Filter, flavor, pack or box.



# Charlotte Motor Speedway Officials & Staff

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 Dr. Fred M. Wilson, Monroe, N. C. ----- Treasurer  
 Guy Charles, Mooresville, N. C. ----- Asst. Treasurer

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 C. M. Allen ----- Charlotte, N. C.

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 Curtis Popwell, Charlotte, N. C. ----- Promotions Director  
 Marilyn Goldsmith, Ellenville, N. Y. ----- Secretary  
 Hank Schoolfield, Winston-Salem, N. C. ----- Assistant  
 Tim Sullivan, Roanoke, Va. ----- Assistant

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 Ticket Supervisor ----- Helen Lyerly, Concord, N. C.  
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 Secretary ----- Helen Shaffer, Concord, N. C.  
 Secretary ----- Jean Lynch, Charlotte, N. C.  
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 Track Maintenance Staff ----- Sam Hinson, Concord, N. C.  
 Bill Clay, Concord, N. C., Hope Cook, Concord, N. C.

## NASCAR OFFICIALS

President ----- Bill France, Daytona Beach, Fla.  
 Vice President & Exec. Mgr. Pat Purcell, Daytona Beach, Fla.  
 Technical Director ----- Norris Friel, Washington, D. C.  
 Field Manager &  
 Chief Steward ----- John Bruner, Sr., Daytona Beach, Fla.  
 Chief Starter ----- Roby Combs, Shelby, N. C.  
 Chief Scorer & Timer ----- Joe Epton, Daytona Beach, Fla.  
 Assistant Scorer ----- Morris Metcalf, Winston-Salem, N. C.

## ANNOUNCERS

Time Trials & Nat. 400 Bob Montgomery, Greensboro, N. C.  
 National 400 ----- Ray Melton, Norfolk, Va.

## BOARD OF SAFETY

N. C. St. Highway Patrol Capt. W. F. Bailey, Salisbury, N.C.  
 Cabarrus County Sheriff ----- J. B. Roberts, Concord, N. C.  
 Safety ----- Capt. Donald Arthur, Concord, N. C.  
 Medical Staff ----- Dr. William L. Skeen, Denver, N. C.  
 Public Emergency ----- American Red Cross, Charlotte, N. C.  
 Fire Protection ----- Bill King, Charlotte, N. C.

## OPERATING SERVICES

Official Photographer, T. Taylor Warren, Dayton Beach, Fla.  
 Radio Network-----Charlotte 250----- Bob Dean Enterprises,  
 Spartanburg, S. C.  
 National 400----- World Broadcasting Co., Charlotte, N. C.  
 Television Network ----- ABC-TV, New York, N. Y.  
 Sound System ----- Baucom Sound Service, Charlotte, N. C.  
 Concessions ----- Consolidated Vending, Co., Charlotte, N. C.  
 Pit Area Communications ----- Cabarrus CB Radio Club

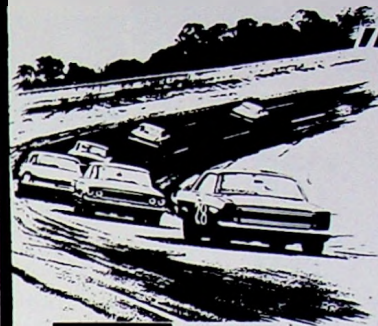
OFFICIAL PACE CAR ----- 1965 MERCURY

## PROGRAM CREDITS:

Editor ----- Bob Latford, Charlotte, N. C.  
 Business Manager ----- Curtis Popwell, Charlotte, N. C.  
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 Photographers ----- T. Taylor Warren, Daytona Beach, Fla.,  
 Jerry Overman, Charlotte, N. C., Pal Parker, Maggie  
 Valley, N. C., Don Hunter, Charlotte, N. C.  
 Printer ----- G&H Printing, Charlotte, N. C.  
 Cover ----- Leslie Latford, Charlotte, N. C.

The **WINNERS** of the  
**1965**

# DAYTONA "500"



Winston

*Fred Lorenzen*  
**FRED LORENZEN**  
 and

# MICRO-PRECISION®

## wheel balancing

gave **MAXIMUM PERFORMANCE...**

The Micro-Precision system of wheel balancing will give the same dependable, Maximum Performance on your car. Ask your tire dealer for **MP** wheel balancing, the wheel balancing he's glad to guarantee.

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**THREE STAR SALES CORP.**  
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 CHICAGO, ILL.  
 LOS ANGELES, CALIF.

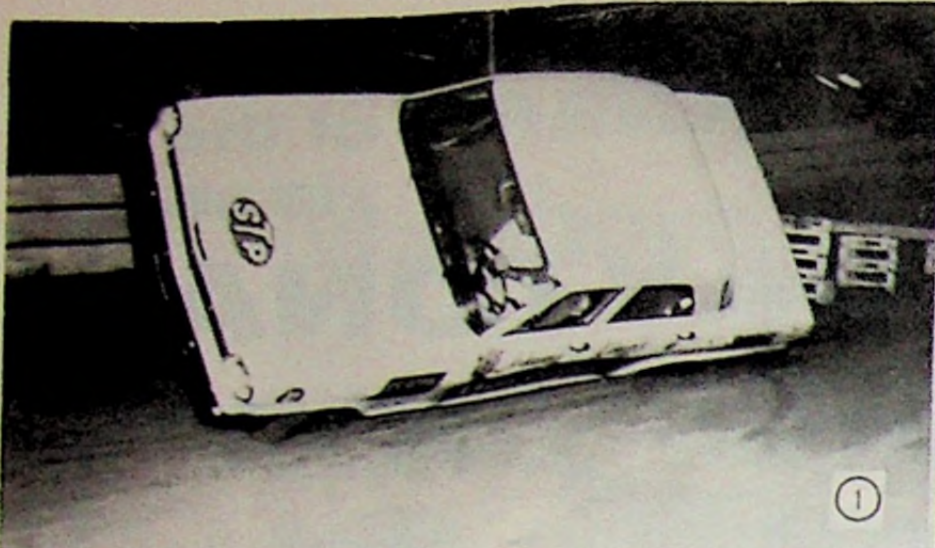
## STAIRS 4-WHEEL BRAKE SERVICE, Inc.

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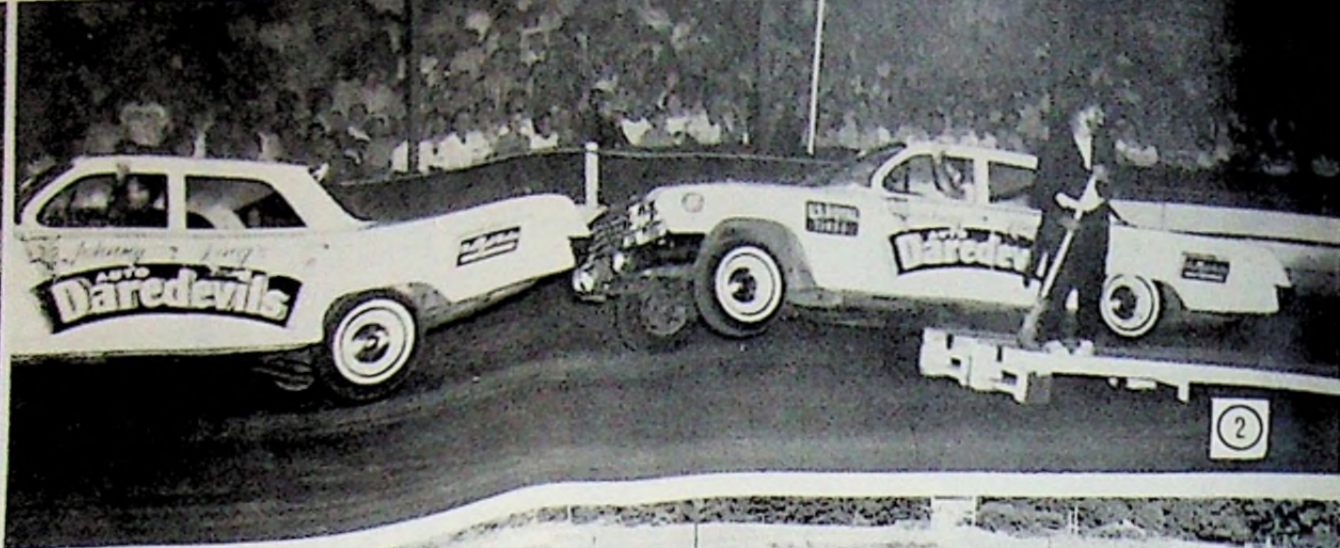
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- All Work Guaranteed
  - Grey Rock Break Linings
  - Bear Wheel Alignment
  - Bear Wheel Balancing
  - Electronic Alemite Wheel Balancing
- For All Types of Cars

Approved Credit Cards Accepted



1



2



3



4

## PRE-RACE

(1) Headlining the National 400 pre-race activities will be the Johnny King Auto Daredevils.

(2) All of the thrills and action will be presented by Johnny King's group of precision drivers with humor added by the clowns.

(3) Charlotte Fire Department Color Guard Commanded by Chief Walter J. Black I to r—Capt. J. R. Jameson

Artie Goldner  
H. H. Kale  
R. B. Whitlock  
V. G. Greenhill  
J. R. Kline

(4) South Stanley High School Band under the direction of bandmaster Larry Sides, returns to Charlotte Motor Speedway to add music to the pre-race activities.

# AMERICAN LEGION BASEBALL

19 65

## NATIONAL CHAMPION



5

## ACTIVITIES

(5) Charlotte Motor Speedway is proud to salute the American Legion World Championship baseball team for the fine champions they have proven themselves. Shown here are some of the awards they have received and their coach Jack Lemonds.

(6) Charlotte Post 9 American Legion Baseball Team United States Champions.

Front row—Bobby Irby, Mike Fitzsimmons, Skippy Hull, John Daurity, Ronnie Lemonds.

Middle row—Ron Pagoota, Bill Sellers, Paul Hooper, Chuck Ledford, Eddie Hill, John Richards.

Back row—Asst. Coach Geurald Johnston, Garry Hill, Larry Buckley, Team Mgr. Louis Bacot, Harry Owen, Robert Phodes, David Lemonds, Coach Jack Lemonds.



6

## SCHEDULE OF EVENTS

# CHARLOTTE 250 and NATIONAL 400

## CHARLOTTE MOTOR SPEEDWAY, CHARLOTTE, N. C.

Sunday, October 10	1 PM—4:30 PM Open House—Admission FREE.
Monday, October 11 (No admission)	8 AM—4:30 PM Registration & Technical Inspection for Grand National & Late Model Sportsman-Modified cars.
Tuesday, October 12 (Admission \$1.00)	8 AM—4:30 PM Practice—Grand National and Late Model Sportsman-Modified cars.*
Wednesday, October 13 (Admission \$1.00)	8 AM—12 Noon Practice—Grand National and Late Model Sportsman-Modified cars.* 1 PM—2:30 PM Qualifying Time Trials for Late Model Sportsman-Modified cars. (fastest 15) 2:30 PM—4:30 PM Qualifying Time Trials for Grand National cars. (fastest 15)
Thursday, October 14 (Admission \$1.00)	8 AM—12 Noon Practice—Grand National and Late Model Sportsman-Modified cars.* 1 PM—2:30 PM Qualifying Time Trials for Late Model Sportsman-Modified cars. (fastest 15) 2:30 PM—4:30 PM Qualifying Time Trials for Grand National cars. (fastest 15)
Friday, October 15 (Admission \$1.00)	8 AM—12 Noon Practice—Grand National and Late Model Sportsman-Modified cars.* 1 PM—2:30 PM Final Qualifying Time Trials for Late Model Sportsman-Modified cars. (fastest 20) 2:30 PM—4:30 PM Final Qualifying Time Trials for Grand National cars. (fastest 14)
Saturday, October 16 (Admission \$5.00 all tickets unreserved). Children under 12 free	8 AM—12 Noon *Practice for Grand National cars. 1:30 PM Pre Race Activities. Scout Safety Clinic. 2:30 PM Start of CHARLOTTE 250 for NASCAR Late Model Sportsman-Modified cars. 8 PM—Drag Races, Speedway Backstretch (\$3.00 adm.)
Sunday, October 17	11 AM Pre Race Activities. 1 PM Start of sixth annual NATIONAL 400 race for Grand National cars. Sanctioned by NASCAR-FIA.

Admission — Reserved Seats — Ford, GM & Chrysler Grandstands	
Rows 15 thru 26	\$10.00
Rows 6 thru 14	8.00
Rows 1 thru 5	6.00

East Paddock—Unreserved Seats—\$7.00  
East Grandstand—Unreserved Seats—\$6.00

Infield tickets for National 400 race at \$5.00 each on sale at 6 PM Sat., Oct. 16 when infield gates open. Children under 12 years of age admitted to unreserved grandstand and infield FREE when accompanied by paid adult.

\*Practice periods for Grand National, Late Model Modified-Sportsman cars at discretion of NASCAR Official in charge.)

# RACING . . . A ROLLING RESEARCH CENTER FOR MANUFACTURERS

Fans attending the National 400 will witness one of the most important revolutions in stock car racing since its inception on the super-speedways of the South in 1950.

The Firestone Tire & Rubber Company, who has been building race tires since 1909, has again come up with one of the most unique ideas ever presented for the race car driver.

Except for configuration changes, the Firestone tires that are run in the "400" will look exactly like the sensational, new tires Firestone introduced at the Indianapolis "500" race this year.

"Yes, we've copied and adjusted our Indianapolis racing tire for stock car use," Jim Thiese, Firestone's manager of race tire engineering, said.

The company introduced the tire at Indianapolis this year and put the tire changers in the pit crews looking for new jobs. Not an entry using Firestones (and there were 18), including winner Jimmy Clark and eight of the top ten finishers, had to change a tire!

"The Indy car weighs only about 1,300 pounds whereas the stock car will weigh close to 4,000 pounds. We won't be able to go the 400 miles without a tire change because of this tremendous weight difference but we do think this will help greatly," Thiese added.

In test programs, the new "Indy-type" tires have increased speeds as much as three miles per hour a lap and increased wear as much as 35 per cent.



**THEY HAVE TO BUILD A VARIETY:** Jim Thiese, manager of race tire development, shows six different tires designed and built by Firestone for racing.



**INDUSTRIAL REPRESENTATIVES AT TRACKSIDE:** Firestone technicians work constantly in cooperation with drivers and car owners, to have available a sufficient quantity of tires to last any race. Following the race the technical crews inspect and evaluate the findings gathered from this high speed proving grounds we call racing.



## THIS 125-M.P.H. TIRE GIVES ANY ROAD A BEAUTIFUL GOING OVER

Bring on your hills and rough roads. We've got the tire to take them on—and do it beautifully. New Super Sports 500. It's a tough tire, with special racing construction that inseparably welds the nylon cord body to the high-speed tread (like our winning tires at the Indianapolis 500). It's a quick tire, with special bars in the tread to eliminate wavering at high speeds. It's a steady tire, with a



wraparound tread for cat-like traction on curves. And it's been proved on our Texas test track—at sustained speeds of 125 m.p.h., 24 hours a day. We call it our 125-m.p.h. tire—though many 60-m.p.h. drivers will buy it. All in all, it makes quite a tire. So if you've got a rough road to challenge, get the tires to match. New Super Sports 500. At your Firestone Dealer or Store.

THE SPORTS CAR TIRE



FROM **Firestone**

# NASCAR National Championship Standings For 1965 Season Entering The National 400 Race

Driver	Points	Starts	Wins	Top 5	Top 10	Money Won	Pts. Total
1 Ned Jarrett	35288	50	12	40	43	\$73,645	—
2 Dick Hutcherson	31302	49	8	31	33	42,045	—
3 Darel Dieringer	23712	31	1	10	14	46,105	—
4 G. C. Spencer	21442	44	0	13	24	19,910	—
5 Marvin Panch	20318	18	4	11	13	53,850	—
6 Bob Derrington	19930	48	0	3	18	13,545	—
7 Buddy Baker	19504	38	0	11	16	23,695	—
8 Neil Castles	19312	47	0	6	26	15,455	—
9 Wendell Scott	18934	48	0	4	21	14,830	—
10 J. T. Putney	18456	36	0	10	22	16,775	—
11 Jr. Johnson	18118	33	13	18	19	58,060	—
12 Cale Yarborough	17256	43	1	11	19	17,725	—
13 Fred Lorenzen	16144	15	3	4	5	67,085	—
14 Paul Lewis	14534	21	0	2	10	9,625	—
15 Tiny Lund	12820	30	1	8	17	11,750	—
16 E. J. Trivette	12114	37	0	0	7	10,000	—
17 Doug Cooper	11704	27	0	1	8	9,680	—
18 Jimmy Helms	11668	36	0	0	4	9,800	—
19 Buck Baker	11280	29	0	2	11	18,910	—
20 Bobby Johns	11138	10	0	5	5	22,265	—
21 Buddy Arrington	10424						
22 Larry Hess	10268						
23 Sam McQuagg	10244						
24 Earl Balmer	9876						
25 Elmo Langley	8942						
26 Henley Gray	8408						
27 Jr. Spencer	8244						
28 Roy Mayne	7326						
29 Donald Tucker	7118						
30 Bub Strickler	6540						
31 Bobby Allison	6152						
32 Tom Pistone	5686						
33 H. B. Bailey	5668						
34 Roy Tyner	5602						
35 Richard Petty	5534						
36. Clyde Lynn	5110						

## NASCAR Grand National Championship Points For National 400 Race

Fin. Pos	Points	Fin. Pos	Points	Fin. Pos.	Points
1st	2200	11th	1320	21st	440
2nd	2112	12th	1232	22nd	352
3rd	2024	13th	1144	23rd	264
4th	1936	14th	1056	24th	176
5th	1848	15th	968	25th	88
6th	1760	16th	880	26th thru 44th	
7th	1672	17th	792	88 each	
8th	1584	18th	704		
9th	1496	19th	616		
10th	1408	20th	528		

# WORLD'S BIGGEST RACE FOR LATE MODEL CARS

## SEVENTH ANNUAL

# WORLD 600<sup>99</sup>

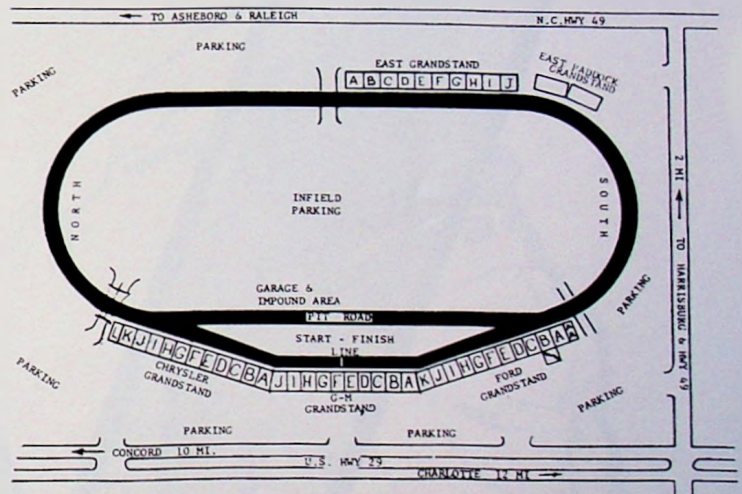
**1966**  
**MAY 22**  
STARTING TIME - 12:30 P.M.

## Charlotte Motor Speedway

CHARLOTTE, N. C.



- World's finest fastest, most exciting 1½-mile banked asphalt speedway.
- Unique octagon - shaped home-stretch puts YOU directly in front of the action.
- 44-car starting field.
- Purse: Over \$50,000
- 48,000 Reserved Seats.
- Unlimited Parking



**MAY 22nd ORDER CHOICE SEATS NOW! MAY 22nd**

Charlotte Motor Speedway, 115 East Morehead Street, Charlotte, N. C. 28202

PHONE AREA CODE: 704 334-4631

I am enclosing (check) (money order) for \$ \_\_\_\_\_, including 25c handling charge, for the following tickets for the WORLD 600 RACE on MAY 22, 1966.

### GRANDSTAND CHOICE

(Please Mark One)

GM \_\_\_\_\_ FORD \_\_\_\_\_ CHRYSLER \_\_\_\_\_

Section Desired: \_\_\_\_\_ A, B, C, etc. (list 3 choices)

Reserved CHAIR Seats Rows 16 thru 26 (All Three Stands) \_\_\_\_\_ @ \$15.00 — \$ \_\_\_\_\_  
 Reserved Grandstand Seats Rows 10-15 (All Three Stands) \_\_\_\_\_ @ \$12.00 — \$ \_\_\_\_\_  
 Reserved Grandstand Seats Rows 5-9 (All Three Stands) \_\_\_\_\_ @ \$10.00 — \$ \_\_\_\_\_  
 Reserved Grandstand Seats Rows 1-4 (All Three Stands) \_\_\_\_\_ @ \$ 8.00 — \$ \_\_\_\_\_

Handling Charge \$ \_\_\_\_\_ 25  
 TOTAL \$ \_\_\_\_\_

(Make All Orders Payable to:  
**CHARLOTTE MOTOR SPEEDWAY, INC.**)

NAME \_\_\_\_\_  
 STREET or P. O. BOX \_\_\_\_\_  
 CITY and STATE \_\_\_\_\_

Note: EAST GRANDSTAND (backstretch) Unreserved seats \$7.00 each on sale Race Day Only When Grandstands open at 7 a.m. Infield tickets \$5.00 each on sale at 5 P.M. Saturday, May 21, when infield Gates open for race fans.



NATIONAL  
400  
WINNERS



1960  
SPEEDY THOMPSON  
1960 Ford  
112.760 mph



1962  
JUNIOR JOHNSON  
1962 Pontiac  
132.085 mph



1964  
FRED LORENZEN  
1964 Ford  
134.475 mph



1961  
JOE WEATHERLY  
1961 Pontiac  
119.800 mph



1963  
JUNIOR JOHNSON  
1963 Chevrolet  
132.015 mph

follow the  
**NATIONAL  
400**

lap-by-lap on

**WBT**

**radio** 1110 AM • 107.9 FM

at **12:45 pm**

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**FIRESTONE TIRE and RUBBER CO.  
WACHOVIA BANK and TRUST CO.  
THE PURE OIL CO.**

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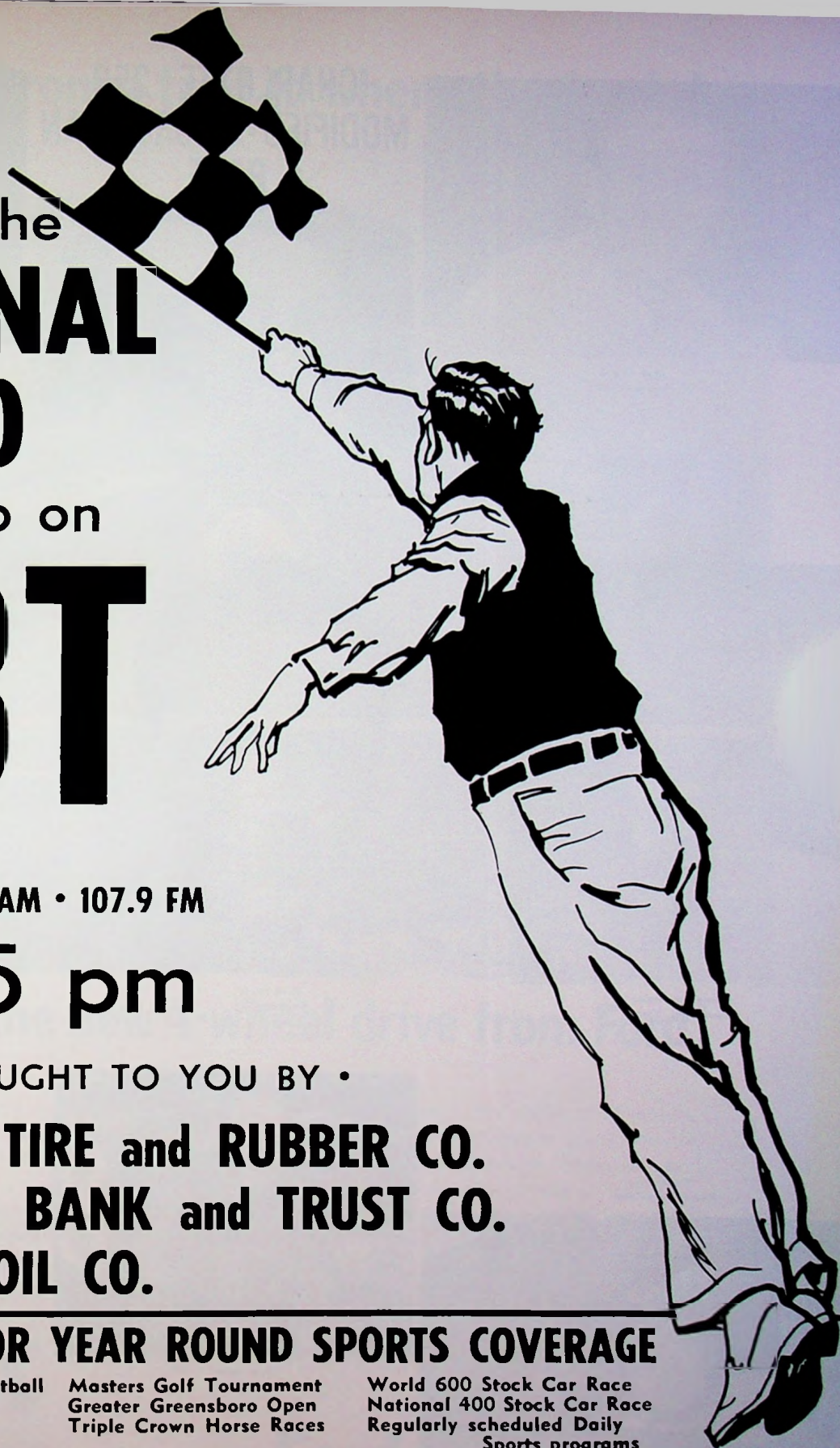
**DIAL RADIO 11 FOR YEAR ROUND SPORTS COVERAGE**

Atlantic Coast Conference basketball  
Duke football  
Davidson football & basketball

Masters Golf Tournament  
Greater Greensboro Open  
Triple Crown Horse Races

World 600 Stock Car Race  
National 400 Stock Car Race  
Regularly scheduled Daily  
Sports programs

**BRING YOUR RADIO TO THE RACES!**



# CHARLOTTE 250 MODIFIED-SPORTSMAN RACE



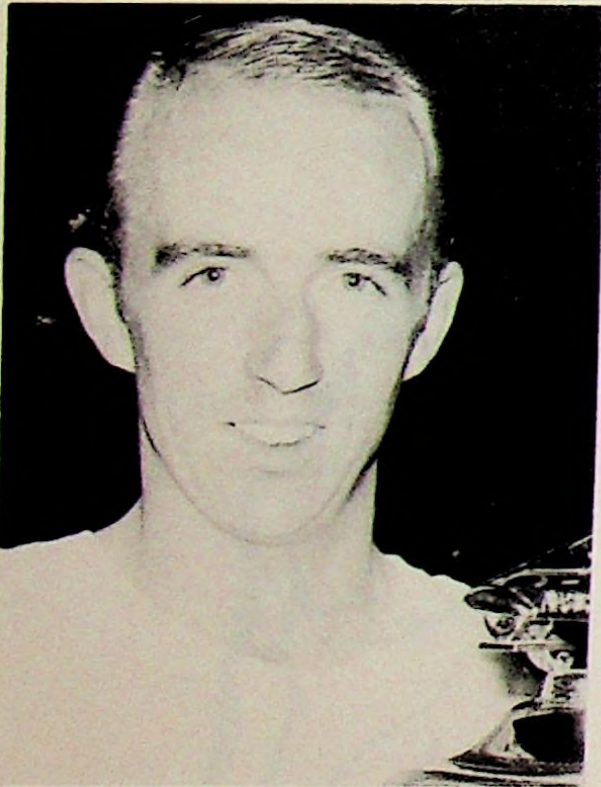
Red Farmer  
Hueytown, Ala.



Sonny Hutchins  
Richmond, Va.



Don Allison  
Miami Springs, Fla.



Dennis Zimmerman  
Glastonburg, Conn.

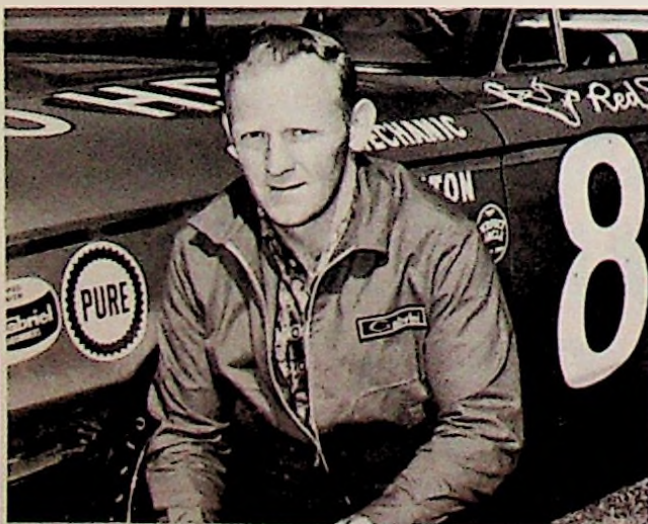


Runt Harris  
Richmond, Va.



Lee Roy Yarbrough  
Columbia, S. C.

Freddy Fryar  
Glastonbury, Conn.



Red Foote  
Richmond, Va.

Ray Hendrick  
Richmond, Va.



# Blaze a Bronco trail to where the fun is!



## Bronco, the new 4-wheel drive from Ford!

You'll have a lot more fun in '66—if Bronco has a part in it! Bronco is the new kind of sports car with 4-wheel drive.

Your Bronco will carry you into a whole new world of activities. Up hills too steep for roads. Over beach sand. Through unplowed snow (plow it, too, if you wish).

Bronco will take you into the woods for hunting. And right to the banks of streams and lakes. It will add sport to fishing and swimming . . . to boating and camping. Even pic-

nicking will have a new taste of adventure.

Smooth six-cylinder power gives you the muscle you need for rough terrain . . . and plenty of speed for expressway cruising.

Bronco rides more like a sedan than you'd expect. Soft-riding coil springs are made possible by husky radius rods. So Bronco is a car you can use for everyday family needs—shopping, running errands, driving to work.

Open your heart to Ford's frisky Bronco. Let it bring a new kind of *living* into your life!

## Ford Bronco/66

# Marlboro Trophy To National 400 Winner



Mary Ellen Mathis and Johnny of Philip Morris greet Fred Lorenzen in winner's circle with the World 600 Marlboro Trophy.

When one of the forty four starters in the National 400 race pulls his car into winner's circle he will be greeted by the lovely Miss Automotive World—Mary Ellen Mathis of Manning, South Carolina—a crowd of newsmen, radio network and Television personnel and the handsome Marlboro Trophy.

The trophy, presented annually by the Philip Morris Company of Richmond, Virginia, is handsomely constructed of mahogany and gold. The simplicity of design and tastefully selected appointments have earned it the admiration of thousands.

In addition to the Marlboro Perpetual Trophy the winner will also be the recipient of the Marlboro Trophy Award in the form of furniture of the winner's choice, thus making his National 400 win also appealing to his wife, mother or girlfriend.

The presentation of the Marlboro Trophy will be Mary Ellen's next to last official act as the reigning Miss Automotive World. The final function for the Winthrop College Junior will be crowning her successor at the 1966 Miss Automotive World contest prior to the seventh World 600 next May.



