



OFFICIAL FUEL  
FOR ALL MARTINSVILLE EVENTS

# TWELFTH ANNUAL VIRGINIA

# 500



**VIRGINIA'S BIGGEST RACE  
OF THE SEASON**

**Sunday, April 23, 1967**

## MARTINSVILLE SPEEDWAY

MARTINSVILLE, VA.

"Virginia's Finest Half-Mile Asphalt Speedway"



Modified race winner Ray Hendrick accepts trophy from Miss Virginia, Linda Jo Madin.



Martinsville Speedway president H. Clay Earles congratulates Fred Lorenzen on his victory in the Old Dominion 500. Lorenzen received the grandfather clock among his prizes.

**MODIFIED-SPORTSMAN  
STOCK CAR RACES  
SATURDAY, APRIL 22, 1967**

*Official Souvenir Program*  
**PRICE \$1.00**

# Twelfth Annual "VIRGINIA 500"

## MARTINSVILLE SPEEDWAY, SUNDAY, APRIL 23, 1967

### STARTING ORDER AND QUALIFYING SPEEDS FOR TODAY'S RACE

Row	Car No.	Driver and Home	Car	Speed	Finish Position
1	26	Darel Dieringer, Charlotte, N. C.	'67 Fairlane	77.319*	-----
	43	Richard Petty, Randleman, N. C.	'67 Plymouth	77.220	-----
2	29	Dick Hutcherson, Camden, S. C.	'67 Fairlane	77.220	-----
	21	Cale Yarborough, Charlotte, N. C.	'67 Fairlane	77.054	-----
3	15	Bobby Allison, Hueytown, Ala.	'67 Cyclone	76.726	-----
	99	Paul Goldsmith, Munster, Ind.	'67 Plymouth	76.628	-----
4	16	Sam McQuagg, Columbus, Ga.	'67 Cyclone	76.465	-----
	49	G. C. Spencer, Jonesboro, Tenn.	'67 Plymouth	76.368	-----
5	14	Jim Paschal, High Point, N. C.	'67 Plymouth	76.335	-----
	05	Donnie Allison, Hueytown, Ala.	'66 Chevelle	75.408	-----
6	4	John Sears, Ellerbe, N. C.	'66 Ford	75.282	-----
	39	Friday Hassler, Chattanooga, Tenn.	'66 Chevelle	74.968	-----
7	48	James Hylton, Inman, S. C.	'65 Dodge	73.952	-----
	10	Bill Champion, Norfolk, Va.	'65 Ford	73.740	-----
8	69	Paul Radford, Ferrum, Va.	'65 Dodge	73.649	-----
	20	Clyde Lynn, Christiansburg, Va.	'66 Ford	73.499	-----
9	67	Buddy Arrington, Martinsville, Va.	'65 Dodge	73.260	-----
	63	Larry Manning, Richmond, Va.	'66 Ford	72.904	-----
10	64	Elmo Langley, Landover, Md.	'66 Ford	72.904	-----
	54	Tom Raley, N. Beach, Md.	'65 Ford	72.463	-----

\*New Track qualifying record set by Darel Dieringer, '67 Ford, 77.319.

### REMAINING POSITIONS DETERMINED BY 20 LAP QUALIFYING RACE

11	11	J. T. Putney, Arden, N. C.	'66 Chevelle	-----
	25	Jabe Thomas, Christiansburg, Va.	'67 Fairlane	-----
12	90	Sonny Hutchins, Richmond, Va.	'67 Fairlane	-----
	34	Wendell Scott, Danville, Va.	'65 Ford	-----
13	18	Dick Johnson, Elverta, Calif.	'67 Fairlane	-----
	87	Buck Baker, Charlotte, N. C.	'66 Chevelle	-----
14	45	Bill Seifert, Skyland, N. C.	'65 Ford	-----
	38	Wayne Smith, Advance, N. C.	'66 Chevie	-----
15	80	Bob Pickell, Trenton, N. J.	'66 Chevie	-----
	46	Roy Mayne, Bolling AFB	'66 Chevie	-----
16	97	Henley Gray, Rome, Ga.	'66 Ford	-----
	62	Ken Spikes, Cordele, Ga.	'67 Pont. GTO	-----
17	75	Earl Brooks, Lynchburg, Va.	'65 Ford	-----
	81	Tom Ingram, Asheville, N. C.	'66 Chevelle	-----
18	32	Larry Miller, Greenville, S. C.	'65 Dodge	-----
	57	George Poulos, Charlotte, N. C.	'65 Plymouth	-----
19	76	Tiny Lund, Cross, S. C.	'66 Ford	-----



## *Fairlaner!*

*Last year she drove a compact car. Slipped through traffic, parked easily, cost so little. This year she keeps all that and graduates to Fairlane. Big on roominess, low on price.*



## *Fairlaner!*

*Last year he drove a little sporty car. Sweet lines, nimble handling, lively response. This year he keeps all that and graduates to Fairlane. Options like 390 cu. in. V-8, front power disc brakes.*



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Fairlane



Fairlane 500/XL 2-Door Hardtop



Official Program  
FOR THE  
NASCAR Grand National  
Championship  
STOCK CAR RACES  
— 1967 SEASON —



BILL FRANCE  
President

This event is held with the sanction of, and under the rules, regulations, and safety specifications of THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC., in and under the laws of the State of Florida, and as set forth in the 1967 rule book of the Association National Headquarters: Daytona Beach, Florida, U. S. A. Published by NASCAR Publications, Inc. 614 South Elm St., Greensboro, North Carolina.

THE NATIONAL ASSOCIATION FOR STOCK CAR AUTO RACING, INC.  
NATIONAL HEADQUARTERS: DAYTONA BEACH, FLORIDA



## WARNING To All Spectators and Patrons

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

Signed: THE MANAGEMENT

# DAVID PEARSON — 1966 NASCAR Grand National Champion



DAVID PEARSON

David Pearson gives the appearance of a football quarterback, a middleweight boxer or a bull fighter. You look at him and figure he isn't afraid of anything. In a race car he fears no one. It's something about being strapped into a bucket seat with a helmet pinching his ears and the car roaring with power that turns him on.

Outside the car, when the crowds gather in, he becomes self conscious and shy. He speaks briefly. "Yep! Nope! Hey there! See ya!" It's hard to get him to say a lot unless he knows you well.

Pearson was discussing this with friends recently, realizing his fear before a crowd and his inability to relax while public speaking. "The hardest thing about being the champion will be the public appearances," he confided.

He was cautioned that as champion he's a marked man . . . with the majority of the other drivers out to beat him, by hook or crook with mashed fender or busted grille.

"I don't worry about that," he said. "I forget everything when I'm in the race car. All I want to do is drive and I want to lead. I know at the finish. But it will be different this year. If the car will go . . . close. I had to hold back and take it easy to make sure I was around at the finish. But it will be different this year. If the car will go . . . and with Cotton Owens building my Dodges I know they will . . . I plan to be out front a lot more often."

If he does this it could mean a real runaway for him in the NASCAR Grand National division. He won 15 races in 1966, seven more than top money winner Richard Petty. He set 12 NASCAR records along the way. Although he was most prominent on the half-mile dirt tracks his versatility was evident as he set records and won races on tough road courses and short asphalt ovals as well.

About the only thing he didn't do last season was win on a super speedway. That really bugged him. He was the first driver to win three supertrack victories in a single year when he pulled a

triple in 1961 at Charlotte, Atlanta and Darlington. Since then he's led enough of the big races to fill three scrapbooks but the checkered flag has not waved for him.

Pearson puts victory in a 500-mile event at the top of his list of championship goals.

"I want to be a good champion," he said quietly. "I want to represent stock car racing by speaking . . . even though it scares the daylight out of me. I want to be a front-runner—like a champion should be. Most of all I want to win a couple of the big races. I've a feeling this could be my year."

The new NASCAR champion will have a lot going for him in the Daytona 500. His Dodge Charger, a 1967 model, was delicately prepared for him by Cotton Owens and his veteran crew. His pit stops will be faster than most. His crew, along with the Woods Brothers, make stops in 18 to 22 seconds. The rest just try to match them.

Pearson said his aim will be to try to win the big ones and win enough to retain the championship.

The curly-haired, 32-year-old father of three boys ran in 42 of the 49 GN events last year. He finished in the top five an amazing 26 times and was in the top 10 on 33. His finishing record is unsurpassed in NASCAR history.

The fact that he won 15 races and was runnerup five times and third on five occasions is proof positive that he wasn't waiting around for the daisies to grow.

Pearson has always been a fierce competitor. He has Cherokee Indian blood which seems to boil when another driver is out front. He is at his best on the dirt tracks and road courses where driving skill outweighs horsepower to a great extent.

David grew up in a mill village. He quit school to work in the mill, get married and buy an old car. After a few weeks with the '40 Ford coupe there were no challengers for him . . . whether it was at a stoplight or up in the hills where a fellow can run full bore.

After driving his first organized stock car race Pearson gave up the street battles. He was too busy making a name for himself the safe way on the race track.

After conquering the outlaw tracks he joined NASCAR in 1959 and promptly won the South Carolina sportsman championship. He advanced to the Grand National division the next season and was named Rookie of The Year. In 1961 he was leading money winner and on top of the racing world with his major speedway domination.

The rest is history. It took him only six years to win the Grand National title. Now he wants to be a winning champion.

When not racing Pearson spends his time flying his own private plane as a hobby. He also likes to work on his jeep, which is just a toy for the boys—himself included.

The new NASCAR champion is a happy-go-lucky driver who likes to kid and joke with his crew. He's conquered the race track and now he's out to conquer his fear of the public—a public that can be critical and cruel at times.

The tire shape of the future—a new concept of tire safety.



The New Super Sports

## WIDE OVAL TIRE



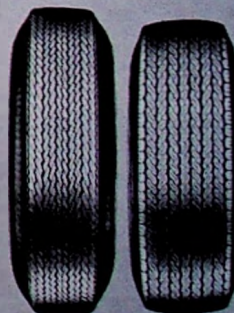
**Built wide like a race tire. To grip better. Corner easier. Run cooler. Stop quicker.**

It's not what we get out of racing. It's what *you* get. The new Super Sports Wide Oval tire. Safest tire we've ever built. Actually developed out of our racing research. It's a passenger-car tire, but built wide. Nearly two inches wider than your present tire. To start faster. Corner easier. Run cooler. Stop quicker, 25% quicker.

It even takes less horsepower to move than ordinary tires. The new 1967 high-performance cars are on Firestone Wide Oval tires. You can get them for your present car at any Firestone Dealer or Store.

The Super Sports Wide Oval. Another first in tire safety engineering—from Firestone.

Wide Oval—Firestone TM



**Nearly two inches wider than your present tire.**

# Firestone

Your safety is our business

# GRAND NATIONAL POINT LEADERS FOR 1966 SEASON

1. David Pearson, Spartanburg, S. C.	35,638
2. James Hylton, Inman, S. C.	33,888
3. Richard Petty, Randleman, N. C.	22,952
4. Henley Gray, Rome, Ga.	22,468
5. Paul Goldsmith, Munster, Ind.	22,078
6. Wendell Scott, Danville, Va.	21,702
7. John Sears, Ellerbe, N. C.	21,432
8. J. T. Putney, Arden, N. C.	21,208
9. Neil Castles, Charlotte, N. C.	20,446
10. Bobby Allison, Hueytown, Ala.	19,910
11. Elmo Langley, Landover, Md.	19,116
12. Darel Dieringer, Charlotte, N. C.	18,214
13. Ned Jarrett, Greenville, S. C.	17,616
14. Jim Paschal, High Point, N. C.	16,404
15. Sam McQuagg, Columbus, Ga.	16,068
16. Paul Lewis, Johnson City, Tenn.	15,352
17. Marvin Panch, Daytona Beach, Fla.	15,308
18. Cale Yarborough, Charlotte, N. C.	15,188
19. G. C. Spencer, Inman, S. C.	15,028
20. Clyde Lynn, Christiansburg, Va.	14,856
21. Buck Baker, Charlotte, N. C.	14,504
22. Buddy Baker, Charlotte, N. C.	14,302
23. Fred Lorenzen, Elmhurst, Ill.	12,454
24. Curtis Turner, Charlotte, N. C.	12,266
25. Roy Mayne, Washington, D. C.	11,074
26. LeeRoy Yarbrough, Columbia, S. C.	10,528
27. J. D. McDuffie, Sanford, N. C.	9,572
28. Dick Hutcherson, Camden, S. C.	9,392
29. Tiny Lund, Cross, S. C.	9,332
30. Blackie Watt, New Alexandria, Pa.	8,518
31. Frank Warren, Augusta, Ga.	8,334
32. Buddy Arrington, Rocky Mt., Va.	7,636
33. Wayne Smith, Advance, N. C.	7,442
34. Jimmy Helms, Charlotte, N. C.	6,530
35. Gene Elliott, Shelby, N. C.	6,358
36. Earl Balmer, Floyd Knobs, Ind.	5,794
37. Tom Pistone, Charlotte, N. C.	5,788
38. Jack Wynn, Detroit, Mich.	5,644
39. Larry Manning, Richmond, Va.	4,964
40. Larry Hess, Salisbury, N. C.	4,928
41. Roy Tyner, Lake View, S. C.	4,248
42. Hank Thomas, Winston-Salem, N. C.	4,180
43. Bill Seifert, Skyland, N. C.	4,128
44. Bob Derrington, Houston, Texas	4,122
45. Joel Davis, Augusta, Ga.	4,066
46. Paul Conners, W. Palm Beach, Fla.	3,986
47. Jabe Thomas, Christiansburg, Va.	3,820
48. Doug Cooper, Dallas, N. C.	3,808
49. Junior Johnson, Ronda, N. C.	3,750
50. Larry Frank, Piedmont, S. C.	3,738
51. Harold Smith, Dayton, Ohio	3,658
52. Worth McMillion, Amelia, Va.	3,526
53. Bobby Isaac, Catawba, N. C.	3,438
54. Eddie Macdonald, Tifton, Ga.	2,904
55. Gene Black, Asheville, N. C.	2,886
56. Friday Hassler, Chattanooga, Tenn.	2,874
57. Bunkie Blackburn, Daytona Beach, Fla.	2,494
58. Don Biederman, Port Credit, Ont.	2,302
59. Gene Cline, Rome, Ga.	2,284
60. Bobby Johns, Miami, Fla.	2,278
61. Bill Champion, Norfolk, Va.	2,276
62. Ron Hornaday, Chatsworth, Calif.	2,000
63. Earl Brooks, Lynchburg, Va.	1,970
64. Donnie Allison, Hueytown, Ala.	1,944
65. H. B. Bailey, Houston, Texas	1,892
66. Wayne Woodward, Ringgold, Ga.	1,764
67. Johnny Allen, Piedmont, S. C.	1,746
68. Max Ledbetter, Franklin, N. C.	1,604
69. Ray Hill, Concord, N. C.	1,580
70. Ernest Eury, Concord, N. C.	1,404
71. Sonny Lanphear, Charlotte, N. C.	1,290
72. George England, Dallas, Texas	1,210
73. Roy Hallquist, Fairfield, Conn.	1,048
74. Jeff Hawkins, Greenville, S. C.	1,034
75. Jack McCoy, Modesto, Calif.	1,000
76. Ugy Katona, Willis, Mich.	990
77. Rene Charland, Agawan, Mass.	794
78. E. J. Trivette, Deep Gap, N. C.	748
79. James Tatum, Jacksonville, Fla.	724

## Past Grand National Champs

Year	Champion	Points
1949	Red Byron, Atlanta, Ga.	842.5
1950	Bill Rexford, Conewango Valley, N. Y.	1,959
1951	Herb Thomas, Sanford, N. C.	4,208.45
1952	Tim Flock, Atlanta, Ga.	6,585.5
1953	Herb Thomas, Sanford, N. C.	8,460
1954	Lee Petty, Randleman, N. C.	8,649
1955	Tim Flock, Atlanta, Ga.	9,596
1956	Buck Baker, Charlotte, N. C.	9,272
1957	Buck Baker, Charlotte, N. C.	10,716
1958	Lee Petty, Randleman, N. C.	12,232
1959	Lee Petty, Randleman, N. C.	11,792
1960	Rex White, Spartanburg, S. C.	21,164
1961	Ned Jarrett, Conover, N. C.	27,272
1962	Joe Weatherly, Norfolk, Va.	30,836
1963	Joe Weatherly, Norfolk, Va.	33,398
1964	Richard Petty, Randleman, N. C.	40,252
1965	Ned Jarrett, Camden, S. C.	38,824