# w g i v

## "EVERYBODY'S STATION"

### HOLMAN & MOODY ENGINES POWERED THE WINNER IN THE 1964 MIAMI-NASSAU OCEAN POWER BOAT RACES . . .

Now! From Holman and Moody, Ford stock car racing headquarters, marine power of proven durability and performance. The inherent reliability of Ford engines plus the Holman and Moody touch for performance and marine adaptability form a winning combination—creating the best marine engine value on the market.

A complete line of marine engines—up to 521 horsepower from 427 cu. in. turbo and supercharged models. High riser intake 4V and 8V engines—also 289 cu. in. V-8s.



### HOLMAN & MOODY MARINE, INC.

MIAMI, FLA.—LONG BEACH, CALF.

CHARLOTTE, N. C.



On behalf of the Officers and Directors of Charlotte Motor Speedway, and for ourselves. We wish to thank each company making possible the publishing of this 6th Annual National 400/Charlotte 250 Program.

*CURTIS POPWELL, Program Director*  
*BOB LATFORD, Editor*

SEVENTH ANNUAL **WORLD 600 RACE** SEVENTH ANNUAL

**Longest - Biggest Stock Car Race In The World**

**SUNDAY, MAY 22, 1966 - 12:30 P.M.**

# 1965 - FEUD, FORD AND FUTILITY

By **BOB MYERS**

Charlotte News Sportswriter



**MYERS**

Before the familiar and exciting command, "Gentlemen, start your engines," launches another National 400 stock car classic, grab a sandwich and a cold drink and let's pass the 1965 stock car season in review.

It has been a year of the Ford, the feud and a measure of futility.

Compared with last year's standards, it has been a lean year for superspeedway promoters and those who operate the bullrings.

For large numbers of fans, it has been a year of discontent.

Several factors have contributed to the mild decline of interest in the nation's No. 2 spectator sport and one that is synonymous in the South with grits and red-eye gravy. But the reasons can be boiled to one—lack of the type of competition the stock car fan wants and will pay to see.

Ford's factory-backed cars won 33 of the first 34 NASCAR Grand National races, an unprecedented domination heralded by Ford fans, yet monotonous to those who prefer other makes of cars.

When Chrysler announced plans not to run November last, there was simply no challenge left for the Dearborn Dynasty.

But let's elaborate on lack of competition. We refer here to competition between Ford and Chrysler products and their name drivers who were idled by the Chrysler boycott which grew out of the dispute with NASCAR President Bill France over banning of the controversial hemispherical engine and wheel-base limitations.

Actually, Ford drivers have given us some thrilling moments.

Dan Gurney won the Riverside 500, Fred Lorenzen, ol' moneybags himself, captured the rich rain-shortened Daytona 500 and the World 600 here in May, irrepressible Marvin Panch is credited with both Atlanta victories although he needed help from A. J. Foyt in the April 500, Junior Johnson beat the field and then a protest in the Rebel 300 at Darlington and Ned Jarrett won the granddaddy of them all—the Southern 500.

With that \$20,000 decision, the articulate gentleman from Camden, S. C., clinched his second Grand

National point championship and ended a fierce battle with Dick Hutcherson and put himself in position to become the first NASCAR driver to win the triple-crown—the championship, most victories and most money won.

Such an accolade could not come to a nicer guy and a stronger ambassador for the sport.

France gave the smaller tracks a boost when he legalized use of the hemi-engine in June and Chrysler compromised by fielding its cars on a limited basis. The company agreed to back cars on tracks of one mile and less. That's why there aren't any factory Plymouths and Dodges in the field here today.

That timely move by France was greeted by jubilant Chrysler fans heralding the return of Richard Petty, David Pearson and most recently, Bobby Isaac to NASCAR. And the gesture bought groceries for hungry small-track promoters.

Petty's comeback in his famed blue Plymouth has been sensational — four wins, four seconds, two thirds, \$11,000 in his first dozen starts after contenting himself drag racing for nine months.

Pearson does not yet command the popularity enjoyed by Petty, but he is one of the most talented young drivers on the circuit and his absence undoubtedly has been felt.

The June rules change did not help the situation of the supertracks, all of which have suffered a marked decline in attendance.

Charlotte Motor Speedway President, A. C. Goines and vice-president Richard Howard have led a crusade to assure as much competition between different makes of cars as possible. Many of the 1965 Chevrolets in the field today are evidence of their tireless efforts to strengthen and help the independents. In cooperation with other supertracks, they have striven in vain to get Chrysler cars running here today.

The outlook for 1966 is bright. Well, it's brighter.

Chrysler announced back in August it plans to campaign the Plymouth Belvedere and Dodge Coronet expensively in 1966—or nothing. Under '66 rules, the cars are eligible on all tracks.

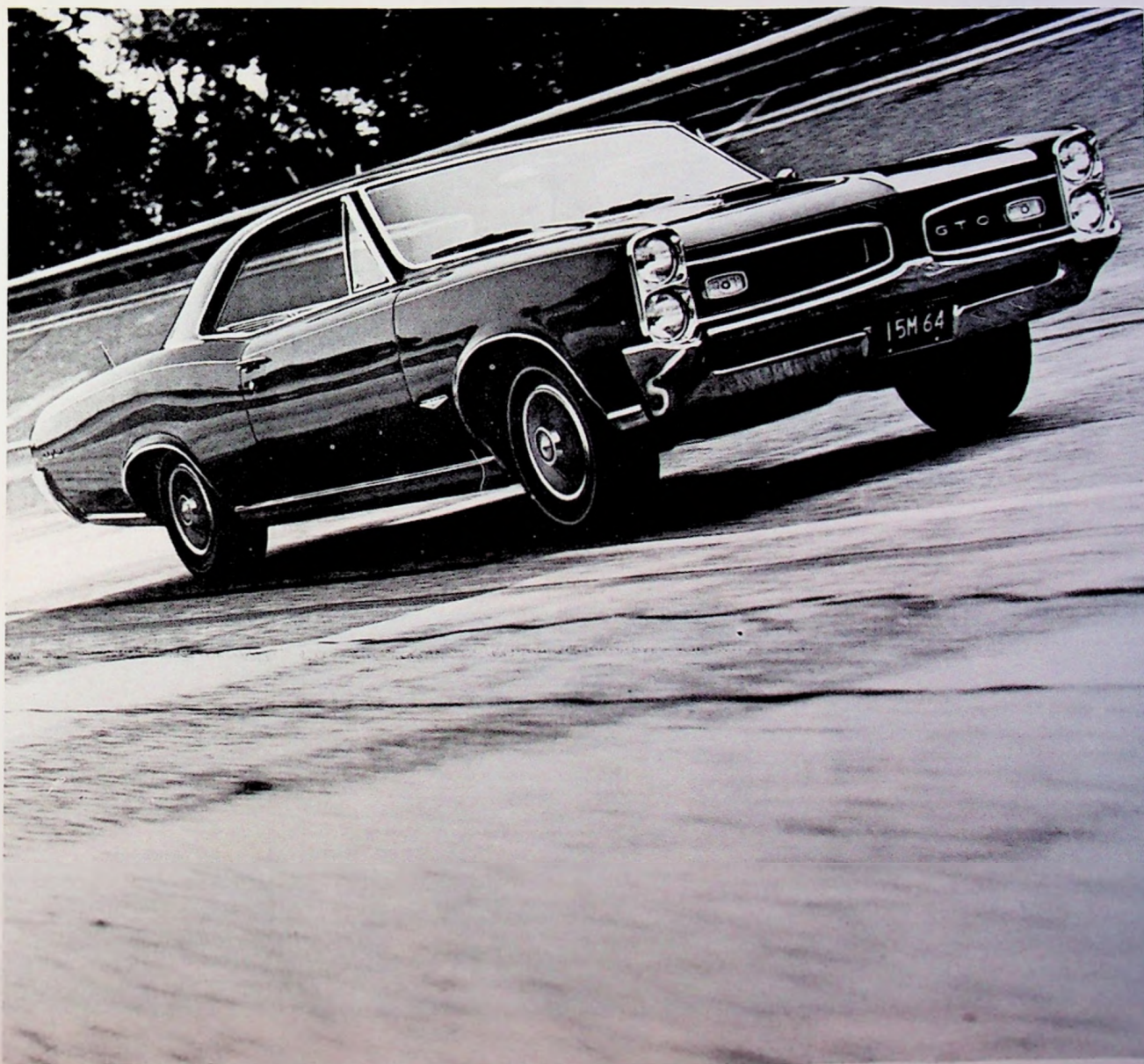
Ford, despite persisting rumors to the contrary, said earlier this month it intends to campaign the Galaxie or new Fairlane GT series next year. The major decision resting with Ford now appears to be which car.

So don't choke on that sandwich, enjoy the race.

GTO stands for *Gran Turismo Omologato*. You've probably heard of it. A Pontiac in a saber-toothed tiger skin. The deceptively beautiful body comes in convertible, sports coupe, and hardtop configurations. With pinstriping. On a heavy-duty suspension system that thinks it's married to the ground. Bucket seats and carpeting. Wood-grained dash. Redlines or whitewalls at no extra

cost. Chromed 335-hp 4-barrel under the hood. Fully-synchronized 3-speed on the column. Or order a heavy-duty all-synchro 3-speed or 4-speed with Hurst floor shifter. Or 2-speed auto. Or the 360-hp 3 2-BBL. There's a catalog full of options. See if you can get your Pontiac dealer to cough one up. That's the GTO/2+2 performance catalog. You'll recognize it. It vibrates.

## Speak softly and carry a GTO





J Junior Spencer R  
Hamlin, W. Va.  
64 Ford



A. J. Foyt  
Houston, Texas  
65 Ford



E. J. Trivette  
Deep Gap, N. C.  
63 Chevrolet



Roy Tyner  
Dillon, S. C.  
65 Chevrolet



Elmo Langley  
Landover, Md.  
64 Ford



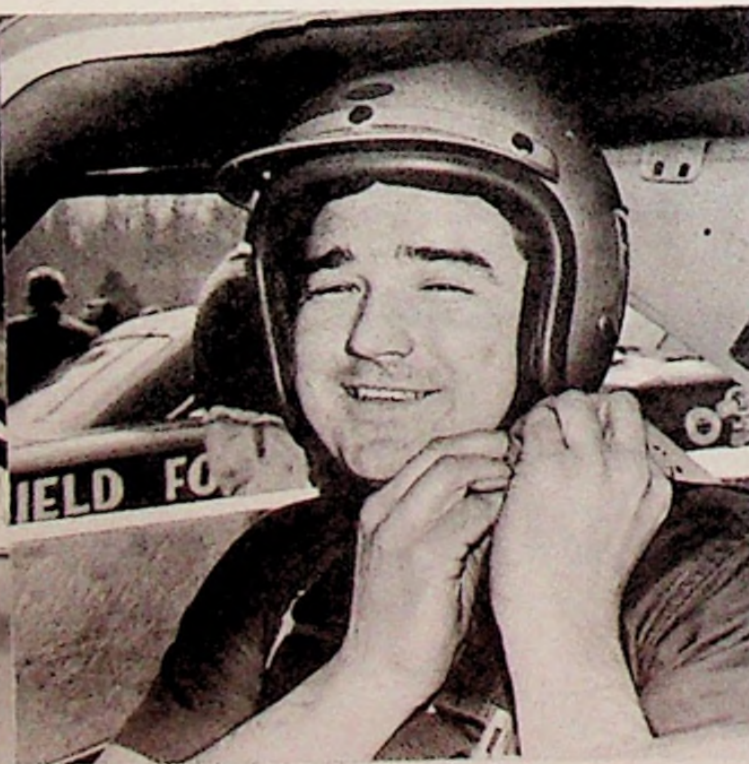
Bobby Johns  
Miami, Fla.  
64 Pontiac



Tiny Lund  
Cross, S. C.  
64 Ford



Don Hume  
Belvidar, N. J.  
64 Ford



Buddy Arrington  
Martinsville, Va.  
64 Dodge

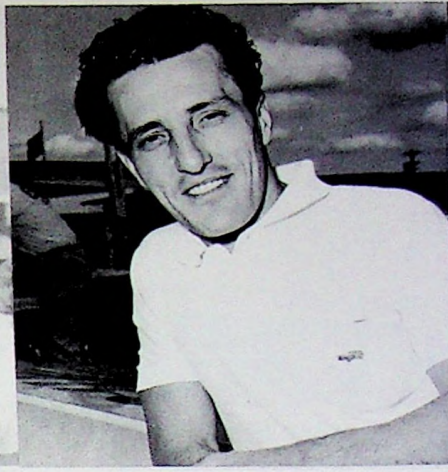


Neil Castles  
Charlotte, N. C.  
65 Oldsmobile



Fred Lorenzen  
Elmhurst, Ill.  
65 Ford

Junior Johnson  
Ronda, N. C.  
65 Ford



Tom Pistone  
Concord, N. C.  
64 Ford



Curtis Turner  
Charlotte, N. C.  
65 Ford



Jack Bowsher  
Springfield, Ohio  
65 Ford



Marvin Panch  
Daytona Beach, Fla.  
65 Ford



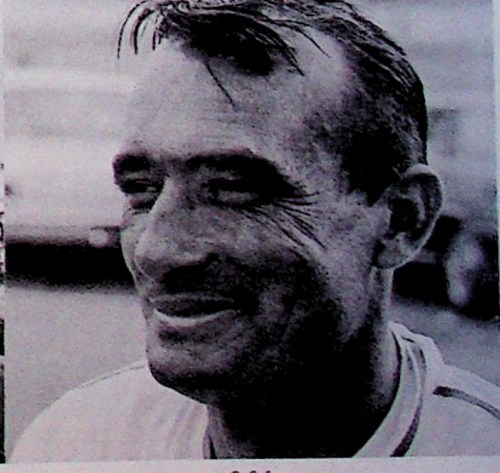
Larry Hess  
Salisbury, N. C.  
64 Ford



Paul Lewis  
Johnson City, Tenn.  
64 Ford



Wendell Scott  
Danville, Va.  
65 Chevrolet



G. C. Spencer  
Inman, S. C.  
64 FORD



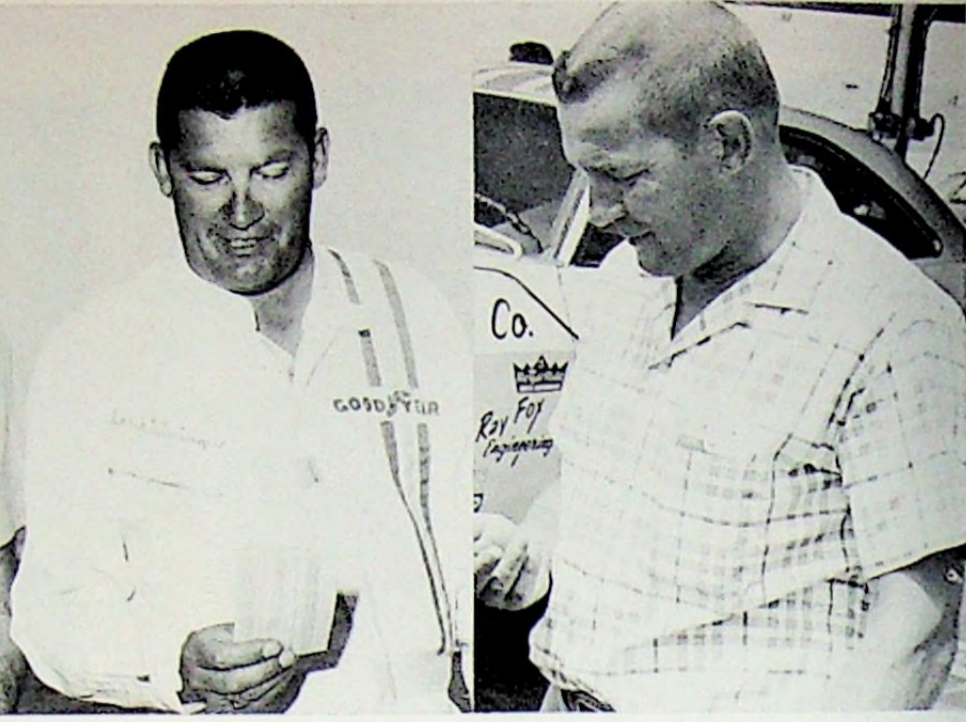
Buddy Baker  
Charlotte, N. C.  
65 Plymouth



Buck Baker  
Charlotte, N. C.  
65 Chevrolet



Ned Jarrett  
Camden, S. C.  
65 Ford



Darel Dieringer  
Charlotte, N. C.  
64 Mercury

Jim Paschal  
High Point, N. C.  
65 Chevrolet

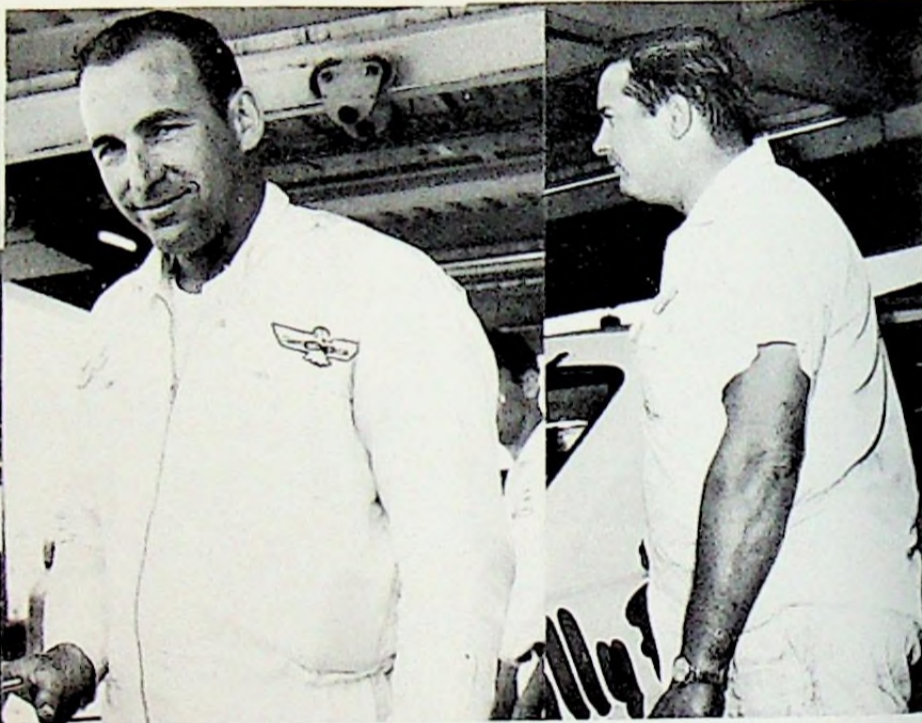


Curtis Turner  
Charlotte, N. C.  
65 Ford



Sam McQuagg  
Columbus, Ga.  
65 Ford

J. T. Putney  
Arden, N. C.  
65 Chevrolet



Dick Hutcherson  
Charlotte, N. C.  
65 Ford

Jimmy Helms  
Charlotte, N. C.  
63 Ford



Earl Balmer  
Floyd Knobs, Ind.  
64 Mercury



Bob & Doug Cooper  
Gastonia, N. C.  
65 Chevrolet



Calo Yarborough  
Timmonsville, S. C.  
65 Ford



## For 1966, a Chevelle with a quick set of reflexes: SS 396.

We refer, of course, to our already famous 396-cubic-inch Turbo-Jet V8. Rated at 325 hp, it waits behind the hood latch of every Super Sport 396. Unless you happen to specify the 360-hp version with a wilder cam. Torque in either case is over 400 lbs.-ft.

We also refer to the car's remark-

able handling ability, proof of which is the nearest twisting road. Stiffer springs and matching shocks are standard at all four wheels. So are red stripe tires and wide base rims, along with a heavier front stabilizer bar and a special rear axle. There's even a floor-mounted, fully synchronized 3-speed transmission; not

to mention the sinister black grille-work and two ominous bulges in the hood.

Need more convincing about this Chevelle's quick reflexes? Find yourself an SS 396 owner. If you can lure him away from the wheel long enough, get him to let you drive. Or, see your Chevrolet dealer.

**NEW**  
**CHEVELLE SS 396**  
**by CHEVROLET** 

Chevrolet Division of General Motors, Detroit, Michigan



# NED JARRETT, CHAMPION On Or Off The Track

By **DICK THOMPSON**  
Roanoke, Va., Times

If Ned Jarrett puts his blue number 11 Ford in the winner's circle today in the National 400, he may start thinking seriously about retiring from the sport. There just won't be many things left for him to accomplish.

Jarrett, who turned 33 just five days ago, could very well score an unprecedented sweep in the National Association for Stock Car Auto Racing with a win on the tough mile and a half Charlotte Motor Speedway track.

"I'm trying to beat Junior Johnson for the most wins, Fred Lorenzen for the most money and Dick Hutcherson for the Grand National championship," Jarrett said. "Those are three tough guys to beat."

But a win today might assure him of all three, marking the first time in the 17-year-history of NASCAR that one man has won the "triple crown." It also would be the first time a Ford driver ever has won the point championship.

"It would be hard to quit on top because of the championship money the next year," Jarrett said. "But if I could win the title again this year I would consider quitting while I'm on top."

Jarrett won the crown in 1961 in a Chevrolet and would join Herb Thomas, Tim Flock, Buck Baker and Joe Weatherly as a double champ if he takes the 1965 title.

A handsome 6-1, 185-pounder, Jarrett looks like a successful young business man. And he is just that. His business is racing and he treats it as such.

"I like to sell our sport," Jarrett said. "I think it is the greatest."

He took a Dale Carnegie course in public speaking after winning the point title and makes 40 to 50 appearances a year. "I feel it helps me and I hope it helps the sport," he said.

"I used to be reluctant to say I was a race driver. People thought we were bootleggers or fools who didn't have the sense to do anything else. Now I'm proud to say I'm a race driver."

The night before he won the Southern 500 at Darlington, S. C., he spoke to a Methodist Youth Fellowship meeting. "I couldn't deliver a sermon but I have certain beliefs about life that my parents raised me with and I can't help but feel they have helped me with any success I've had," he said.

Jarrett is only one of five drivers who have won NASCAR national championships in more than one division. He was national sportsman champ in 1957 and 1958.

"When do you really reach the top?" Jarrett asked. "I won the South Carolina, Florida and Georgia state titles and nearly all the track championships," Jarrett asked. "I won the South Carolina Virginia state championship. I ran 81 races that year and finished in the first three 59 times.

"I felt like I had accomplished everything in that division so I just quit. I didn't even want to run anymore."

He turned to Grand National racing and immediately won recognition as a



**NED JARRETT**  
Camden, S. C.

consistent performer and the "Mr. Nice Guy" of a tough business.

When he clinched his first title, it climaxed a hot battle with Rex White and White was a mechanical victim in the deciding race.

"I hate to win it this way," Jarrett said and writers were amazed to find a driver apologizing for taking the crown. That year he won only one race but finished well up in the 46 events in which he ran.

"We're interested first in endurance," Jarrett said. "Then, if we have anything left, we go for speed. Dropping out of a race hurts me worse than anything in the world."

Jarrett won six races in 1962 and finished third in the standings, took eight races in 1963 and finished fourth and last season enjoyed his biggest year.

He was second in the standings, won 15 races, finished in the top five 40 times and in the top ten 45 times out of 59 starts. He also won the Dixie 400 at Atlanta, his first super speedway victory.

"Last year was my biggest money year and we've already surpassed that," Jarrett said. "Most drivers get 50 per cent of their winnings. I get 40 per cent and I'm on salary which more than makes up for the other ten per cent. I want to know my family is taken care of before I go on the track."

Jarrett and his wife, Martha, have three children.

He is general manager of Bowani Co., Inc., Bondy Long's racing team. Jarrett has six mechanics, who often work 12-hour days, and estimates the annual cost of building and maintaining his three cars at \$250,000.

He takes great pride in the championship. "I hope the title is never won by a man who doesn't run all the races," he said. "The champion should be a champion of all the tracks."

"The greatest thing that can happen is for a man who runs all the races to win a big one. That way the fans at a

small track will get to see him run."

Even more than the title, Jarrett wanted to win a super speedway race and now he has taken two.

"That was another goal fulfilled," he said. "And I take pride in being the dirt track champion each year since I've run," Jarrett said, "except in 1961 when I won the point title.

"I don't think any driver will ever accomplish everything the sport has to offer. But when the time comes that I feel I've accomplished everything I could, I hope to be in financial shape to retire.

"I'd like to stay in the business either associated with a manufacturer in public relations or as the manager of a racing team."

Retirement plans or not, Jarrett's next goal is the National 400 and it could be the answer to a lot more of his dreams.

But he knows winning here is a difficult task. "I like the track but it seems I have more rough luck here than at any other," he said. "I run pretty good here but just can't seem to finish."

In the 11 races here, he has been in the top five three times and in the top ten four times with his best finish third in the first National 400 in 1960.

"I thought I had that one won but I had push rod trouble," Jarrett said.

"It's different from all the other speedways. Each turn presents a different challenge and the dog leg (going into the first turn) is pretty flat and presents its own challenge. You have to run real close to the wall.

"When you come off the fourth turn, you try to go straight but when you get to that dog leg you just run out of race track."

In the 1964 World 600, Jarrett was involved in a fiery, three-car wreck with Junior Johnson and the late Fireball Roberts. He helped pull Roberts from the burning wreckage.

"It was the worst accident I've ever been in and the worst thing that has ever happened to me," Jarrett said. "I was real fortunate. Of course, I've been hurt worse."

He was hospitalized for four days in June after four cars smashed into his on the track in Greenville, S. C. But he came back to run two races before returning to the hospital for four more days.

Nothing stops him in reaching his goals.

"I figured up the other day I've won 50 races since I started," Jarrett said. "I guess you'd say that's another goal fulfilled.

"Every year I've won more and more and I just hope I don't get to the point where I'll go down the other side. 'I'll never permit myself to slip. I don't want people to say, 'there's Ned Jarrett. He's over the hill.'"

Keep your eye on that number 11 Ford today. The driver could accomplish a lot in it today.

"If I could take Charlotte, it would really cap the season," Jarrett said.

It would mean he has reached the top in his business.

Racing is a business for Ned Jarrett. And brother, business is good.

# Gasoline?

Ask the comers what brand they use.



**Doug Cooper—crowding the front-runners!**  
1964's "Rookie of the Year" on the NASCAR circuit. Consistently placing high in prestige Grand National races.



**J. T. Putney—high-flying speedster!**  
Challenging the leaders on the NASCAR Grand National circuit. Equally at home on dirt track and super-speedway, he's on the move in '65.



**Cale Yarborough—young man in a hurry!**  
Moving up in NASCAR Grand National point standings. Mechanical woes have sidelined him early in '65. With a new mount, watch out!

■ Take a good look at the starting field out there on the track.

■ Packed in among the champions of today are the NASCAR leaders of tomorrow. They're traveling in fast company—and they've already proved they can take it. They've got a lot going for them. Better and faster cars. And the gasoline that has set more racing records than any other brand—PURE Firebird® Racing Gasoline. Watch the comers closely. You just might spot a champion.

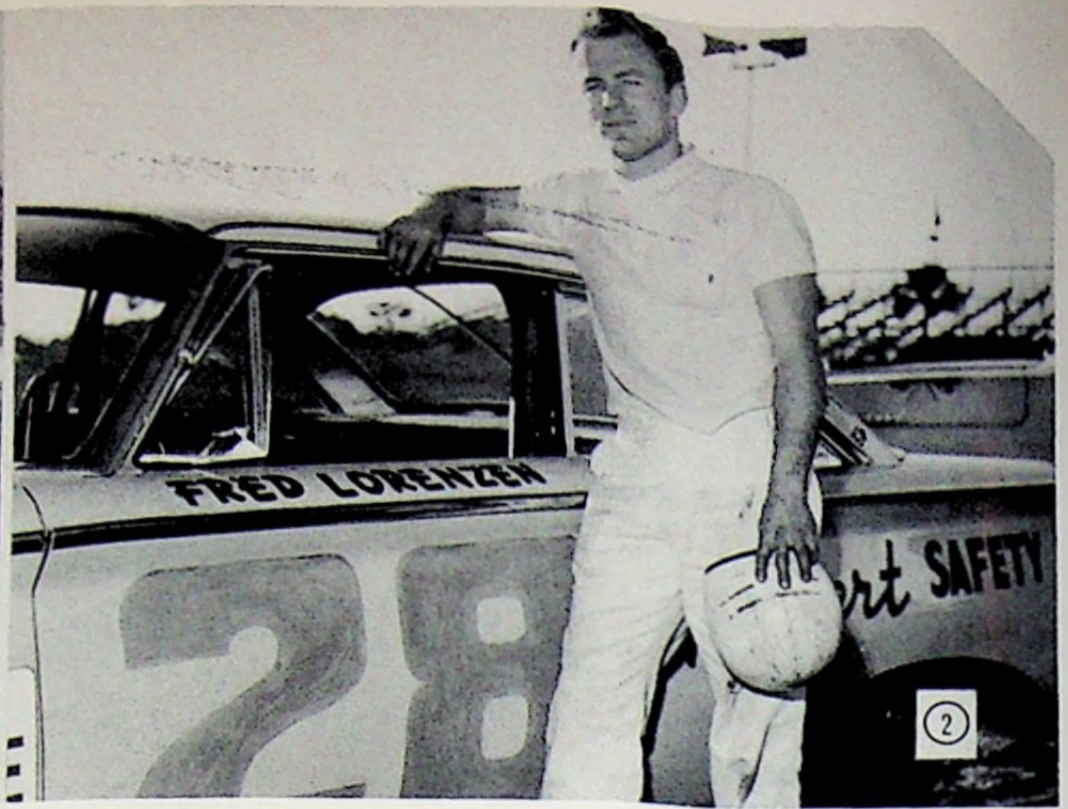
■ Built-in performance makes Firebird the championship gasoline. Take a tip from the comers and take delivery on a tankful of Firebird Super with the same chemical ingredients and the same Tri-tane additive package as its competition-bred brother.

Firebird Super is just blended a bit differently to match the lower temperature and RPM requirements of street machines. Firebird is the *anti-wear* gasoline that cuts engine wear for fewer repairs, better performance and longer life for your car. Now more than ever, it's the gasoline with the difference that's worth changing brands to get.





1—Fred Lorenzen accepts one of many checks for his performances at Charlotte Motor Speedway. These checks have made him top money winner with over \$90,000.



2—When he first arrived on the NASCAR scene the Elmhurst Express brought two USAC titles and his own car. He and his car had the distinction of finishing last in the first National 400 race in 1960.

### CHARLOTTE CHAMPION - FRED LORENZEN:

3—By his driving ability Lorenzen caught the astute eye of the Holman-Moody racing organization who chose him to drive their cars. His record shows the soundness of their judgement.