80. Bob Cooper, Gastonia, N. C.	682
81. Lefty Bolton, Gastonia, N. C.	680
82. Sonny Hutchins, Richmond, Va.	580
83. Lionel Johnson, Unionville, Va.	574
84. Walter Ballard, Houston, Texas	560
85. G. T. Nolen, Chesterfield, Va.	542
86. Buzz Gregory, Speedway City, Ind.	480
87. Walter Wallace, Nashville, Tenn.	480
88. Nick Rampling, Cooksville, Ont.	464
89. Paul Holt, Silver Creek, Ga.	446
90. Al White, Buffalo, N. Y.	432
91. Darrell Bryant, Thomasville, N. C.	430
92. Ned Setzer, Claremont, N. C.	410
93. Eddie Yarborough, Elkin, N. C.	408
94. Edgar Wallace, Richmond, Va.	400
95. CooCoo Marlin, Columbia, Tenn.	360
96. Edward Jordon, Houston, Texas	318
97. Ronnie Chumley, Houston, Texas	282
98. Mack Hanbury, Washington, D. C.	272
99. Don Israel, Asheville, N. C.	272
100. Paul Buamhaver, Mansfield, Ohio	224
101. Mike Page, Richmond, Va.	220
102. Buster Sexton, Spartanburg, S. C.	192
103. Bunk Moore, Indian Trail, N. C.	192
104. Edger Wallen, Richmond, Va.	176
105. Bryant Wallace, Harrisburg, N. C.	176
106. Mario Caruso, Shrevesburg, Mass.	160
107. Bud Moore, Charleston, S. C.	160
108. Charles Triplett, N. Wilkesboro, N. C.	144
109. Gil Hearne, Miami, Fla.	136
110. Don Tilley, Statesville, N. C.	128
111. Jack Goodwin, Farmington, Mich.	112
112. Ernie Gahan, Dover, N. H.	112
113. Jack Ingram, Asheville, N. C.	112
114. Tomas Bostick, Bennettsville, S. C.	108
115. Tex McCullough, Asheville, N. C.	104
116. Harold Dunaway, Gastonia, N. C.	104
117. Gene Hobby, Apex, N. C.	70
118. Blaine Kaufman, Burton, Ohio	64
119. PeeWee Ellwanger, Roanoke, Va.	44
120. James Trull, Fort Mill, S. C.	44
121. Jim Hunter, Knoxville, Tenn.	32
122. Marty Robbins, Nashville, Tenn.	20
123. Cyrus Fairchild, Saginaw, Mich.	16
124. Al DeAngelo, Islip Terrace, N. Y.	16
125. Terry Blakley, Birmingham, Mich.	16
126. Bill Stiles, Charlotte, N. C.	16
127. George Soper, Charlotte, N. C.	16
128. L. D. Ottinger, Newport, Tenn.	16
129. Joe Holder, Franklinton, N. C.	16
130. Rock Harn, N. Augusta, S. C.	16

# SS 427

## For the man who'd buy a sports car if it had the room

Try it cornering. That big-breathing 385-hp Turbo-Jet V8 gets you into corners right on time. Extra-stiff springs and shocks, front stabilizer and special red stripes on wide-base 6" rims get you out of them on schedule too. All standard on SS 427 for that sure feeling. Plus GM-developed energy-absorbing steering column,

front seat belt retractors and folding front seat back latches. You can add 4-Speed full synchro, full instrumentation, front disc brakes, 8-track stereo tape and more. So SS 427 *is* sporty—with more room inside than anything in its class. That gets us back to the original problem. Remember? Sports car—if it had the room. No more problem.



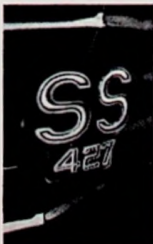
It says "Special!"

Turbo-Jet V8 action!

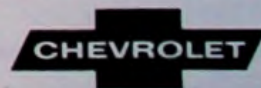
Distinctive hood bulge hides plenty!

All-vinyl interior luxury!

Look for this!



'67 Chevrolet gives you that sure feeling



## NASCAR TOP DRIVERS 1966



**DAVID GENE PEARSON**, Spartanburg S. C.  
 Birthdate: Dec. 22, 1934. Height: 5 ft., 11 inches.  
 Weight: 185. Winner of 14 Grand National events for 1966 along with the Grand National championship. Married—Wife's name Helen.—Two children.



**JAMES HARVEY HILTON**, Inman, S. C.  
 Birthdate: Aug. 26, 1935. Height: 5 ft., 9 inches.  
 Weight: 160. Married—Wife's name Evelyn—One child. Runner-up in Grand National and named as NASCAR Rookie of the Year.



**RICHARD LEE PETTY**, Randleman, N. C.  
 Birthdate: July 2, 1937. Height: 6 ft., 2 inches.  
 Weight: 190. Married—Wife's name Lynda—Three children. Grand National champion for 1964. Third place finisher for 1966.



**CLARENCE HENLEY GRAY, JR.**, Rome, Ga.  
 Birthdate: Jan. 12, 1933. Height: 5 ft., 10 inches.  
 Weight: 180. Married—Wife's name Jean—Three children. Fourth in Grand National for 1966.



**PAUL GOLDSMITH** Munster, Ind.  
 Birthdate: Oct. 2, 1927. Height: 6 ft. Weight: 160.  
 Married—Wife's name Helen—Two children. Fifth in 1966 Grand National parade.



**WENDELL OLIVER SCOTT**, Danville, Va.  
 Birthdate: Aug. 12, 1921. Height: 5 ft., 11 inches.  
 Weight: 165. Married—Wife's name Mary—six children. Sixth in Grand National. Only Negro driver in Circuit.



**JOHN HAMILTON SEARS**, Ellerbee, N. C.  
 Birthdate: May 9, 1936. Height: 6 ft., 2½ inches.  
 Weight: 270. Married—Wife's name Barbara—Two children. Seventh in 1966 Grand Nationals.

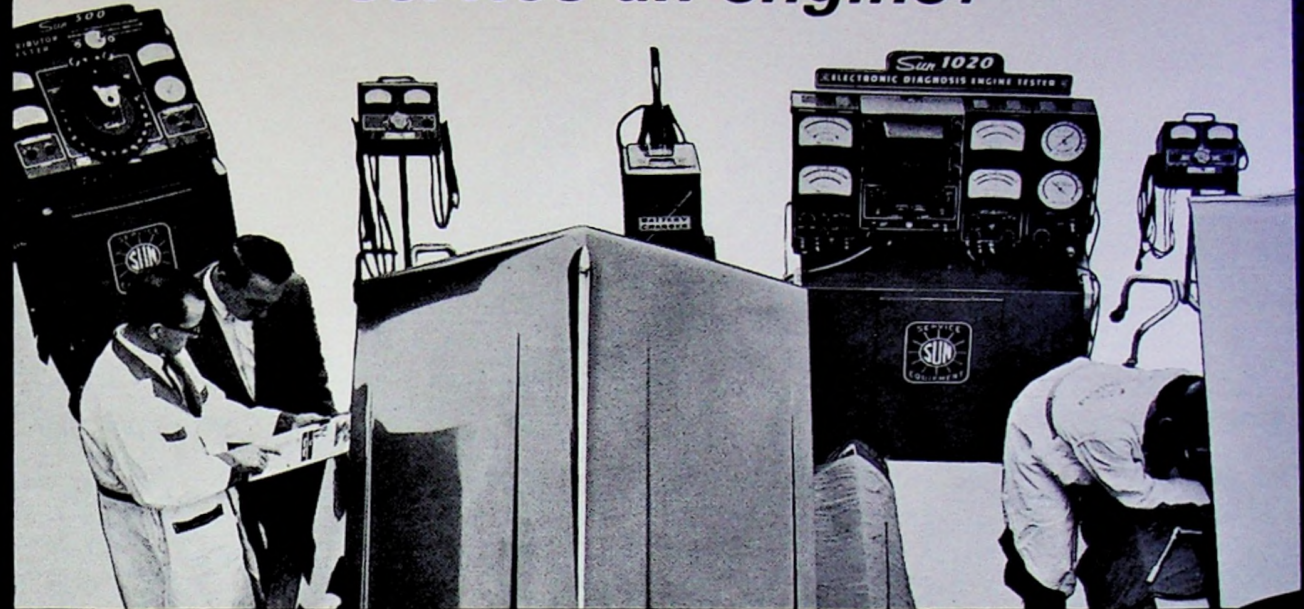


**JULIAN TAYLOR "J. T." PUTNEY**, Arden, N. C.  
 Birthdate: Oct. 5, 1928. Height: 6 ft., 2½ inches.  
 Weight: 215. Married—Wife's name Joyce—Five children. Eighth in Grand Nationals for 1966.



**HENRY NEIL CASTLES** Charlotte, N. C.  
 Birthdate: Oct. 1, 1934. Height: 6 ft., 1 inch.  
 Weight: 155. Married—Wife's name Jean—Two children. Ninth in 1966 Grand National parade.

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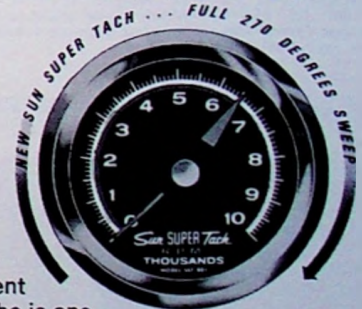
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SUN SUPER TACHS,"



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## AMONG NASCAR LEADERS FOR 1966



**ROBERT A. "BOBBY" ALLISON**, Hueytown, Ala.  
 Birthdate: Dec. 3, 1937. Height: 5 ft., 11 inches.  
 Weight: 160. Married—Wife's name Judy—Three children. 10th in 1966 Grand National—Former two-time NASCAR Modified champion.



**ELMO H. LANGLEY**, Charlotte, N. C. and formerly Landover, Md.  
 Birthdate: Aug. 22, 1929. Height: 5 ft., 9 inches.  
 Weight: 190. Married—Wife's name Nancy—Three children. 11th in 1966 Grand National race.



**DAREL DIERINGER**, Charlotte, N. C.  
 Birthdate: June 1, 1926. Height: 6 ft. Weight: 190.  
 Divorced. Biggest win of 1966 season was "Southern 500" at Darlington.



**NED MILLER JARRETT**, Greenville, S. C.  
 Birthdate: Oct. 12, 1932. Height: 6 ft., 1 inch.  
 Weight: 185. Married—Wife's name Martha—Three children. Former Grand National champion—Retiring from racing this year.



**JAMES ROY "JIM" PASCHAL**, High Point, N. C.  
 Birthdate: Dec. 5, 1926. Height: 5 ft., 9 inches.  
 Weight: 180. Bachelor—Finished 14th in Grand Nationals for 1966.



**SAM McQUAGG**, Columbus, Ga.  
 Birthdate: Nov. 11, 1936. Height: 5 ft., 9 inches.  
 Weight: 160. Married—Wife's name Joy—Two children. Finished 15th in 1966 Grand National parade.



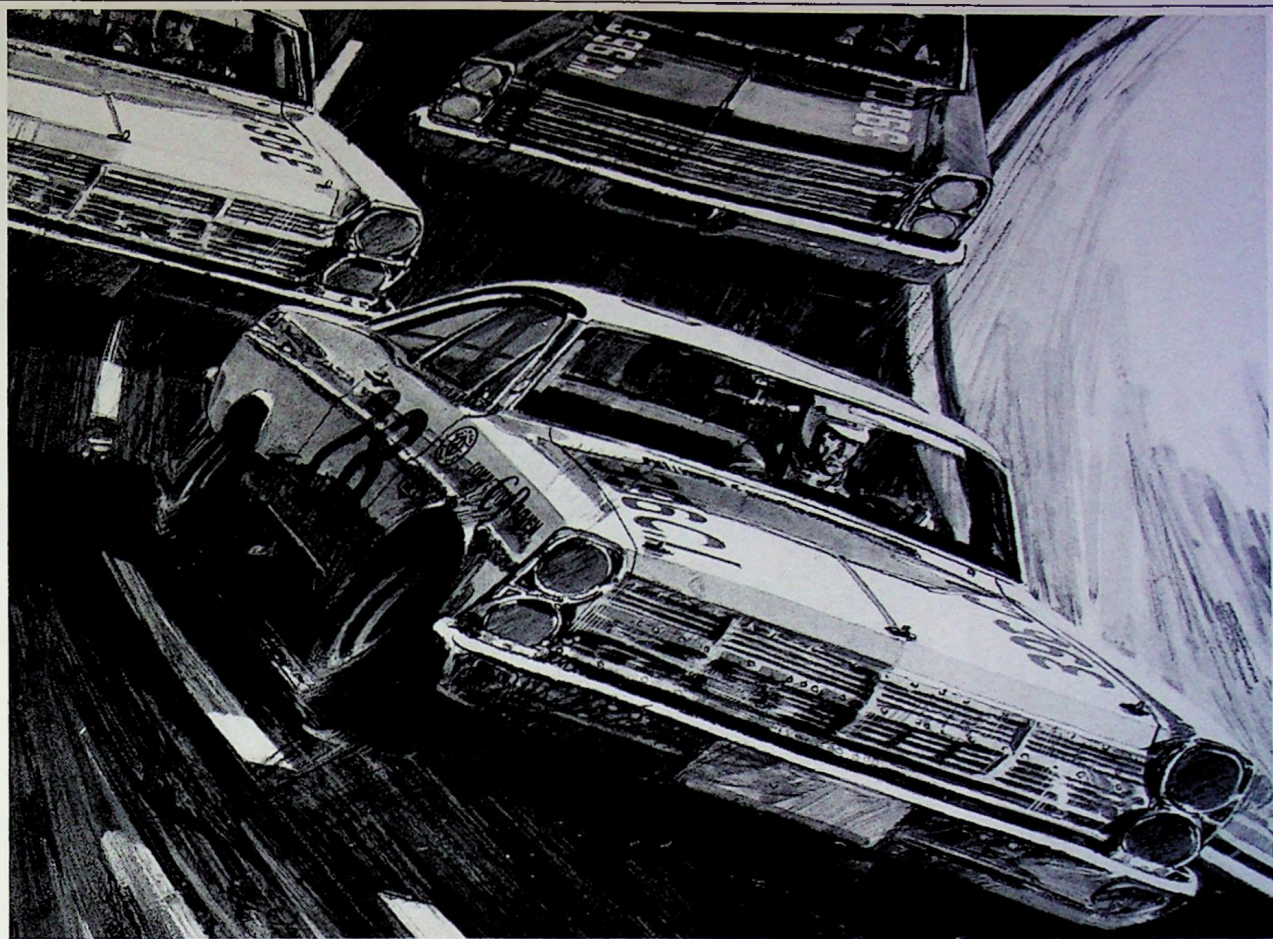
**WILLIAM PAUL LEWIS**, Johnson City, Tenn.  
 Birthdate: Sept. 28, 1932. Height: 5 ft., 10 1/2 inches.  
 Weight: 147. Married—Wife's name Jean. Was 16th in 1966 Grand National points. Won his first GN race at Maryville.



**MARVIN E. "PANCHE" PANCH**, Daytona Beach, Fla.  
 Birthdate: May 28, 1926. Height: 5 ft., 10 inches.  
 Weight: 185. Married—Wife's name Bettie—Two children. Former Daytona 500 winner—Retiring from racing this year.



**CALE YARBOROUGH**, Charlotte, N. C.  
 Birthdate: March 27, 1939. Height: 5 ft., 7 inches.  
 Weight: 215. Married—Wife's name Betty Jo—One child. Finished 18th in Grand Nationals for 1966.



**FORD  
FAIRLANE**

American. Winner, 1966 American 500, Rockingham, N.C.; 1966 Martinsville (Va.) 250. Driver: Fred Lorenzen. (Lorenzen's Fairlane was powered by a 396-cubic-inch reduced-stroke version of the Ford 427-cubic-inch wedge V8.) Here are the specifications of Fairlane with the 427-cubic-inch engine. Bore and stroke: 4.23" x 3.84". Compression ratio: 11.5 to 1. Brake horsepower: 425 @ 6000 rpm. Torque: 480 lbs. ft. @ 3700 rpm. Carburetors: two 4-barrel. Transmission: 4-speed synchromesh. Suspension: independent coil, front; leaf, rear. Brakes: drum, front and rear. Wheelbase: 116". Overall length: 197".

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performance  
language all  
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## AMONG NASCAR LEADERS FOR 1966



GROVER CLINTON (G. C.) SPENCER, Inman, S. C.  
 Birthdate: Sept. 7, 1925. Height: 5 feet, 11 inches.  
 Weight: 155. Divorced—Finished 19th in Grand National for 1966.



CLYDE LYNN, Christiansburg, Va.  
 Birthdate: March 3, 1936. Height: 5 ft., 9 inches.  
 Weight: 215. Married—Wife's name Janie. Finished 20th in Grand Nationals for 1966.



ELZIE WYLIE "BUCK" BAKER, SR., Charlotte, N. C.  
 Birthdate: March 4 1919. Height: 5 ft., 11 inches.  
 Weight: 175. Married—Wife's name Betty Ann—Three children. Former Grand National champion in 1956 and 1957.



ELZIE WYLIE BAKER, JR., Charlotte, N. C.  
 Birthdate: Jan. 25, 1941. Height: 6 ft., 5 inches.  
 Weight: 235. Married—Wife's name Coleen—One child.



FRED LORENZEN, Charlotte, N. C.  
 Birthdate: Dec. 30, 1934. Height: 5 ft., 11 inches.  
 Weight: 178. Bachelor—NASCAR's top money winner. Winner of Daytona 500 in 1965.



CURTIS TURNER, Charlotte, N. C.  
 Birthdate: April 12, 1924. Height: 6 ft., 2 inches.  
 Weight: 210. Rated among the all-time greats of NASCAR.



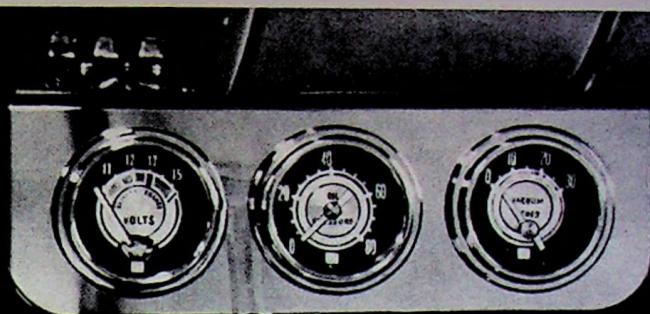
ROY ELWOOD MAYNE, Washington, D. C.  
 Birthdate: May 16, 1935. Height: 5 ft., 11 inches.  
 Weight: 185. Married—Wife's name Shirley—Three children.



LEE ROY YARBOROUGH, Columbia, S. C.  
 Birthdate: Sept. 17, 1930. Height: 5 ft., 10 inches.  
 Weight: 170. Married—Wife's name Gloria—One child. Holds Daytona Speedway track record for all types of cars.



JOHN DELPHUS (J. D.) McDUFFIE, JR., Sanford, N. C.  
 Birthdate: Dec. 5, 1938. Height: 5 ft., 11 inches.  
 Weight: 190. Married—Wife's name Ima—Two children.



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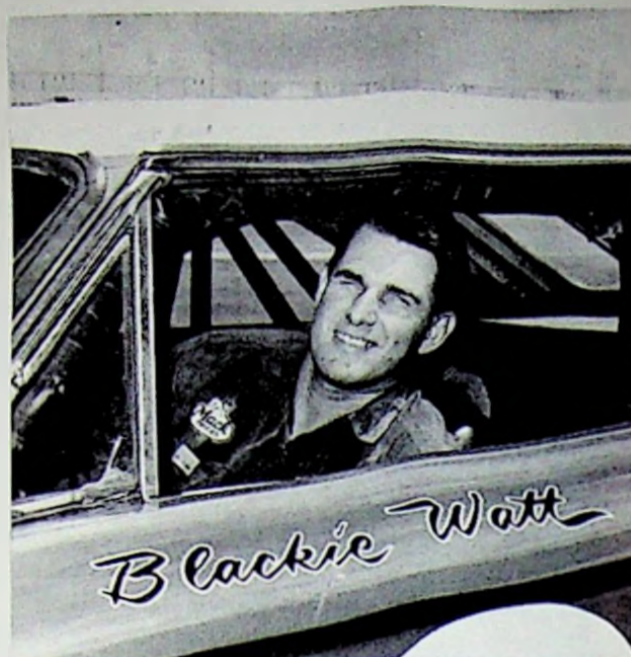
## More Leaders In Grand National For 1966



**RICHARD LEON "DICK" HUTCHERSON**, Charlotte, N. C.  
 Birthdate: Nov. 30, 1931. Height: 6 ft., 1 inch.  
 Weight: 195. Married—Wife's name Bette—One child. Was runner-up to Ned Jarrett in 1965 Grand National.



**DEWAYNE LOUIS "TINY" LUND**, Cross, S. C.  
 Birthdate: Nov. 14, 1929. Height: 6 ft., 4½ inches.  
 Weight: 270. Divorced—Former winner of Daytona 500 in 1963.



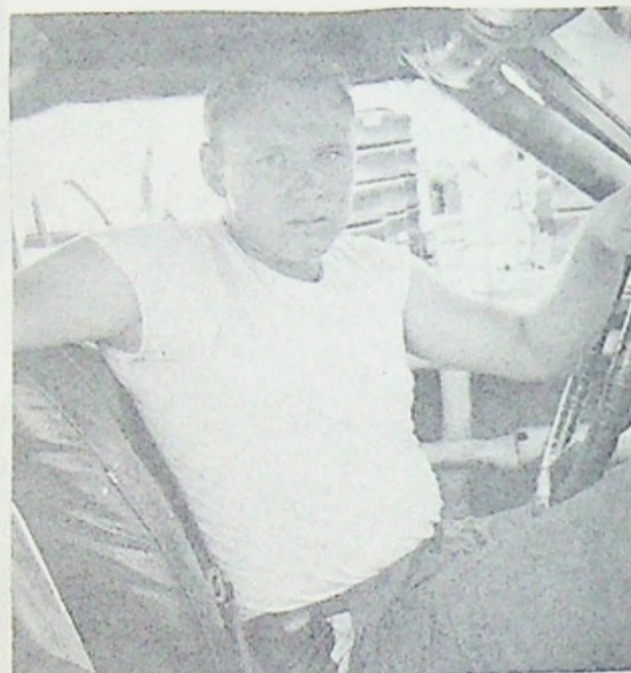
**WILLIAM "BLACKIE" WATT**, New Alexandria, Pa.  
 Birthdate: Dec. 6, 1933. Height: 5 ft., 7 inches.  
 Weight: 180. Married—Wife's name Mary Lu—Two children.



**FRANK WARREN**, Augusta, Ga.  
 Birthdate: Sept. 8, 1935. Height: 5 ft., 8 inches.  
 Weight: 175. Married—Wife's name Judy.



**BUDDY ROGERS ARRINGTON**, Martinsville, Va.  
 Birthdate: July 26, 1938. Height: 6 ft., 2 inches.  
 Weight: 195. Married—Wife's name Jeanette—One child.



**HAROLD WAYNE SMITH**, Advance, N. C.  
 Birthdate: April 12, 1939. Height: 6 ft. Weight: 185.  
 Married—Wife name's Elaine—Two children.



**JAMES "JIMMY" HELMS**, Charlotte, N. C.  
 Birthdate: Aug. 7, 1935. Height: 6 ft., 1 inch.  
 Weight: 205. Married—Wife's name Frances—Three children.



**GENE "STICK" ELLIOTT**, Shelby, N. C.  
 Birthdate: July 27, 1934. Height: 6 ft., 1½ inch.  
 Weight: 215. Married—Wife's name Glenda.

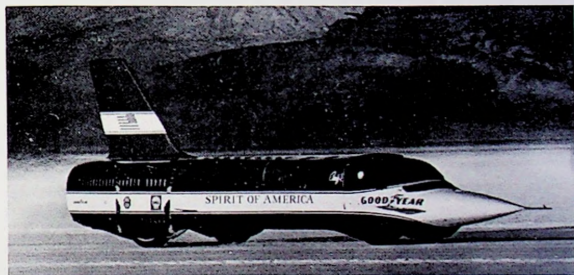
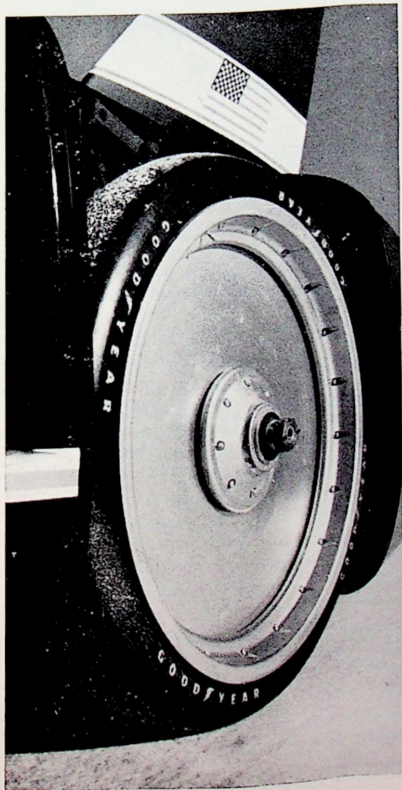


**ROBERT "JUNIOR" JOHNSON**, Ronda, N. C.  
 Birthdate: June 28, 1931. Height: 5 ft., 11 inches.  
 Weight: 220. Winner of the 1960 Daytona 500 and many other major events.

# The record breakers



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Lee Breedlove.  
Fastest woman on earth.



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Craig set the world land speed record: 600.601 mph.  
His wife, Lee, set the women's record: 308.56 mph.  
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go Goodyear in

  
**Grand Prix**  
SERIES

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# GOODYEAR

Fastest Tires On Earth

## PEARSON WINS RACES — PETTY TOPS IN CASH

After leading the point standings for most of the season, David Pearson of Spartanburg, S. C., capped his seventh year in big-car racing by handily winning the Grand National championship for 1966.

On the way to the title, he won 15 races and \$59,205 in prize money paid out by NASCAR. He amassed 35,638 championship points, 1,950 more than the 33,688 points won by James Hylton, the runner-up and also the NASCAR "Rookie of the Year" on the Grand National circuit.

Pearson, who will be 32 on Dec. 22, campaigned in a Dodge prepared and maintained by ace mechanic Cotton Owens for the Southeastern Dodge Dealers Association. He entered 42 races, finished in the top ten 33 times and in the top five 26 times.

His 15 victories tied Ned Jarrett's 1964 total, and are second only to the 18 victories Tim Flock racked up in 1955.

Pearson usually drove his car flat-out as long as it could go, a faculty he demonstrated convincingly in 1960 when he won at Atlanta, Charlotte and Daytona Beach to take "Rookie of the Year" honors. His first Grand National race was the Daytona 500 in February of 1960. Prior to then, he was a top competitor in Sportsman racing, in which he started 42 events and won 30 one season.

Hylton, runner-up to the champion, started 41 races, running as an independent. He won none but he finished in the top ten 32 times and in the top five 20 times, a great records for a first-year driver in Grand National racing. His NASCAR payoff totaled \$29,575.

Former National Champion Richard Petty finished third in final rankings.

Here are the final 1966 Grand National standings of the top 20:

Driver	Points	Starts	Wins	Top 5	Top 10	Money Won
1. David Pearson	35,638	42	15	26	33	\$59,205
2. James Hylton	33,688	41	0	20	32	29,575
3. Richard Petty	22,952	39	8	20	22	78,930
4. Henley Gray	22,468	46	0	4	18	16,150
5. Paul Goldsmith	22,078	21	3	11	11	48,075
6. Wendell Scott	21,702	45	0	3	17	16,780
7. John Sears	21,432	46	0	11	30	19,965
8. J. T. Putney	21,208	39	0	4	9	15,255
9. Neil Castles	20,446	41	0	7	17	17,465
10. Bobby Allison	19,910	34	3	10	15	21,850
11. Elmo Langley	19,116	47	2	12	20	19,580
12. Darel Dieringer	18,214	25	3	7	9	50,960
13. Ned Jarrett	17,616	21	0	5	8	21,685
14. Jim Paschal	16,404	18	2	6	10	29,415
15. Sam McQuagg	16,068	16	1	4	7	27,960
16. Buddy Baker	15,402	41	0	1	7	21,325
17. Paul Lewis	15,352	21	1	9	14	16,780
18. Marvin Panch	15,308	14	1	4	6	37,385
19. Cale Yarborough	15,188	14	0	3	7	23,030
20. G. C. Spencer	15,028	20	0	6	9	25,675

OTHER RACES WON BY: Dick Hutcherson, 3; Fred Lorenzen, 2; Tiny Lund, 1; Earl Balmer, 1; Dan Gurney, 1; Jim Hurtubise, 1; Lee Roy Yarbrough, 1.

## ROOKIE OF YEAR AWARD GOES TO JAMES HYLTON

James Hylton of Inman, S. C., is—quite expectedly—NASCAR's Grand National "Rookie of the Year" for 1966.

His selection was announced today by NASCAR President Bill France, who said the choice, made by NASCAR race officials, was unanimous.

Until this year, Hylton 31, was a mechanic for three champion race drivers. When he started racing full-time at the beginning of the 1966 season, he announced his goal was to win the "Rookie of the Year" designation.

His performance as a driver has been outstanding.

Apparently, he will finish the racing season as runner-up in national championship points to David Pearson, the apparent winner of the national title. Hylton thus will come closer to the national championship than any other Grand National rookie in NASCAR history.

Dick Hutcherson was runner-up to National Champion Ned Jarrett in 1965, Hutcherson's first full year on the circuit, but he wasn't eligible for the award because he was a champion race driver from another big-car circuit.

Before this year, Hylton had started only three Grand National events, all of them on the 1964 northern tour when he was a mechanic for Ned Jarrett.

He will receive a trophy and check from Air-Lift at NASCAR's Victory Dinner in Daytona Beach in February for being designated "Rookie of the Year."

Going into the Charlotte National 500 Oct. 16, Hylton had started 39 events this season. He didn't win any but finished 10th or better in 30 races, including 20 times in the top five, and had won \$27,275. He had amassed 29,762 championship points to Pearson's 31,608.

Hylton raced in a 1965 Dodge as an independent, with no factory help whatever. Bud Hartje of Tampa, Fla., was his car-owner and head mechanic.

A careful planner, Hylton put off his full-time debut in Grand National racing until he could get a car he deemed fully competitive, along with a good mechanical crew.

During his career as a mechanic, he served 1960 Grand National champion Rex White, Ned Jarrett in 1964, and then Hutcherson, who before coming to NASCAR was a three-time champion with the IMCA race circuit.

Hylton was born on a farm near Roanoke, Va., on Aug. 26, 1935. He and his wife Evelyn have a son, James, 9.



JAMES HYLTON

# FORD LEADS PARADE IN GRAND NATIONALS

For the fourth consecutive year, Ford led the car-point standings with the most victories and placed the most cars among the top 10 finishers in NASCAR Grand National races during the 1966 season.

With 10 victories in the season's 49 races and 215 finishes in the top 10, Ford amassed 1,047 points. Second in points was Plymouth with 633 points and 92 times in the top 10. Dodge ranked third in points, with 18 victories and 99 finishes in the first 10.

Dodge had the most victories and the best average for the season.

In the 1965 season, Fords won 48 races and finished 360 times in the top 10 to lead the point standings.

Altogether 791 Grand National races have been conducted by NASCAR, beginning with the inaugural in Charlotte, N. C., on June 19, 1949.

The complete record of victories in Grand National racing through 1966 and the 1966 car points follow:

CAR	Pts.	ENTR.	AVG.	TIMES FINISHED IN FIRST TEN										TOTAL
				1	2	3	4	5	6	7	8	9	10	
Ford	1047	712	.147	10	14	16	23	27	21	29	23	28	24	215
Plymouth	633	198	.319	16	17	14	9	9	10	4	4	4	5	92
Dodge	632	195	.324	18	12	15	10	6	10	5	9	7	7	99
Chevrolet	232	293	.079	3	1	4	4	5	6	6	10	6	7	52
Oldsmobile	82	53	.154	3	3	2	2	2	2	2	3	2	17	
Mercury	61	47	.129	2	2	2	2	2	2	1	2	1	11	
Pontiac	8	21	.038	1	1	1	1	1	1	2	1	2	4	
Buick	2	2												
Rambler	3	3												



# COTTON OWENS LEADS IN OWNER STANDINGS

Cotton Owens, owner of David Pearson's Dodge, won the Grand National car owner point standings for 1966 with 35,638 points. Pearson won the Grand National championship.

Second place went to Laverne Hartje with 33,688 points. Hartje is the owner of the Dodge raced by James Hylton, 1066 Rookie of the Year.