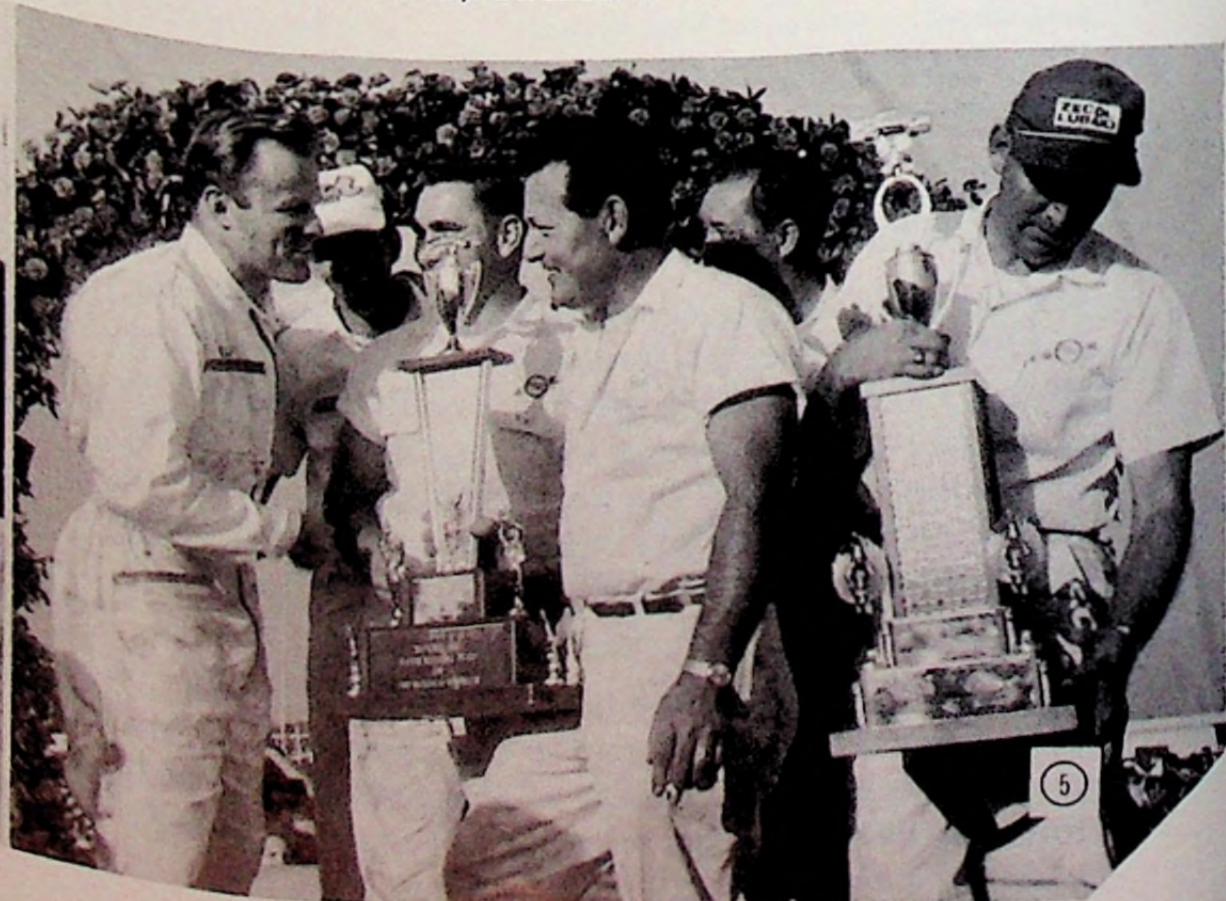


*Fred Lorenzen*

4—It seems only natural to see the blond bachelor in the Charlotte winner's circle. Here he accepts the Marlboro Trophy from Miss Automotive World—Mary Ellen Mathis—and "Johnny" of Philip Morris after his win in the 1965 World 600.



5—After the 1964 National 400 Lorenzen took his customary place in winner's circle with his pit chief Herb Nab. Lorenzen's race record of 134.559 mph is at stake in the 400.



I. G. O. - N. C.  
 Presents  
 Master Mechanic Award  
 "NATIONAL 400"

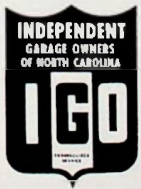


Miss I G O of N. C.

Miss Florence Morrow of Charlotte, North Carolina was elected Miss IGO of North Carolina at the Associations' recent State Convention. She is an attractive brunette and her hobbies are stock car racing and modelling.

Miss Morrow will present the deserving mechanic the distinctive Master Mechanic Trophy in Victory Circle.

**QUALIFIED**



**AUTO**

**REPAIRS**

**FAIR PRICES**



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 1965-1966 OFFICERS**

(Front row left to right) Billy R. Fritts, Central Vice President; Richard E. Orr, Western Vice President; B. Frank Williams, President; Bryan G. Davis, National Representative; (Back row left to right) Paul L. Kington, Secretary; Linwood A. King, Treasurer; Troy B Byrd, Eastern Vice President; and T. Fred Terry, Immediate Past President.

STATE OFFICE

**INDEPENDENT GARAGE OWNERS OF NORTH CAROLINA**

A. C. Brittain, Executive Director

P. O. Box 1903

Raleigh, N. C.

# NATIONAL 400 TRACK RECORDS

Distance	1960 400	1961 400	1962 400	1963 400	1964 400	1965 400
1-Lap	F. Roberts	D. Pearson	F. Roberts	F. Lorenzen	R. Petty	
1.5-Mi.	60 Pont 133.763	61 Pont 139.032	62 Pont 140.487	63 Ford 143.388	64 Plym 151.472	
4-Laps	F. Roberts	D. Pearson	F. Roberts	F. Lorenzen	R. Petty	
6--Mi.	60 Pont 133.465	61 Pont 138.577	62 Pont 140.287	63 Ford 144.385	64 Plym 150.711	
10-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	R. Petty	
15-Mi.	60 Pont 129.496	61 Pont 134.663	62 Pont 137.755	63 Chev 144.385	64 Plym 147.138	
20-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	R. Petty	
30-Mi.	60 Pont 128.114	61 Pont 134.633	62 Pont 137.404	63 Chev 143.236	64 Plym 146.739	
30-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	Goldsmith	
45-Mi.	60 Pont 105.882	61 Pont 134.551	62 Pont 137.404	63 Chev 142.731	64 Plym 146.473	
34-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	Goldsmith	
51-Mi.	60 Pont 108.099	61 Pont 134.552	62 Pont 137.255	63 Chev 142.656	64 Plym 146.411	
40-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	Goldsmith	
60-Mi.	60 Pont 110.317	61 Pont 134.495	62 Pont 137.142	63 Chev 142.481	64 Plym 146.540	
50-Laps	F. Roberts	F. Roberts	J. Johnson	M. Panch	Goldsmith	
75-Mi.	60 Pont 113.113	61 Pont 133.862	62 Pont 137.005	63 Ford 140.772	64 Plym 146.420	
60-Laps	F. Roberts	F. Roberts	J. Johnson	Dieringer	Goldsmith	
90-Mi.	60 Pont 115.344	61 Pont 133.718	62 Pont 136.939	63 Merc 125.630	64 Plym 146.077	
67-Laps	Thompson	F. Roberts	J. Johnson	Dieringer	Goldsmith	
100.5 Mi.	60 Ford 113.277	61 Pont 133.826	62 Pont 136.412	63 Merc 126.466	64 Plym 145.887	
70-Laps	Thompson	F. Roberts	J. Johnson	Dieringer	Lorenzen	
105-Mi.	60 Ford 111.209	61 Pont 133.900	62 Pont 136.412	63 Merc 127.530	64 Ford 144.109	
80-Laps	F. Roberts	F. Roberts	M. Panch	Dieringer	R. Petty	
120-Mi.	60 Pont 112.794	61 Pont 131.147	62 Ford 133.787	63 Merc 128.993	64 Plym 144.000	
90-Laps	F. Roberts	F. Roberts	M. Panch	Lorenzen	R. Petty	
135-Mi.	60 Pont 114.058	61 Pont 131.493	62 Ford 134.291	63 Ford 130.190	64 Plym 144.299	
100-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	R. Petty	
150-Mi.	60 Pont 111.801	61 Pont 131.932	62 Pont 134.493	63 Chev 127.689	64 Plym 144.578	
110-Laps	F. Roberts	F. Roberts	J. Johnson	J. Johnson	Goldsmith	
165-Mi.	60 Pont 110.450	61 Pont 132.061	62 Pont 134.671	63 Chev 128.934	64 Plym 143.930	
120-Laps	F. Roberts	J. Johnson	J. Johnson	J. Johnson	Goldsmith	
180-Mi.	60 Pont 112.472	61 Pont 117.803	62 Pont 134.544	63 Chev 129.963	64 Plym 144.096	
130-Laps	F. Roberts	J. Johnson	M. Panch	J. Johnson	Goldsmith	
195-Mi.	60 Pont 112.472	61 Pont 113.555	62 Ford 134.896	63 Chev 130.580	64 Plym 144.444	

## Rebel Rouser



Face it. There's a bit of rebel in each of us. Balking at the battle of the budget. Ready to kick the dull driving habit. Fed up on cars with tired blood. Rise up and let the rebel in you dig that tempting new beauty above. 1966 Dodge Coronet 500. Aimed right at your adrenaline glands. Its swingin' styling gift-wraps performance that runs from *pow* to *wow*! Four hot V8s—from standard 273-incher to optional 4-barrel 383-inch growler—supply the go. Inside, strictly show. Take a look at those contour-

comfort bucket seats. Standard. Like deep pile carpeting, padded dash and long center console. (Not to mention an optional new tach that swivels for easy eyeballing.) Shows you some class? Part of the plot, man. The beautiful Coronet 500 plot: to move you first-cabin at tourist rates. Investigate it. We don't think you can find a car with Coronet-type action, looks and all-round pizzazz for Coronet's price. So c'mon, reb. Join the drive on Dullsville. Drive a '66 Dodge Coronet.

### '66 Dodge Coronet

# JOIN THE DODGE REBELLION



DODGE DIVISION



**CHRYSLER**  
MOTORS CORPORATION

# NATIONAL 400 TRACK RECORDS

Distance	1960 400	1961 400	1962 400	1963 400	1964 400	1965 400
134-Laps 201-Mi.	F. Roberts 60 Pont 112.794	J. Johnson 61 Pont 114.132	M. Panch 62 Ford 134.716	J. Johnson 63 Chev 130.966	Goldsmith 64 Plym 143.400	
140-Laps 210-Mi.	F. Roberts 60 Pont 113.106	J. Johnson 61 Pont 114.719	B. Johns 62 Pont 134.519	J. Johnson 63 Chev 131.546	R. Petty 64 Plym 142.560	
150-Laps 225-Mi.	N. Jarrett 60 Ford 113.325	B. Welborn 61 Pont 114.254	J. Johnson 62 Pont 133.972	J. Johnson 63 Chev 132.345	R. Petty 64 Plym 139.727	
160-Laps 240-Mi.	L. Frank 60 Ford 113.879	B. Welborn 61 Pont 115.338	J. Johnson 62 Pont 134.182	J. Johnson 63 Chev 131.767	R. Petty 64 Plym 140.168	
167-Laps 250.5 Mi	F. Roberts 60 Pont 112.943	B. Welborn 61 Pont 115.846	J. Johnson 62 Pont 134.316	J. Johnson 63 Chev 129.216	R. Petty 64 Pym 140.401	
170-Laps 255-Mi.	F. Roberts 60 Pont 112.006	B. Welborn 61 Pont 116.160	J. Johnson 62 Pont 134.407	J. Johnson 63 Chev 128.122	R. Petty 64 Plym 140.324	
180-Laps 270-Mi.	F. Roberts 60 Pont 110.706	J. Johnson 61 Pont 116.981	J. Johnson 62 Pont 132.655	J. Johnson 63 Chev 128.827	R. Petty 64 Plym 140.686	
190-Laps 285-Mi.	F. Roberts 60 Pont 110.204	J. Johnson 61 Pont 117.809	M. Panch 62 Ford 131.151	J. Johnson 63 Chev 129.445	R. Petty 64 Plym 140.613	
200-Laps 300-Mi.	F. Roberts 60 Pont 110.860	B. Welborn 61 Pont 118.460	J. Johnson 62 Pont 131.514	J. Johnson 63 Chev 129.979	R. Petty 64 Plym 138.621	
210-Laps 315-Mi.	F. Roberts 60 Pont 111.493	J. Johnson 61 Pont 119.092	J. Johnson 62 Pont 131.814	J. Johnson 63 Chev 130.479	R. Petty 64 Plym 133.710	
220-Laps 330-Mi.	F. Roberts 60 Pont 112.075	Johnson 61 Pont 118.859	Johnson 62 Pont 132.014	Lorenzen 63 Ford 130.923	R. Petty 64 Plym 132.029	
230-Laps 345-Mi.	Thompson 60 Ford 112.592	Johnson 61 Pont 119.411	Johnson 62 Pont 132.268	Johnson 63 Chev 132.085	R. Petty 64 Plym 132.720	
234-Laps 351-Mi.	Thompson 60 Ford 112.313	Johnson 61 Pont 119.606	Johnson 62 Pont 132.334	Johnson 63 Chev 131.705	R. Petty 64 Plym 132.954	
240-Laps 360-Mi.	Thompson 60 Ford 112.033	Johnson 61 Pont 119.955	Johnson 62 Pont 132.434	Johnson 63 Chev 131.134	R. Petty 64 Plym 133.278	
250-Laps 275-Mi.	Thompson 60 Ford 112.397	Johnson 61 Pont 120.460	Johnson 62 Pont 132.093	Johnson 63 Chev 131.540	R. Petty 64 Plym 133.690	
260-Laps 390-Mi.	Thompson 60 Ford 112.590	B. Welborn 61 Pont 120.246	Johnson 62 Pont 132.328	Johnson 63 Chev 131.905	R. Petty 64 Pym 134.277	
267-Laps 400.5 Mi	Thompson 60 Ford 112.760	Weatherly 61 Pont 119.800	Johnson 62 Pont 132.085	Johnson 63 Chev 132.105	Lorenzen 64 Ford 134.475	

**In '63 and '64,  
Autolite spark plugs had the most wins  
and the most cars  
among the top 10 finishers  
in NASCAR Grand National Races.**

**(Proof enough for your car?)**



**AUTOLITE**

PRODUCTS OF  MOTOR COMPANY

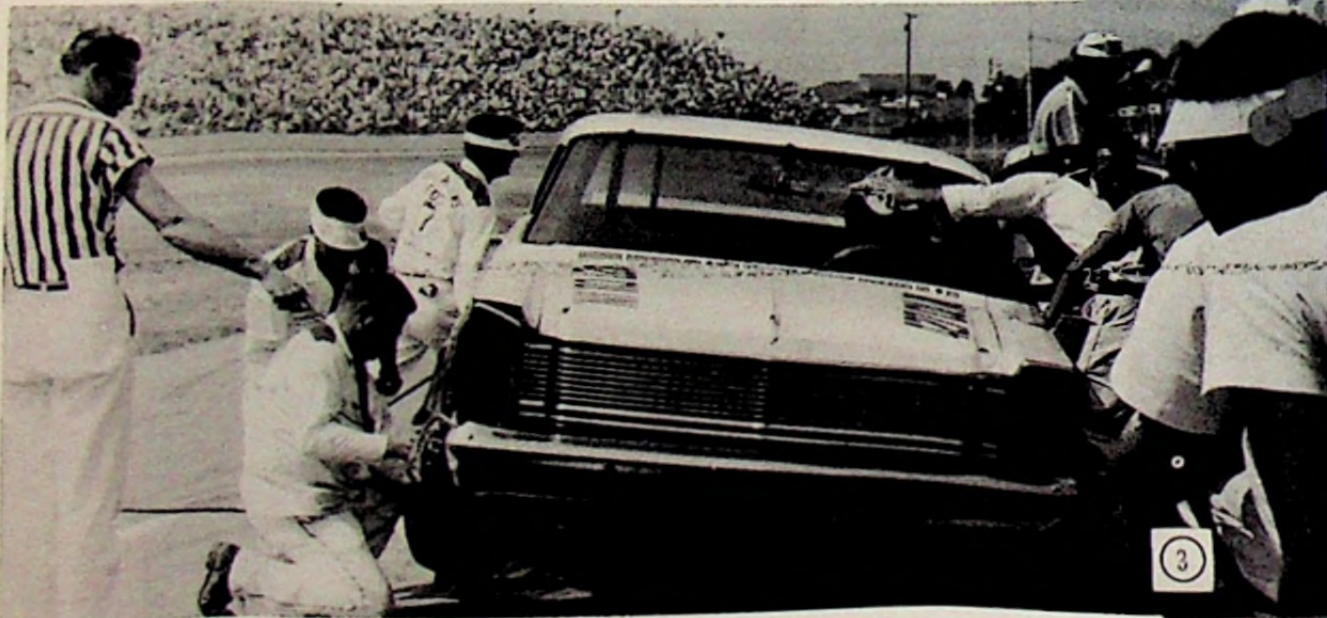
# RACING-A TIREING BUSINESS



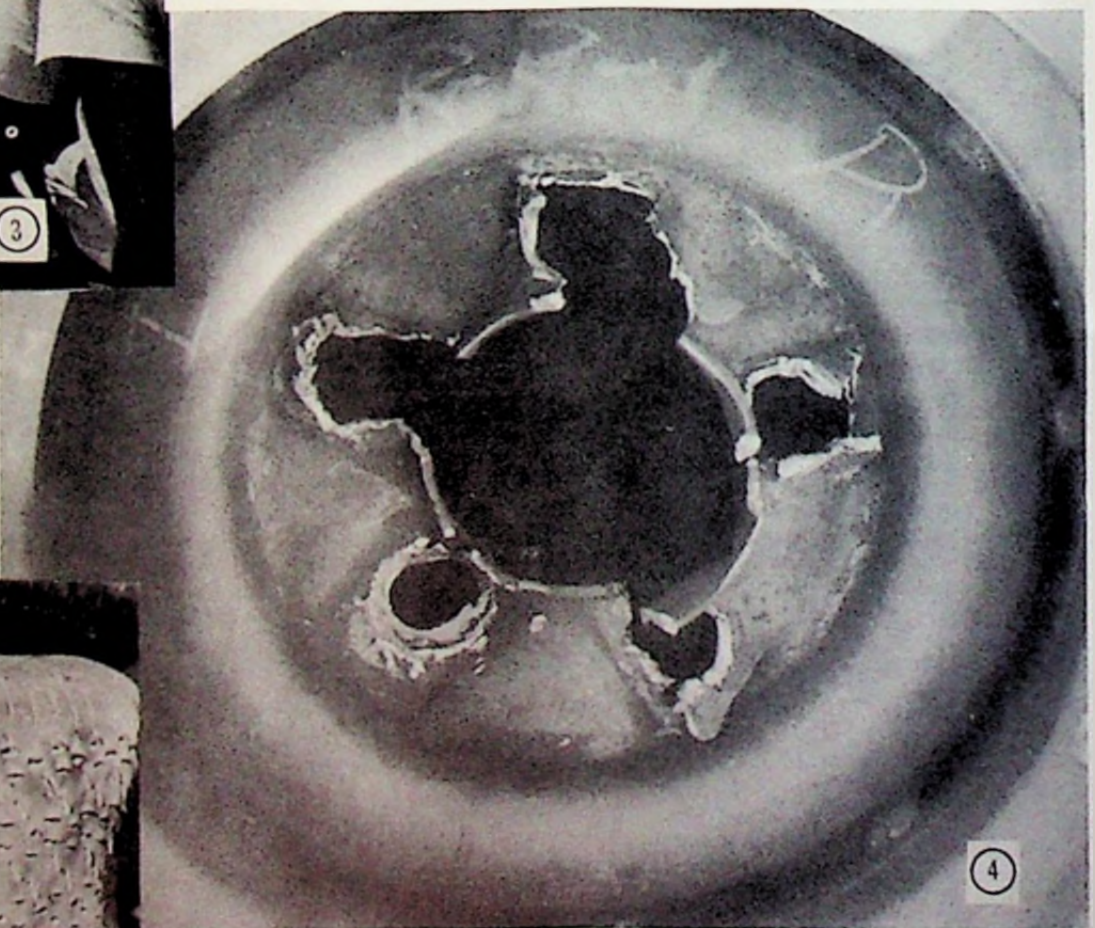
1—Members of the Goodyear Racing Division mount some of the hundreds of tires used during the 1965 World 600 race.



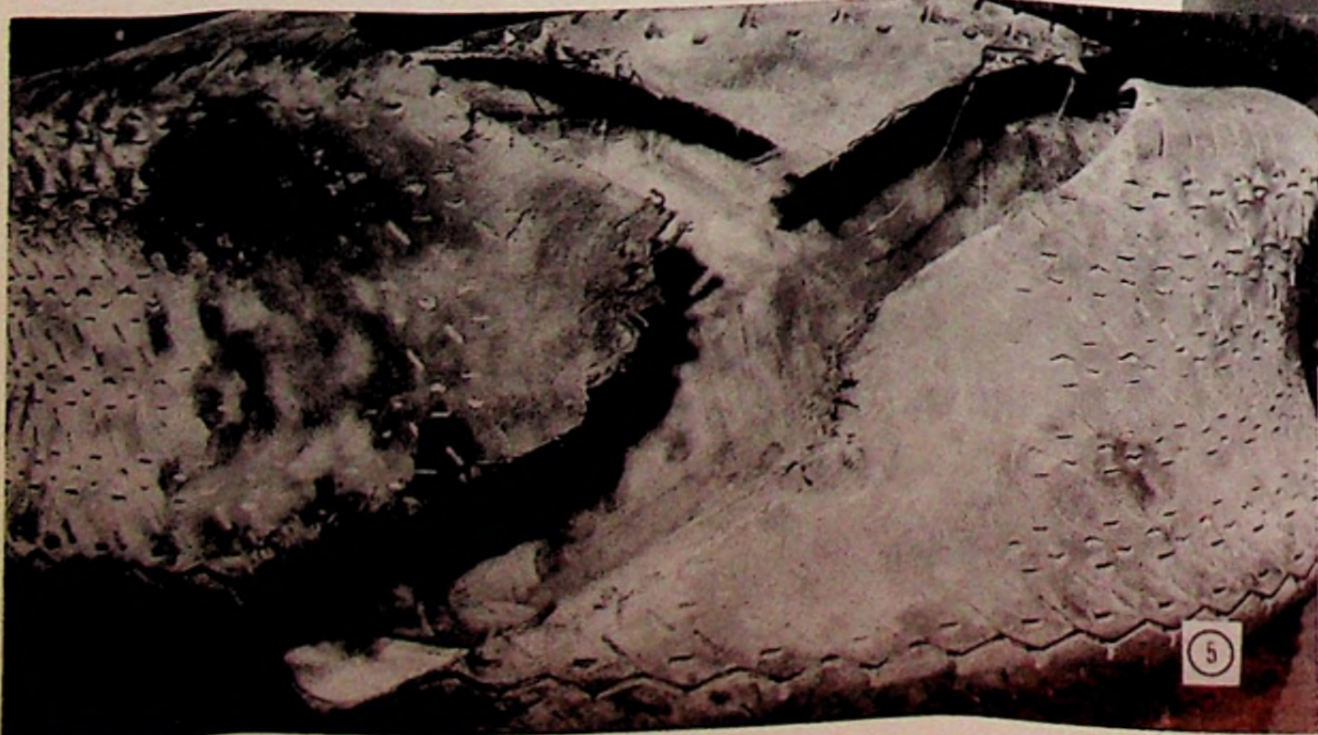
2—One of Cale Yarborough's pit crew appears tired at just the thought of changing all of the tires prepared for the Banjo Matthews built Ford.



3—Cale Yarborough's crew work feverishly to get him out of the pits during the World 600 last May. A NASCAR pit steward keeps a careful watch to make sure that no more than the five pitmen allowed by NASCAR rules service the car.



4—This ruptured rim could have spelled the difference between first and second place for Earl Balmer. The broken wheel put him into the Bud Moore pits for more time than the distance he was behind Fred Lorenzen at the finish last May.



5—A close look at the reason for the new NASCAR ruling requiring the new safety liner tires of both Firestone and Goodyear on all cars competing on the super-speedways.



LifeGuard, Blue Streak—T.M.'s  
The Goodyear Tire & Rubber Company  
Akron, Ohio

**"The outer tire had been punctured by a piece of metal and was absolutely flat... and I still made 5 laps at over 160 MPH."**

Darel Dieringer placed 2nd in the Daytona 500. But he wasn't talking about the race as he came into the pits. He was talking about tires: Goodyear LifeGuard Inner Tires, to be exact. The LifeGuard Inner Tire is a new Goodyear racing development. A tire to fit inside the Blue Streak race tire.

**"Early in the race, an engine blew in front of me... and my left tire picked up some of the metal."**

If the outer tire should fail under the grueling race-track conditions, the inner tire takes over and assists the driver in maintaining control.

**"I pulled into the pits and my crew found the outer tire was absolutely flat. Imagine... I had been riding on this new LifeGuard idea... the inner tire... at over 160 MPH."**

Goodyear puts new safety into racing by putting a Goodyear tire within a Goodyear tire. A plus within a plus! The outer tire fast enough to place 3 cars in the top 5 of the Daytona 500... the inner tire ready for the unexpected.

**"Man, if that extra tire hadn't been in there... it might've cost me my head."**

**GO**  
**GO GOODYEAR**

MORE PEOPLE RIDE ON GOODYEAR TIRES THAN ON ANY OTHER KIND



Inquiries regarding the new Goodyear LifeGuard Inner Tire may be made to: Gofaster Inc., New Rochelle, N.Y.; Huggins Tires Sales, Thomasville, N.C.; Lauderdale Auto Marine Service Inc., Ft. Lauderdale, Fla.; RRR Motors Inc., Homewood, Ill.; Bob Schroeder Race Cars, Dallas, Texas; Carroll Shelby Enterprises Inc., Gardena, Calif.



Goodyear Blue Streak  
Stock Car Special with  
LifeGuard Inner Tire.

# RESULTS — 1960 NATIONAL 400

October 16, 1960



**SPEEDY THOMPSON**  
Charlotte, N. C.

Pos.	St.	No.	Driver	Car	Speed
1	3	21	Speedy Thompson	60 Ford	112.760
2	21	43	Richard Petty	60 Plymouth	266 laps
3	11	11	Ned Jarrett	60 Ford	266 laps
4	6	5	Bobby Johns	60 Pontiac	265 laps
5	14	27	Junior Johnson	60 Pontiac	265 laps
6	4	4	Rex White	60 Chevrolet	265 laps
7	9	85	Emanuel Zervakis	60 Chevrolet	263 laps
8	7	44	Jim Paschal	60 Plymouth	261 laps
9	30	59	Tom Pistone	59 Pontiac	260 laps
10	17	94	Banjo Matthews	60 Ford	259 laps

**OTHER STARTERS:** Roscoe Thompson (60 Ford) 258; Johnny Beauchamp (60 Chevrolet) 256; Doug Yates (59 Plymouth) 254; Bob Welborn (60 Ford) 250; Lewis Jones (60 Chevrolet) 248; G. C. Spencer (58 Chevrolet) 245; Elmo Langley (59 T-Bird) 244; Buck Baker (60 Chevrolet) 243; Wes Morgan (60 Chevrolet) 239; Hermon Beam (60 Ford) 238; David Pearson (59 Chevrolet) 236; Friday Hassler (60 Chevrolet) 235; Fireball Roberts (60 Pontiac) 232; L. D. Austin (58 Chevrolet) 229; Charles Wickersham (60 Olds) 225; Johnny Allen (60 Chevrolet) 220; Bunk Moore (60 Ford) 203; Charles Glotzbach (59 Chevrolet) 192; Larry Frank (60 Ford) 191; Bob Barron (60 Dodge) 186; Jerry Rodel (59 T-Bird) 169; Curtis Turner (60 Ford) 159; Jimmy Thompson (59 T-Bird) 157; Richard Riley (58 Ford) 143; Joe Lee Johnson (60 Chevrolet) 133; Lee Petty (60 Plymouth) 119; Curtis Crider (60 Ford) 108; Paul Lewis (60 Chevrolet) 99; Don O'Dell (60 Pontiac) 90; Jim Reed (60 Chevrolet) 89; Lennie Page (59 T-Bird) 88; Jimmy Pardue (59 Dodge) 79; E. J. Trivette (59 Plymouth) 69; Jack Smith (60 Pontiac) 60; Joe Weatherly (60 Ford) 22; T. C. Hunt (60 Plymouth) 20; Roy Tyner (59 Olds) 19; Marvin Panch (60 Ford) 17; Herb Tillman (60 Chevrolet) 15; Fred Lorenzen (60 Ford) 4.

# RESULTS — 1961 NATIONAL 400

October 15, 1961



**JOE WEATHERLY**  
Norfolk, Va.

Pos.	St.	No.	Driver	Car	Speed
1	6	8	Joe Weatherly	61 Pontiac	119.800
2	22	43	Richard Petty	61 Plymouth	267 laps
3	14	18	Bob Welborn	61 Pontiac	267 laps
4	21	6	Cotton Owens	61 Pontiac	266 laps
5	13	4	Rex White	61 Chevrolet	264 laps
6	29	42	Darel Dieringer	61 Plymouth	263 laps
7	24	85	Emanuel Zervakis	61 Chevrolet	261 laps
8	25	14	Joe Lee Johnson	61 Chevrolet	258 laps
9	12	27	Junior Johnson	61 Pontiac	256 laps
10	30	30	J. C. Hendricks	60 Chevrolet	254 laps

**OTHER STARTERS:** Alfred "Speedy" Thompson (61 Ford) 252; Johnny Allen (61 Ford) 249; L. D. Austin (61 Chevrolet) 243; Woody Wilson (61 Pontiac) 242; Tiny Lund (60 Chevrolet) 243; Herman Beam (60 Ford) 233; Buck Baker (61 Chrysler) 232; Ned Jarrett (61 Chevrolet) 223; Jim Pardue (59 Chevrolet) 221; Joe Jones (60 Ford) 220; David Pearson (61 Pontiac) 217; Wendell Scott (60 Chevrolet) 191; George Green (61 Chevrolet) 175; Elmo Langley (61 Ford) 169; Doug Yates (61 Plymouth) 140; Marvin Panch (60 Pontiac) 136; Elmo Henderson (61 Ford) 122; Ed Livingston (60 Ford) 121; Fireball Roberts (61 Pontiac) 113; Bill Morgan (61 Ford) 111; Fred Lorenzen (61 Ford) 104; Bobby Johns (61 Ford) 55; Banjo Matthews (61 Ford) 54; Herb Tillman (61 Chrysler) 45; Bunky Blackburn (61 Ford) 42; Tubby Gonzales (61 Ford) 38; Jack Smith (61 Pontiac) 34; Sal Tovella (61 Ford) 31; Lee Reitzel (60 Ford) 31; Curtis Crider (61 Mercury) 27; Nelson Stacy (61 Ford) 27; Tommy Irwin (61 Chevrolet) 20; Ken Rush (61 Pontiac) 16.

**This is what they're saying  
about our 5-year or 50,000-mile warranty\***



*"That no-charge-for-parts-or-labor makes a big hit with me."*



*"Shows infinite confidence in the workmanship, I must say."*



*"Mighty big protection for my investment. Mighty big."*



*"I am proud to have an original of this historic document."*



*"The car's so great, the warranty is pure gravy."*



*"5 years or 50,000 miles. I wish I'd had it for the palace coach."*

We don't blame "them" for cheering. You'll cheer, too.

Think of it. If at any time during the warranty period a defect in workmanship or materials shows up in the engine and drive train of your car, it won't cost you a cent for required replacement parts or labor.

And consider this: the warranty still lasts for the full 5 years or 50,000 miles even if the car is sold or traded in. That added value will do wonders for the resale price. When you're looking over the new 1966's from Chrysler Corporation, remember that only they have this 5-year or 50,000-mile warranty to protect their original greatness.