Here are the top 10 in the owners' point standings for the 1966 season:

Owner	Car No.	Points
1. Cotton Owens	6	35,638
2. Laverne Hartje	48	33,688
3. William F. Scott	34	21,514
4. Ray Nichols	99	21,294
5. L. G. DeWitt	4	21,112
6. Lee Petty	43	21,048
7. Henley Gray	97	19,758
8. Joyce Putney	19	19,572
9. E. R. Woolard	64	18,748
10. Buck Baker	87	18,116

## 1949-1966 Record Of Grand National Races Won By Makes Of Cars

CARS	'49	'50	'51	'52	'53	'54	'55	'56	'57	'58	'59	'60	'61	'62	'63	'64	'65	'66	TOTAL
Ford		1					2	14	27	16	8	15	7	6	23	30	48	10	207
Chevrolet							2	3	18	23	14	13	11	14	8	1		3	110
Plymouth	1	4	2	3							9	8	3	11	19	12	4	16	92
Oldsmobile	6	10	20	3	9	11	10	1	5	7	5								87
Hudson			12	27	22	17	1												79
Pontiac									2	3	1	7	30	22	4				69
Chrysler			1	1		7	27	22					1						59
Dodge					6	1	1	11				1				14	2	18	54
Mercury		2	2					5							1	5	1	2	18
T-Bird											6								6
Lincoln	2	2																	4
Studebaker			3																3
Buick							2												2
Nash			1																1
<b>TOTAL RACES</b>	<b>9</b>	<b>19</b>	<b>41</b>	<b>34</b>	<b>37</b>	<b>36</b>	<b>45</b>	<b>56</b>	<b>52</b>	<b>49</b>	<b>43</b>	<b>44</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>62</b>	<b>55</b>	<b>49</b>	<b>791</b>

# THEY FOLLOW THE CIRCUIT



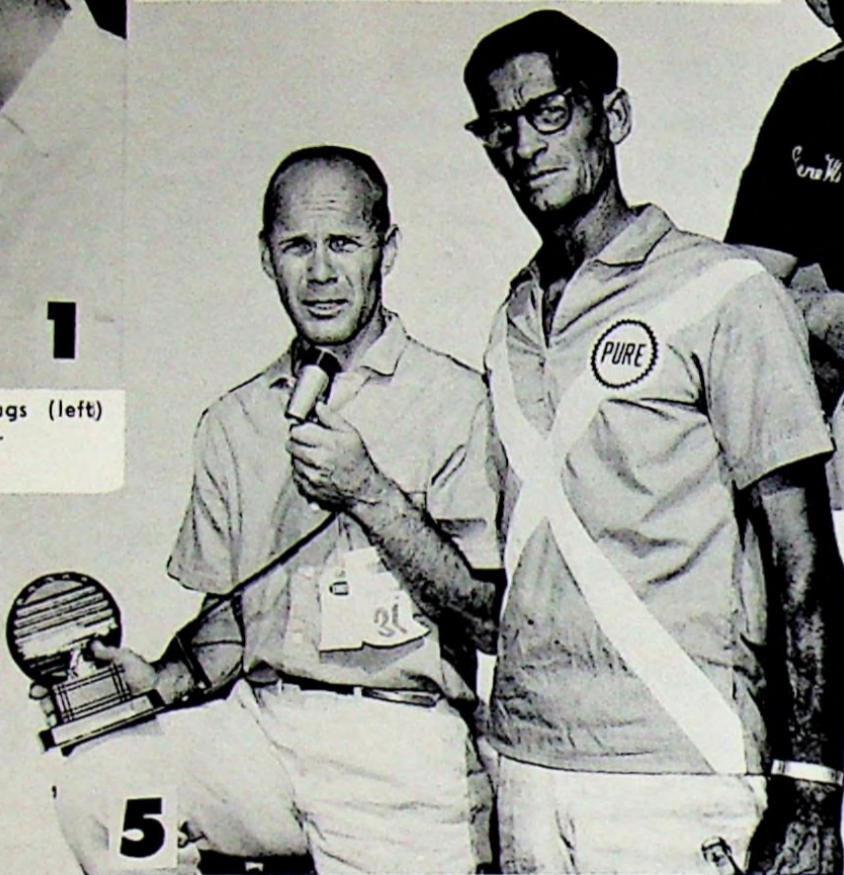
(1) ABOVE: Brad Dennis of Autolite Spark Plugs (left) chats with Randy Holman of Holman and Moody.



7



(2) ABOVE: Archie McMillian of Taylor, Mich., numbering car. Archie follows the ARCA circuit.



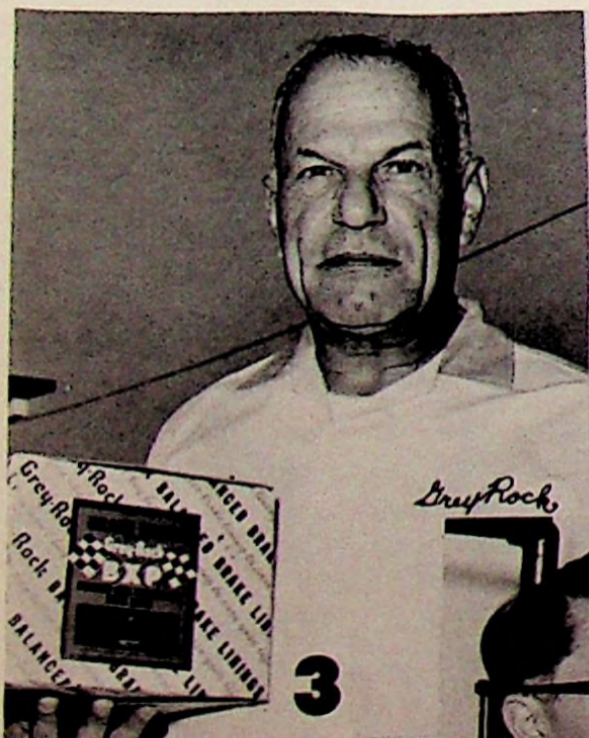
(5) ABOVE: John Gager, left, of Holman and Moody of Charlotte and Ray Fox, well known Daytona Beach engineer and mechanic.



Discussing racing at Daytona Speedway—LEFT TO RIGHT are Bob Desiderio of Daytona Beach News-Journal; George Cunningham of North Carolina Motor Speedway, Herman Hickman of Winston-Salem Journal, and Benny Kahn, Daytona Beach News-Journal sports editor.



(8) ABOVE: Red Gordor, another popular figure around the loop, of Grey Rock Brake Linings.



3

(3) ABOVE: A familiar face around the NASCAR Grand National Circuit and at brake tests at Daytona International Speedway—Tauss of Grey Rock Brake Linings.



4

(4) RIGHT: George Brain of Pure Oil Company—another well known face around the circuit.



9

(9) BELOW: Discussing piston rings are Gene Stonacipher, left, of Perfect Circle Piston Rings; Turkey Minton, mechanic, and Dick Wall, NASCAR pit steward from Winston-Salem. (Daytona Speedway Staff Pictures)

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# BUDDY SHUMAN AWARD—Champion's Tribute To Racing



BUDDY SHUMAN

Buddy Shuman was completely a charter NASCAR great. And Joe Weatherly was completely all out for Buddy Shuman.

When the late NASCAR chief inspector was fatally burned in a hotel fire in Hickory, N. C., in 1956 it was Joe's immediate idea that a permanent memorial be set up to the little fellow who had been such a credit to Bill France's organization.

During the winter, Joe contacted Dick McGeorge, public relations manager of Champion Spark Plug Company and found an attentive ear to the idea of establishing an annual Buddy Shuman award to be presented a racing personality who had made outstanding contributions and shown great loyalty to the NASCAR racing fraternity.

It was agreed that a representative of drivers, mechanics, car owners, promoters and Bill France compose the board voting on the award, with each succeeding winner automatically gaining a place on the committee.

In the first meeting in the spring of 1957, the original board composed of Weatherly, a driver, Smokey Yunick, mechanic, Irv Fried, promoter, Ernie Wood, car owner, and France, met with McGeorge in the Tahiti Motel. It didn't take long for a unanimous vote to be cast for Herb Thomas as the first winner.

In the ensuing years, great choices have been made for the award. Mechanic Bud Moore was the choice in 1957, followed by Bill France in 1958. This was a year when the committee, pretty well fixed in its collective mind, held a star chamber session without the presence of Bill France and unanimously and rightly voted him the award.

Car builder, John Holman was the 1960 winner and in 1961 the first group nomination was given recognition when the committee voted the trophy to the Southern Motorsports Press Association for their outstanding promotion of automobile racing in their individual areas.

A funny thing happened that year. In December of 1960 McGeorge in making a business call on Smokey Yunick

was informed by him that he wanted to resign from the nomination committee. The resignation was refused. In January the grapevine brought information to Champion's p.r. that Yunick was certain to be nominated.

For six weeks McGeorge avoided Smokey in order that the subject not be discussed. Smokey was nominated but the decision went to the sportswriters. That was the year Marvin Panch drove one of Yunick's cars into victory lane. It was a question of one champion congratulating another, but Yunick wouldn't listen. He berated McGeorge to such an extent that the truth finally had to come out, that it was known Yunick would be a nominee. For once in his life the Great Smokey was abashed.

In 1962 he was a shoo-in for the award and as he accepted it at the victory dinner he muttered softly to McGeorge, "I never knew you to lie and now I know you don't."

The feminine touch was added to the trophy in 1964 when John and Mary Bruner took dual possession. It was quite a job getting Mary to the victory dinner. She was tired after a day long session with registrations and only the successful pleadings of Bill France got her to the place on time, ostensibly to handle reservations.

The late Norris Friel was the recipient in 1965 and one can't help but think Buddy Shuman would have liked that sort of an honor going to his old job. In 1966 Pat Purcell was the choice. Pat was in the hospital at the time, but his lovely wife, Agnes accepted it for him and before his death Pat knew that he had been accorded one of the greatest honors to be bestowed on a NASCAR member.

Presentation of the award is made every year at the victory dinner and the identity of the winner is held in complete secrecy until the final words of McGeorge's presentation. The idea of the award is still there, only the committee has changed. Today the balloting is done by representatives of each supplier who follows the NASCAR trail and probably more than any other group can vote objectively.

One of the outstanding exhibits in the Joe Weatherly Museum at the Darlington International Raceway, is a display which contains a replica of the Shuman trophy, a large picture of Buddy and framed photos of all winners of the award.

Winners of the Buddy Shuman award down thru the years:

1957—Herb Thomas, Sanford, N. C., Grand National champ, 1951-1953.

1958—Bud Moore, Spartanburg, S. C., racing engineer.

1959—Bill France, President of NASCAR and Daytona Int. Speedway.

1960—John Holman, racing engineer of Holman and Moody, Charlotte, N. C.

1961—Southern Motorsports Press Association.

1962—Henry "Smokey" Yunick, Daytona Beach, Engineer and car builder.

1963—Heroes of the Marvin Panch rescue, Tiny Lund, Ernie Gahan, Bill Wimble, Steve Petrusek and Jerry Rayburn.

1964—Johnny and Mary Bruner, Sr., Daytona Beach, Fla.

1965—Norris Friel, Technical Director of NASCAR, Daytona Beach, Fla.

1966—Pat Purcell, executive vice-president of NASCAR.

1967—? (Will be announced at NASCAR Victory Dinner.)

# BUDDY SHUMAN AWARD WINNERS



(1) Herb Thomas of Sanford, N. C., former Grand National champion and one of the all time greats of the late model circuit, was the first winner of the Buddy Shuman award presented by Champion Spark Plug Company in 1957 when the award was established by J. R. "Dick" McGeorge, public relations director for Champion.



In 1958, the Shuman award for the man contributing most to racing in NASCAR was presented to Bud Moore (2) of Spartanburg, S. C.



Bill France, president of NASCAR, was presented the Shuman award in 1959.



Johnny Holman (4) of Charlotte, N. C., was named as winner of the 1960 award.



The 1961 award went to the Southern Motorsports Press Association. Members shown here with J. R. "Dick" McGeorge in center are (left to right) Herman Hickman of the Winston-Salem Journal; Bill Kiser of the Concord Tribune; Jim Foster, then sports editor of the Spartanburg Herald, and George Cunningham, then with the Charlotte Observer.



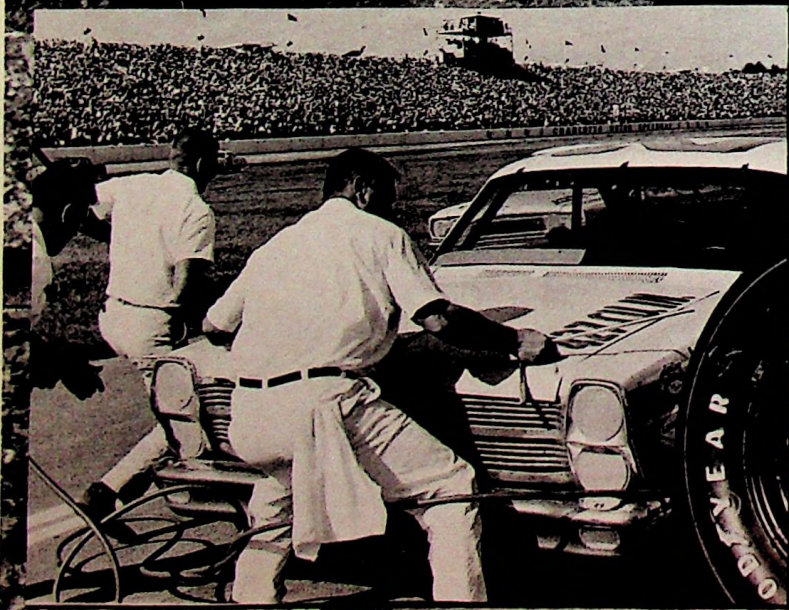
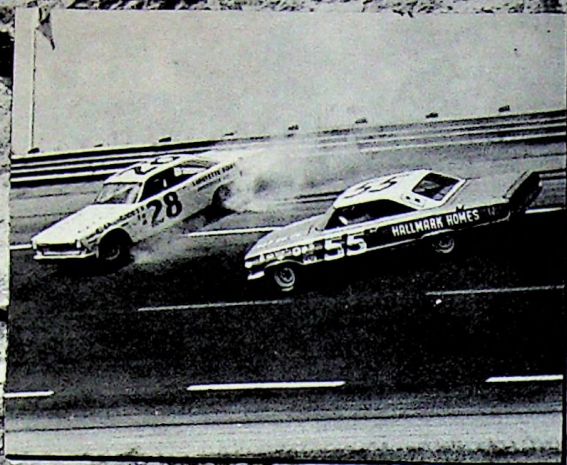
RIGHT: Smokey Yunick (6) of Daytona Beach won the 1962 award. LEFT: The 1963 award went to the heroes who rescued Marvin Panch from a flaming car at Daytona Speedway. Shown here with Dick McGeorge (with back to camera) are Tiny Lund, Ernie Gahan, Bill Wimble, Steve Petrusek and Jerry Rayburn. The late Pat Purcell (seated, at right).

BELOW: Dick McGeorge presents award for 1964 to John Bruner, Sr., NASCAR field manager, and his wife, Mary, for their outstanding services.



ABOVE: (9) Late Norris Friel, NASCAR technical director, gets 1965 award from McGeorge. RIGHT: (10) Mrs. Pat (Agnes) Purcell receives award for late Pat Purcell, NASCAR executive vice-president, at 1966 NASCAR banquet. Pat, who at the time was confined to the hospital, is pictured in insert. (Daytona International Speedway Staff Photos)





1967

WORLD 500 - MAY 28

NATIONAL 500 - OCT. 15

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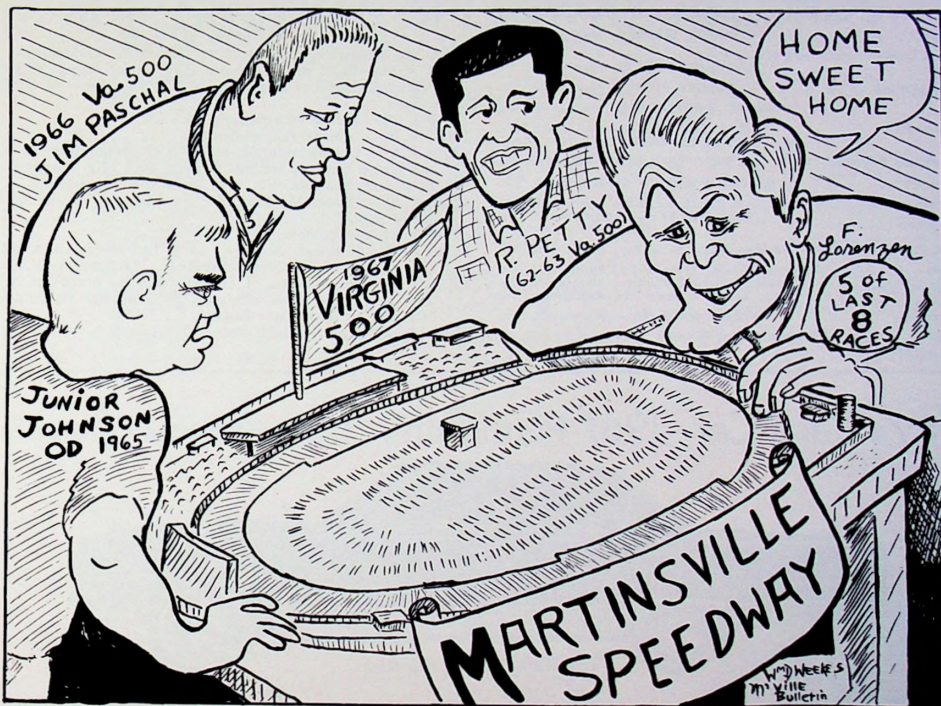
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# — 12th ANNUAL VIRGINIA 500 —

## Race Officials

Race Directors	H. CLAY EARLES, Martinsville, Va. BILL FRANCE, Daytona Beach, Fla.
Starter	JOHNNY BRUNER, JR., Daytona Beach, Fla.
Chief Scorer and Timer	MORRIS METCALFE, Winston-Salem, N. C.
NASCAR Field Manager	JOHNNY BRUNER, SR., Daytona Beach, Fla.
NASCAR Technical Director	BILL TAYLOR, Daytona Beach, Fla.
Chief Steward	ENOCH STALEY, North Wilkesboro, N. C.
Announcers	BOB MONTGOMERY, WGBG, Greensboro, N. C. LEWIS COMPTON, WHEE, Martinsville, Va.
Ticket Sales Directors	MRS. MARY WEATHERFORD, Martinsville, Va. MRS. DOROTHY CAMPBELL, Martinsville, Va.
Bookkeeping	PAGE SHELTON, Martinsville, Va.
Speedway Auditor	MARVIN WEBBER, Martinsville, Va.
Concessions and Outdoor Advertising Manager—	CLARENCE ROGERS, Martinsville, Va.
Maintenance Supervisor	TOMMY FISHER, Martinsville, Va.
Maintenance	HOWARD RICHARDSON, Martinsville, Va.
Program Department	PAUL DALTON, Daytona Beach, Fla. CHARLES TATE, Greensboro, N. C.
Public Relations and Publicity	DICK THOMPSON, Ridgeway, Va.
Chief Photographer	T. TAYLOR WARREN, Daytona Beach, Fla.
Speedway Owners	H. CLAY EARLES, Martinsville, Va. BILL FRANCE, Daytona Beach, Fla.
Official Pace Car—	1967 Plymouth, Courtesy Bowman Motor Sales, Inc., Martinsville, Va.
Wrecker Service	Burroughs-White Chevrolet Co., Martinsville, Va. Mitchell-Howell Ford, Inc., Martinsville, Va. Auto Sales and Body Co., Martinsville, Va.
Ambulance Service	McKee Funeral Home, Martinsville, Va.
Radio Network	Universal Racing Network, Winston-Salem, N. C.

## Schedule Of Events

### FRIDAY, APRIL 21

- 9 A. M. - 12 Noon—Practice for Grand National and modified and sportsman cars.  
1 P. M. - 4:30 P. M.—Qualifying for Grand National cars. Fastest 20 cars earn first 20 starting positions for Virginia 500.

### SATURDAY, APRIL 22

- 9 A. M. - 12 Noon—Practice for Grand National and modified and sportsman cars.  
1 P. M.—Qualifying for modified and sportsman cars.  
2:30 P. M.—20-lap qualifying race for Grand National cars. First 20 finishers earn starting positions 21 through 40 for Virginia 500.  
3 P. M.—100-lap modified and sportsman feature.

### SUNDAY, APRIL 23

- 7 A. M.—Speedway gates open to grandstand and infield.  
11:45 A. M.—Band music by the 90th Army Band, Virginia Army National Guard of Roanoke, Va. CW3 Andrew W. Hull is band master.  
12:10 P. M.—Parade of visiting pace cars.  
12:20 P. M.—Introduction of drivers.  
12:35 P. M.—Introduction of guests and presentation of trophy to the fastest qualifier for the Virginia 500. Miss Virginia, Linda Jo Maclin of Roanoke, Va., will make the presentation.  
12:40 P. M.—“Carry Me Back To Old Virginia,” played by the 90th Army Band.  
12:45 P. M.—Invocation.  
12:50 P. M.—National Anthem, sung by chief announcer Lewis Compton of Radio Station WHEE, Martinsville, Va.  
12:55 P. M.—Introduction of H. Clay Earles, president of Martinsville Speedway, who will officially start the Virginia 500 with “Gentlemen Start Your Engines.”  
1 P. M.—Start of the 12th annual Virginia 500.

Today's Pace Car—1967 Plymouth . . . Courtesy Bowman Motor Sales



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## MARTINSVILLE SPEEDWAY RECORDS

Distance	Virginia 500	Old Dominion 500	Modified 300
50 Laps 25 Miles	72.173 mph Fred Lorenzen (1964) 1964 Ford	67.873 mph Fred Lorenzen (1964) 1964 Ford	52.356 mph Paul Radford (1966) 36 Chevy M
100 Laps 50 Miles	72.815 mph Fred Lorenzen (1964) 1964 Ford	67.898 mph Fred Lorenzen (1964) 1964 Ford	59.760 mph Paul Radford (1966) 36 Chevy M
150 Laps 75 Miles	72.485 mph Fred Lorenzen (1964) 1964 Ford	68.389 mph Fred Lorenzen (1964) 1964 Ford	59.523 mph Jim Hensley (1966) 36 Chevy M
200 Laps 100 Miles	71.613 mph Fred Lorenzen (1964) 1964 Ford	68.545 mph Ned Jarrett (1966) 1966 Ford F1.	62.597 mph James Hayes (1966) 36 Chevy M
250 Laps 125 Miles	71.610 mph Fred Lorenzen (1964) 1964 Ford	68.441 mph Bobby Allison (1966) 1965 Chevelle	63.766 mph Jim Hensley (1966) 36 Chevy M
300 Laps 150 Miles	69.587 mph Fred Lorenzen (1964) 1964 Ford	69.027 mph Bobby Allison (1966) 1965 Chevelle	2 hr. 4 min. 51 sec. James Hayes (1966) 37 Chevy M 63.596 mph *Track Record*
350 Laps 175 Miles	69.644 mph Fred Lorenzen (1964) 1964 Ford	69.482 mph Bobby Allison (1966) 1965 Chevelle	
400 Laps 200 Miles	70.588 mph Fred Lorenzen (1964) 1964 Ford	68.434 mph Fred Lorenzen (1966) 1966 Ford	
450 Laps 225 Miles	69.917 mph Fred Lorenzen (1964) 1964 Ford	68.883 mph Fred Lorenzen (1966) 1966 Ford	
500 Laps 250 Miles	3 hr. 33 min. 59 sec. 70.098 mph Fred Lorenzen (1964) 1964 Ford *Track Race Record*	3 hr. 36 min. 50 sec. 69.177 mph Fred Lorenzen (1966) 1966 Ford	

### QUALIFYING RECORDS (Prior to 1967 Virginia 500 Race)

23.89 sec. 75.345 mph  
Jim Paschal, Plymouth  
April 22, 1966

23.81 sec. 75.598 mph  
Junior Johnson, Ford  
Sept. 23, 1966  
\*Track Record\*

22.48 sec. 80.071 mph  
Carl Stevens Rehoboth, Mass.  
36 Chevy M  
Oct. 21, 1966  
\*Track Record\*

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# Martinsville Tops Among Speedways—Thanks To C. Earles

By BOB ADAMS  
Racing Writer  
The Roanoke Times

The sleek Grand National racers on the track today for the Virginia 500 aren't the only things that set a fast pace at the Martinsville Speedway.

H. Clay Earles, track president, operates in high gear all of the time. And Earles' race is never over.

One of stock car racing's pioneers and greatest friends, Earles and his Speedway have come a long way since the first red dirt race here in the woods in the fall of 1947.

Martinsville's facilities are now second to none, like the trimmed boxwoods decorating the turns and the attended ultra clean rest rooms to mention but a few. And if Earles has his way, and it's a safe bet he will, Martinsville will continue to be the nation's showplace for stock car racing facilities.

Why then are Martinsville's facilities the best and always improving? "The big thing is, racing is not in the backwoods anymore. The economy is progressing fast and we want to do everything we can to keep pace with it," Earles, who seems to be powered by pride and determination to have the

best possible track, said. "Sometimes it bothers me that I may not be able to keep up the pace with which things are moving. And, you know, I like to be in the driver's seat."

And obviously with Earles in the driver's seat, Martinsville has come a long way.

That first race, almost a score of years ago, drew 6,000 fans. But when the race was over and the red Henry County dust had settled, Earles was an unhappy man.

The track president, who likes to think of each fan as his individual guest, watched the people file out covered with dirt and looking anything but happy. This bothered Earles.

"A lot of the people came right out to the track from church and they had fancy hairdos and nice clothing, and they left all covered with dirt. We all looked like Indians. So I decided to do something about it," Earles offered.

And do something, Earles did.

He tried every way possible to keep the dirt down. He watered and he spread chemicals, but nothing worked. So, he decided to eliminate the dirt with pavement and a new and big era in stock car racing was soon to be ushered in.

"I called my partner, Bill France, one day and told him I had decided to pave the track. So, when we had our race in 1955, we were the only paved half mile track in the country and one of

the few paved ones at all. The only tracks that were paved then, I believe, were Darlington and the quarter mile track at Bowman-Gray."

Earles took a big gamble when he switched from the popular dirt racing to the new and little known asphalt track. But it has certainly proven to be a successful gamble.

"The pavement has helped us to grow and I think a lot of the other speedways have grown with it. After we paved, a lot of the others did, too."

And when Martinsville was paved, the contractor just didn't pour the asphalt on top of the already existing track.

"We have our track mathematically laid out. It is designed to reach an elevation or bank of 13 feet at the 90 degree mark of each turn. If it was banked more, the cars could probably go a little faster, but you couldn't tell the difference by watching.

"People want more than just speed and that's what we give them, good racing with good action. A 150 mile per hour wreck is a lot of action, but it isn't the action people want to see. If a driver lives through such a crash he is lucky to be alive. We've had our wrecks at Martinsville, but never more than a few bruises."

And this season, Martinsville will offer more racing than ever. Earles has added two modified specials—the Dogwood 300 June 11, and the Cardinal 300 October 22.

"Sure, I'm trying to help the Speedway with the modifieds. But I've always liked the modifieds and I'm trying to help that division of racing, too. That is the minor league of stock car racing and that is where the Grand National talent is coming from."

Earles has equal concern for the fan, participant and the Speedway. And Earles knows if the first two are kept happy, then all three will benefit.

And with the expanded race program and the beautiful facilities, Earles is far from done. Tomorrow, a contractor's heavy equipment will move in to start a four-lane road from U. S. 220 to the track.

The new road, which comes at considerable expense, will enable Earles and his corps of traffic attendants to completely exit a full house of 21,000 fans within an hour which will be quite an accomplishment. "And I want to see any other track match that," Earles said.

Even though racing is their business, the competitors have also noticed Martinsville's first-class facilities.

Take Wendell Scott from nearby Danville for instance:

"Yes sir, Mr. Earles has the finest for the fans with the clean and pretty facilities. His race is a good one for the fans, but a little hard on the driver's equipment. And he always has a smile on his face for everyone," said Wendell.

And with a racing plant like the Martinsville Speedway, H. Clay Earles' familiar smile is certainly justified. It is the sign of a job well done.



BOB ADAMS

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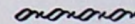
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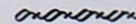
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MARTINSVILLE, VIRGINIA



Pre-race entertainment for the 12th annual Virginia 500 will be provided by the 90th Army Band, Virginia Army National Guard, of Roanoke, Va. CW3 Andrew W. Hull is band master for the outstanding group which annually performs at the top events in the state.

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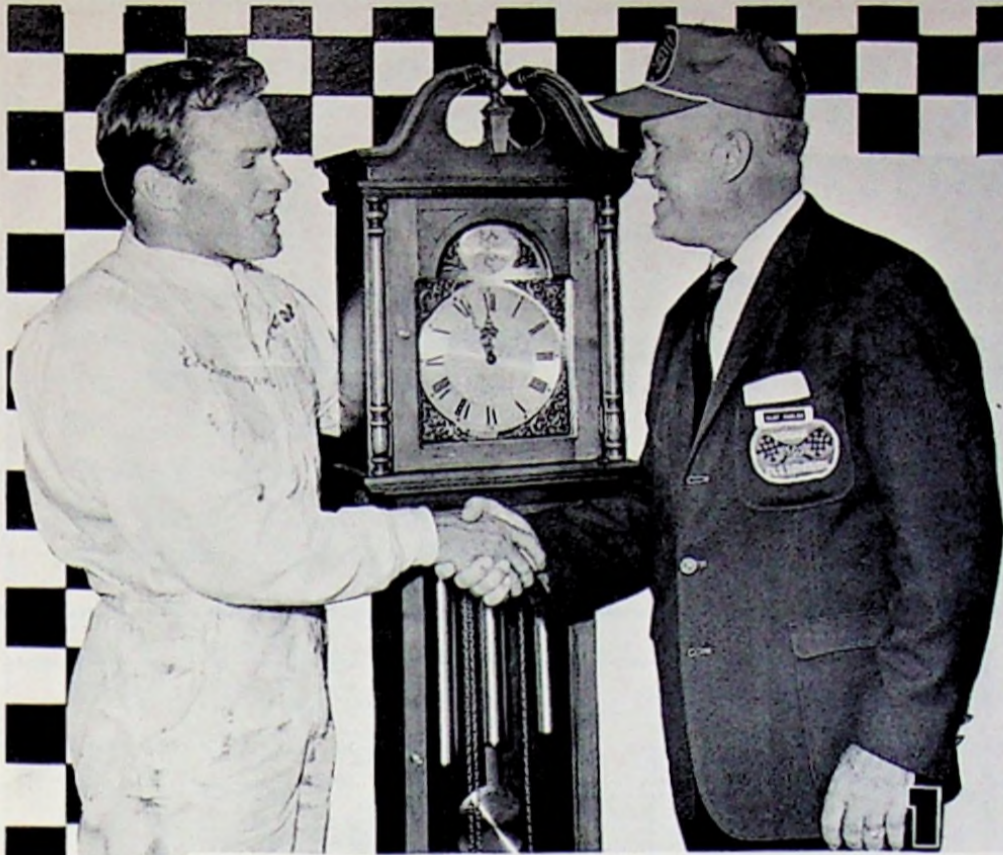
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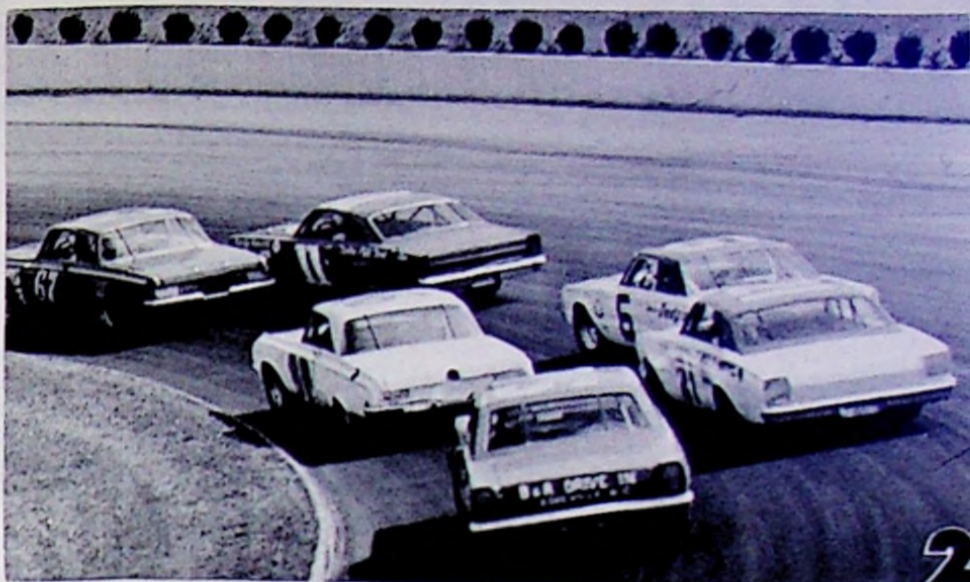
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## MARTINSVILLE ACTION



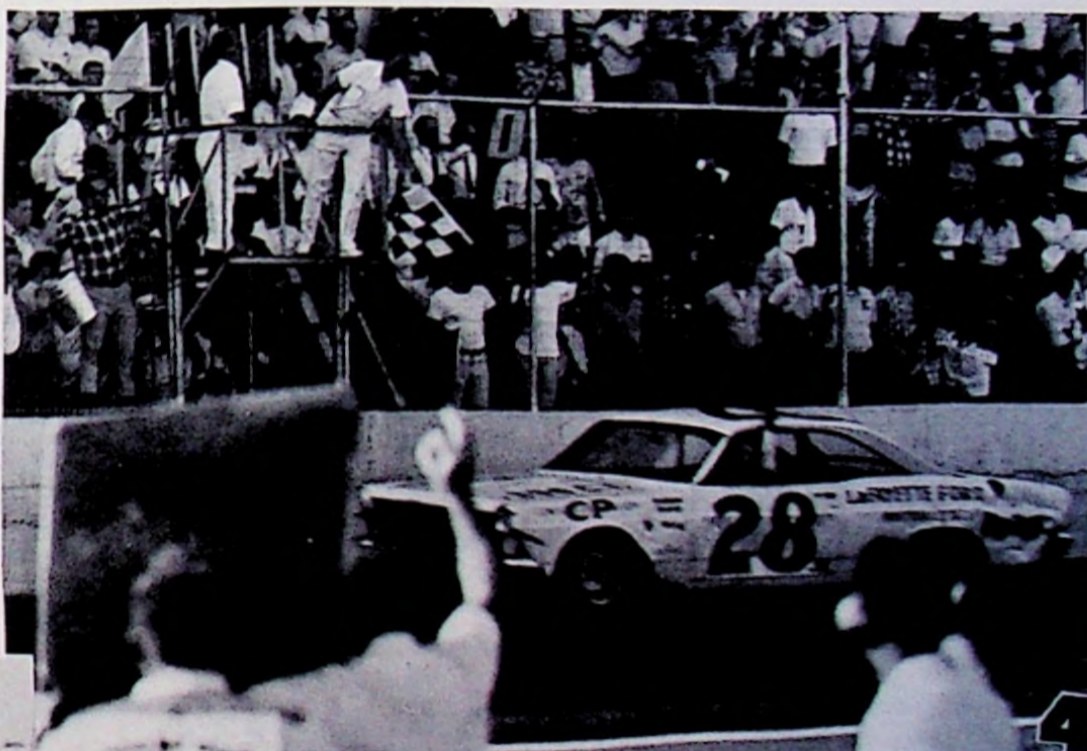
(1) Martinsville Speedway president H. Clay Earles congratulates Fred Lorenzen on his victory in the 11th annual Old Dominion 500. Shown is the grandfather clock trophy Lorenzen received for his triumph, his fifth in the last seven Grand Nationals at the speedway.