*\*Chrysler Corporation warrants for 5 years or 50,000 miles, whichever comes first, against defects in materials and workmanship and will replace or repair at a Chrysler Motors Corporation Authorized Dealer's place of business, without charge for required parts and labor, the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (excluding manual clutch), torque converter, drive shaft, universal joints, rear axle and differential, and rear wheel bearings of its 1966 automobiles, provided the owner has the engine oil changed every 3 months or 4,000 miles, whichever comes first; the oil filter replaced every second oil change and the carburetor air filter cleaned every 6 months and replaced every 2 years, and every 6 months furnishes to such a dealer evidence of performance of the required service, and requests the dealer to certify (1) receipt of such evidence and (2) the car's then current mileage.*

**Plymouth • Dodge • Chrysler • Imperial**



**CHRYSLER  
CORPORATION**

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# RESULTS — 1962 NATIONAL 400

OCT. 14, 1962



**JUNIOR JOHNSON**  
Ronda, N. C.

Pos.	St.	No.	Driver	Make Car	Speed
1	3	3	Junior Johnson	62 Pontiac	132.085
2	1	22	Fireball Roberts	62 Pontiac	265 laps
3	8	28	Fred Lorenzen	62 Ford	264 laps
4	27	83	Bunkie Blackburn	62 Pontiac	262 laps
5	7	8	Joe Weatherly	62 Pontiac	261 laps
6	15	42	Jim Paschal	62 Plymouth	259 laps
7	20	20	Emanuel Zervakis	62 Mercury	258 laps
8	33	91	Ralph Earnhardt	62 Dodge	258 laps
9	23	41	Speedy Thompson	62 Plymouth	258 laps
19	19	49	Bob Welborn	62 Pontiac	258 laps

**OTHER STARTERS:** Ned Jarrett (62 Chevrolet) 255 laps; Larry Thomas (62 Dodge) 255; Jimmy Thompson (62 Dodge) 254; Sherman Utsman (62 Ford) 251; Marvin Panch (62 Ford) 250; Richard Petty (62 Plymouth) 250; Ed Livingston (61 Ford) 243; Buck Baker (62 Chrysler) 243; George Green (61 Chevrolet) 242; Jim Pardue (62 Pontiac) 238; Curtis Crider (62 Mercury) 237; Herman Beam (62 Ford) 233; David Pearson (62 Pontiac) 230; Jack Smith (62 Pontiac) 223; Cale Yarborough (62 Ford) 212; G. C. Spencer (62 Chevrolet) 204; Tiny Lund (62 Pontiac) 194; Bobby Johns (62 Pontiac) 185; Red Foote (61 Ford) 181; Rex White (62 Chevrolet) 178; Nelson Stacy (62 Ford) 177; Johnny Sudderth (62 Chevrolet) 171; Buddy Baker (62 Chrysler) 168; Gene Elliott (62 Pontiac) 154; Paul Lewis (62 Chevrolet) 142; Bruce Brantley (61 Chevrolet) 139; Bill Foster (62 Pontiac) 127; Darel Dieringer (62 Ford) 72; T. C. Hunt (62 Chevrolet) 38; Doug Yates (62 Chevrolet) 31; H. G. Rosier (61 Pontiac) 22; Woody Wilson (61 Ford) 19; Lee Roy Yarbrough (62 Mercury) 17; Johnny Allen (62 Pontiac) 8.

# RESULTS — 1963 NATIONAL 400

October 13, 1963



**JUNIOR JOHNSON**  
Ronda, N. C.

Pos.	St.	No.	Driver	Make Car	Speed
1	2	3	Junior Johnson	63 Chevrolet	132.105
2	9	28	Fred Lorenzen	63 Ford	267 laps
3	1	21	Marvin Panch	63 Ford	267 laps
4	3	22	Fireball Roberts	63 Ford	263 laps
5	11	8	Joe Weatherly	63 Mercury	261 laps
6	15	43	Richard Petty	63 Plymouth	257 laps
7	28	48	G. C. Spencer	63 Plymouth	257 laps
8	6	26	Darel Dieringer	63 Mercury	256 laps
9	12	4	Rex White	63 Mercury	256 laps
10	7	29	Nelson Stacy	63 Ford	253 laps

**OTHER STARTERS:** David Pearson (63 Dodge) 252; Cale Yarborough (63 Ford) 251; Larry Frank (63 Ford) 250; Jimmy Pardue (63 Pontiac) 249; Jack Smith (63 Plymouth) 237; Wendell Scott (62 Chevrolet) 231; Ed Livingston (62 Ford) 228; Bill Widenhouse (62 Plymouth) 225; Curtis Crider (63 Ford) 223; Doug Cooper (62 Pontiac) 204; Tiny Lund (63 Ford) 183; Jim Paschal (63 Chevrolet) 170; Bob James (63 Plymouth) 159; Larry Thomas (62 Dodge) 138; Bobby Johns (63 Pontiac) 93; Bob Welborn (63 Plymouth) 78; Buck Baker (63 Chevrolet) 67; Reb Wickersham (63 Pontiac) 64; Worth McMillion (62 Pontiac) 59; E. J. Trivette (62 Chevrolet) 58; Bobby Isaac (63 Chevrolet) 57; Ned Jarrett (63 Ford) 46; Billy Wade (63 Dodge) 32; Lee Roy Yarbrough (63 Ford) 20; Roy Tyner (62 Chevrolet) 15; Gene Elliott (62 Pontiac) 11; Larry Manning (62 Chevrolet) 8; Thomas Cox (62 Pontiac) 6; Ronnie Bristow (62 Chrysler) 5; Roy Mayne (63 Mercury) 3; Frank Graham (61 Ford) DNS; Bob Shoemaker (62 Pontiac) DNS.

# RESULTS — 1964 NATIONAL 400

OCTOBER 18, 1964



FRED LORENZEN  
Elmhurst, Ill.

Pos.	St.	No.	Driver	Car	Speed
1	3	28	Fred Lorenzen	64 Ford	150.711
2	5	41	Jim Paschal	64 Plym.	266 Laps
3	1	43	Richard Petty	64 Plym.	265 Laps
4	11	11	Ned Jarrett	64 Ford	265 Laps
5	16	03	Lee Roy Yarborough	64 Dodge	264 Laps
6	10	16	Darel Dieringer	64 Merc.	263 Laps
7	25	6	David Pearson	64 Dodge	263 Laps
8	6	3	Buck Baker	64 Dodge	261 Laps
9	24	5	Earl Balmer	64 Dodge	253 Laps
10	32	82	Bunkie Blackburn	64 Pont.	246 Laps

**OTHER STARTERS:** Elmo Langley (64 Ford) 245; Pete Stewart (63 Ford) 235; Bobby Johns (64 Ford) 232; Curtis Crider (63 Merc) 223; Bob Derrington (63 Ford) 222; Roy Tyner (64 Chev) 217; Worth McMillion (62 Pont) 211; Paul Goldsmith (64 Plym) 202; Cale Yarborough (64 Ford) 192; Larry Thomas (64 Plym) 182; J. T. Putney (62 Chev) 158; Wendell Scott (63 Ford) 145; Larry Frank (64 Ford) 143; A. J. Foyt (64 Dodge) 127; Jack Anderson (62 Chev) 118; Sam McQuagg (63 Ford) 71; Bobby Isaac (64 Dodge) 68; Buddy Baker (64 Ford) 65; G. C. Spencer (64 Ford) 64; Doug Cooper (64 Ford) 63; Marvin Panch (64 Ford) 52; Bill McMahan (63 Pont) 45; Doug Moore (64 Chev) 37; Junior Johnson (64 Ford) 36; Don Hume (63 Ford) 9; Neil Castles (62 Chry) 8; Billy Wade (64 Merc) 6; H. B. Bailey (64 Ford) 6; Lewis Jones (63 Ford) 5; Paul Young (62 Chry) 5; Bob Cooper (62 Pont) 4; Frank Weathers (63 Plym) 3; Gene Elliott (63 Merc) 1; Roy Mayne (62 Ford) 1.

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# SPEED CHART

## CHECK LAP TIMES & MILES PER HOUR



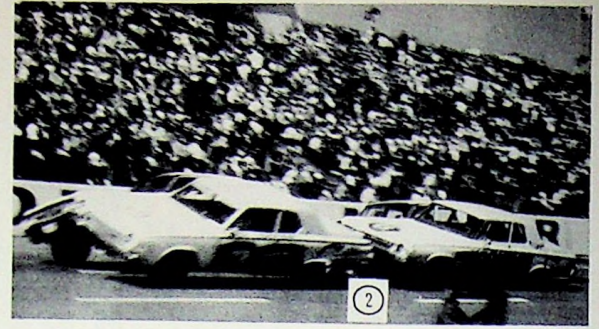
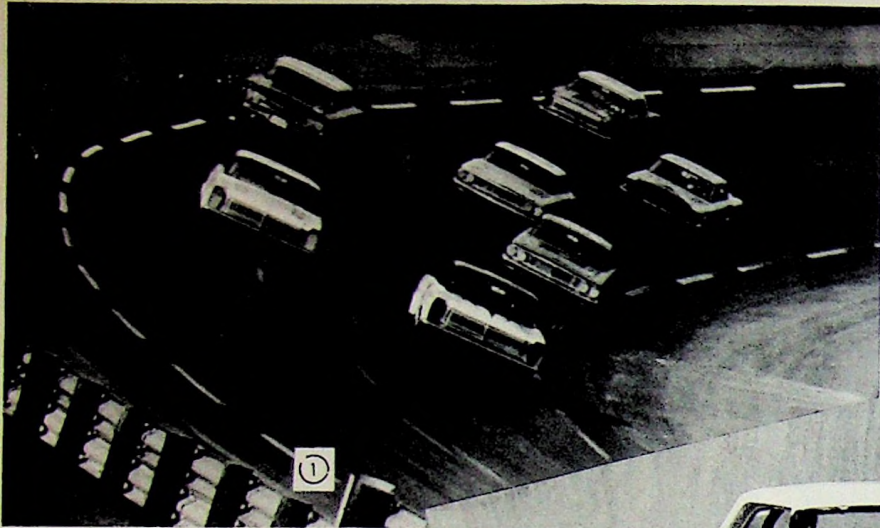
### Timing Chart for 1½ Mile Track CHARLOTTE MOTOR SPEEDWAY

Lap Time	M.P.H.	Lap Time	M.P.H.	Lap Time	M.P.H.	Lap Time	M.P.H.
55.9	96.601	50.9	106.091	45.9	117.648	40.9	132.030
55.8	96.774	50.8	106.299	45.8	117.904	40.8	132.353
55.7	96.948	50.7	106.509	45.7	118.163	40.7	132.556
55.6	97.122	50.6	106.719	45.6	118.421	40.6	132.759
55.5	97.297	50.5	106.931	45.5	118.681	40.5	133.211
55.4	97.472	50.4	107.143	45.4	118.942	40.4	133.663
55.3	97.649	50.3	107.356	45.3	119.230	40.3	133.996
55.2	97.826	50.2	107.568	45.2	119.517	40.2	134.328
55.1	98.004	50.1	107.784	45.1	119.759	40.1	134.664
55.0	98.181	50.0	108.000	45.0	120.000	40.0	135.000
54.9	98.361	49.9	108.217	44.9	120.268	39.9	135.339
54.8	98.540	49.8	108.433	44.8	120.536	39.8	135.678
54.7	98.721	49.7	108.652	44.7	120.806	39.7	136.021
54.6	98.901	49.6	108.871	44.6	121.076	39.6	136.363
54.5	99.083	49.5	109.092	44.5	121.349	39.5	136.711
54.4	99.265	49.4	109.312	44.4	121.621	39.4	137.058
54.3	99.448	49.3	109.534	44.3	121.897	39.3	137.407
54.2	99.631	49.2	109.756	44.2	122.172	39.2	137.755
54.1	99.815	49.1	109.980	44.1	122.450	39.1	138.109
54.0	99.999	49.0	110.204	44.0	122.727	39.0	138.462
53.9	100.185	48.9	110.430	43.9	123.035	38.9	138.819
53.8	100.371	48.8	110.656	43.8	123.363	38.8	139.175
53.7	100.558	48.7	110.884	43.7	123.609	38.7	139.536
53.6	100.746	48.6	111.111	43.6	123.855	38.6	139.892
53.5	100.934	48.5	111.341	43.5	124.140	38.5	140.261
53.4	101.123	48.4	111.570	43.4	124.424	38.4	140.625
53.3	101.313	48.3	111.801	43.3	124.712	38.3	140.993
53.2	101.503	48.2	112.031	43.2	125.000	38.2	141.361
53.1	101.695	48.1	112.266	43.1	125.291	38.1	141.733
53.0	101.887	48.0	112.500	43.0	125.581	38.0	142.105
52.9	102.079	47.9	112.735	42.9	125.828	37.9	142.481
52.8	102.272	47.8	112.970	42.8	126.075	37.8	142.857
52.7	102.466	47.7	113.208	42.7	126.418	37.7	143.247
52.6	102.661	47.6	113.445	42.6	126.761	37.6	143.617
52.5	102.857	47.5	113.685	42.5	127.060	37.5	144.014
52.4	103.053	47.4	113.924	42.4	127.358	37.4	144.411
52.3	103.250	47.3	114.165	42.3	127.660	37.3	144.786
52.2	103.448	47.2	114.406	42.2	127.962	37.2	145.161
52.1	103.647	47.1	114.650	42.1	128.267	37.1	145.554
52.0	103.846	47.0	114.893	42.0	128.571	37.0	145.946
51.9	104.037	46.9	115.139	41.9	128.879	36.9	146.343
51.8	104.227	46.8	115.384	41.8	129.187	36.8	146.739
51.7	104.439	46.7	115.632	41.7	129.498	36.7	147.140
51.6	104.651	46.6	115.880	41.6	129.808	36.6	147.541
51.5	104.855	46.5	116.115	41.5	130.122	36.5	147.947
51.4	105.058	46.4	116.379	41.4	130.435	36.4	148.352
51.3	105.263	46.3	116.631	41.3	130.751	36.3	148.762
51.2	105.468	46.2	116.883	41.2	131.068	36.2	149.171
51.1	105.675	46.1	117.137	41.1	131.388	36.1	149.586
51.0	105.882	46.0	117.391	41.0	131.707	36.0	150.000



## **FALSTAFF FIRST AT THE CHARLOTTE NATIONAL 400**

For man-size pleasure, this is the one that takes the checkered flag every time. Falstaff! Satisfies the biggest thirst, yet it's light enough to leave room for more. Enjoy the great taste of Falstaff real soon. Unmistakably... America's Premium Quality Beer!



## C.M.S. SCENES

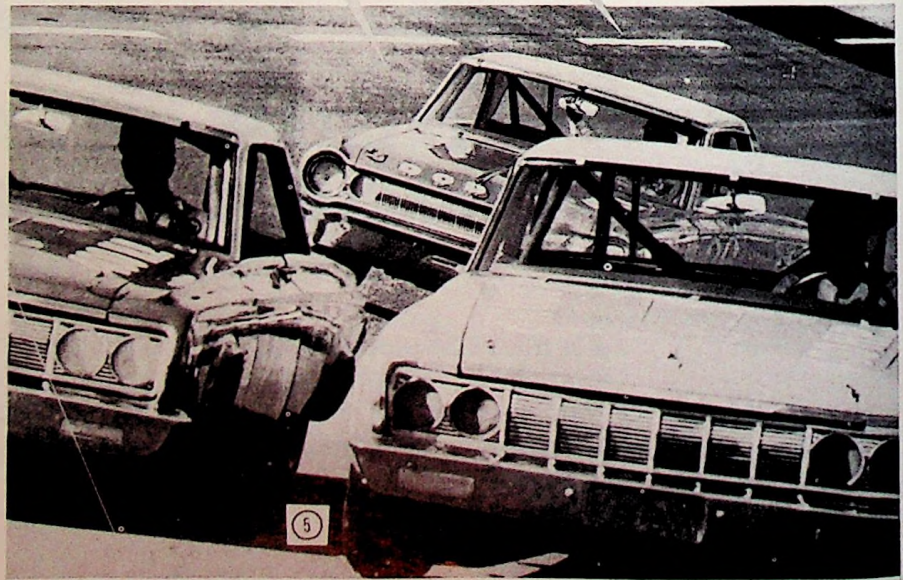
1—Seven competitors, led by Pedro Rodriguez and Fred Lorenzen, roar out of the fourth turn during the 1965 World 600 and head for the octagon shaped home stretch.

2—Hell-Drivers thrill the National 400 crowd last year with their precision driving during the pre-race show. The Charlotte Motor Speedway always tries to present its fans the finest entertainment possible before each of its races.

3—Few thought it possible but the Elmhurst Express, Fred Lorenzen, out lasted Richard Petty to win the 1964 National 400 after a hub to hub duel during the final 50 laps.

4—Hard Charging Lee Roy Yarbrough pits his Ray Fox Dodge on his way to fifth place in the fifth National 400.

5—On the first lap in last years race it was all Chrysler products with Richard Petty on the pole, Paul Goldsmith on the outside and Bobby Isaac's Dodge trailing on the first lap of last year's 400 miler. All three were out of the action by the time the checkered flag flew.



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# LAP RECORD OF "NATIONAL 400" RACE

Keep Check on Champion Scoreboard

10 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

80 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

150 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

220 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

20 LAPS

1 \_\_\_\_\_  
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3 \_\_\_\_\_  
4 \_\_\_\_\_

90 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

170 LAPS

1 \_\_\_\_\_  
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3 \_\_\_\_\_  
4 \_\_\_\_\_

230 LAPS

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4 \_\_\_\_\_

30 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

100 LAPS

1 \_\_\_\_\_  
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3 \_\_\_\_\_  
4 \_\_\_\_\_

180 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
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4 \_\_\_\_\_

240 LAPS

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2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

50 LAPS

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2 \_\_\_\_\_  
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110 LAPS

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2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

190 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
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4 \_\_\_\_\_

250 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
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4 \_\_\_\_\_

60 LAPS

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2 \_\_\_\_\_  
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4 \_\_\_\_\_

120 LAPS

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200 LAPS

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3 \_\_\_\_\_  
4 \_\_\_\_\_

260 LAPS

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2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

70 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

130 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

210 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

267 LAPS

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_

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## CHARLOTTE MOTOR SPEEDWAY

Charlotte, North Carolina

1½-Mile High-Banked, Paved Speedway

Sunday, October 17, 1965 — 1:00 P. M.

Rain Date, Sunday, October 24, 1965

**400 MILES — (267 LAPS) and Qualifying Events . . . . . \$54,400 POSTED AWARDS**

(Including \$3,075 NASCAR Championship Point Money)

### DISTRIBUTION:

(Winner receives 2,200 Championship Points, Second 2,112, Third 2,024)

PLACE	Racing Purse	Autolife Spark Plugs	Champion Spark Plugs	Pure Oil Company	Firestone Tires	Goodyear Tires	Grey-Rock Brake Lining	Regal-Ride Shocks	Pedrick Rings	Perfect Circle Rings	Total Awards
1st	\$6,000	\$1,000	\$1,000	\$1,000	\$750	\$750	\$400	\$250	\$200	\$200	\$9,600
2nd	3,500	250	250	500	500	500	200	125	120	120	5,195
3rd	2,250	150	150	250	250	250	100	75	80	80	3,155
4th	1,750	100	100	150			75	50			2,125
5th	1,400			100			50				1,550
6th	\$1,150	7th-\$1,000	8th-\$950	9th-\$850	10th-\$825	11th-\$800	12th-\$775	13th-\$750	14th-\$725	15th-\$700	16th-\$680
17th-\$660	18th-\$640	19th-\$620	20th-\$600	21st-\$580	22nd-\$570	23rd-\$560	24th-\$550	25th-\$540	26th-\$530	27th-\$520	
28th-\$510	29th-\$500	30th-\$490	31st-\$480	32nd-\$470	33rd-\$460	34th-\$450	35th-\$445	36th-\$440	37th-\$435	38th-\$430	
39th-\$425	40th-\$420	41st-\$415	42nd-\$410	43rd-\$405	44th-\$400						

### SPECIAL AWARDS

\$1,335 Lap Money—\$5 per lap to leader of each lap, posted by Speedway Management. (Additional lap money to be solicited).

\$400 NASCAR Champion appearance money to NASCAR 1964 National Champion Richard Petty if he enters before entry deadline and competes. If he does not enter and compete, money to be distributed \$200 to NASCAR grand national point leader as of Oct. 11, 1965, and \$200 to 1964 NASCAR Rookie of the Year if they enter before entry deadline and compete.

\$1,005 Time Trial Money, divided as follows:

Wednesday, Oct. 13 — 1st-\$125, 2nd-\$75, 3rd-\$50, 4th-\$30, 5th thru 10th-\$25 each.

Thursday, Oct. 14 — 1st-\$100, 2nd-\$50; 3rd thru 8th-\$25 each.

Friday, Oct. 15 — 1st-\$75, 2nd-\$50; 3rd thru 8th-\$25 each.

\$200 Bell Helmet Award to winner if he wears Bell Helmet in race.

\$200 Marlboro Special Award (Furniture) to winner.

Marlboro Trophy to winner.

P.A. Sturtevant Gold Trophy Torque Wrench to Chief Mechanic on winning car.

### INSPECTION, PRACTICE AND QUALIFYING

**INSPECTIONS**—Start Monday, Oct. 11, (8 a.m.) (NASCAR Technical Director may refuse any car for inspection after Thursday, Oct. 14, at 12 noon).

**PRACTICE**—Oct. 12 (8 a.m. to 4:30 p.m.); Oct. 13 thru 16 (8 a.m. to 12 noon) (Practice periods for Grand National, Late Model Modified and Sportsman cars at discretion of NASCAR Official in charge.)

**QUALIFYING**—Oct. 13 thru 15 (2:30 p.m. to 4:30 p.m., daily).

### QUALIFYING PROCEDURE (Field Limited to 44 Starters)

**NOTE:** Qualifying time will be average of four consecutive laps. The fastest 15 cars Oct. 13 earn positions 1 thru 15, fastest 15 cars Oct. 14 earn positions 16 thru 30; fastest 14 cars Oct. 15 earn positions 31 thru 44. Only one qualifying trial will be allowed each car each day. **IN THE EVENT OF RAIN** on any qualifying day, the unfilled qualifying positions for that day will be filled on the next qualifying day. If rain on Oct. 15 prevents all 44 starting positions from being filled, the unfilled positions will be assigned to the eligible cars in the order in which they checked in.

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**NCMS**

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← HAMLET

SOUTH

SOUTH

177

1

DO  
NOT  
PASS

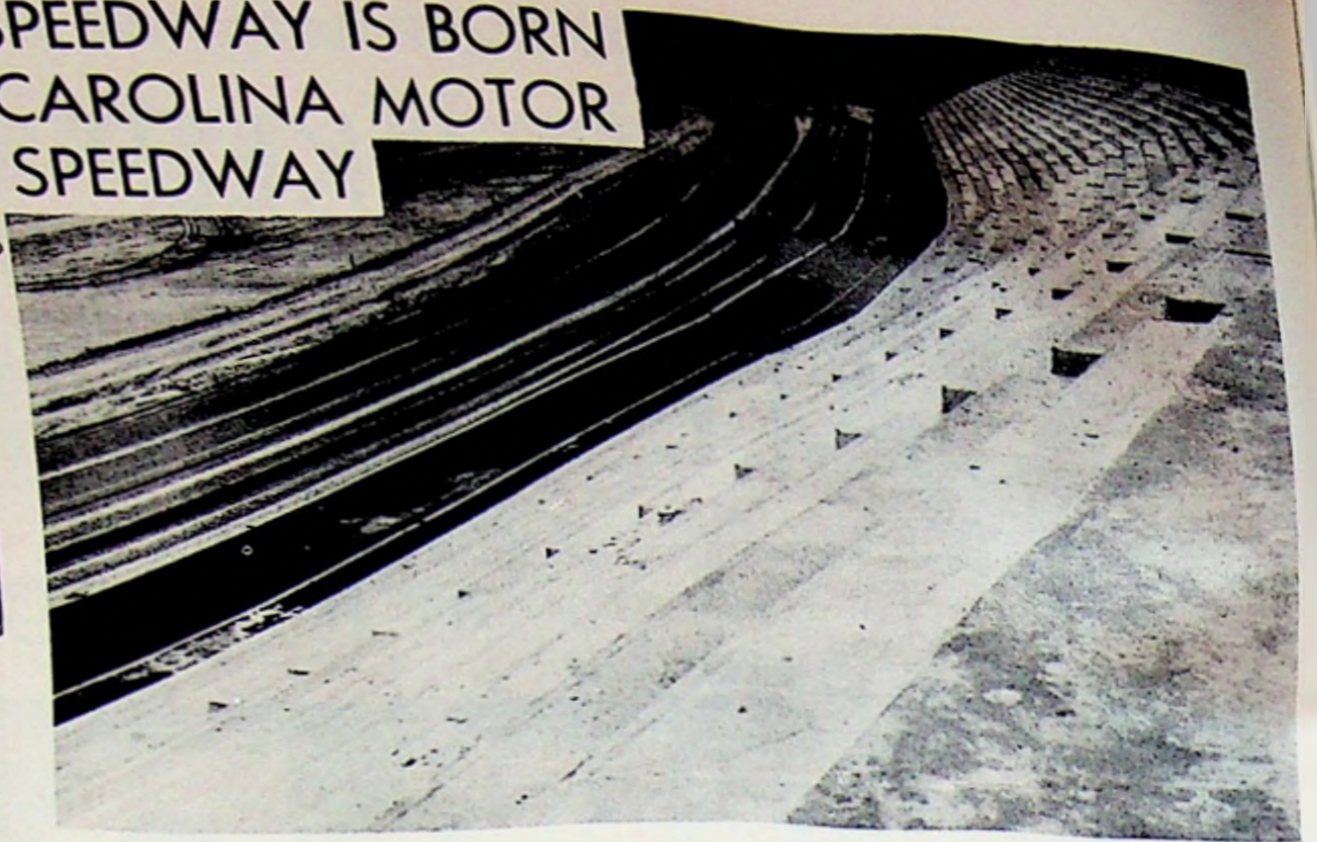
Here are some scenes from the new North Carolina Motor Speedway now under construction and scheduled to open Sunday, October 31, with the first annual American 500 NASCAR-sanctioned late model stock car race.

It's a mile banked asphalt speedway with a seating capacity of approximately 30,000 plus plenty of infield parking. It's located just 10 miles from Hamlet and 10 miles from Rockingham at the forks of U. S. 1 and N. C. 177, and about 15 miles south of Aberdeen, N. C.—right in the heart of the North Carolina Sandhills. It's 75 miles from Charlotte, 80 miles from Greensboro, 85 from Raleigh and 100 from Winston-Salem—ideally located in the heart of stock car racing territory.

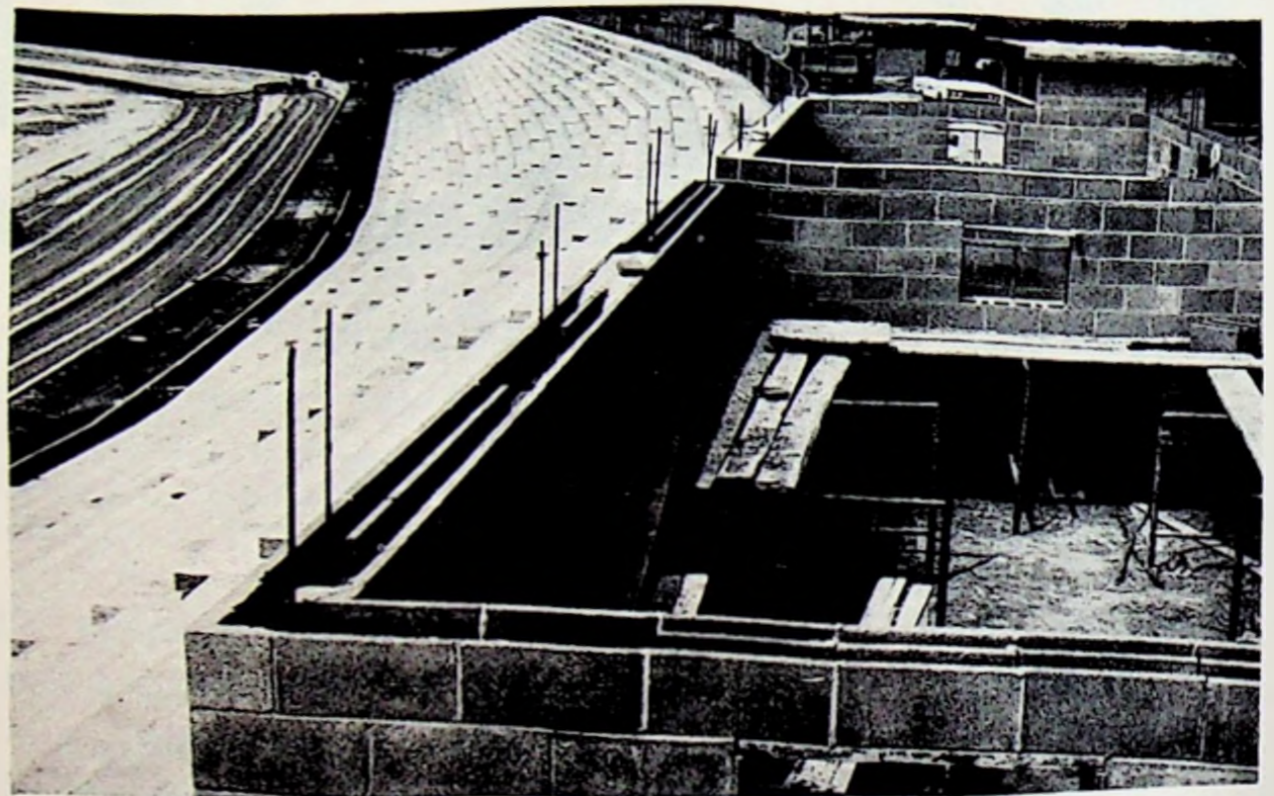
The turns are banked at 15.7 feet at the peaks with the entire track visible from all grandstand seats and the infield. The homestretch is 1,698 feet and the back chute 1,152 feet for a total of 2,850 feet. The turns are 1,200 and 1,230 feet for a total of 2,430 feet.

The signs above give you an idea of the location as you travel south from Aberdeen, N. C. on U. S. 1.

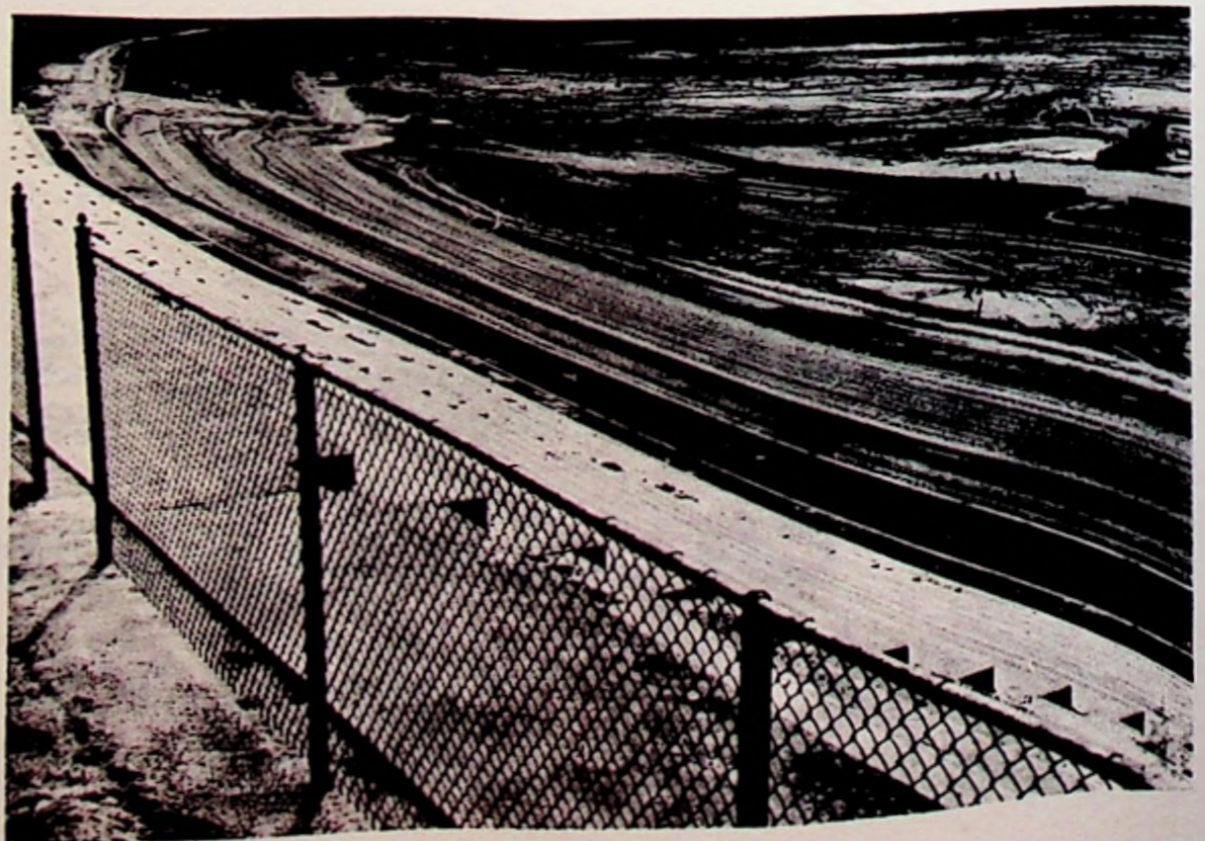
Below are three of the key men back of the project—left to right—Harold Brasington, president and manager; Attorney Elsie Webb of Ellerbee, N. C., secretary-treasurer, and Dr. George Galloway of Hamlet, N. C., prominent physician.