(2) The going gets tight and tough as cars bunch up in Martinsville Speedway's rugged second turn.



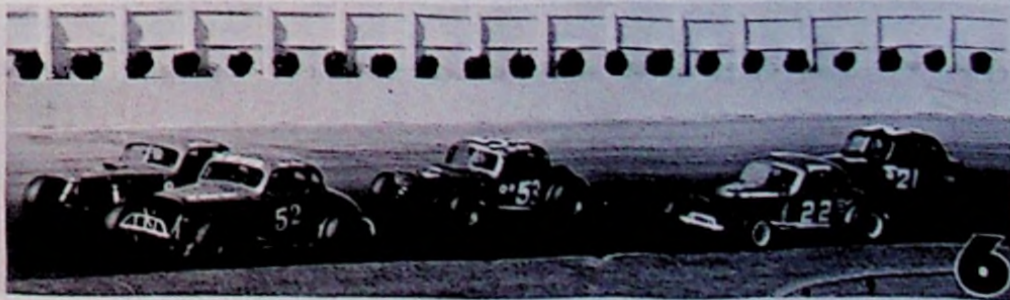
(3) Charger Junior Johnson beams his approval after accepting a trophy as the fastest qualifier for the Old Dominion 500 from Miss Virginia, lovely Linda Jo Maclin. Johnson set a new Grand National qualifying mark of 75.598 miles per hour for the half-mile track.



(4) Fred Lorenzen and his familiar white Ford number 28 receive the checkered flag, a victory signal from his pit crew and the roar of the crowd after taking the 11th annual Old Dominion 500.



(5) Ray Hendrick of Richmond, Va., receives a trophy from Miss Virginia, Linda Jo Maclin, after taking a 100-lap modified and sportsman race at the speedway. Hendrick will be the man to beat in the four modified and sportsman events at the track this season.



(6) Modified and sportsman cars battle their way through the fourth turn at Martinsville Speedway while the boxwoods on the retaining wall add a touch of beauty to the struggle.

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# ENTRIES FOR THE 12th ANNUAL "VIRGINIA 500"

## MARTINSVILLE SPEEDWAY, APRIL 23, 1967

Car No.	Driver and Hometown	Type Car	Car Owner	Time Trial
01	Paul Dean, Sweetwater, Tenn.	67 Fairlane	Dennis Holt	_____
4	John Sears, Ellerbe, N. C.	66 Ford	L. G. DeWitt	_____
05	Donnie Allison, Hueytown, Ala.	66 Chevelle	Robert Harper	_____
6	David Pearson, Spartanburg, S. C.	67 Dodge	Cotton Owens	_____
9	Roy Tyner, Lake View, S. C.	66 Chev	Truitt Rogers	_____
10	Bill Champion, Norfolk, Va.	65 Ford	Self	_____
12	Lee Roy Yarborough, Columbia, S. C.	67 Charger	Jon Thorne	_____
14	Jim Paschal, High Point, N. C.	67 Plym	Tom Friedkin	_____
15	Bobby Allison, Hueytown, Ala.	67 Cyclone	Bud Moore	_____
16	Sam McQuagg, Columbus, Ga.	67 Cyclone	Bud Moore	_____
18	Dick Johnson, Elverta, Calif.	67 Fairlane	Self	_____
19	J. T. Putney, Arden, N. C.	66 Chevelle	Joyce Putney	_____
20	Clyde Lynn, Christiansburg, Va.	66 Ford	Self	_____
21	Cale Yarborough, Charlotte, N. C.	67 Fairlane	Wood Bros.	_____
24	Jack Harden, Huntsville, Ala.	66 Ford	Betty Lilly	_____
25	Jabe Thomas, Christiansburg, Va.	67 Fairlane	J. Robertson	_____
26	Darel Dieringer, Charlotte, N. C.	67 Fairlane	Jr. Johnson	_____
28	Fred Lorenzen, Elmhurst, Ill.	67 Fairlane	H & M	_____
29	Dick Hutchinson, Camden, S. C.	67 Fairlane	Bondy Long	_____
34	Wendell Scott, Danville, Va.	65 Ford	Frank Scott	_____
35	Max Ledbetter, Franklin, N. C.	66 Chev	Ken Carpenter	_____
38	Wayne Smith, Advance, N. C.	66 Chev	Self	_____
39	Friday Hassler, Chattanooga, Tenn.	66 Chevelle	Red Sharp	_____
40	Eddie Yarborough, Elkin, N. C.	65 Dodge	_____	_____
43	Richard Petty, Randleman, N. C.	67 Plym	Lee Petty	_____
44	Larry Hess, Salisbury, N. C.	66 Rambler	Self	_____
45	Bill Seifert, Skyland, N. C.	65 Ford	Self	_____
46	Roy Mayne, Bolling AFB	66 Chev	Tom Hunter	_____
48	James Hylton, Inman, S. C.	65 Dodge	Self	_____
49	G. C. Spencer, Jonesboro, Tenn.	67 Plym	Self	_____
52	Jack Ethridge, Jacksonville, Fla.	65 Ford	Self	_____
58	Jimmy Helms, Charlotte, N. C.	65 Plym	Geo. Paulos	_____
62	Ken Spikes, Cordele, Ga.	67 Pont GTO	H. Collins	_____
63	Larry Manning, Richmond, Va.	66 Ford	Bob Adams	_____
64	Elmo Langley, Landover, Md.	66 Ford	Woodfield Mo.	_____
67	Buddy Arrington, Martinsville, Va.	65 Dodge	Self	_____
69	Paul Radford, Ferrum, Va.	65 Dodge	B. Arrington	_____
75	Earl Brooks, Lynchburg, Va.	65 Ford	R. W. Burgess	_____
76	Curly Mills, Beverly Hills, Calif.	66 Ford	Ben Arnold	_____
80	Bob Pickell, Trenton, N. J.	66 Chev	Cozze Bros.	_____
81	Tom Ingram, Asheville, N. C.	66 Chevelle	Self	_____
86	Neil Castles, Charlotte, N. C.	65 Plym	Self	_____
87	Buck Baker, Charlotte, N. C.	66 Chevelle	Self	_____
89	Don Stives, Trenton, N. J.	66 Chevelle	Ron Smith	_____
90	Sonny Hutchins, Richmond, Va.	67 Fairlane	W. C. Donlavey	_____
97	Henley Gray, Rome, Ga.	66 Ford	Self	_____
99	Paul Goldsmith, Munster, Ind.	67 Plym	Ray Nichels	_____

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# A HERO? A STAR? YOU HAVE TO PAY THE PRICE

By DICK THOMPSON  
Public Relations Director  
Martinsville Speedway

He was ready to quit but Holman and Moody had been watching him and in 1961, they offered him a ride.

It was right here at Martinsville in 1961 that Lorenzen scored his first victory. The race was rained out after 149 laps but speedway president H. Clay Earles decided to pay the drivers on the basis of a 100-mile race and Lorenzen, the leader at the time, took home first place money.

You know the rest. Lorenzen won an all-time record \$113,570 in 1963 and he's been one of the big names in racing.

And he's dominated the events here the last few years, winning the 1964 and 1965 Virginia 500 and the Old Dominion 500 in 1963, 1964 and 1966.

He knows what it takes to win here. "For me, it's the hardest track on the circuit," Lorenzen stated talking about the long straights and the tight turns.

"It wears me out more than any track on the circuit. It's hard on your mind, your back, your legs and your arms."

Having to go to your brakes sometimes like 1,000 times during the 500 laps is rough on drivers and cars. So much so in fact that defending champion Jim Paschal plans to use a power brake setup.

And Richard Petty, the only three-time winner of the Virginia 500, agrees. "Those 500 laps at Martinsville is a long way," he said. "You don't really get a chance to relax. You have pretty long straightaways but you've got to be busy aiming to get in the corners. It takes a man in pretty good shape to run 500 laps here."

All the heroes will be after this one—guys like Cale Yarborough, Dick Hutcherson, Darel Dieringer, Paul Goldsmith, David Pearson, Lee Roy Yarborough, Sam McQuagg, Bobby Allison and Curtis Turner.

But don't envy them. Don't call them lucky.

"It was a rough road," Lorenzen said. "I'd hate to have to go through it all again."

He paid the price.

Someone—I think it was Virginia Tech football coach Jerry Claiborne—once said some very true words about sports and for that matter, life.

"You have to pay the price," he said.

You want to be a star? A hero? Or maybe just a success in what you're doing? You have to earn it.

Take Fred Lorenzen, one of the favorites in the Virginia 500, for instance. He has it made. Here is a guy with a ride in a factory Ford and knocking down money like most guys dream about. He's handsome enough to be in the movies and recently starred in a film.

And a day doesn't go by that he doesn't call up his stockbroker to see how much money he's made.

He's a hero, an idol.

So how come he deserves it, huh?

Let's go back to 1956, the same year Buck Baker won the very first Virginia 500. Lorenzen, backed by his carpenter's pay of \$3 an hour, tried his hand at late model racing after brief shots at drag racing, amateur racing and demolition events.

He drove—would you believe it—his own 1955 Chevrolet here. And who paid much attention to a guy who finished an earth-shaking 24th?

"Things were so tough I had to sleep in my tow truck," Lorenzen grinned. It's funny now. Back then, it wasn't.

He tried four races in the south, never finished one and wound up broke. But he was learning.

He kept learning the next three years and won the USAC championship in 1958 and 1959 but not much money.

He tried the NASCAR circuit in 1960 again with little success. "I had learned to drive but I was living on handouts," he said. "Norris Friel, Johnny Bruner and the other inspectors were lending me money to live on."

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# ANDRETTI SCORES VICTORY IN DAYTONA 500 RACE

By BERNARD KAHN  
News-Journal Sports Editor

Charging in a 1967 factory Ford Fairlane, Italian born Mario Andretti scored a well deserved victory Sunday in the yellow flag draped ninth annual Daytona 500 attended by 94,250 fans, largest sports crowd in Florida history.

Andretti had built up a sizeable 22 second lead on fellow Ford driver Fred Lorenzen when the yellow flag fell in the 495th mile for the ninth time in the race and they finished 1-2 under the caution banner.

Fifty seven of the 200 laps over the 2.5 mile Daytona International Speedway were run under the caution flag as a punishing pace took a heavy toll and strewed the track with blown engines and shredded tire rubber. There was not a single serious mishap but a series of spinouts and engine troubles that triggered the caution flags.

The yellow flags cut Andretti's winning average to 146.926 mph, slowest Daytona 500 since 1960. However, the pace was torrid when the track was trouble free and Andretti whizzed his Ford with its 427 c.i. wedge engine and two four barrel carburetors around the 100th lap at 181.818 mph for the swiftest lap of the stinging cold day.

## Survivors

James Hylton, in an independent 1965 Dodge, survived as the hot runners kept dropping out and placed third a lap behind the front two factory Fords.

DeWayne (Tiny) Lund, long shot winner of the Daytona 500 in 1963, came in fourth driving a Petty team 1966 Plymouth. Lund ran out of gas and coasted down the pit road over the finish line as the checkered flag waved.

Jerry Grant, in a 1967 Plymouth, was credited with fifth. In the 199th lap Grant spun out in the East turn but he had built up a big enough lead on Darel Dieringer's 1967 Ford to save fifth. Dieringer was sixth.

It was a hectic race, a crowd pleaser, and the lap lead was swapped around 35 times by nine different drivers. Only 20 of the 50 high performance racing stock cars that started were still running at the finish.

## Victory Sweet

For Andretti of Nazareth, Pa., 26 year old fire hydrant (5-4) sized USAC national driving champion, it was a sweet win in NASCAR's richest stock car classic. He won \$43,500.

Second paid \$14,000 to the 32 year old Lorenzen of Elmhurst, Ill., who won the rain shortened Daytona 500 in 1965 and placed second in 1963, just 24 seconds behind winner Lund then.

The ninth Daytona 500 became a two car duel in the 398th mile when front running David Pearson's 1967 Dodge Charger blew the engine.

Now Andretti and Lorenzen were all alone, a lap ahead of the closest pursuer. In the 405th mile a caution flag came out and Mario and Fred both pitted quickly, with Lorenzen coming out first to lead.

The green full speed ahead flag waved in the 422nd mile, and Andretti promptly charged ahead of Lorenzen. Mario increased his advantage steadily, to 3½ seconds in the 182nd lap, to 13 seconds in the 191st lap, to 19 seconds in the 194th and to 22 seconds in the 199th lap, just five miles from the finish. Then the caution flag came out and it was all over.

Both Andretti and Lorenzen had traveled the last 95 miles without a pit stop, aided by the slowdown yellow flag.

## Full Bore

From start to finish, Andretti charged full throttle when the green flag was in his eyes. He was second at 100 miles, had pitted and dropped to sixth at 200, but was first at 300, 400 and 500 miles.

Pole sitter Curtis Turner, in his independent Smokey Yunich 1966 Chevrolet Chevelle which was without General Motors' blessing, made a valiant stab at upsetting the factory might. He led the race repeatedly, and goofed in the 132nd lap when he came in for a pit stop and overran his pit. He had to continue around the track and came back in again, losing precious time. Turner was riding in third place, in a pack with Andretti and Lorenzen, when a telltale puff of smoke trailed the Chevelle in the 144th lap and in the same instant the engine blew.

Troubles hounded other prerace 'name' stars.

Paul Goldsmith, in a 1967 Plymouth, was running second when he spun out wildly in the East turn on the 39th lap. He limped to the pits and dropped far behind. Goldsmith finally withdrew in the 178th lap.

Cale Yarborough's 1967 Ford took off in the grass infield to miss Goldsmith's slithering car in that 39th lap spin. Yarborough's front end was misaligned and he pulled out after 45 laps.

## Petty Plagued

In the 46th lap USAC stock car titleholder Don White spun out his 1967 Dodge in the west turn. Johnny Sears' Ford also went spinning.

Defending champion Richard Petty sped through the debris and metal on the track cut his tires and flew up bending a fender. He experienced continued troubles, having to make a lengthy pit stop in the 81st lap when his rear trunk became unhinged and flew open. In the 112th lap Petty was black-flagged by NASCAR officials who detected damage to the rear end of his car.

Petty had repairs made and kept running until the engine blew in the 198th lap. If it was any consolation for 1966 winner Petty, his Daytona 500 record still stands. He set the existing mark of 154.334 in 1964 driving a 1964 Plymouth.

Bold A. J. Foyt challenged early in the race and went out in the 47th lap when the flywheel on his 1967 Ford exploded.