(Above) Looking into the banked turn from the main grandstand as work progresses on the paving of the mile track.



(Above) Looking down the grandstand layout as work progresses on the building which will house the control tower, press box and other facilities for the speedway.  
(Below) Looking at the other end of the new banked mile track located at the forks of U. S. 1 and N. C. 177 highways, just 10 miles north of both Rockingham and Hamlet in North Carolina Sandhills.  
(Pictures by Taylor Warren)



# North Carolina Motor Speedway

## FIRST ANNUAL

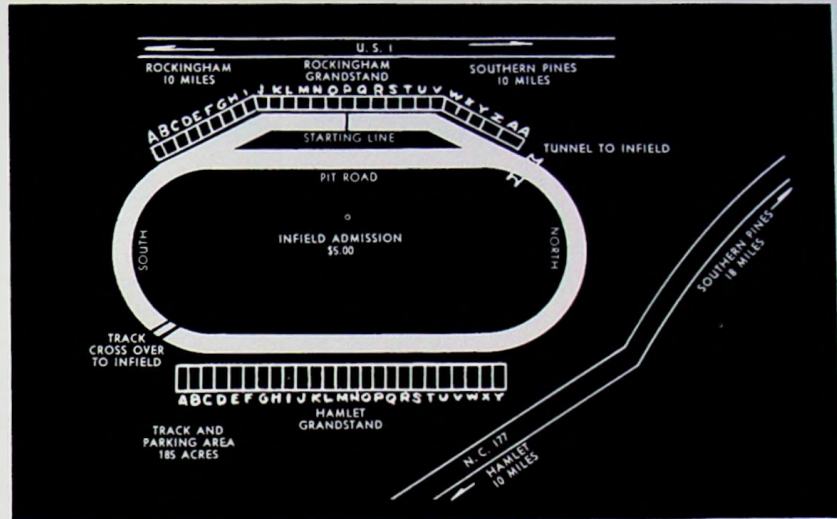
# AMERICAN 500

**Oct. 31st**

**1965**

12:30 P. M.

- Only Superspeedway Participation in 1965 of Chrysler Corp. cars and drivers.
- South's Fastest One-Mile Paved Course.
- South's Only One-Mile Paved Track.
- NASCAR's Newest Superspeedway.
- \$50,000 Purse.
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# AMERICA'S FASTEST ONE-MILE TRACK



**Oct. 31st**

**BE THERE FOR 500-MILE OPENING**

**Oct. 31st**

North Carolina Motor Speedway, P. O. Box 1338, Rockingham, N. C.

I am enclosing (certified check) (money order) for \$ \_\_\_\_\_, including 25¢ handling charges, for the following tickets to the first race at North Carolina Motor Speedway on Oct. 31, 1965.

GRANDSTAND CHOICE  
(Please Mark One)

ROCKINGHAM GRANDSTAND

HAMLET GRANDSTAND

\_\_\_\_\_ Row 20, Secs. 1-27 (Reserved Chair Seats) ..... @ \$15.00  
 \_\_\_\_\_ Rows 9-19, Secs. 1-27 (Reserved Seats) ..... @ \$10.00  
 \_\_\_\_\_ Rows 1-8, Secs. 1-27 (Reserved Seats) ..... @ \$ 8.00

\_\_\_\_\_ Row 20, Secs. 1-25 (Reserved Chair Seats) ..... @ \$15.00  
 \_\_\_\_\_ Rows 9-19, Secs. 1-25 (Reserved Seats) ..... @ \$10.00  
 \_\_\_\_\_ Rows 1-8, Secs. 1-25 ..... @ \$ 8.00

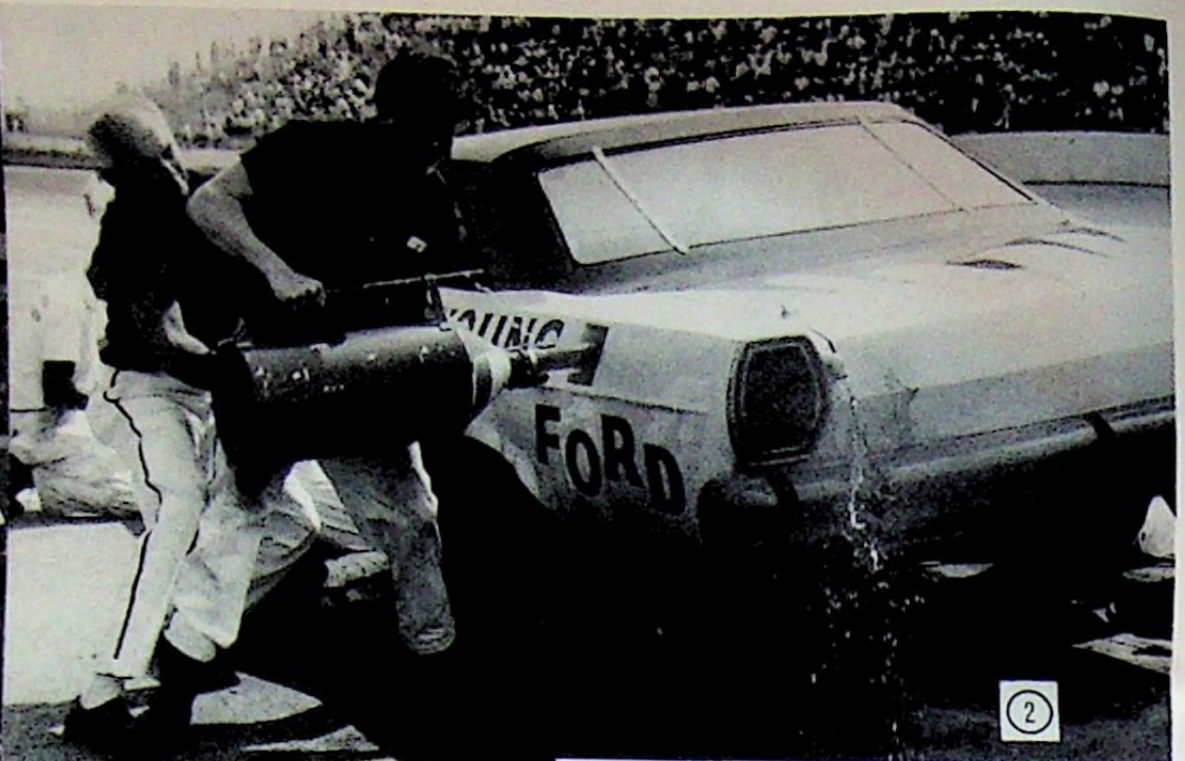
In addition, infield tickets will cost \$5.00 each. Gates to infield open Saturday Night, Oct. 30.

MAKE ALL ORDERS PAYABLE TO:

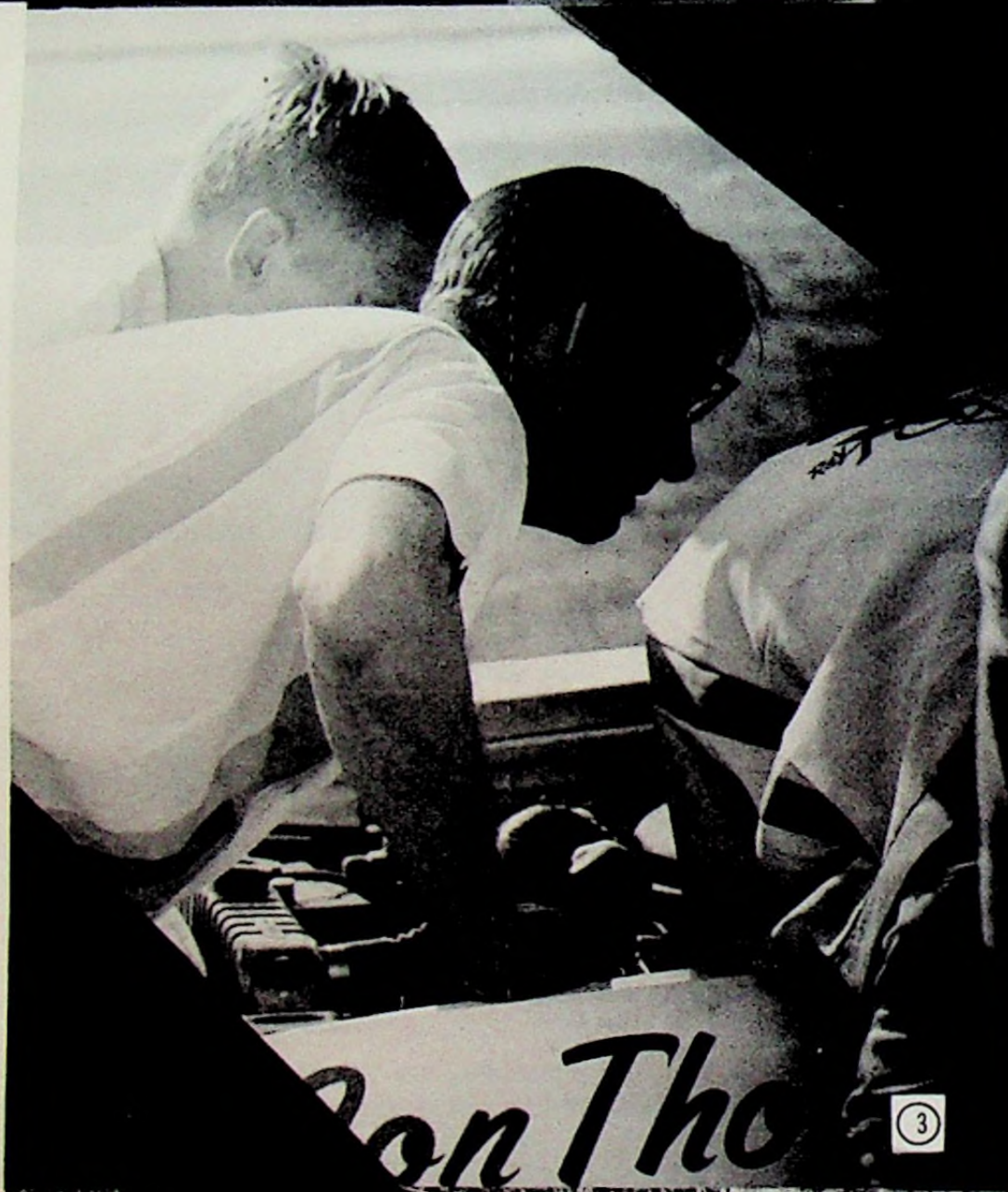
NORTH CAROLINA MOTOR SPEEDWAY, INC.

Your order will be filled as closely as possible to original request, if tickets are sold out in area requested.

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## CHARLOTTE'S SUPER SERVICE STATIONS:



1—Fred Lorenzen receives complete service during a stop in the 1965 World 600 on his way to his second win in the longest stock car race on earth.

2—International road racing star Pedro Rodriguez takes on gas and tires during a stop in his first race at Charlotte. The Mexican driver finished fifth in his Holman-Moody Ford.

3—Mechanical mastermind Ray Fox and crew check under the hood on Lee Roy Yarbrough's Chevrolet. The raised hood usually means trouble and this time was no exception as Yarbrough was out of the World 600 with a blown engine.

4—Ned Jarrett's crew works frantically to get him back in the race during the 600 miler. The mechanics, under Bondy Long's supervision made these repairs but Jarrett was later sidelined by a blown engine.

5—Even the drivers have to be serviced during the pit stops as was shown during Donald Tucker's stop during a caution flag.



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It provides unequalled protection against scuffing; bearing, valve-train and piston wear; foaming; and loss of oil pressure.

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For your convenience, too, here's a complete list of the items offered in the various areas along with the price of each item.

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Ice Tea .....	15c
Milk .....	20c
Cigars .....	15c
Box Lunches .....	\$1.50
Ice Cream .....	15c

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Coca Cola .....	25c
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Sandwiches .....	35c
Hot Dogs .....	30c
Pies .....	15c
Headache Powders .....	15c
Headache Tablets .....	25c

#### In The Stands

Snowballs .....	15¢
Candy Apples .....	15¢
Peanuts .....	15¢
Ice Cream .....	15¢

#### Others

Cigarettes (Machines) .....	35c
Bags of Ice .....	75c

# RESULTS - - WORLD 600 - - 1960

JUNE 19, 1960



JOE LEE JOHNSON  
Chattanooga, Tenn.

Pos.	St.	No.	Driver	Car	Speed
1	20	89	Joe Lee Johnson	60 Chevrolet	107.752
2	38	73	Johnny Beauchamp	60 Chevrolet	396 laps
3	6	46	Bobby Johns	60 Plymouth	394 laps
4	44	92	Gerald Duke	59 T-Bird	388 laps
5	14	87	Buck Baker	60 Chevrolet	386 laps
6	7	4	Rex White	60 Chevrolet	378 laps
7	31	94	Banjo Matthews	60 Ford	377 laps
8	40	63	Tiny Lund	59 Pontiac	375 laps
9	39	81	Shorty Rollins	60 Ford	374 laps
10	19	67	David Pearson	59 Chevrolet	367 laps

**OTHER STARTERS:** Charles Griffith (60 Chevrolet) 365; Jack Smith (60 Pontiac) 352; Ernie Gahan (59 Chevrolet) 350; Herman Beam (60 Ford) 344; Jim Cook (60 Ford) 343; Jimmy Pardue (59 Plymouth) 343; Marvin Panch (60 Ford) 341; Jim Massey (59 Chevrolet) 333; Buddy Baker (58 Ford) 332; Larry Frank (60 Ford) 320; G. C. Spencer (58 Chevrolet) 316; Joe Caspolich (60 Olds) 313; Bunkie Blackburn (60 Ford) 311; Jimmy Thompson (59 T-Bird) 310; Speedy Thompson (60 Ford) 287; Charles Wickersham (60 Olds) 260; Arnie Gardner (60 Ford) 257; Jim Reed (60 Chevrolet) 246; Shorty York (58 Ford) 243; Ned Jarrett (60 Ford) 233; Tom Pistone (60 Chevrolet) 221; Elmo Henderson (58 Pontiac) 212; Emanuel Zervakis (60 Chevrolet) 209; Johnny Suddreth (60 Ford) 202; Fireball Roberts (60 Pontiac) 191; Doug Yates (59 Plymouth) 176; Roy Tyner (59 Olds) 176; George Tet (60 Ford) 171; Curtis Turner (60 Ford) 154; Herb Tillman (60 Chevrolet) 138; Fred Lorenzen (60 Ford) 118; Richard Riley (58 Chevrolet) 115; Joe Weatherly (60 Ford) 85; Wilbur Rakestraw (60 Ford) 57; Joe Eubanks (59 Chevrolet) 46; Lewis Jones (60 Chevrolet) 39; L. D. Austin (58 Chevrolet) 35; Ed Marksteller (58 Ford) 27; Gene Marmor (59 Pontiac) 24; Jim Austin (60 Ford) 24; Cotton Owens (60 Pontiac) 6; Johnny Allen (60 Chevrolet) 6; Bob Duell (59 Ford) 6; Johnny Wolford (60 Ford) 5; Richard Petty (60 Plymouth) Disqualified; Lee Petty (60 Plymouth) Disqualified; Bob Welborn (60 Ford) Disqualified; Paul Lewis (60 Chevrolet) Disqualified; Junior Johnson (60 Chevrolet) Disqualified; Lennie Page (59 T-Bird) Disqualified.

# RESULTS - WORLD 600 - 1961

May 28, 1961



DAVID PEARSON  
Spartanburg, S. C.

Pos.	St.	No.	Driver	Car	Speed
1	3	3	David Pearson	61 Pontiac	111.633
2	10	22	Fireball Roberts	61 Pontiac	398 laps
3	8	4	Rex White	61 Chevrolet	397 laps
4	11	11	Ned Jarrett	61 Chevrolet	397 laps
5	25	14	Jim Paschal	61 Pontiac	394 laps
6	39	30	Tiny Lund	60 Chevrolet	392 laps
7	19	46	Jack Smith	61 Pontiac	392 laps
8	14	47	Bob Welborn	61 Pontiac	392 laps
9	23	27	Junior Johnson	61 Pontiac	390 laps
10	2	8	Joe Weatherly	61 Pontiac	389 laps

**OTHER STARTERS:** Ralph Earnhardt (61 Pontiac) 386; Paul Lewis (61 Chevrolet) 386; Joe Eubanks (61 Ford) 384; T. C. Hunt (61 Dodge) 376; Emanuel Zervakis (61 Chevrolet) 375; Lee Reitzel (60 Ford) 371; Elmo Langley (59 T-Bird) 371; Friday Hassler (60 Chevrolet) 368; Bobby Johns (61 Ford) 367; Tommy Irwin (61 Pontiac) 361; Bobby Waddell (59 Chevrolet) 361; Ed Marksteller (61 Ford) 359; Doug Yates (61 Plymouth) 358; Herman Beam (60 Ford) 357; Wes Morgan (61 Chevrolet) 347; Buddy Baker (61 Chrysler) 342; Bob Burdick (61 Pontiac) 338; Banjo Matthews (61 Ford) 336; Tubby Gonzales (61 Ford) 336; Richard Petty (61 Plymouth) 332; G. C. Spencer (60 Chevrolet) 325; Bob Barron (60 Dodge) 291; Johnny Allen (61 Chevrolet) 283; Richard Kagle (61 Ford) 277; Fred Lorenzen (61 Ford) 274; Roy Tyner (60 Ford) 266; Tim Flock (61 Ford) 255; Ed Livingston (60 Ford) 254; Jimmy Pardue (60 Chevrolet) 221; Curtis Crider (61 Mercury) 203; Speedy Thompson (61 Ford) 186; Buck Baker (61 Chrysler) 147; Marvin Panch (60 Pontiac) 140; Curtis Turner (61 Ford) 139; Marvin Porter (60 Plymouth) 136; Nelson Stacy (61 Ford) 128; Jimmy Thompson (60 Ford) 113; Gene Stokes (61 Studebaker) 95; Jim Reed (61 Chevrolet) 93; Roscoe Thompson (61 Pontiac) 70; Bobby Allison (60 Chevrolet) 53; Joe Lee Johnson (61 Chevrolet) 40; Larry Frank (61 Pontiac) 10; Doug Cox (59 T-Bird) 6; E. J. Trivette (59 Plymouth) 3.



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*Joe Lepton*  
DIRECTOR OF PERFORMANCE TESTS

Attested By:

*Del France*  
PRESIDENT, NASCAR



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Division of Raybestos-Manhattan, Inc., Manheim, Pa.

# RESULTS — 1962 WORLD 600

MAY 27, 1962



**NELSON STACY**  
Daytona Beach, Fla.

Pos.	St.	No.	Driver	Car	Speed
1	18	29	Nelson Stacy	62 Ford	125.552
2	4	8	Joe Weatherly	62 Pontiac	400 laps
3	15	0	Fred Lorenzen	62 Ford	399 laps
4	21	43	Richard Petty	62 Plymouth	397 laps
5	12	66	Larry Frank	62 Ford	395 laps
6	14	11	Ned Jarrett	62 Chevrolet	394 laps
7	2	3	David Pearson	62 Pontiac	393 laps
8	11	21	Marvin Panch	62 Ford	393 laps
9	1	22	Fireball Roberts	62 Pontiac	393 laps
10	24	41	Bunkie Blackburn	62 Plymouth	393 laps

**OTHER STARTERS:** Rex White (62 Chev) 392; Leroy Yarbrough (61 Pont) 386; Bob Welborn (62 Pont) 385; Emanuel Zervakis (62 Merc) 383; Johnny Allen (62 Pont) 380; Larry Thomas (62 Dodge) 378; Red Foote (61 Ford) 369; Bill Morton (62 Ford) 368; Tiny Lund (62 Chev) 365; Jimmy Thompson (62 Ford) 364; G. C. Spencer (62 Chev) 363; George Green (61 ETAOIN — Darel Dieringer (62 Dodge) 358; Jack Smith (62 Pont) 355; Herman Beam (62 Ford) 348; Gene Elliott (61 Pont) 341; Curtis Crider (62 Merc) 284; Bobby Johns (62 Pont) 284; Jim Reed (62 Ford) 284; Wendell Scott (61 Chev) 277; Buck Baker (62 Chrys) 259; Jim Paschal (62 Pont) 227; Herb Tillman (62 Dodge) 194; Jimmy Pardue (62 Pont) 190; Buddy Baker (62 Chrys) 176; Ed Livingston (61 Ford) 118; Gerald Duke (62 Ford) 96; Junior Johnson (62 Pont) 72; Lee Reitzel (62 Ford) 69; Johnny Dodd Jr. (61 Ford) 68; Paul Lewis (61 Chev) 57; Tom Cox (60 Plym) 45; Banjo Matthews (62 Pont) 13; Roscoe Thompson (62 Merc) 12; Ralph Earnhardt (61 Pont) 11; Tubby Gonzales (61 Ford) 6; Johnny Sudderth (61 Chev) 5; Bobby Waddell (60 Dodge) 2.

# RESULTS — 1963 WORLD 600

JUNE 2, 1963



**FRED LORENZEN**  
Elmhurst, Ill.

Pos.	St.	No.	Driver	Car	Speed
1	2	28	Fred Lorenzen	63 Ford	132.418
2	1	3	Junior Johnson	63 Chevrolet	400 laps
3	6	4	Rex White	63 Chevrolet	398 laps
4	7	8	Joe Weatherly	63 Pontiac	397 laps
5	23	6	David Pearson	63 Dodge	396 laps
6	5	29	Nelson Stacy	63 Ford	395 laps
7	3	21	Marvin Panch	63 Ford	395 laps
8	12	26	Darel Dieringer	63 Mercury	394 laps
9	15	25	G. C. Spencer	63 Mercury	392 laps
10	4	22	Fireball Roberts	63 Ford	391 laps

**OTHER STARTERS:** Bobby Isaac (63 Ford) 385 laps; Tiny Lund (63 Ford) 384; Jimmy Pardue (63 Ford) 384; Larry Thomas (63 Ford) 373; Bob Cooper (62 Pontiac) 373; Emanuel Zervakis (63 Ford) 367; Banjo Matthews (63 Chevrolet) 359; Gene Elliot (63 Plymouth) 355; Larry Manning (62 Chevrolet) 354; Wendell Scott (62 Chevrolet) 350; Worth McMillion (62 Pontiac) 350; Lewis Jones (62 Chevrolet) 338; Cale Yarborough (62 Pontiac) 336; Billy Wade (63 Dodge) 335; Larry Frank (63 Mercury) 321; E. J. Trivette (62 Chevrolet) 288; T. C. Hunt (62 Pontiac) 264; Bobby Johns (63 Pontiac) 259; Bob Welborn (63 Pontiac) 259; Ned Jarrett (63 Ford) 228; Neil Castles (62 Chrysler) 200; Bunkie Blackburn (62 Chevrolet) 194; Lee Roy Yarborough (62 Pontiac) 189; Bob James (63 Plymouth) 111; Paul Clark (62 Pontiac) 96; Richard Petty (63 Plymouth) 90; Ed Livingston (62 Ford) 81; Buddy Baker (62 Pontiac) 61; Ralph Earnhardt (63 Ford) 59; Johnny Allen (63 Ford) 53; Jack Smith (63 Plymouth) 27; Jim Paschal (63 Plymouth) 24; Buck Baker (63 Pontiac) 23; Curtis Crider (63 Mercury) 2.

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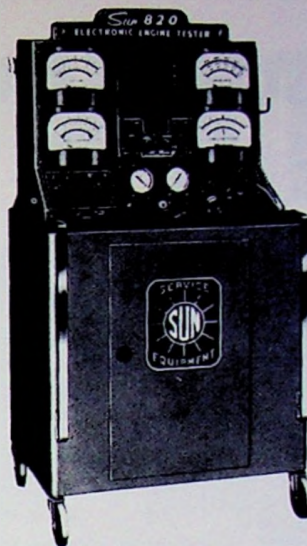
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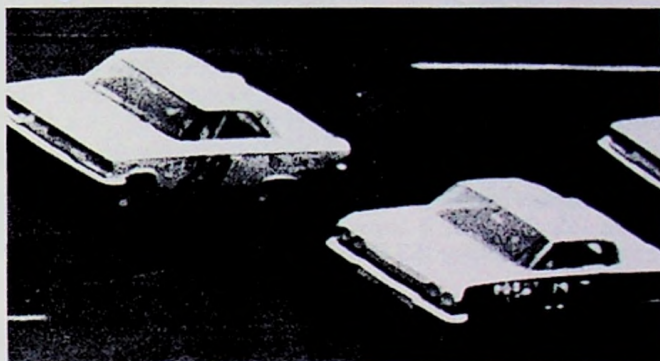


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# RESULTS — 1964 WORLD 600

MAY 24, 1964



**JIM PASCHAL**  
High Point, N.C.

Pos.	St.	No.	Driver	Car	Speed
1	12	41	Jim Paschal	64 Plymouth	125.772
2	5	43	Richard Petty	64 Plymouth	396 Laps
3	13	4	Rex White	64 Mercury	393 Laps
4	2	28	Fred Lorenzen	64 Ford	393 Laps
5	14	1	Billy Wade	64 Mercury	390 Laps
6	33	49	G. C. Spencer	64 Chevrolet	376 Laps
7	31	76	Larry Frank	63 Ford	364 Laps
8	10	6	David Pearson	64 Dodge	363 Laps
9	40	34	Wendell Scott	63 Ford	359 Laps
10	24	20	Jack Anderson	63 Ford	358 Laps

**OTHER STARTERS:** Curtis Crider (63 Mercury) 358 Laps; J. T. Putney (62 Chevrolet) 358 Laps; Darel Dieringer (64 Mercury) 344 Laps; Worth McMillion (62 Pontiac) 340 Laps; Doug Cooper (63 Ford) 338 Laps; Roy Tyner (64 Chevrolet) 329 Laps; Bob Derrington (63 Ford) 305 Laps; Bunkie Blackburn (62 Pontiac) 255 Laps; Paul Goldsmith (64 Plymouth) 253 Laps; Buck Baker (64 Dodge) 238 Laps; Bill McMahan (64 Pontiac) 231 Laps; Ken Spikes (64 Plymouth) 217 Laps; Larry Thomas (64 Dodge) 199 Laps; Jim Pardue (64 Plymouth) 195 Laps; Bobby Issac (64 Dodge) 169 Laps; Lee Roy Yarborough (64 Dodge) 151 Laps; Gene Elliott (63 Pontiac) 176 Laps; Cale Yarborough (64 Ford) 117 Laps; Marvin Panch (64 Ford) 52 Laps; Roy Mayne (62 Chevrolet) 50 Laps; Ken Rush (63 Pontiac) 28 Laps; Mark Hurley (63 Ford) 11 Laps; Ned Jarrett (64 Ford) 7 Laps; Junior Johnson (64 Ford) 7 Laps; Fireball Roberts (64 Ford) 7 Laps; Buddy Baker (63 Dodge) 6 Laps; Ralph Earnhardt (62 Pontiac) 5 Laps; Neil Castles (62 Chrysler) 4 Laps; Jimmy Helms (62 Chrysler) 4 Laps; Bob Cooper (63 Mercury) 4 Laps; Bud Harless (62 Pontiac) 3 Laps; Elmo Langley (63 Ford) 1 Lap; E. J. Trivette (62 Chevrolet) 1 Lap; Pete Stewart (63 Pontiac) 1 Lap.

# RESULTS — 1965 WORLD 600

MAY 23, 1965



**FRED LORENZEN**  
Elmhurst, Ill.

Pos.	St.	No.	Driver	Car	Speed
1	1	28	Fred Lorenzen	65 Ford	121.772
2	6	15	Earl Balmer	64 Mercury	400 Laps
3	5	29	Dick Hutcherson	65 Ford	397 Laps
4	14	88	Buddy Baker	64 Dodge	392 Laps
5	12	51	Pedro Rodriguez	65 Ford	391 Laps
6	19	4	Ned Setzer	65 Chevrolet	382 Laps
7	30	27	Paul Lewis	64 Ford	380 Laps
8	16	74	Donald Tucker	63 Ford	352 Laps
9	23	44	Larry Hess	64 Ford	348 Laps
10	24	86	Neil Castles	65 Plymouth	343 Laps

**OTHER STARTERS:** Bub Strickler (64 Ford) 335 Laps; Bob Derrington (63 Ford) 331 Laps; Jimmy Helms (63 Ford) 321 Laps; Lee Roy Yarborough (65 Chevrolet) 309 Laps; Larry Manning (63 Chevrolet) 308 Laps; Henly Gray (64 Ford) 308 Laps; E. J. Trivette (63 Chevrolet) 302 Laps; Darel Dieringer (64 Mercury) 286 Laps; Bill Morton (63 Ford) 283 Laps; Ned Jarrett (65 Ford) 274 Laps; Sonny Hutchins (64 Ford) 244 Laps; Cale Yarborough (65 Ford) 222 Laps; Jim Paschal (65 Chevrolet) 211 Laps; Junior Johnson (65 Ford) 207 Laps; Buddy Arrington (64 Dodge) 187 Laps; Wendell Scott (64 Ford) 179 Laps; Don Hume (63 Ford) 146 Laps; J. T. Putney (65 Chevrolet) 142 Laps; G. C. Spencer (64 Ford) 121 Laps; Larry Frank (64 Ford) 120 Laps; Buren Skeen (64 Ford) 113 Laps; Tom Pistone (64 Ford) 94 Laps; Marvin Panch (65 Ford) 78 Laps; Jabe Thomas (64 Ford) 73 Laps; Elmo Langley (64 Ford) 68 Laps; Raymond Carter (64 Dodge) 58 Laps; Bunkie Blackburn (65 Plymouth) 53 Laps; Buck Baker (65 Chevrolet) 33 Laps; Roy Tyner (64 Chevrolet) 25 Laps; Doug Cooper (65 Chevrolet) 17 Laps; Sam McQuagg (65 Ford) 15 Laps; Clyde Lynn (64 Ford) 13 Laps; Wayne Smith (65 Chevrolet) 9 Laps; Junior Spencer (64 Ford) 9 Laps.