Lee Roy Yarbrough's 1967 Dodge pulled out in the 72nd lap.

## Baker Out

Elzie (Buddy) Baker, Jr., in an independent 1967 Dodge set up by Daytonan Ray Fox, made a superb run until the engine blew in the 120th lap. Baker had led the race earlier and was a strong challenger when the engine pfft-ed.

Then Turner and next Pearson blew.

Andretti of USAC and Lorenzen of NASCAR were all alone in the lead, eyeball to eyeball.

The repeated caution flags spiked the canny Lorenzen's strategy and his hopes of being able to win with fewer pit stops went out the tailpipe.

The flyin' Andretti charged to victory.

# Official Results Of The Ninth Annual Daytona 500

SUNDAY, FEBRUARY 26, 1967 AT DAYTONA INTERNATIONAL SPEEDWAY.

Fin.	Car	Driver	Type Car	Laps	Points	Money	Reason Out
1	11	Mario Andretti	67 Ford	200	USCA	\$43,500	Running
2	28	Fred Lorenzen	67 Ford	200	6500	14,950	Running
3	48	James Hylton	65 Dodge	199	6240	10,925	Running
4	42	Tiny Lund	66 Plym	198	5980	6,675	DNF
5	40	Jerry Grant	67 Plym	198	USAC	4,725	Running
6	26	Darel Dieringer	67 Ford	196	5720	3,900	Running
7	90	Sonny Hutchins	67 Ford	195	5460	3,100	Running
8	43	Richard Petty	67 Plym	193	5200	2,750	Bl. Eng.
9	10	Jim Hurtubise	67 Plym	192	USAC	2,500	Running
10	00	Neil Castles	65 Plym	191	4940	2,425	Running
11	05	Donnie Allison	67 Chev1	188	4680	3,350	Running
12	4	John Sears	66 Ford	188	4420	2,275	Running
13	46	Roy Mayne	66 Chevy	185	4160	2,250	R. End
14	41	Dorus Wisecarver	66 Ford	183	USAC	2,225	Running
15	34	Wendell Scott	65 Ford	176	3900	2,200	Running
16	99	Paul Goldsmith	67 Plym	175	3640	2,170	Bl. Eng.
17	17	Henley Gray	67 Ford	173	3380	2,165	Running
18	36	H. B. Bailey	66 Pontiac	171	3120	3,160	Running
19	71	Bobby Isaac	67 Dodge	166	2860	2,155	Oil Lk.
20	64	Elmo Langley	66 Ford	165	2600	2,150	Running
21	20	Clyde Lynn	66 Ford	165	2340	2,145	Running
11	15	Sam McQuagg	67 Merc	163	2080	2,140	Head Gs.
23	0	Ramo Stott	66 Plym	163	1820	1,135	Running
24	6	David Pearson	67 Dodge	159	1560	2,030	Bl. Eng.
25	13	Curtis Turner	66 Chev1	143	1300	1,425	Bl. Eng.
26	78	Joel Davis	66 Chevy	141	1040	1,120	Bk. Hub
27	31	Innes Ireland	66 Dodge	126	FIA	1,115	Bl. Eng.
28	3	Buddy Baker	66 Dodge	120	780	1,400	Bl. Eng.
29	19	Don Biederman	66 Chev1	119	520	1,105	Running
30	85	Gordon Johncock	67 Plym	112	USAC	1,100	Bl. Eng.
31	68	Gary Bettenhausen	66 Ford	82	USAC	1,095	O-Heat.
32	14	Jim Paschal	67 Plym	77	260	1,090	Bl. Eng.
33	37	Charles Glotzbach	65 Dodge	74	260	1,085	Fl. Pump
34	12	Lee Roy Yarbrough	67 Dodge	71	260	1,480	Bl. Eng.
35	62	Ken Spikes	67 Pontiac	65	260	1,075	Bl. Eng.
36	29	Dick Hutcherson	67 Ford	46	260	1,070	Wrecked
37	27	A. J. Foyt	67 Ford	44	USAC	1,765	Bl. Eng.
38	2	Don White	67 Dodge	43	USAC	1,060	Wrecked
39	21	Cale Yarborough	67 Ford	42	260	1,055	Suspen.
40	16	Bobby Allison	67 Merc	34	260	1,000	Oil Pan
41	80	Bob Pickell	66 Chevy	22	260	950	Axel
42	76	Red Farmer	66 Ford	21	260	900	Bl. Eng.
43	7	Bobby Johns	66 Chev1	18	260	850	Dist.
44	49	G. C. Spencer	67 Plym	15	260	800	Bl. Eng.
45	45	Blackie Watt	66 Chevy	15	260	750	O-Heat
46	1	Paul Lewis	67 Dodge	5	260	700	Hub
47	79	Frank Warren	66 Chevy	5	260	650	Oil Leak
48	39	Friday Hassler	66 Chev1	4	260	600	Wrecked
49	51	George England	65 Chevy	2	260	550	Bl. Eng.
50	04	Coo Coo Marlin	65 Chevy	1	260	500	Trans.

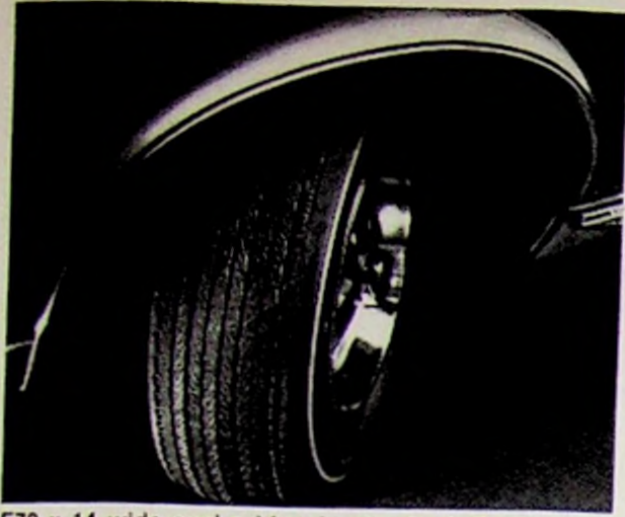
Time of Race: 3 hours, 24 min., 11 seconds.

Average Speed: 146.926 miles per hour.

Fastest Qualifier: Curtis Turner, 180.831 mph, 1966 Chevelle.

# Probable Entries For The NASCAR Grand National Races

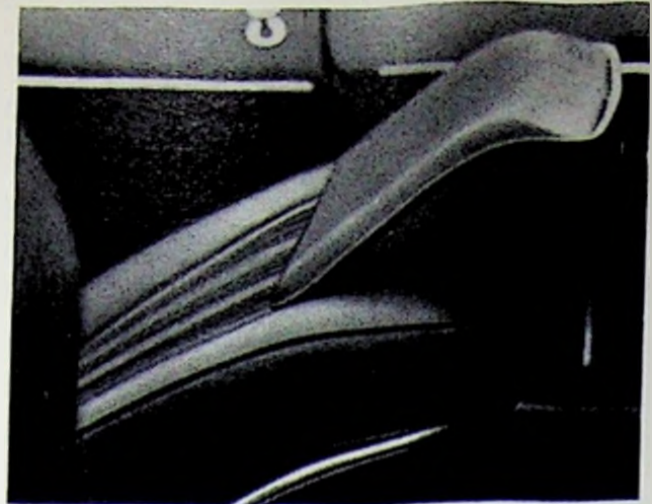
Car No.	Driver and Home	Type Car	Car Owner	Qualifying	
				Time	Speed
00	Neil Castles, Charlotte, N. C.	'65 Ply.	Emory J. Gilliam, Morristown, Tenn.		
1	Paul Lewis, Johnson City, Tenn.	'67 Dodge	A. J. King, Sevierville, Tenn.		
2	Bobby Allison, Hueytown, Ala.	'68 Chevy	Edmond Allison		
3	Buddy Baker, Charlotte, N. C.	'67 Dodge	Ray Fox, Daytona Beach, Fla.		
4	John Sears, Ellerbee, N. C.	'66 Ford	L. G. DeWitt, Ellerbee, N. C.		
04	Coo Coo Marlin, Columbia, Tenn.	'65 Chev.	Charlie Hughes, Spring Hill, Tenn.		
05	Donnie Allison, Hueytown, Ala.	'67 Chev.	Robert Harper, Jackson, Miss.		
6	David Pearson, Spartanburg, S. C.	'67 Charger	Cotton Owens, Spartanburg, S. C.		
7	Bobby Johns, Miami, Fla.	'66 Chevelle	Shorty Johns, Miami, Fla.		
9	Roy Tyner, Lakeview, S. C.	'66 Chevy	Roy Tyner		
09	Max Ledbetter, Franklin, N. C.	'66 Chevy	Garland Miller		
11		'67 Ford	Holman & Moody, Charlotte, N. C.		
12	Lee Roy Yarbrough, Columbia, S. C.	'67 Dodge	Jon Thorne, Valdosta, Ga.		
13	Curtis Turner, Charlotte, N. C.	'66 Chevelle	Ken Rich, Dallas, Texas		
14	Jim Paschal, High Point, N. C.	'67 Ply.	Tom Friedkin, Rancho Sante Fe, Calif.		
15	Sam McQuagg, Columbus, Ga.	'67 Merc.	Bud Moore, Spartanburg, S. C.		
16	Bobby Allison, Hueytown, Ala.	'67 Merc.	Bud Moore, Spartanburg, S. C.		
19	J. T. Putney, Arden, N. C.	'66 Chevelle	Joyce Putney, Arden, N. C.		
20	Clyde Lynn, Christiansburg, Va.	'66 Ford Gal.	Clyde Lynn's, Inc., Christiansburg, Va.		
21	Cale Yarborough, Charlotte, N. C.	'67 Ford	Glen Wood, Stuart, Va.		
24	Jack Harden, Huntsville, Ala.	'66 Ford	Betty Lilly, Valdosta, Ga.		
25	Jabe Thomas, Christiansburg, Va.	'66 Ford	John Robertson, Roanoke, Va.		
26	Darel Dieringer, Charlotte, N. C.	'67 Fairlane	Junior Johnson, Ronda, N. C.		
27		'67 Ford	Banjo Matthews, Asheville, N. C.		
28	Fred Lorenzen, Charlotte, N. C.	'67 Ford	Holman & Moody, Charlotte, N. C.		
29	Dick Hutcherson, Charlotte, N. C.	'67 Ford	Bondy Long, Camden, S. C.		
32	Larry Miller, Greenville, S. C.	'65 Dodge	Larry Miller		
34	Wendell Scott, Danville, Va.	'65 Ford	Franie Scott, Danville, Va.		
35	Harold Stockton	'65 Olds			
36	H. B. Bailey, Houston, Texas	'66 Pont.	Janice Bailey, Houston, Texas		
38	Wayne Smith, Advance, N. C.	'66 Chev.	Wayne Smith, Advance, N. C.		
39	Friday Hassler, Scottsboro, Ala.	'66 Chevelle	Red Sharp, Scottsboro, Ala.		
43	Richard Petty, Randleman, N. C.	'67 Ply.	Lee Petty, Randleman, N. C.		
45	Bill Seifert, Skyland, N. C.	'65 Ford	Bill Seifert		
46	Roy Mayne, Oxon Hill, Md.	'66 Chev.	James Hylton, Inman, S. C.		
48	James Hylton, Inman, S. C.	'65 Dodge	James Hylton, Inman, S. C.		
49	G. C. Spencer, Zanesboro, Tenn.	'67 Ply.	G. C. Spencer, Zanesboro, Tenn.		
51	George England, Dallas, Texas	'65 Chev.	Tom Hixon, Dallas, Texas		
52	Jack Ethridge, Ginsmore, Fla.	'65 Ford	Jack Ethridge, Ginsmore, Fla.		
54	Tom Raley, No. Beach, Md.	'65 Ford	John Miller, Bladensburg, Md.		
55	Tiny Lund, Cross, S. C.	'66 Ford			
58	Jimmy Helms, Charlotte, N. C.	'65 Ply.	George Poulos		
63	Larry Manning, Richmond, Va.	'66 Ford	Bob Adams		
64	Elmo Langley, Charlotte, N. C.	'66 Ford	Woodfield Ford, Damascus, Md.		
68	Bobby Watson, Louisville, Ky.	'66 Ford	Harry Rainer, Prestonsburg, Ky.		
71	Bobby Isaac, Catawba, N. C.	'67 Dodge	K. & K. Ins. Agency, Ft. Wayne, Ind.		
75	Earl Brooks, Lynchburg, Va.	'66 Ford	R. W. Burgess		
76	Curly Mills, Birmingham, Ala.	'66 Ford	Ben Arnold		
78	Ben Lane, Wrightsville, Ga.	'66 Chev.	Earl Ivey, Wrightsville, Ga.		
79	Frank Warren, Augusta, Ga.	'67 Chev.	Harold Rhodes, Augusta, Ga.		
80	Bob Pickell, Flemington, N. J.	'66 Chev.	Cozze Brothers, Jutland, N. J.		
81	Jack Ingram, Asheville, N. C.	'65 Chevy	Thomas Ingram		
85	Jim Hunter, Knoxville, Tenn.	'65 Chevy	Casper Hensley		
86	Joe Newbert, Knoxville, Tenn.	'65 Chevy	Casper Hensley		
88	Buck Baker, Charlotte, N. C.	'67 Olds	Buck Baker		
89	Don Stives, Trenton, N. J.	'66 Chevelle	Ron Smith, Mt. Holly, N. J.		
90	Sonny Hutchins, Richmond, Va.	'67 Fairlane	W. C. Donleavy, Jr., Richmond, Va.		
97	Henley Gray, Rome, Ga.	'66 Ford	Henley Gray, Rome, Ga.		
99	Paul Goldsmith, Munster, Ind.	'67 Ply.	Ray Nichols, Griffith, Ind.		



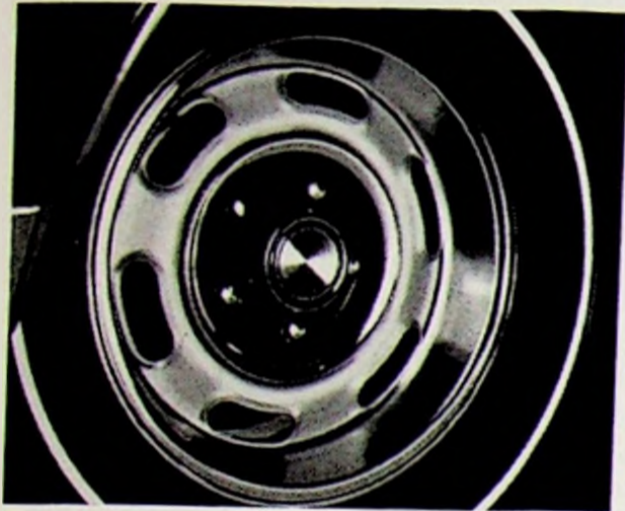
F70 x 14 wide oval rubber is standard. Redlines or thinline whitewalls.



The Great One. Standard safety features include backup lights and a four-way hazard warning flasher.



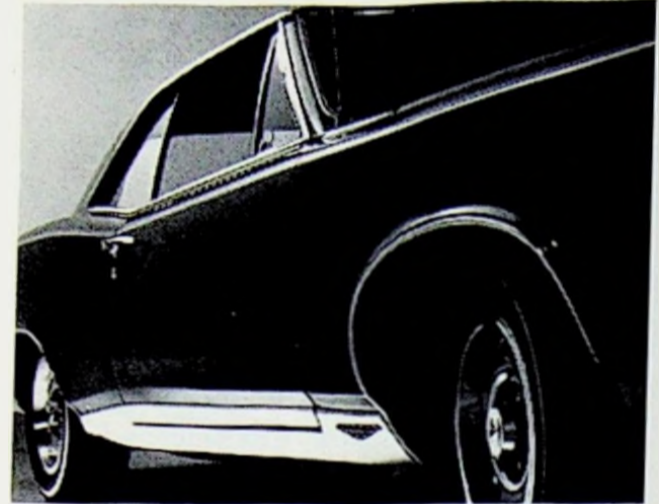
Reclining passenger seat and head rests for both front seats cost extra. But why not indulge a little?



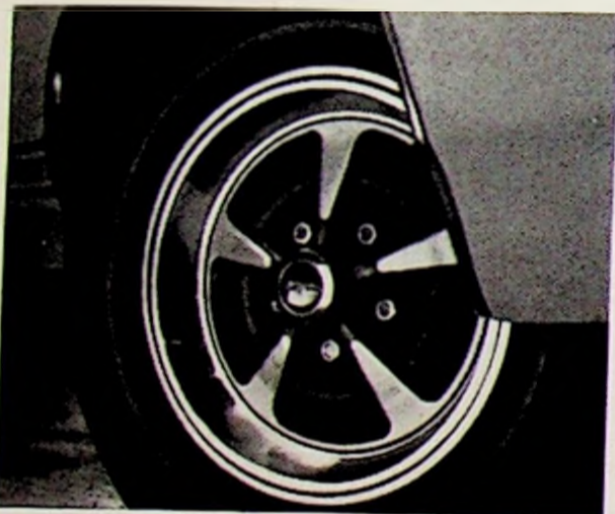
The Rally I wheel in the eternal embrace of a wide oval whitewall. Extra-cost.