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# Driver Records At Charlotte Motor Speedway

Driver	National 400 Races			World 600 Races			Total Starts	Total Miles	Total Money Won
	Starts	Miles	Money Won	Starts	Miles	Money Won			
Johnny Allen	3	715.5	\$ 1,200	4	1083.0	\$ 2,115	7	1798.5	\$ 3,315
Bob Allison	—	—	—	1	79.5	200	1	79.5	200
Jack Anderson	1	177.0	400	1	537.0	1,500	2	714.0	1,900
Jim Austin	—	—	—	1	36.0	200	1	36.0	200
L. D. Austin	2	708.0	825	1	49.5	200	3	757.5	1,025
H. B. Bailey	1	9.0	400	—	—	—	1	9.0	400
Buck Baker	5	1569.0	2,980	6	1629.0	6,565	11	3198.0	9,545
Buddy Baker	2	349.5	650	6	1963.5	7,000	8	2313.0	7,650
Earl Balmer	1	379.5	900	1	600.0	10,900	2	979.5	11,800
Bob Barron	1	279.0	900	1	436.5	200	2	715.5	1,100
Herman Beam	3	1056.0	1,125	3	1573.5	1,025	6	2629.5	2,150
Johnny Beauchamp	1	384.0	400	1	594.0	9,110	2	978.0	9,510
Bunkie Blackburn	3	825.0	3,550	5	1809.0	2,450	8	2634.0	6,000
Bruce Brantley	1	208.5	275	—	—	—	1	208.5	275
Ronnie Bristow	1	7.5	425	—	—	—	1	7.5	425
Bob Burdick	—	—	—	1	507.0	200	1	507.0	200
Raymond Carter	—	—	—	1	87.0	600	1	87.0	600
Joe Caspolich	—	—	—	1	469.5	1,025	1	469.5	1,025
Neil Castles	1	12.0	400	3	821.5	2,475	4	833.5	2,875
Paul Clark	—	—	—	1	144.0	425	1	144.0	425
Jim Cook	—	—	—	1	514.5	400	1	514.5	400
Bob Cooper	1	4.5	400	2	565.5	1,625	3	570.0	2,025
Doug Cooper	2	400.5	950	2	532.5	2,150	4	933.0	3,100
Doug Cox	—	—	—	1	9.0	200	1	9.0	200
Tom Cox	1	9.0	450	1	67.5	320	2	76.5	770
Curtis Crider	5	1227.0	1,825	4	1270.5	3,250	9	2497.5	5,075
Bob Derrington	1	333.0	500	2	954.0	2,175	3	1287.0	2,675
Darel Dieringer	4	1281.0	4,100	4	2073.0	5,205	8	3354.0	9,305
Johnny Dodd, Jr.	—	—	—	1	102.0	375	1	102.0	375
Bob Duell	—	—	—	1	9.0	200	1	9.0	200
Gerald Duke	—	—	—	2	726.0	3,975	2	726.0	3,975
Ralph Earnhardt	1	387.0	1,225	4	691.5	2,995	5	1078.5	4,220
Gene Elliott	3	249.0	1,050	3	1249.5	1,700	6	1498.5	2,750
Joe Eubanks	—	—	—	2	645.0	1,550	2	645.0	1,550
Tim Flock	—	—	—	1	382.5	200	1	382.5	200
Melvin "Red" Foote	1	271.5	300	1	553.5	575	2	825.0	875
Bill Foster	1	190.5	275	—	—	—	1	190.5	275
A. J. Foyt	1	190.5	400	—	—	—	1	190.5	400
Larry Frank	3	876.0	1,285	6	2295.0	8,485	9	3171.0	9,770
Ernie Gahan	—	—	—	1	525.0	500	1	525.0	500
Arnie Gardner	—	—	—	1	385.5	200	1	385.5	200
Charles Glotzbach	1	288.0	200	—	—	—	1	288.0	200
Paul Goldsmith	1	303.0	855	1	379.5	1,915	2	682.5	2,770
Tubby Gonzales	1	57.0	250	2	513.0	500	3	570.0	750
Sgt. George Green	2	625.5	775	1	540.0	425	3	1165.5	1,200
Henley Grey	—	—	—	1	462.0	1,250	1	462.0	1,250
Charles Griffith	—	—	—	1	547.5	750	1	547.5	750
Bud Harless	—	—	—	1	4.5	650	1	4.5	650
Friday Hassler	1	352.5	225	1	552.0	400	2	904.5	625
Jimmy Helms	1	6.0	400	2	488.5	1,925	3	494.5	2,325

# Driver Records At Charlotte Motor Speedway

## National 400 Races

## World 600 Races

Driver	National 400 Races			World 600 Races			Total Starts	Total Miles	Total Money Won
	Starts	Miles	Money Won	Starts	Miles	Money Won			
Elmo Henderson	1	183.0	\$ 310	1	318.0	\$ 275	2	501.0	\$ 585
J. C. Hendrix	1	381.0	875	—	—	—	1	381.0	875
Larry Hess	—	—	—	1	522.0	1,500	1	522.0	1,500
Don Hume	1	13.5	400	1	219.0	950	2	232.5	1,350
T. C. Hunt	2	87.0	475	2	961.5	1,950	4	1048.5	2,425
Mark Hurley	—	—	—	1	16.5	625	1	16.5	625
Dick Hutcherson	—	—	—	1	595.5	6,895	1	595.5	6,895
Sonny Hutchins	—	—	—	1	366.0	1,125	1	366.0	1,125
Tommy Irwin	1	30.0	350	1	541.5	500	2	571.5	850
Bobby Isaac	2	187.5	850	2	831.0	2,000	4	1018.5	2,850
Bob James	1	283.5	400	1	166.5	400	2	450.0	800
Ned Jarrett	5	1582.5	7,925	6	2299.5	10,700	11	3882.0	18,625
Bobby Johns	5	1245.0	4,515	4	1956.0	8,485	9	3201.0	13,000
Joe Lee Johnson	2	586.5	1,520	2	660.0	27,380	4	1246.5	28,900
Junior Johnson	5	1636.5	26,890	5	1614.0	21,455	10	3250.5	48,345
Joe Jones	1	330.0	450	—	—	—	1	330.5	450
Lewis "Possum" Jones	2	379.5	750	2	565.5	725	4	945.0	1,475
Reds Kagle	—	—	—	1	415.5	220	1	415.5	220
Elmo Langley	3	987.0	1,510	3	660.0	1,675	6	1647.0	3,185
Paul Lewis	2	361.5	550	3	1234.5	3,250	5	1596.0	3,800
Ed Livingston	3	888.0	1,360	3	679.5	975	6	1567.5	2,335
Fred Lorenzen	5	1359.0	21,105	6	2976.0	69,170	11	4335.0	90,275
Tiny Lund	3	916.5	1,350	4	2274.0	5,475	7	3190.5	6,825
Clyde Lynn	—	—	—	1	19.5	600	1	19.5	600
Larry Manning	1	12.0	450	2	993.0	1,875	3	11005.0	2,325
Ed Marksteller	—	—	—	2	579.0	500	2	579.0	500
Gene Marmor	—	—	—	1	36.0	200	1	36.0	200
Jim Massey	—	—	—	1	499.5	400	1	499.5	400
Banjo Matthews	2	469.5	1,025	4	1627.5	3,750	6	2097.0	4,775
Roy Mayne	2	6.0	825	1	75.0	625	3	81.0	1,450
Bunk Moore	1	304.5	200	—	—	—	1	304.5	200
Doug Moore	1	55.5	400	—	—	—	1	55.5	400
Bill Morgan	1	166.5	300	—	—	—	1	166.5	300
Wes Morgan	1	358.5	300	1	520.5	250	2	879.0	550
Bill Morton	—	—	—	2	976.5	1,635	2	976.5	1,635
Bill McMahan	1	67.5	400	1	346.5	625	2	414.0	1,025
Worth McMillion	2	405.0	850	2	1035.0	1,750	4	1440.0	2,600
Sam McQuagg	1	106.5	400	1	22.5	600	2	129.0	1,000
Don O'Dell	1	135.0	200	—	—	—	1	135.0	200
Cotton Owens	1	399.0	2,275	1	9.0	500	2	408.0	2,775
Lennie Page	1	132.0	200	—	—	—	1	132.0	200
Marvin Panch	5	1083.0	5,556	6	2098.5	6,395	11	3181.5	11,951
Jimmy Pardue	4	1180.5	1,700	5	1999.5	4,405	9	3180.0	6,105
Jim Paschal	4	1434.0	8,295	5	1874.0	30,085	9	3308.0	38,380
Dave Pearson	5	1797.0	3,030	5	2878.5	36,635	10	4675.5	39,665
Lee Petty	1	178.5	300	—	—	—	1	178.5	300
Richard Petty	5	1957.5	16,340	4	1822.5	16,975	9	3780.0	33,315
Tom Pistone	1	390.0	700	2	472.5	1,740	3	862.5	2,440
Marvin Porter	—	—	—	1	204.0	200	1	204.0	200
J. T. Putney	1	237.0	400	2	750.0	2,325	3	987.0	2,725

# Driver Records At Charlotte Motor Speedway

Driver	National 400 Races			World 600 Races			Total Starts	Miles Total	Total Money Won
	Starts	Miles	Money Won	Starts	Miles	Money Won			
Wilbur Rakestraw	—	—	—	1	85.5	\$ 200	1	85.5	\$ 200
Jim Reed	1	133.5	\$ 325	3	934.5	1,225	4	1068.0	1,550
Lee "Doc" Reitzel	1	46.5	250	2	660.0	725	3	706.5	975
Richard Riley	1	214.5	200	1	172.5	200	2	387.0	400
Fireball Roberts	4	1309.5	11,190	5	2070.0	15,730	9	3379.5	26,920
Pedro Rodriguez	—	—	—	1	586.5	3,425	1	586.5	3,425
Jerry Rodell	1	252.0	200	—	—	—	1	252.0	200
Shorty Rollins	—	—	—	1	561.0	1,100	1	561.0	1,100
H. G. Rosier	1	33.0	400	—	—	—	1	33.0	400
Ken Rush	1	24.0	275	1	42.0	625	2	66.0	900
Wendell Scott	3	850.5	1,350	4	1747.5	3,625	7	2598.0	4,975
Ned Setzer	—	—	—	1	573.0	2,525	1	573.0	2,525
Buren Skeen	—	—	—	1	169.5	825	1	169.5	825
Jack Smith	4	831.0	2,275	4	1689.0	6,465	8	2520.0	8,740
Wayne Smith	—	—	—	1	13.5	600	1	13.5	600
G. C. Spencer	4	1155.0	2,550	6	2839.5	6,345	10	3994.5	8,895
Junior Spencer	—	—	—	1	13.5	625	1	13.5	625
Ken Spikes	—	—	—	1	325.5	625	1	325.5	625
Nelson Stacy	3	685.5	1,500	3	1384.5	28,730	6	2070.0	30,230
Pete Stewart	1	352.5	650	1	1.5	600	2	354.0	1,250
Gene Stokes	—	—	—	1	142.5	200	1	142.5	200
Bub Strickler	—	—	—	1	502.5	1,375	1	502.5	1,375
Johnny Sudderth	1	256.5	325	2	310.5	520	3	567.0	845
George Tet	—	—	—	1	256.5	200	1	256.5	200
Jabe Thomas	—	—	—	1	109.5	650	1	109.5	650
Larry Thomas	3	864.0	1,475	3	1425.0	2,625	6	2289.0	4,100
Jimmy Thompson	2	616.5	1,175	3	1180.5	975	5	1797.0	2,150
Roscoe Thompson	1	387.0	500	2	123.0	525	3	510.0	1,025
Speedy Thompson	3	1165.5	14,435	2	709.5	775	5	1875.0	15,210
Herb Tillman	2	90.0	475	2	498.0	700	4	588.0	1,175
Sal Tovella	1	46.5	250	—	—	—	1	46.5	250
E. J. Trivette	2	87.0	425	4	891.0	2,675	6	978.0	3,100
Donald Tucker	—	—	—	1	528.0	1,750	1	528.0	1,750
Curtis Turner	1	238.5	200	2	439.5	880	3	678.0	1,080
Roy Tyner	3	376.5	1,050	4	1194.0	1,975	7	1570.5	3,025
Sherman Utsman	1	376.5	600	—	—	—	1	376.5	600
Bobby Waddell	—	—	—	2	544.5	620	2	544.5	620
Billy Wade	2	57.0	850	2	1087.5	4,575	4	1144.5	5,425
Joe Weatherly	4	1216.5	13,560	4	1906.5	18,670	8	3123.0	32,230
Frank Weathers	1	1.5	400	—	—	—	1	1.5	400
Bob Welborn	4	1279.5	4,850	3	1545.0	2,650	7	2824.5	7,500
Rex White	4	1444.5	5,125	5	2934.0	26,825	9	4378.5	31,950
Reb Wickersham	2	433.5	1,350	1	390.0	200	3	823.5	1,550
Bill Widenhouse	1	337.5	450	—	—	—	1	337.5	450
Woody Wilson	2	391.5	875	—	—	—	2	391.5	875
Johnny Wolford	—	—	—	1	7.5	200	1	7.5	200
Cale Yarborough	3	982.5	1,475	3	1012.5	2,250	6	1995.0	3,725
Lee Roy Yarborough	3	451.5	2,500	4	1552.5	3,970	7	2004.0	6,470
Doug Yates	3	637.5	950	2	801.0	1,450	5	1438.5	2,400
Shorty York	—	—	—	1	364.5	200	1	364.5	200
Emanuel Zervakis	3	1173.0	3,475	4	2001.0	2,675	7	3174.0	6,150

MILES MONEY WON

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104,494.0 522,190

159,335.5 \$745,751

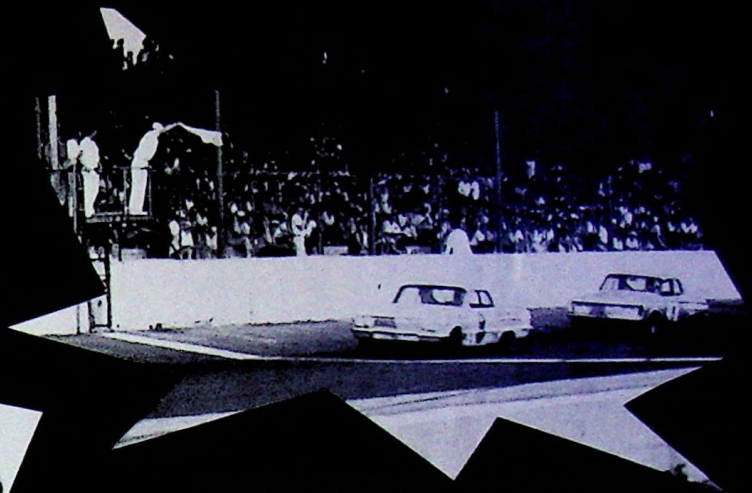
Darlington Raceway Classics

SOUTHERN 500

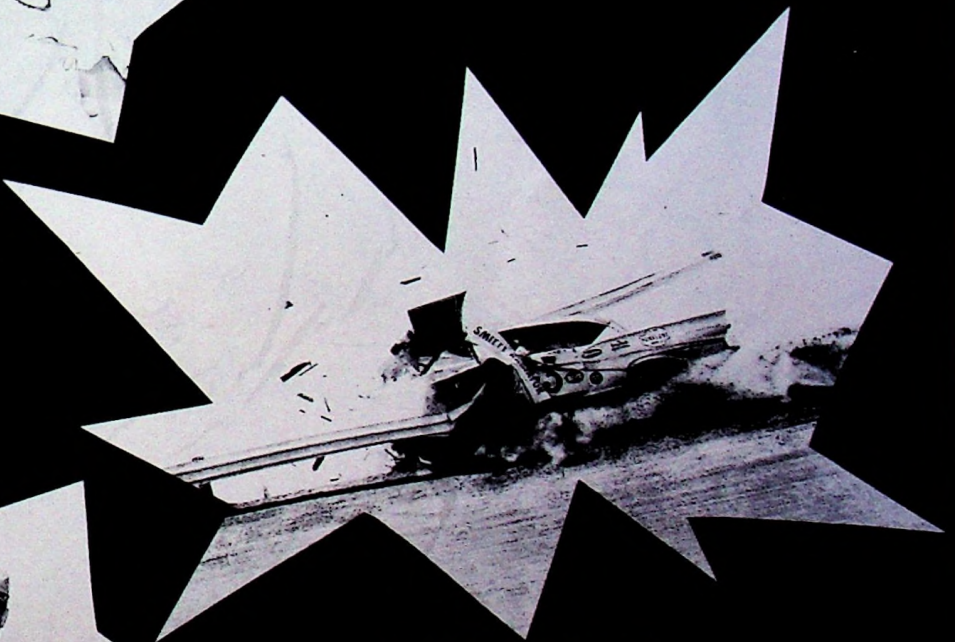
Rebel 300



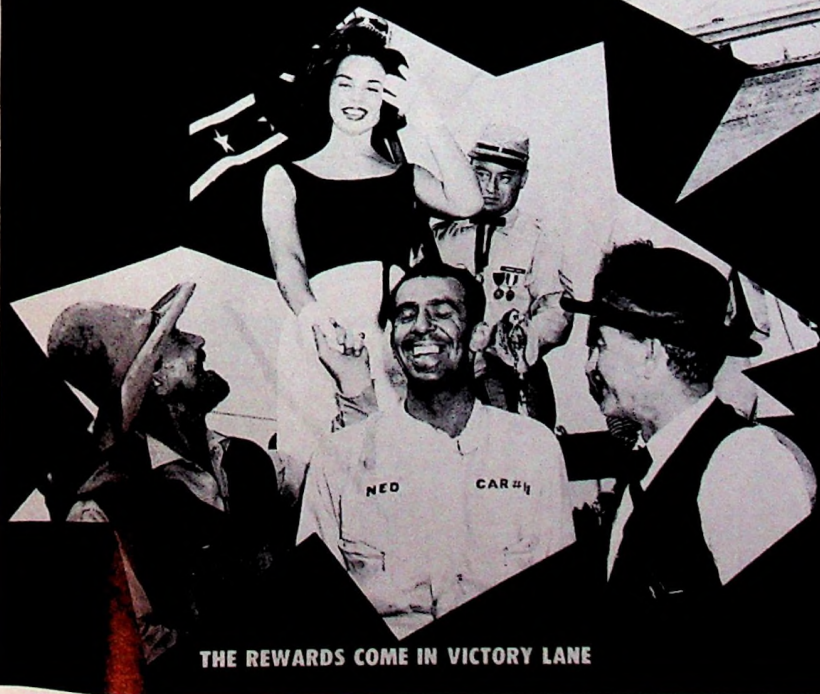
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JUNIOR JOHNSON ONE LAP FROM THE FINISH

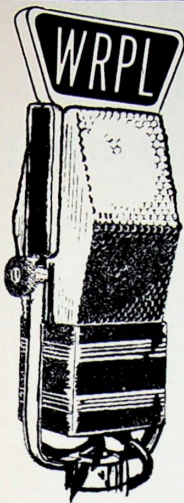


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## 10th Annual REBEL 400-May 1, 1966-2:30 P.M.

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GRANDSTAND A (Covered)

	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	
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1—Double National 400 winner, Robert Glen "Junior" Johnson pushes his Ford out of the fourth turn during the early stages of the 1965 600 miler.

2—NASCAR veteran Ned Jarrett moves his car high around international grand prix star Pedro Rodriguez's Ford number 51.



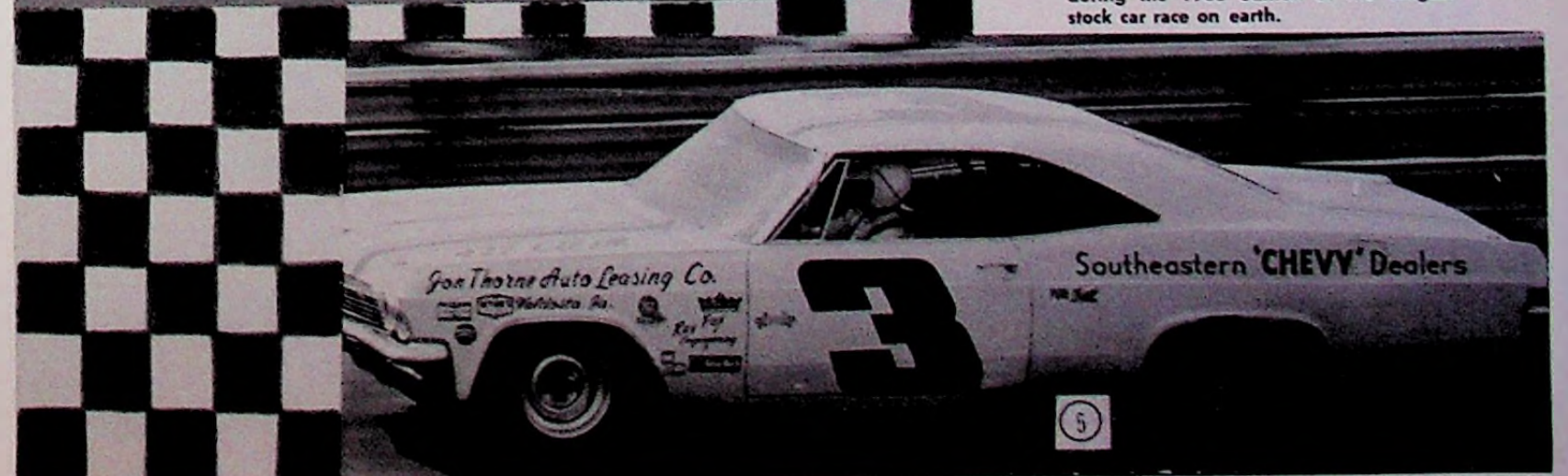
3—The World 600 was also a battle of the independents as seen here as E. J. Trivette's Chevy is passed by Paul Lewis' 1964 Ford.



4—The independents battle again as Buddy Baker, a native Charlottean, slips by another Charlotte driver, Jimmy Helms in Ford number 53.

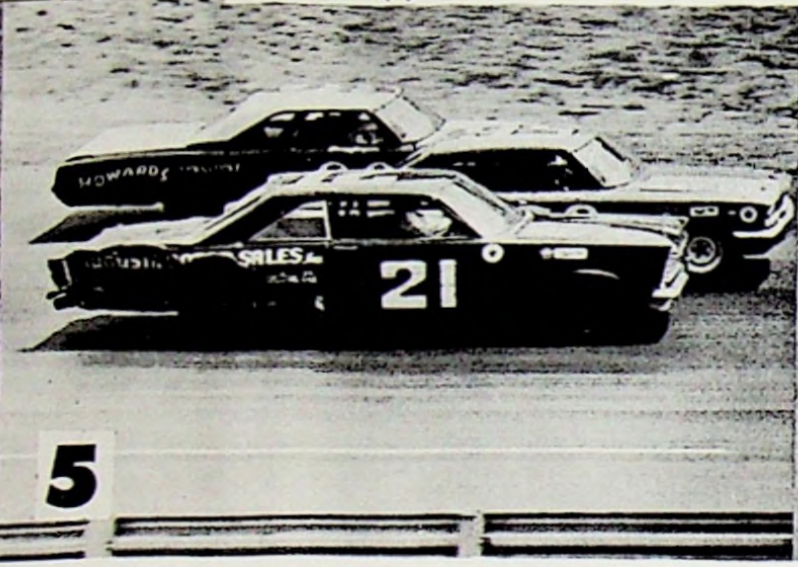
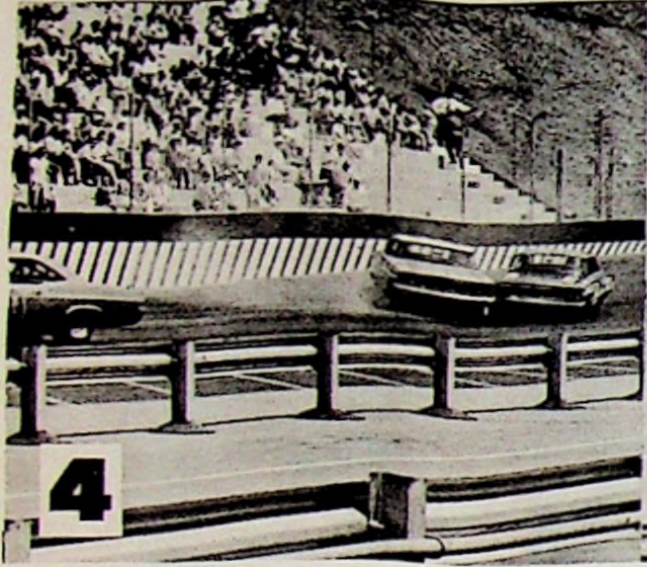


5—Lee Roy Yarbrough of Columbia, S. C., was the hottest of the 1965 Chevrolets during the 1965 edition of the longest stock car race on earth.



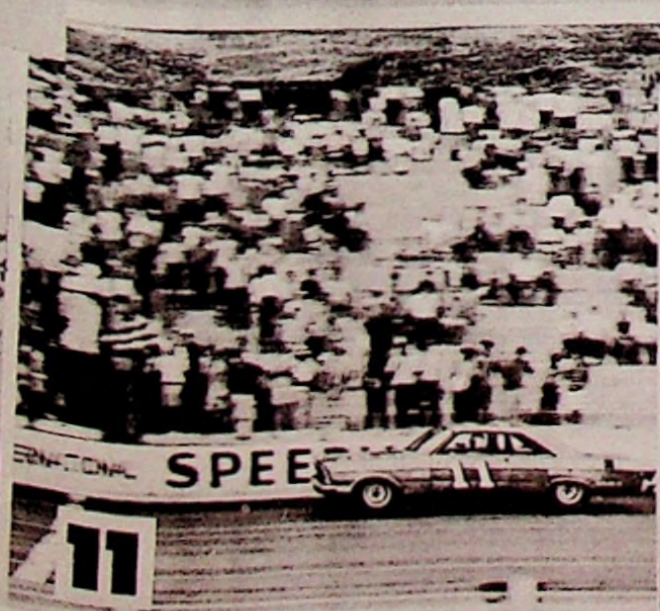
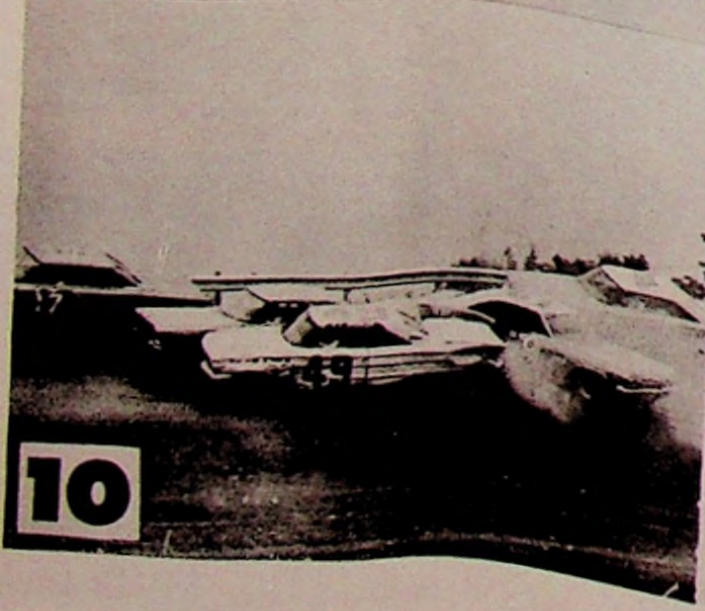
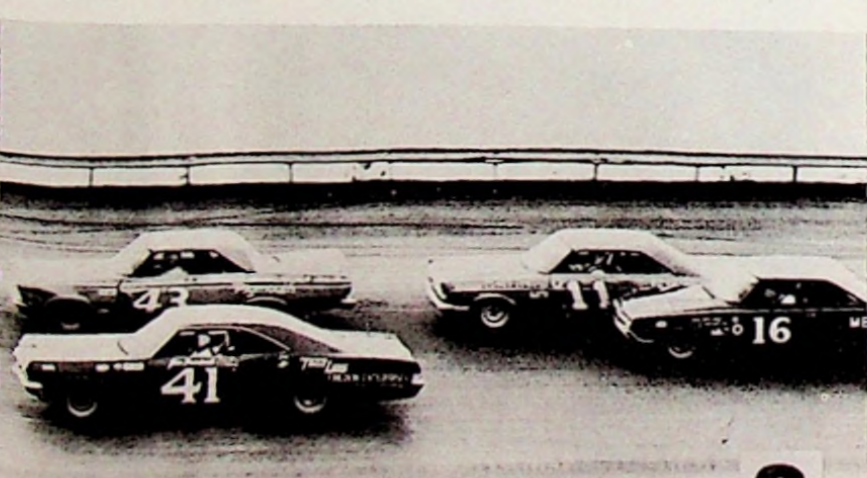


(Above) Scenes from "Southeastern 500" at Bristol. (1) Junior Johnson and mechanic Herb Nab are greeted in victory circle by Speedway Queens and President Larry Carrier. (2) and (3) shows Tiger Tom Pistone during his spectacular wreck. (4) Ned Jarrett (11) and Paul Lewis (27) tangle in the fourth turn. (5) Marvin Panch, his car showing the effects of an accident, passes two cars. (6) Paul Lewis of Johnson City, Tennessee spins out during race.



## ACTION HIGHLIGHTS FROM 1965 RACES AT BRISTOL INTERNATIONAL SPEEDWAY

(Below) Scenes from "Volunteer 500". (7) A three car pile-up in the second turn early in the race. (8) Racing for position is Richard Petty (43), Jim Paschal (41), Ned Jarrett (11) and Darel Dieringer (16). (9) Marvin Panch crashes into wall in fourth turn. The wreck took both Panch and David Pearson out of race. (10) Junior Spencer (17) and Paul Lewis (1) move by on the outside as Richard Petty (43), G. C. Spencer (49) and J. T. Putney (19) tangle during race. (11) Ned Jarrett receives checkered flag.







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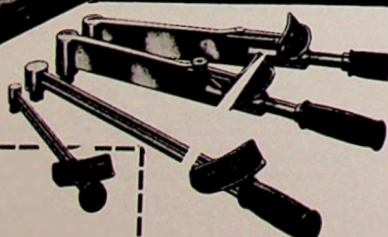
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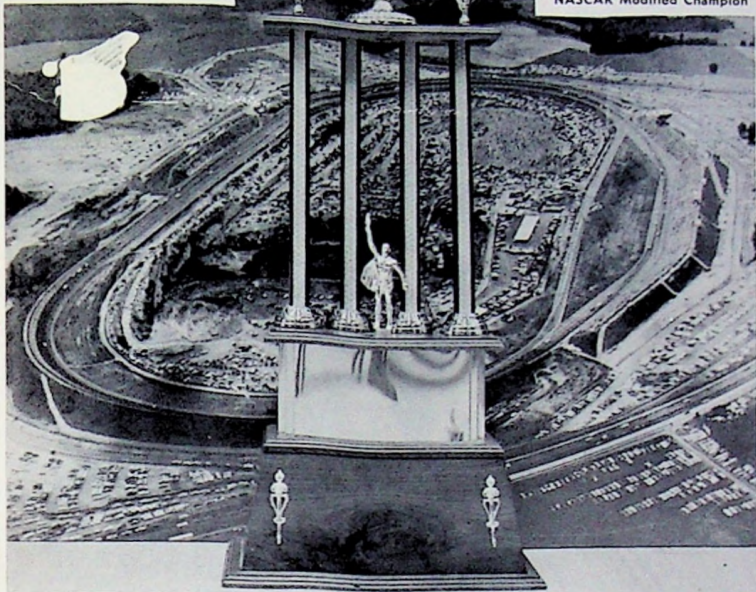
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NASCAR Sportsman Champ



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NASCAR Modified Champion



## Charlotte 250 - Permatex Trophy

Scheduling of the first Charlotte 250, for late model Sportsman and Modified cars, adds impetus to the Permatex Company's national campaign to upgrade Sportsman-Modified competition and gain proper—and long overdue—recognition for it as one of the finest phases of the booming sport of auto racing.

On hand to greet the winner will be C. A. "Pete" Benoit, president of the company, a dedicated fan of Sportsman-Modified racing, who is directing his company's far-flung and expensive efforts to improve the status of such competition.

Benoit will present a special Permatex trophy to the winner, and also will extend an invitation to enter the Daytona Permatex 300 Modified - Sportsman championship race to be held on Daytona International Speedway next Feb. 26, provided the Charlotte winner hasn't already won the right to enter the Daytona race.

Many NASCAR Modified-Sportsman track champions already have earned the right to en-

ter the 300-miler, with Permatex to give them 10 cents a mile round-trip travel money to and from Daytona and their places of residence, \$100 extra expense money, and other tangible recognition. The company will provide \$1,000 in lap prizes.

In addition, sports writers all over the country have a chance to win the Daytona Permatex 300 pace car, which will go to the writer adjudged to have produced and published the most outstanding article on Modified-Sportsman racing.

Competition in the Modified-Sportsman divisions, especially the mechanical aspects, appeals to Benoit, he said, "because it gives the truly professional mechanic a chance to pit his skill, ingenuity and enterprise against others in the same category, rather than against big-company know-how and dollars.

"The exciting thing is that even with limited time and resources, these mechanics are capable of setting up a highly competitive racing machine."

## NASCAR National Championship Modified And Sportsman Point Standings

### MODIFIED

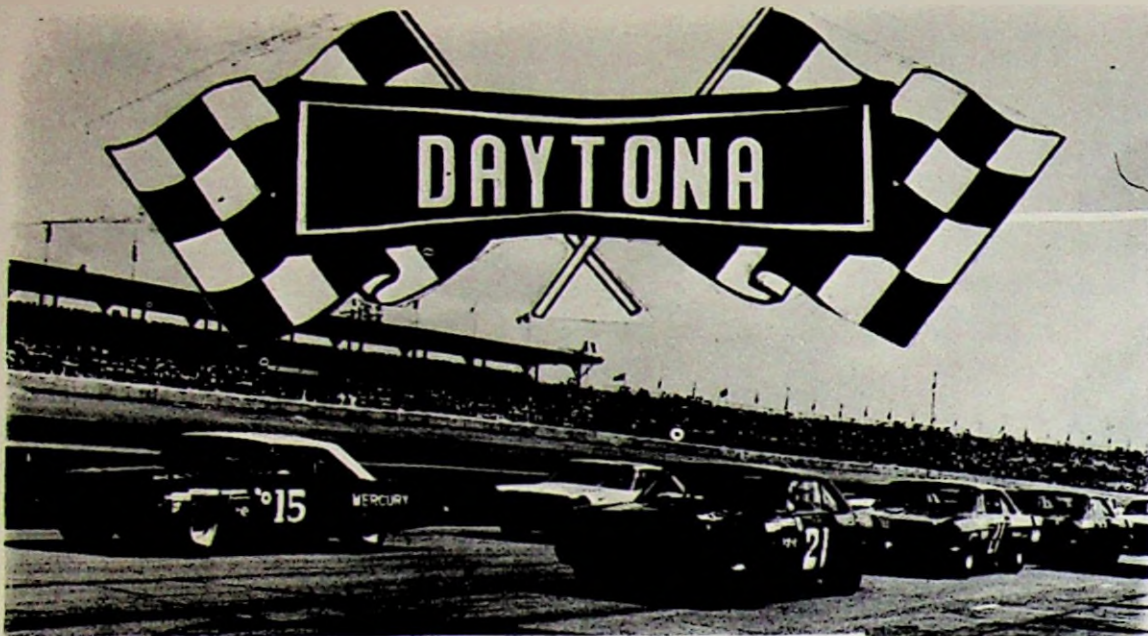
1. Bobby Allison	4894
2. Red Farmer	4500
3. Friday Hassler	3572
4. Sonny Hutchins	3402
5. Eddie Crouse	3046
6. Ray Hendrick	2722
7. Red Foote	2498
8. Bill Dennis	2410
9. Al Pombo	2306
10. Freddy Fryar	2254
11. Carl Burris	2248
12. Al Grinnan	2240
13. Runt Harris	2128
14. Donnie Allison	2116
15. Joe Lobbia	* 1914
16. Marshall Sargent	* 1868
17. Charles Griffith	1848
18. Howard Kaeding	* 1810
19. Bob Burcham	1788
20. Ernie Gahan	1766
*—California	

### SPORTSMAN

1. Rene Charland	5050
2. Lennie Pond	3366
3. Ralph Earnhardt	2840
4. Ken Houston	2520
5. Bill Slater	2432
6. Frank Warren	2358
7. Rex White	2350
8. Ronnie Marvin	2320
9. Jeff Hawkins	2192
10. Billy Scott	2030
11. Ernie Gahan	1982
12. Clarence Ogle	1942
13. Ned Setzer	1924
14. Dick Nephew	1802
15. Dink Widenhouse	1760
16. Andre Manny	1730
17. Jack Ingram	1700
18. Doug Cox	1622
19. J. P. Cabana	1606
20. Sam Smith	1574

### POINT FOR CHARLOTTE 250 RACE

Fin. Pos.	Points	Fin. Pos.	Points	Fin. Pos.	Points
1st	800	11th	480	21st	160
2nd	768	12th	448	22nd	128
3rd	736	13th	416	23rd	96
4th	704	14th	384	24th	64
5th	672	15th	352	25th	32
6th	640	16th	320	26th thru	
7th	608	17th	288	50th—32	
8th	576	18th	256	each	
9th	544	19th	224		
10th	512	20th	192		



**ACTION FROM DAYTONA FIRECRACKER 400:**  
 Pictures on this page were made by Daytona Speedway staff photographers during the 1965 "Daytona Firecracker 400" race July 4, at the world famous Daytona International Speedway, Daytona Beach, Fla., which will be the scene of the eighth annual "Daytona 500" race February 27, 1966. Scene above shows cars lined up in pit row for start of race with Marvin Panch (21) on inside pole and Earl Balmer (15) on outside pole with Mercury.



A. J. Foyt, winner of the Firecracker 400, is greeted in victory lane by pretty Miss Carol Lynn Blum, Miss Dixie and also the reigning Miss Florida at present.



ABOVE: Dale Robertson, star of the Wells Fargo television series as Jim Hardie, at right, is greeted by Bill France, center, president of Daytona International Speedway, and Jack Black, left, of Atlanta Raceway.

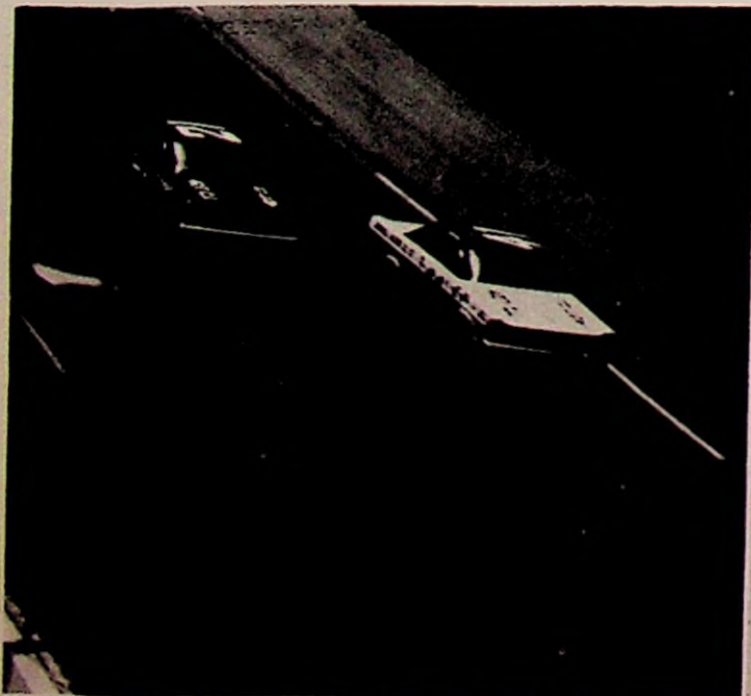


RIGHT: Elzie Wylie "Thunderball Buddy" Baker of Charlotte, N. C., who drove an amazing race in finishing second to Foyt with a 1965 hemi-head Plymouth Fury.



BELOW: Dueling for the lead are Fred Lorenzen, relief driver for Marvin Panch in car No. 21, and A. J. Foyt in car No. 41, both 1965 Fords.

BELOW: The start of the 1965 Daytona Firecracker 400 with Marvin Panch (21) and Earl Balmer (15) pacing the field as the cars move by Campbell Grandstand. Inserts below are three of the other leaders during the race, left to right, Junior Johnson of Rhonda, N. C., Marvin Panch of Daytona Beach, and Cale Yarborough of Charlotte, N. C. and formerly of Timmonsville, S. C.



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NOV. 27-28

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—Two big days of competition. More  
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1966 SCHEDULE

SUN., FEB. 6—10:00 A. M.—Fifth Annual DAYTONA CONTI-  
NENTAL 2000-kilometer race for  
Sports, GT and Prototype cars.  
SUN., FEB. 13— 1:00 P. M.—Two ARCA 25-mile Pole Position  
Races—Followed by two 25-mile  
NASCAR Pole Position Races. Ad-  
mission \$3.00.  
SUN., FEB. 20— 1:00 P. M.—250-mile ARCA Championship Race.  
Admission: Grandstands \$6.00; In-  
field \$4.00.  
FRI., FEB. 25— 1:00 P. M.—Two 100-Mile NASCAR-FIA Grand  
National races to determine starting  
positions for Eighth Annual DAY-  
TONA 500. (See ticket prices below.)  
SAT., FEB. 26— 1:00 P. M.—Daytona Permatex 300 for NASCAR  
Modified - Sportsman championship.  
(See ticket prices below.)  
SUN., FEB. 27—12:30 P. M.—Eighth Annual DAYTONA 500  
"World's Fastest 500-mile Autom-  
obile Race." NASCAR-FIA Sanction-  
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I am enclosing (cashier's check) (money order) for \$....., including 25c service charge, for reserved seat tickets for Daytona International Speedway events as checked below. (Check number of tickets, grandstand, section and row on form.) MAKE CHECKS PAYABLE TO DAYTONA INTERNATIONAL SPEEDWAY CORP. Note: If substitution is necessary, state first preference: ..... Section (or) ..... Row.

Grand stand No.	Grandstand.	Check Grand-stand	Number		Number		Number		Number	
			Tickets	Row Sec.	Tickets	Row Sec.	Tickets	Row Sec.	Tickets	Row Sec.
				JULY 4, 1966		FEB. 25, 1966		FEB. 26, 1966		FEB. 27, 1966
4	CAMPBELL GRANDSTAND	Rows 8 thru 14 Box Chair Seats		\$15.00		\$15.00		\$15.00		\$20.00
4	CAMPBELL GRANDSTAND	Rows 1 thru 7 Chair Seats		\$10.00		\$10.00		\$10.00		\$15.00
3	WEATHERLY GRANDSTAND	Rows 1 thru 11 Box Seats		\$ 8.00		\$10.00		\$10.00		\$15.00
3	WEATHERLY GRANDSTAND	Rows 12 thru 22 Box Seats		\$10.00		\$15.00		\$15.00		\$20.00
1	OLDFIELD GRANDSTAND	Rows 1 thru 15		\$ 7.00		\$ 6.00		\$ 6.00		\$ 8.00
1	OLDFIELD GRANDSTAND	Rows 16 thru 25 Box Seats		\$10.00		\$10.00		\$10.00		\$20.00
2	DE PALMA GRANDSTAND	Rows 1 thru 15		\$ 7.00		\$ 6.00		\$ 6.00		\$ 8.00
2	DE PALMA GRANDSTAND	Rows 16 thru 26 Box Seats		\$10.00		\$10.00		\$10.00		\$20.00
5	SEGRAVE ANNEX	Rows 1 thru 15		\$ 7.00		\$ 6.00		\$ 6.00		\$ 8.00
6	SEGRAVE GRANDSTAND	Rows 1 thru 15		\$ 7.00		\$ 6.00		\$ 6.00		\$ 8.00
6	SEGRAVE GRANDSTAND	Rows 16 thru 26 Box Seats		\$10.00		\$10.00		\$10.00		\$20.00
7	KEECH GRANDSTAND	Rows 1 thru 16		\$ 7.00		\$ 6.00		\$ 6.00		\$ 8.00
	INFIELD (Tickets on sale race day only)			\$ 5.00		\$ 4.00		\$ 4.00		\$ 5.00

ALL UNRESERVED SEAT TICKETS ON SALE RACE DAYS ONLY.—\$1.00 CAR ADMISSION TO INFIELD ALL RACES. NO RESERVATIONS HELD UNLESS ACCOMPANIED BY CASHIER'S CHECK OR MONEY ORDER.

NAME..... P.O. BOX.....  
STREET..... TELEPHONE.....  
CITY.....ZONE.....STATE.....ZIP CODE.....

DAYTONA INTERNATIONAL SPEEDWAY CORP., Telephone 255-5301 or 255-6581, DAYTONA BEACH, FLORIDA

# Pure Oil Racing Panel Of Experts Picks Lorenzen To Repeat National 400 Victory. Who Do You Pick?

Fred Lorenzen, the Ford factory driver who seems to have the knack for winning the big ones on the big tracks, is the choice of the top newspaper, radio and television who regularly cover the racing beat to continue his winning ways in the National 400.

Selected by 17 of the 62 members, Lorenzen's winning speed estimates ranged from 135.772 m.p.h. to 124.524 m.p.h.

Darel Dieringer, a hometown at the 400, was the second most probable candidate for victory lane attracting 11 votes for the premier position.

USAC ace A. J. Foyt drew 9 votes of confidence from the panelists to rate as third favorite, although the voters gave the popular Texan the widest range of speeds with guesses from 138.100 to a low of 110.350 m.p.h.

The gentleman chicken farmer, Junior Johnson, and Florida rancher Marvin Panch both drew seven votes, while Jim Paschal, Curtis Turner, Ned Jarrett, and Dick Hutcherson each received two votes.

Georgian Sam McQuagg, Buddy Baker and J. T. Putney each were given one vote.

The panel, a brain-child of Pure Oil Company press relations director J. C. Bradford attempts to select the winner of several of the biggest racing events annually with the panelists having to also guess the winner's average speed to three decimal places.

## TEST YOURSELF

Before the start of the National 400 race, write down the name of the driver YOU think will lead the field to the checkered flag. Then try to guess the speed you believe it will take to win—to three decimal places.

**DON'T CHEAT YOURSELF. FILL IT IN BEFORE THE RACE STARTS.** You might even get your friends who came with you to fill in their choice too.

## PURE PANEL PICKS

Panelist and Affiliation	Speed
<b>FRED LORENZEN, Elmhurst, Ill., 1965 Ford</b>	
Bob Collins, STAR, Indianapolis, Ind.	135.772
Wayne Fuson, NEWS, Indianapolis, Ind.	135.531
Bob Terrell, CITIZEN, Asheville, N. C.	135.501
Bill Roberts, BANNER, Nashville, Tenn.	135.111
A. L. Hardman, GAZETTE, Charleston, W. Va.	134.550
Walter Bull, ILLUSTRATED SPEEDWAY NEWS, Brooklyn, N. Y.	133.879
John Ethridge, MOTOR TREND MAG., Los Angeles, Calif.	132.270
Dave Rogers, WBTW, Florence, S. C.	132.222
Ken Mink, VIRGINIA-TENNESSEAN, Bristol, Va.	131.566
Morry Meriam, SENTINEL, Orlando, Fla.	130.042
Earle Copp, POST, Charleston, S. C.	129.723
Earle Hellen, RECORD, Greensboro, N. C.	129.567
Tom Powell, TENNESSEAN, Nashville, Tenn.	128.888
Bill Kiser, TRIBUNE, Concord, N. C.	128.228
Clyde Bolton, NEWS, Birmingham, Ala.	127.113
Bill Robinson, JOURNAL, Atlanta, Ga.	126.066
Bill Lumpkin, POST-HERALD, Birmingham, Ala.	124.524
<b>DAREL DIERINGER, Charlotte, N. C., 1964 Mercury</b>	
Leonard Laye, NEWS, Greenville, S. C.	135.628
Bob MaGinley, WJWL, Georgetown, Del.	133.501
Bob Smith, TRIBUNE, Tampa, Fla.	132.478
Russ Catlin, DARLINGTON RACEWAY, Darlington, S. C.	132.059
Tom Herndon, WORD, Spartanburg, S. C.	131.819
Tom Einstein, NEWS, Greensboro, N. C.	130.000
Bill Dickey, WSMA, Atlanta, Ga.	129.316
Chip Gray, HERALD, Spartanburg, S. C.	128.550
Bob Warf, WORLD-NEWS, Roanoke, Va.	128.333
Art Lochner, WXX-TV, Richmond, Va.	127.888
Woody Durham, WFMV-TV, Greensboro, N. C.	126.789
<b>A. J. FOYT, Houston, Texas, 1965 Ford</b>	
Ernie Salvatore, ADVERTISER, Huntington, W. Va.	138.100
Frank Stiteler, WSB, Atlanta, Ga.	135.015
Henry McLeMure, DAYTONA INT. SPEEDWAY, Daytona Beach, Fla.	134.600
Ev Gardner, DAILY NEWS, Washington, D. C.	133.366
Bernard Kahn, NEWS-JOURNAL, Daytona Beach, Fla.	133.279
Gene Markham, TIMES-HERALD, Newport News, Va.	132.436
Bob Montgomery, WGBG, Greensboro, N. C.	130.823
William J. A. Smith, WRVA-TV, Richmond, Va.	130.492
Bob Smith, WNDB, Daytona Beach, Fla.	110.350
<b>JUNIOR JOHNSON, Ronda, N. C., 1965 Ford</b>	
Houston Lawing, DAYTONA INT. SPEEDWAY, Daytona Beach, Fla.	133.500
Laurence Leonard, NEWS-LEADER, Richmond, Va.	133.447
Larry Bonko, LEDGER-STAR, Norfolk, Va.	131.794
Herman Hickman, JOURNAL, Winston-Salem, N. C.	130.200
Gil Gillivan, PIEDMONT, Greenville, S. C.	129.857
Bloys W. Britt, ASSOCIATED PRESS, Charlotte, N. C.	125.500
Wayne Shufelt, TIMES, Tampa, Fla.	124.559
<b>MARVIN PANCH, Daytona Beach, Fla., 1965 Ford</b>	
Dwight Pelkin, PRESS, Sheboygan, Wis.	136.011
Chris Economaki, NAT'L SPEED SPORT NEWS, Ridgewood, N. J.	135.000
Ted Webbe, NBC MONITOR SPORTS, New York, N. Y.	133.111
Tom McCahill, MECHANIX ILLUSTRATED, New York, N. Y.	132.500
Charlie Harville, WGHP-TV, High Point, N. C.	130.763
Evan Bussey, NEWS AND COURIER, Charleston, S. C.	129.431
Bob Myers, NEWS, Charlotte, N. C.	128.555
<b>JIM PASCHAL, High Point, N. C., 1965 Chevrolet</b>	
Dale Burgess, ASSOCIATED PRESS, Indianapolis, Ind.	135.000
Bob Hoffman, SO. MOTORSPORTS JNL., High Point, N. C.	129.500
<b>CURTIS TURNER, Charlotte, N. C., 1965 Ford</b>	
Dick Thompson, TIMES, Roanoke, Va.	130.555
Jim McRee, WYZE, Atlanta, Ga.	118.765
<b>NED JARRETT, Camden, S. C., 1965 Ford</b>	
John "Red" Phillips, STAR, Columbus, Ohio	132.784
Jim Hunter, RECORD, Columbia, S. C.	126.500
<b>DICK HUTCHERSON, Charlotte, N. C., 1965 Ford</b>	
Bob Greene, HOT ROD MAG., Los Angeles, Calif.	130.004
Charles Smith III, JOURNAL, Knoxville, Tenn.	131.586
<b>SAM McQUAGG, Columbus, Ga., 1965 Ford</b>	
Frank Vaught, WDBO-TV, Orlando, Fla.	136.174
<b>BUDDY BAKER, Charlotte, N. C., 1965 Plymouth</b>	
Paul Benson, Jr., WJMX, Florence, S. C.	131.029
<b>J. T. PUTNEY, Arden, S. C., 1965 Chevrolet</b>	
Bob Latford, CHARLOTTE MOTOR SPEEDWAY, Charlotte, N. C.	128.121

Driver

Speed

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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# Official Entry Blank

**SPECIAL  
EVENT**

CHARLOTTE, N.C., OCTOBER 16, 1965

## "CHARLOTTE 250"

### National Late Model Modified-Sportsman Championship (1955 thru 1962 Models Only)

**TRACK**—Charlotte Motor Speedway (1 1/2 Mile Paved)  
**LOCATION**—Charlotte, N.C.

**DIVISION**—Modified-Sportsman (Sanction No. SP 18-65)  
**DISTANCE**—250 Miles.

**RACE DATE**—Saturday, October 16, 1965—  
Starting Time 2:30 p.m.

**RAIN DATE**: Following Week.

**PROMOTER**—Charlotte Motor Speedway, Inc.

**POSTED AWARDS**—\$15,750 (Including \$790 Point Fund)

**INSPECTION**—Starts Mon., Oct. 11, 8 a.m. (NASCAR Technical Director may refuse any car for inspection after Thurs., Oct. 14, at 12 noon)

**PRACTICE**—Oct. 12, 8 a.m. to 4:30 p.m.

Oct. 13 thru 15, 8 a.m. to 12 noon.

(Practice periods for Grand National, Sportsman and Modified cars at discretion of officials)

**TIME TRIALS**—Oct. 13 thru 15, 1 to 2:30 p.m.

(Winner gets 800 Championship points, Second 748, Third 734)

#### DISTRIBUTION

1st-\$3,000 2nd-\$2,000 3rd-\$1,500 4th-\$1,200 5th-\$900 6th-\$700 7th-\$500 8th-\$400 9th-\$350 10th-\$300 11th-\$250 12th-\$200 13th-\$175 14th-\$160 15th-\$150 16th-\$140 17th-\$130 18th-\$120 19th-\$110 20th-\$100 21st-\$80 22nd-\$75 23rd-\$70 24th-\$65 25th-\$60 26th thru 50th-\$50 each.

#### SPECIAL AWARDS

\$150 to National Modified Champion Bobby Allison if he enters before Entry Deadline and competes.

\$150 to National Sportsman Champion Rene Charland if he enters before Entry Deadline and competes.

\$375 Bonus to first four Late Model Sportsman cars finishing, divided: 1st-\$150 2nd-\$100 3rd-\$75 4th-\$50

\$300 Qualifying Awards as follows: \$100 to fastest qualifier Oct 13; \$75 to fastest qualifier Oct. 14; \$50 to fastest qualifier Oct. 15; \$75 bonus to fastest qualifier for race.

P.A. Sturtevant Fender Cover to Chief Mechanic on winning car.

#### QUALIFYING PROCEDURE (Field limited to 50 Starters)

**NOTE:** Qualifying time will be average of two consecutive laps. The fastest 15 cars Oct. 13 earn positions 1 thru 15; fastest 15 cars Oct. 14 earn positions 16 thru 30; fastest 20 cars Oct. 15 earn positions 31 thru 50. Only one qualifying attempt will be allowed each car each day. **IN THE EVENT OF RAIN** on any qualifying day, the unfilled qualifying positions for that day will be filled on the next qualifying day. If rain on Oct. 15 prevents all 50 starting positions from being filled, the unfilled positions will be assigned to the eligible cars and drivers in the order in which they checked in.

Winners of approved Qualifying races at other tracks are guaranteed starting positions, provided they engage in time trials and attain a minimum qualifying speed of 120 miles per hour, and provided car and driver meet NASCAR safety and technical requirements.

#### SPECIAL REGULATIONS

Field limited to 50 starters.

Non-NASCAR members must secure NASCAR temporary permit for \$6 to include Owner, Driver and two mechanics, payable at track.

Models limited to 1955 thru 1962.

Only 8 1/2 inch wide wheel rims will be permitted.

All tires must have inner safety tire.

All cars must be neat-appearing, and have approved grilles.

Each driver must furnish his own approved filler cans. No funnels permitted.

All cars will be thoroughly inspected. Drivers and car owners must come prepared to pull their wheels and bearings, and to clean the spindles and any other parts designated by the NASCAR Technical Inspector for a DYE-CHEK.

Officially issued numbers must be at least 18 inches high and neatly painted on both sides of car; Numbers not less than three feet high must be painted on the roof reading from the driver's (left) side of the car. No number with more than two digits permitted. NASCAR reserves the right to change duplicate numbers.

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Address \_\_\_\_\_

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**NOW!**

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**Ch.  
36**

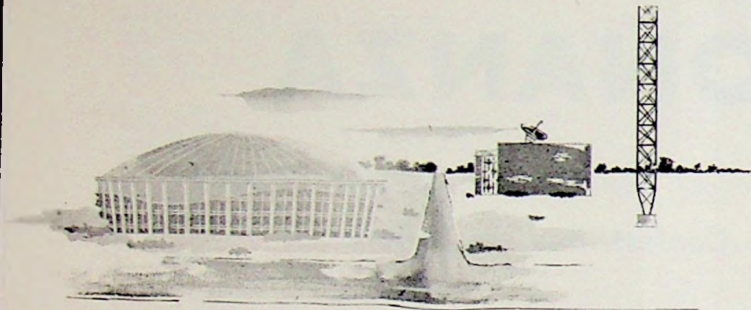
(Soon to be Channel 18)

**CHARLOTTE, N. C.**

NBC

ABC

CBS



*Exciting Programs in Color Day and Night*

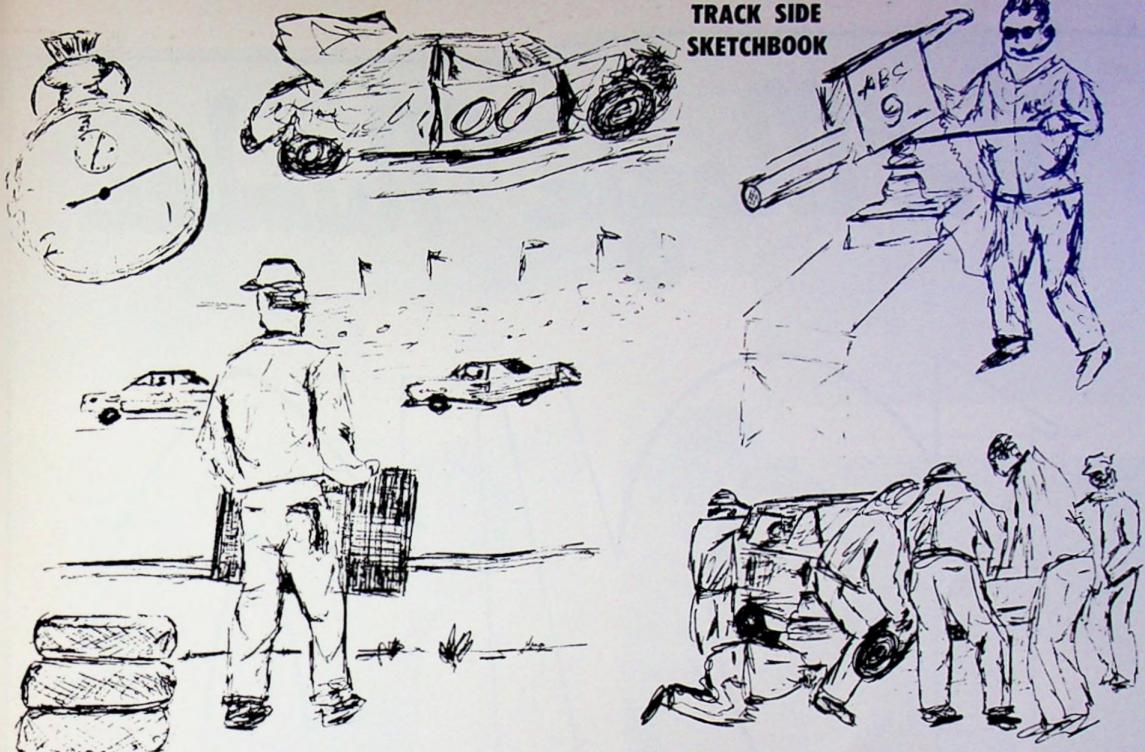
## REMEMBER 1961?



Go back four years to the U. S. Modified Championship race. A coming new driver was trying his hand with Marion Cox's 1955 Ford. Three days before the race his accelerator pedal stuck coming down Charlotte's fast backstretch and slammed into the guard rail on the third turn.

Three days later Cale Yarborough, complete with three days growth of beard acquired through day and night repair sessions accepts the winner's trophy from Linda Vaughn.

Cale is now a Ford Factory driver on the grand national circuit and a new Miss Firebird has just been selected to succeed Linda. The trophy was taken away from Cale later that night when it was found a scoring error had credited him with one lap too many.



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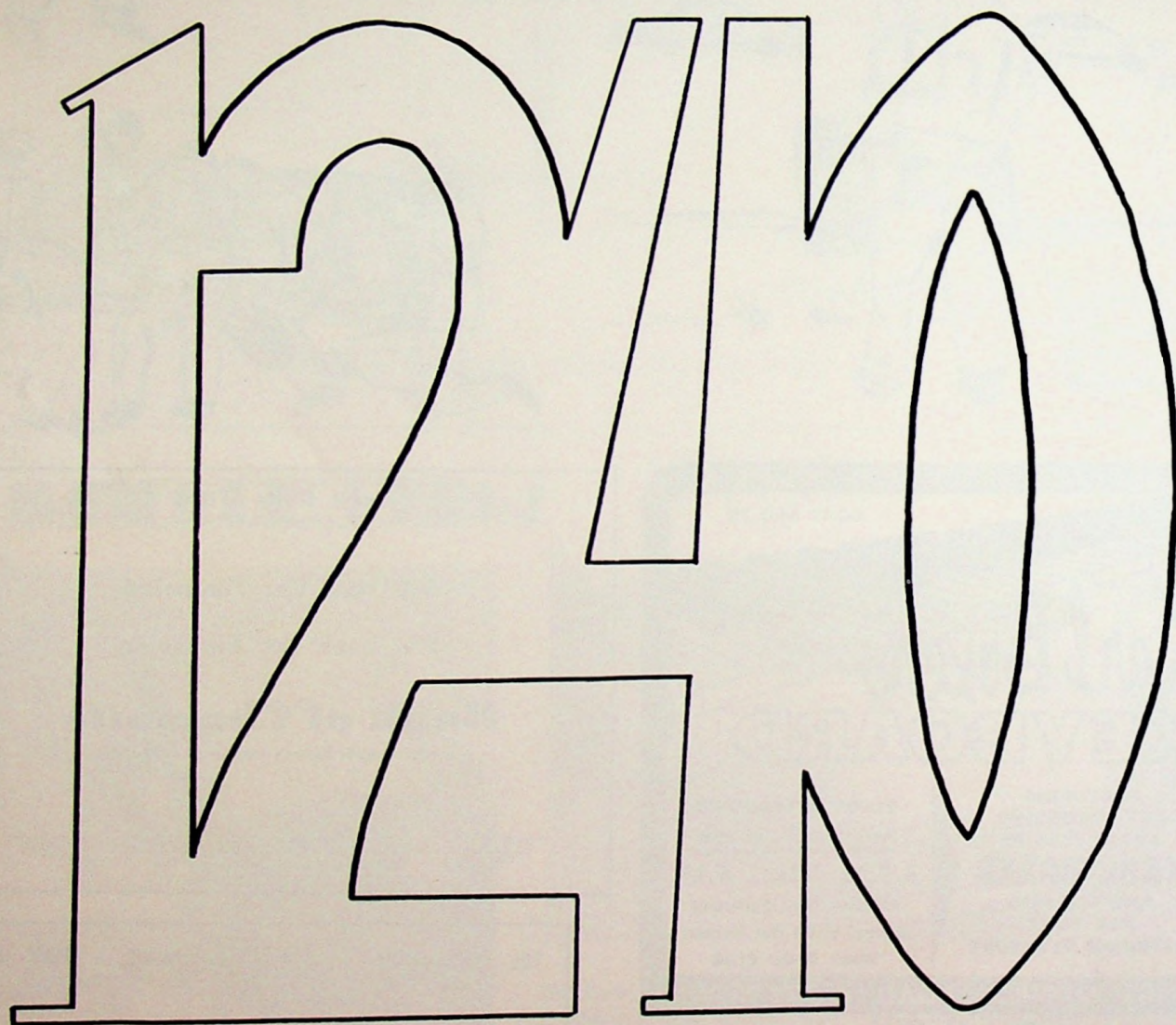
Don't Forget

**WORLD**

**600**

**SUNDAY, MAY 22, 1966**  
**12:30 P.M.**

*The Magic Number*



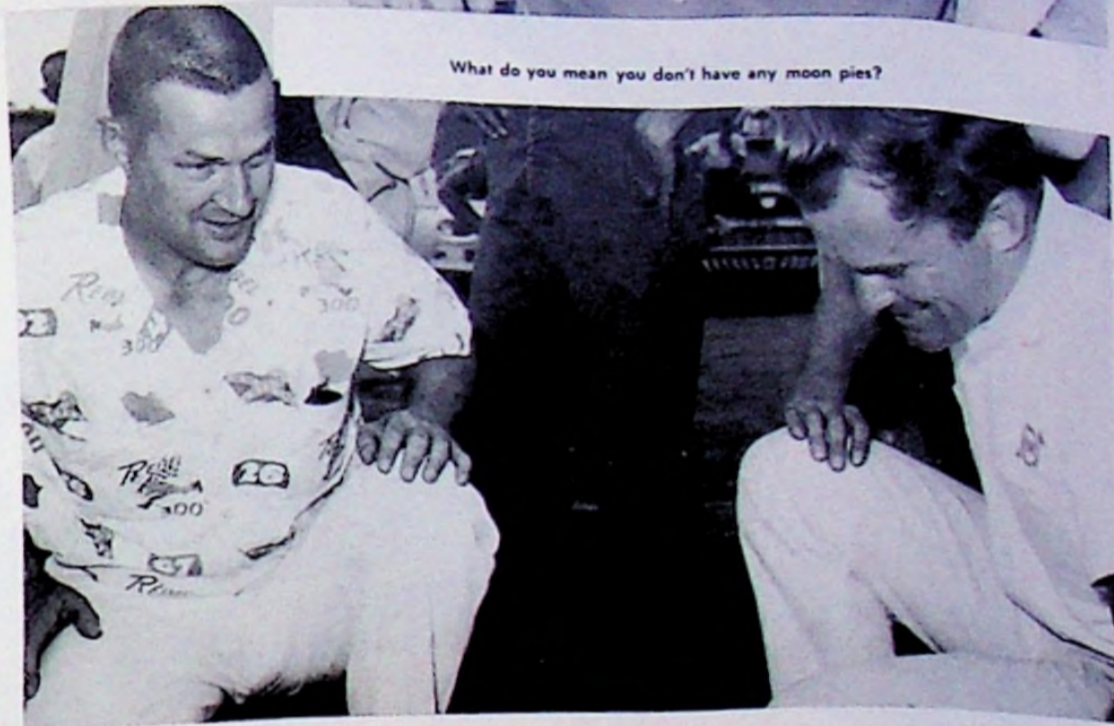
**WIST RADIO**



All I said was, "show me anyone in the National 400 who is capable of running with me . . . and I'll eat my hat."

This darned traffic gets worse every race.

What do you mean you don't have any moon pies?



Well, Dad, I guess we can go fishing today, anyway.

Well by golly you're right Freddie. The dice were loaded.



You won't think it's so darn funny Buddy when I show you karate really works.

Cale, if we don't take off these dark glasses pretty soon no one is going to recognize us and ask us for our autographs.

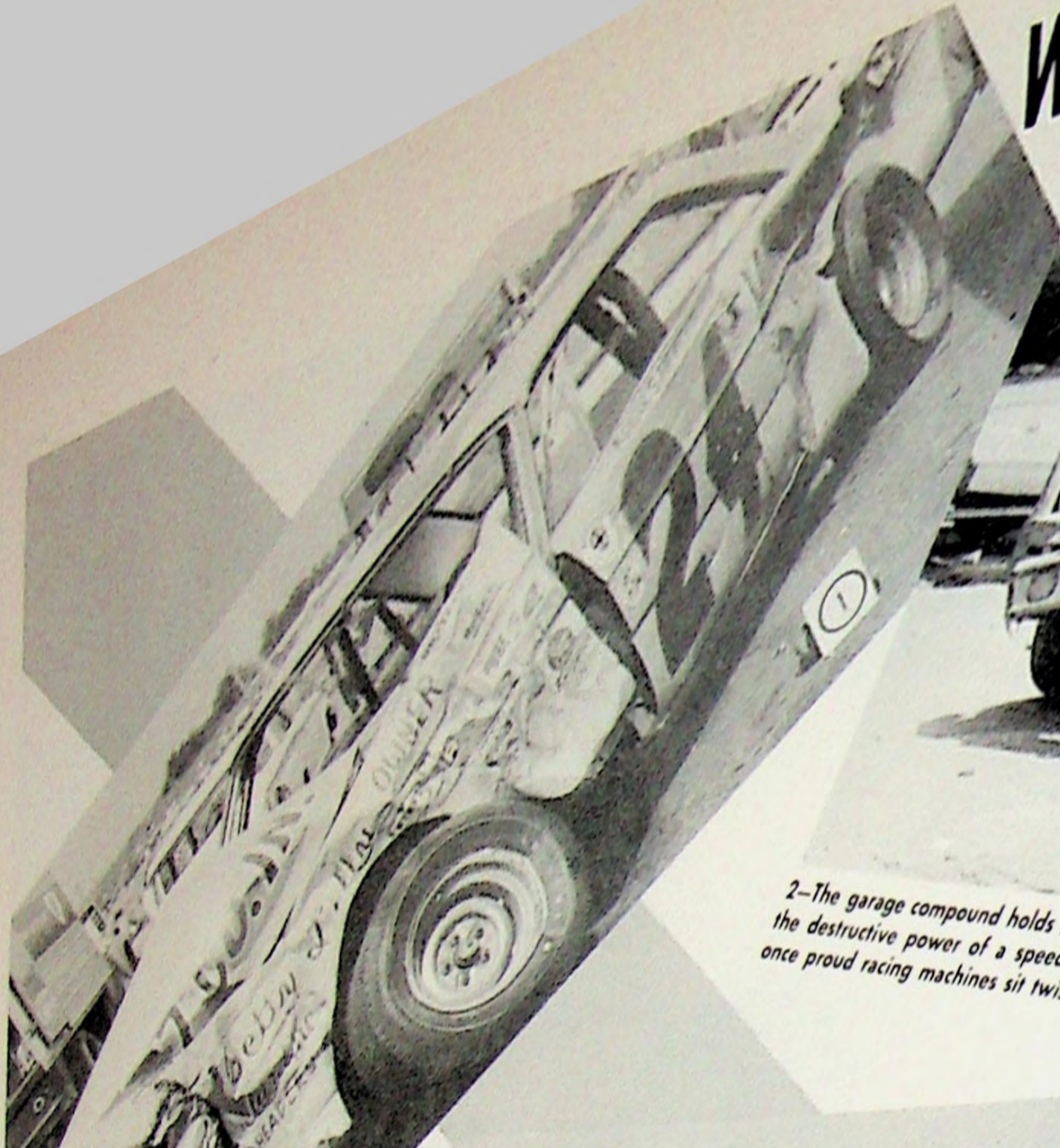


If I get a cramp in my leg right now I'm in trouble.

Locked rear end, huh? Well let's see you run without your two front tires.

No, Curtis, I don't care how fast it is. It isn't eligible for the National 400.

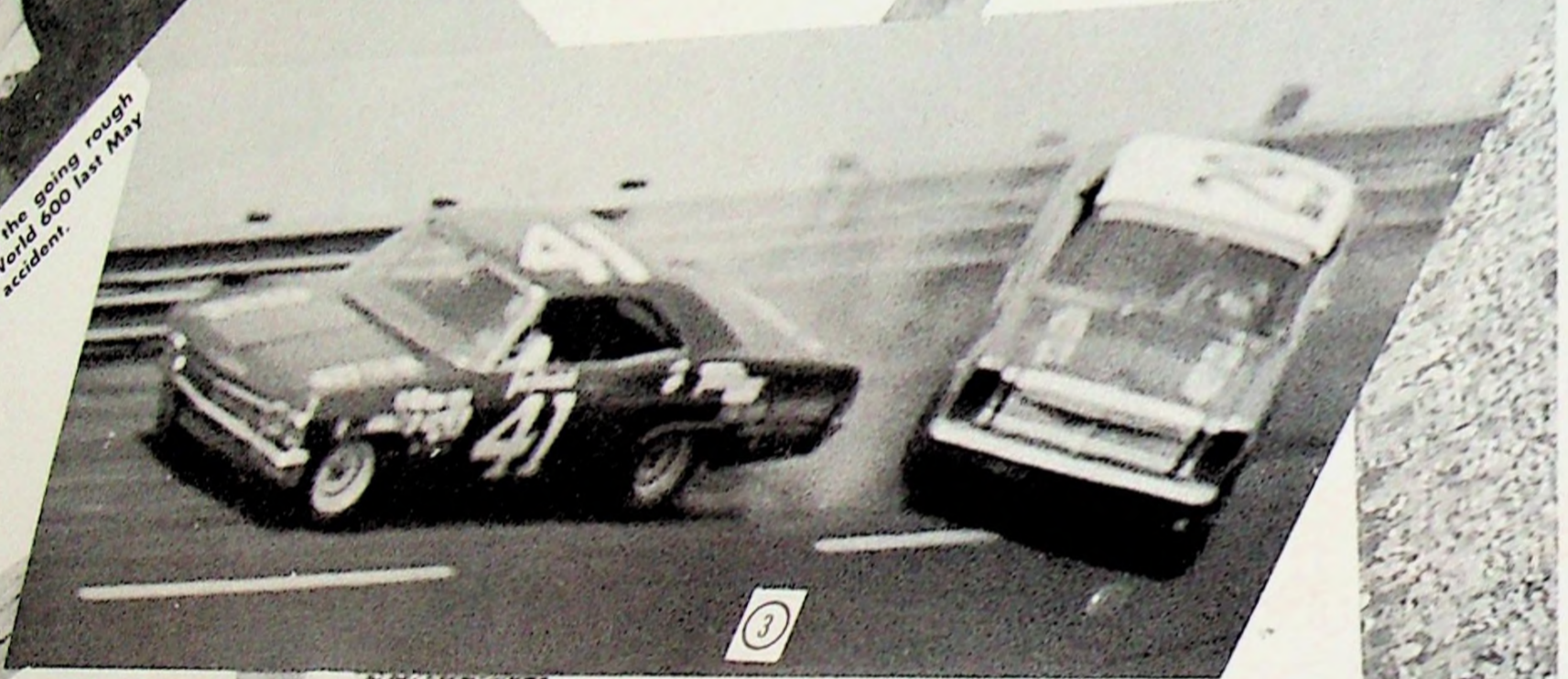
# WORLD 600 TRACK



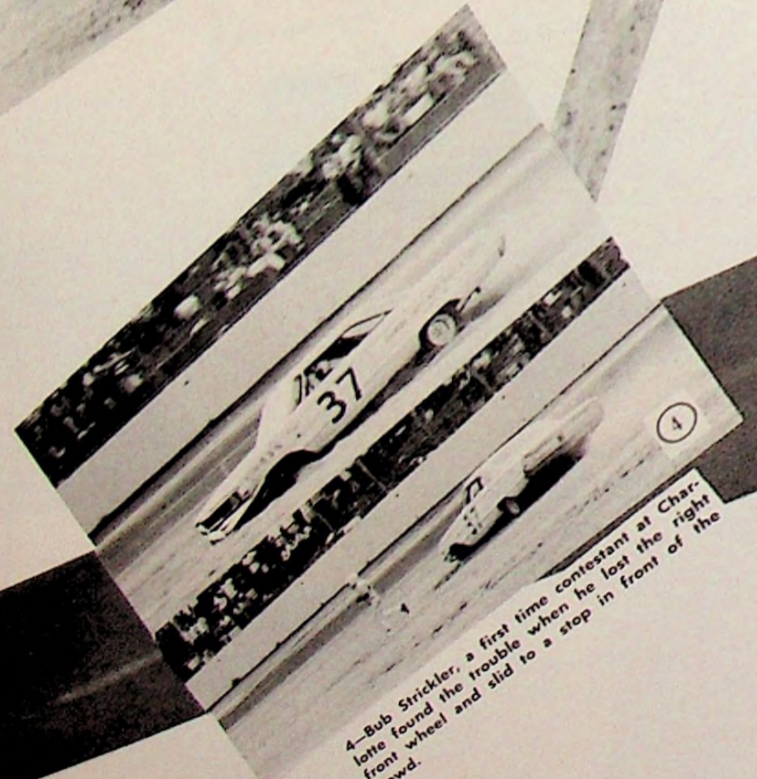
2—The garage compound holds mute evidence of the destructive power of a speeding racer. Two once proud racing machines sit twisted.



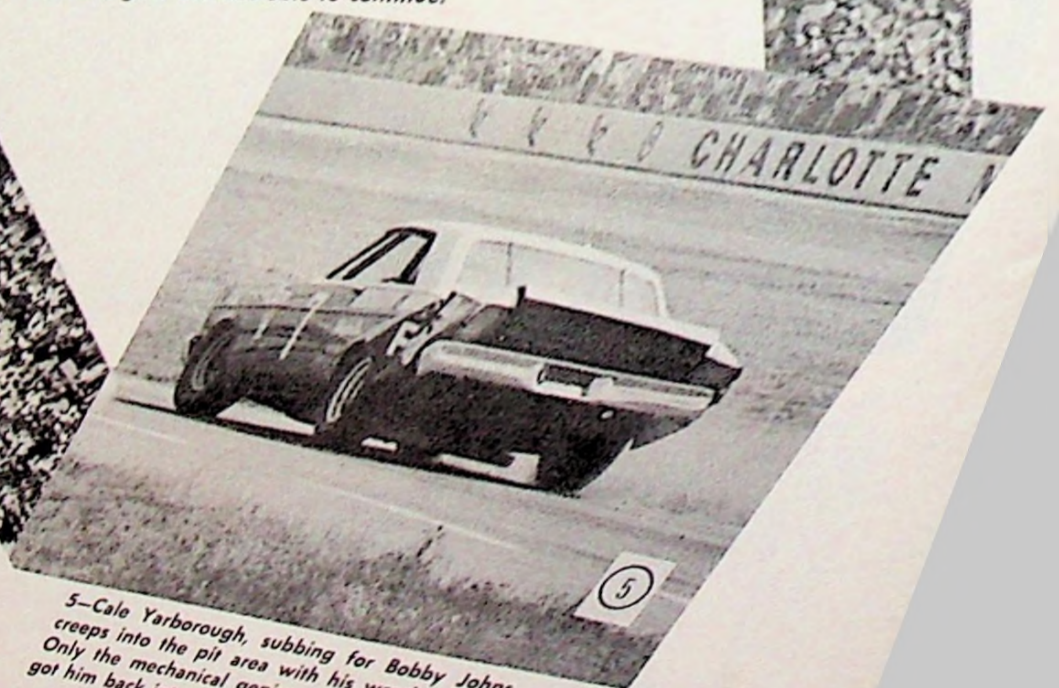
1—Young Sam McQuagg found the going rough during the early stages of the World 600 last May when he was involved in an accident.



3—Jim Paschal (#41) and his Chevrolet ran into trouble near the half way point of the 600. Dick Hutcherson's Ford got caught in the oil from Paschal's blown engine but was able to continue.



4—Bub Strickler, a first time contestant at Charlotte found the trouble when he lost the right front wheel and slid to a stop in front of the crowd.



5—Cale Yarborough, subbing for Bobby Johns, creeps into the pit area with his wrecked racer. Only the mechanical genius of Banjo Matthews got him back into the race.

# NATIONAL 400 RACE TO BE HEARD-SEEN VIA RADIO AND TELEVISION NETWORKS

Many thousands of persons, unable to be at Charlotte Motor Speedway in person, will still be able to follow all of the action in the sixth annual National 400 by means of radio and television networks.

World 600 Broadcasting Company will be broadcasting, over its network of radio stations, the play by play action as it occurs. A staff of top sports announcers headed by racing authority Sammy Bland of Rocky Mount, N. C. will follow the leaders as they race around the mile and a half track. Insights and sidelights will be commented on by Bob Myers, racing writer for the Charlotte News.

Also on hand to record the excitement will be the staff of ABC-TV's "Wide World of Sports" program. They will be filming the race for later replay over the ABC network.

The following is a list of the radio stations carrying the National 400 broadcast:

## National 400 Network

NORTH CAROLINA			
Market	Station	Market	Station
Asheville	WSKY	Greensboro	WGBG
Burlington	WBAG	Greenville	WNCT
Durham	WDNC	Hendersonville	WHKP
Fayetteville	WFLB	Hickory	WIRC
Forest City	WBBO	High Point	WHPE



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415 OAKDALE ROAD

CHARLOTTE 14, N. C.

EX 9-3087

Leaksville	WLOE-FM	Sanford	WEYE
Lenoir	WJRI	Shelby	WOHS
Lincolnton	WLON	Statesville	WDBM
Mt. Airy	WSYD	Thomasville	WTNC
Murphy	WCVP	Taylorsville	WSTH
North Wilkesboro	WKBC	Wallace	WLSE
Raleigh	WRAL-FM and WRNL	West Jefferson	WKSK
Rockingham	WAYN	Wilmington	WGNI
Rocky Mount	WCEC	Winston-Salem	WSJS
Salisbury	WSTP	Granite Falls	WKSK

SOUTH CAROLINA			
Aiken	WAKN	Lancaster	WLCM
Anderson	WANS	Laurens	WLBG
Beaufort	WSIB	Spartanburg	WSPA
Charleston	WQSN	Sumter	WSSC
Chester	WGCD	Myrtle Beach	WTGR
Columbia	WNOK	Walhalla	WGOG
Greenville	WESC	York	WYCL
Greer	WEAB	Summerville	WAZS

GEORGIA			
Athens	WRFC	Marietta	WBIE
Atlanta	WGST	Valdosta	WJEM
Augusta	WRDW	Waycross	WAYX
Bremen	WWCC	Gainesville	WDUN
Griffin	WHIE	Americus	WISK
Hawkinsville	WCEH	Hinesville	WGML

TENNESSEE			
Chattanooga	WRIP	Madison (Nashville)	WENO
Greenville	WSMG	Morristown	WMTN
Knoxville	WIVK	Johnson City	WJCW

VIRGINIA			
Bassett	WODY	Martinsville	WMUA
Bristol	WCYB	Richlands	WRIC
Christiansburg	WJJJ	Richmond	WXGI
Danville	WBTM	Rocky Mount	WYTI
Fredricksburg	WFSL	Salem (Roanoke)	WBLU
Mt. Jackson	WSIG	Waynesboro	WAYB
Petersburg	WPUA	Harrisburg	WHBG
P'tsmouth (Norfolk)	WAVY	Pulaski	WPUV

WEST VIRGINIA			
Welch		WOVE	
ALABAMA			
Bessemer	WYAM	Huntsville	WBHP

MARYLAND			
Lexington Park		WPTX	
FLORIDA			
Daytona Beach	WMFJ	Sarasota	WYND
	or WNDB	Miami	WIOD
Orlando	WHIY	Jacksonville	WKTZ-FM
Gainesville	WUWU	Lakeland	WLAK
Eustis	WLCO		

OHIO			
Middletown		WPFB-FM	
ARKANSAS			
Little Rock		KXLR	

FR 7-4441

FR 7-4441

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BETTY THOMAS, Sales Director

# NATIONAL 400 ENTRY LIST

CAR NO.	DRIVER AND HOME	OWNER AND HOME	MAKE CAR
00	Bert Robbins, Churchton, Md.	Emory Gilliam, Morristown, Tenn.	64 Ford
1	Paul Lewis, Johnson City, Tenn.	Same	64 Ford
02	Doug Cooper, Gastonia, N. C.	Bob Cooper, Gastonia, N. C.	65 Chev
03	Reb Wickersham, Longboat Key, Fla.	Ray Underwood, Cartersville, Ga.	65 Ford
3	Lee Roy Yarbrough, Columbia, S. C.	Ray Fox, Daytona Beach, Fla.	65 Chev
7	Bobby Johns, Miami, Fla.		
09	Spurgeon May, Jackson, Miss.	Robert L. Harper, Jackson, Miss.	64 Ford
9	Roy Tyner, Lakeview, S. C.	Same	65 Chev
10	B. V. Alvarez, Jacksonville, Fla.	Gary Weaver, Jacksonville, Fla.	64 Ford
11	Ned Jarrett, Camden, S. C.	Bondy Long, Boykin, S. C.	65 Ford
12	Jack Bowsher, Springfield, Ohio	Same	65 Ford
14	Iggy Katona, Willis, Mich.	Red Vogt, Daytona Beach, Fla.	65 Ply
15	Earl Balmer, Floyd Knobs, Ind.	Bud Moore, Spartanburg, S. C.	64 Merc
16	Darel Dieringer, Charlotte, N. C.	Bud Moore, Spartanburg, S. C.	64 Merc
17	Junior Spencer, Hamlin, W. Va.	Jerry Mullins, Hamlin, W. Va.	64 Ford
18	Gene Elliott, Shelby, N. C.	Toy Bolton, Gastonia, N. C.	65 Chev
19	J. T. Putney, Arden, N. C.	Herman Beam, Johnson City, Tenn.	65 Chev
21	Marvin Panch, Daytona Beach, Fla.	Glen Wood, Stuart, Fla.	65 Ford
24	Sam McQuagg, Columbus, Ga.	Betty Lilly, Valdosta, Ga.	65 Ford
25	Jabe Thomas, Christiansburg, Va.	Jeff Handy, Radford, Va.	64 Ford
26	Junior Johnson, Ronda, N. C.	Same	65 Ford
27	Cale Yarborough, Charlotte, N. C.	Banjo Matthews, Asheville, N. C.	65 Ford
28	Fred Lorenzen, Elmhurst, Ill.	Holman-Moody, Charlotte, N. C.	65 Ford
29	Dick Hutcherson, Charlotte, N. C.	Holman-Moody, Charlotte, N. C.	65 Ford
32	Rock Harn, North Augusta, S. C.	Pat Powell, North Augusta, S. C.	64 Ford
33	Bunkie Blackburn, Daytona Beach, Fla.	Ray Fox, Daytona Beach, Fla.	65 Chev
34	Wendell Scott, Danville, Va.	Toy Bolton, Gastonia, N. C.	65 Chev
38	Wayne Smith, Advance, N. C.	Same	65 Ford
41	Curtis Turner, Charlotte, N. C.	Glen Wood, Stuart, Va.	65 Ford
41	Jim Paschal, High Point, N. C.	Tom Friedkin, San Diego, Calif.	65 Chev
44	Larry Hess, Salisbury, N. C.	Same	64 Ford
46	Roy Mayne, Bolling AFB, D. C.	Walter Hunter, Brevard, N. C.	65 Chev
47	A. J. Foyt, Houston, Texas	Glen Wood, Stuart, Va.	65 Ford
49	G. C. Spencer, Inman, S. C.	Same	64 Ford
52	E. J. Trivette, Deep Gap, N. C.	Same	65 Chev
53	Jimmy Helms, Charlotte, N. C.	David Warren, Cleveland, N. C.	63 Ford
55	Tiny Lund, Cross, S. C.	Lyle Stelter, Columbia, S. C.	64 Ford
57	Lionel Johnson, Unionville, Va.	Clay Eastridge, Fredericksburg, Va.	64 Ford
59	Tom Pistone, Concord, N. C.	Same	64 Ford
62	Pee Wee Ellinger, Roanoke, Va.	Buddy Arrington, Martinsville, Va.	64 Dodge
63	Don Hume, Belvidere, N. J.	Don House, Linden, N. J.	63 Ford
64	Elmo Langley, Landover, Md.		64 Ford
67	Buddy Arrington, Martinsville, Va.	Same	64 Ford
68	Bob Derrington, Houston, Texas	Same	64 Ford
72	Bub Strickler, Piedmont, S. C.	Same	64 Ford
75	Gene Black, Arden, N. C.	Same	64 Ford
80	Tommy Nolan, Amelia, Va.	Alan McMillion, Amelia, Va.	64 Pont
83	Worth McMillion, Amelia, Va.	Alan McMillion, Amelia, Va.	65 Pont
84	Earl Brooks, Lynchburg, Va.	Wendell Scott, Jr. Danville, Va.	63 Ford
86	Buddy Baker, Charlotte, N. C.	Buck Baker, Charlotte, N. C.	65 Ply
87	Buck Baker, Charlotte, N. C.	Same	65 Chev
88		Same	64 Dodge
89	Neil Castles, Charlotte, N. C.	Same	65 Olds
90	Sonny Hutchins, Richmond, Va.	W. C. Donlavey, Richmond, Va.	64 Ford
97	Henley Gray, Rome, Ga.	Gene Cline, Rome, Ga.	64 Ford
—	Harold Kite, Augusta, Ga.	Rex Racing Associates, Augusta, Ga.	65 Ply

**HOWARD  
HAWKS**  
PRESENTS


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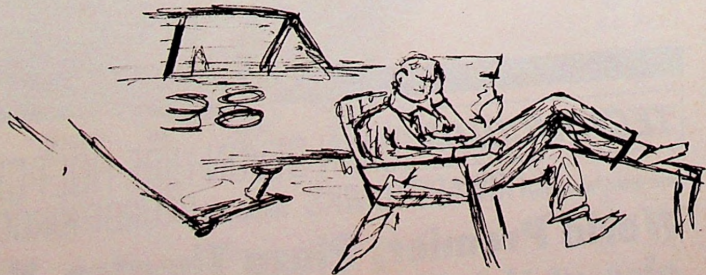
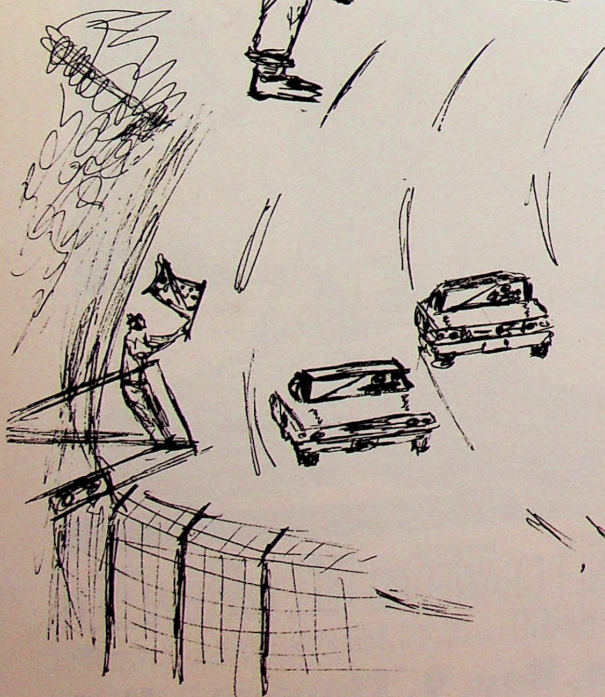
Co-starring  
**TECHNICOLOR** JAMES CAAN · LAURA DEVON · GAIL HIRE · CHARLENE HOLT · JOHN ROBERT CRAWFORD · MARIANNA HILL · JAMES WARD · NORMAN ALDEN

Directed and Produced by **HOWARD HAWKS** Screenplay by **GEORGE KIRGO** Music Scored and Conducted by **NELSON RIDDLE** 

**World Premier, Plaza Theatre, Nov. 9, Charlotte, N. C.**  
**also at theatres all over the Carolinas starting Nov. 10**




TRACK SIDE  
SKETCHBOOK



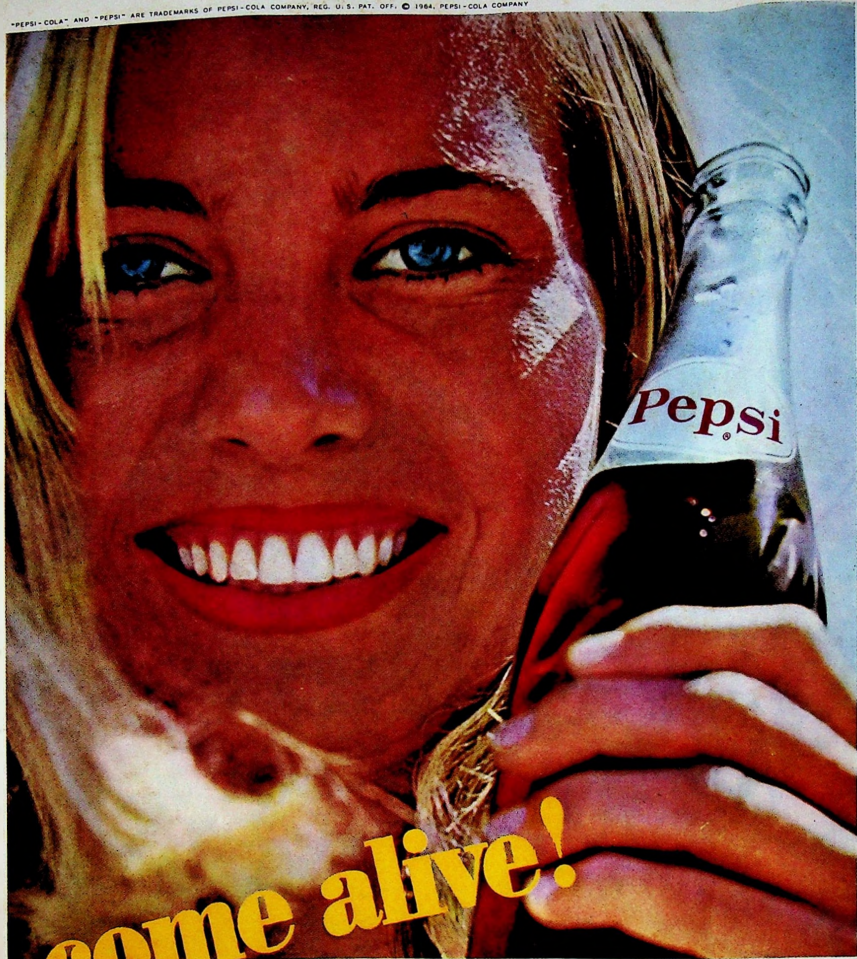
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