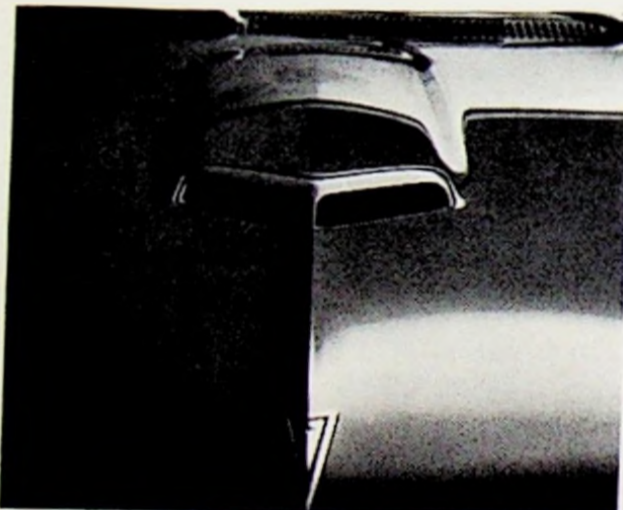
If you're wondering why we mounted the tach (extra-cost) on the hood, you're excused.



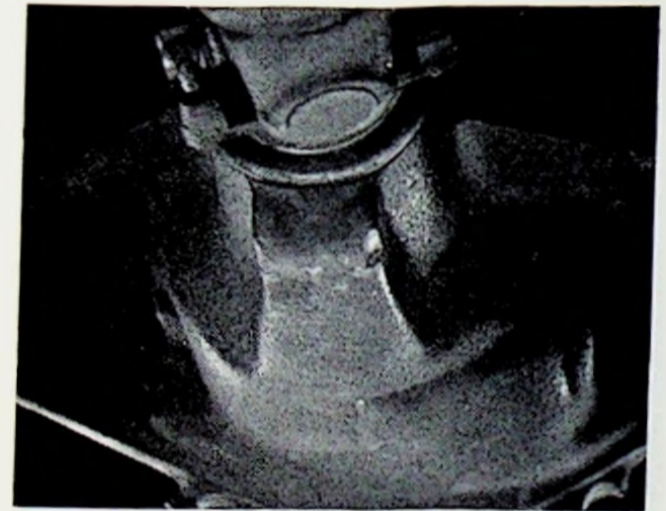
What other cars must feel like as they watch The Great One slide by. Sliding by: the GTO hardtop.



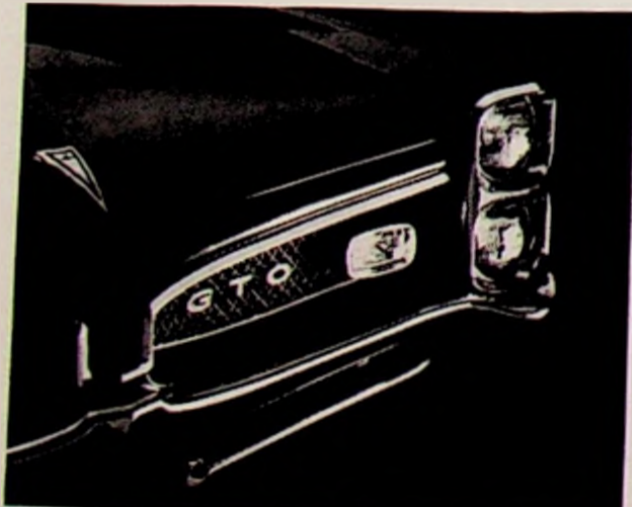
Our great Rally II wheels. Extra-cost. Wider whitewalls are available, but not on wide oval tires.



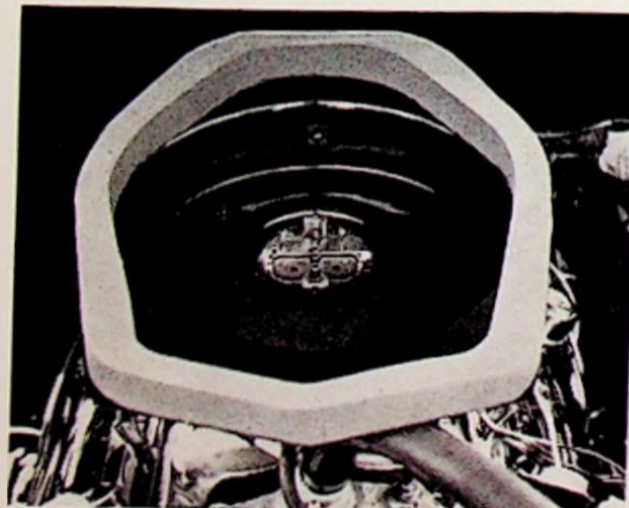
If you order the Ram Air option, the scoop becomes an actual good-grief-it's-real! scoop. See below.



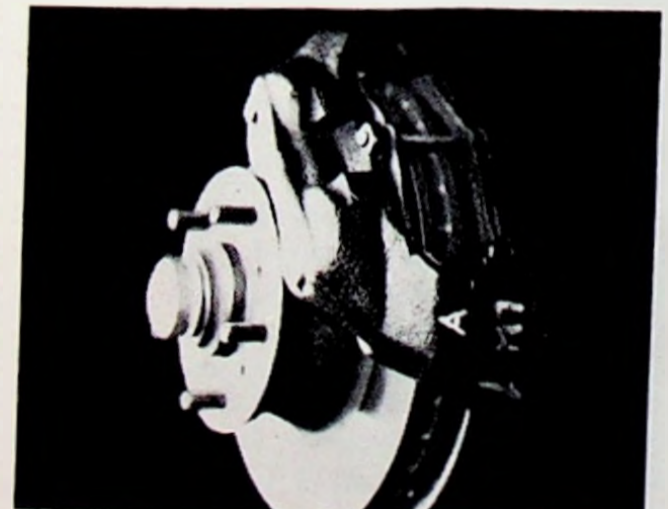
Heavy-duty rear axle assembly. For extreme-duty service. Mandatory with 3.90:1 and 4.33:1. Extra-cost.



You should try our already stiff suspension before you pay extra for the stiffer shock absorbers we have.

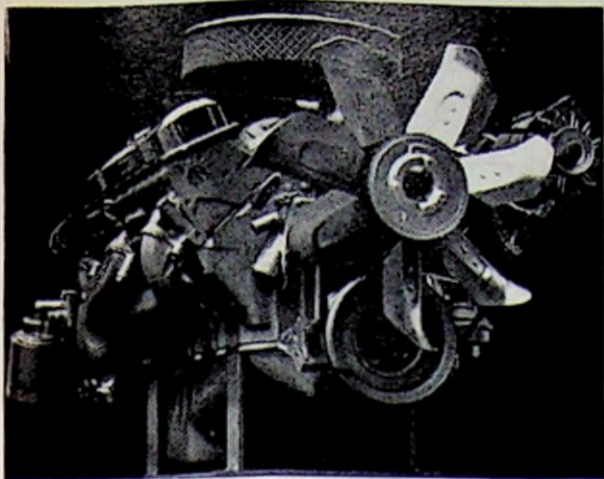


Extra-cost Ram Air option with functional scoop, high output cam, springs. 4.33:1 axle only.



Front wheel disc brakes are extra-cost and come with power. The line forms on the right.

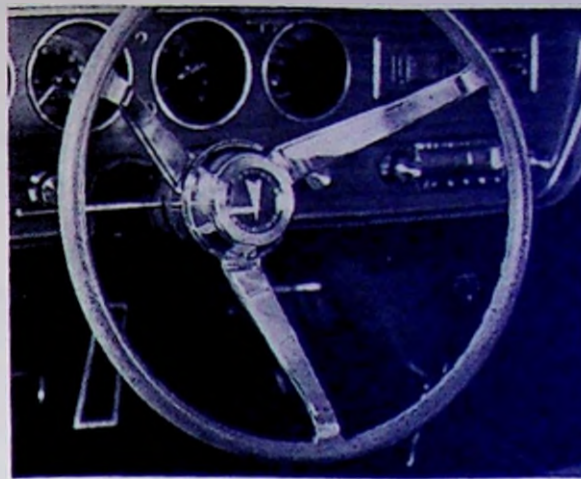
## Pontiac GTO



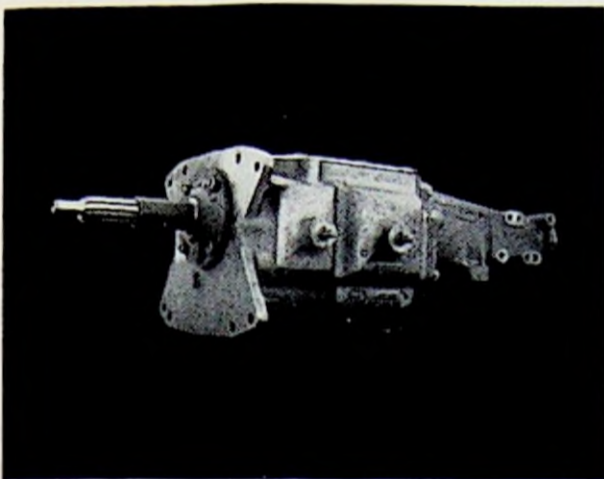
The enormously capable Quadra-Power 400. Standard. 360-hp at 5100 rpm. 438 lb.-ft. at 3600 rpm.



You say you never get tired of looking at The Great One? Neither do we. Let's pause and admire.



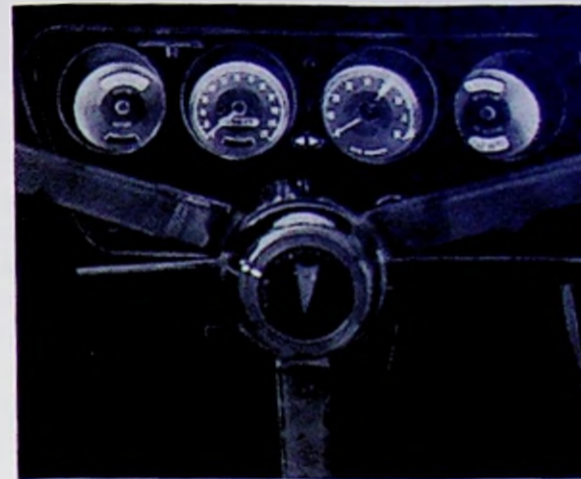
The extra-cost custom sports steering wheel. Even though it's not real wood, it still looks sensational.



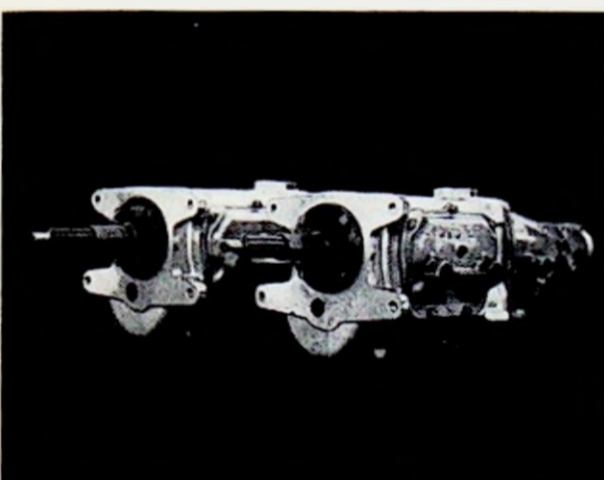
The extra-cost heavy-duty 3-speed comes with a floor-mounted Hurst shifter at no extra cost.



The Hurst shifter climbing out of an extra-cost console covered with walnut wood grain styling.



The extra-cost Rally Cluster: fuel gauge, battery light, speedo, tach, oil pressure, water temperature.



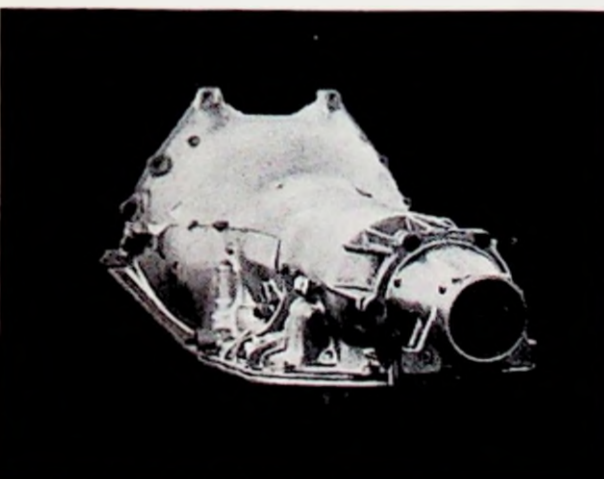
Extra-cost 4-speeds. Wide ratio (2.52, 1.88, 1.46, 1). Close ratio (2.20, 1.64, 1.28, 1). Hurst shifters.



Extra-cost Turbo Hydra-Matic with Hurst quadrant. Right slot is for manual stick shift control.



Our 8-track stereo tape player. It sounds unbelievable even in an open convertible. Extra-cost.



3-speed Turbo Hydra-Matic. Extra-cost, any engine. You can get a 400 cu. in. 255-hp 2-bbl with it.



Standard safety features include a lane change feature incorporated in direction signal control.



Another standard safety feature is a dual master cylinder brake system with warning light.



# Now you know what makes The Great One great.

Want 5 car pictures for your wall, complete specs and decals? Send 25¢ (35¢ outside U.S.A.) to: '67 Wide-Tracks, P.O. Box 888R, 196 Wide-Track Blvd., Pontiac, Mich. 48056. Please include your ZIP code.

# 1967 National NASCAR Schedule Grand National

# GRAND NATIONAL POINT STANDINGS

DATE	LOCATION	FIA DIST. LIST	POSTED AWARDS
Apr. 6—Columbia, S. C. (½ Mi. Dirt)	100 M	\$ 5,330	
Apr. 9—Hickory, N. C. (4/10 Mi. Dirt)	100 M	5,330	
Apr. 16—No. Wilkesboro, N. C. (¾ Mi. Pvd)	250 M N/O	21,045	
Apr. 23—Martinsville, Va. (½ Mi. Pvd)	250 M N/O	25,590	
Apr. 28—Savannah, Ga. (½ Mi. Dirt)	100 M	5,330	
Apr. 30—Richmond, Va. (½ Mi. Dirt)	125 M N/O	*11,365	
May 13—Darlington, S. C. (1½ Mi. Pvd)	400 M	63,810	
May 19—Beltsville, Md. (½ Mi. Pvd)	100 M	5,330	
May 20—Hampton, Va. (4/10 Mi. Dirt)	100 M	5,330	
May 28—Charlotte, N. C. (1½ Mi. Pvd)	600 M N/O	*112,460	
June 2—Asheville, N. C. (1/3 Mi. Pvd)	100 M	5,330	
June 4—Macon, Ga. (½ Mi. Pvd)	150 M	*7,420	
June 8—Maryville, Tenn. (½ Mi. Dirt)	100 M	5,330	
June 10—Nashville, Tenn. (½ Mi. Pvd)	100 M	5,330	
June 18—Rockingham, N. C. (1 Mi. Pvd)	500 M N/O	*68,050	
June 24—Greenville, S. C. (½ Mi. Dirt)	100 M	5,330	
July 4—Daytona Beach, Fla. (2½ Mi. Pvd)	400 M Intl	*66,770	
July 9—Trenton, N. J. (1 Mi. Pvd)	300 M	20,000	
July 11—Norwood, Mass. (¾ Mi. Pvd)	100 M	5,330	
July 13—Fonda, N. Y. (½ Mi. Dirt)	100 M	5,330	
July 15—Islip, N. Y. (1/5 Mi. Pvd)	250 L	5,330	
July 23—Bristol, Tenn. (½ Mi. Pvd)	250 M N/O	*30,485	
July 27—Maryville, Tenn. (½ Mi. Dirt)	100 M	5,330	
July 29—Nashville, Tenn. (½ Mi. Pvd)	200 M	*12,250	
Aug. 6—Atlanta, Ga. (1½ Mi. Pvd)	400 M N/O	*63,260	
Aug. 12—Winston-Salem, N. C. (¾ Mi. Pvd)	250 L	5,330	
Aug. 17—Columbia, S. C. (¾ Mi. Pvd)	100 M	5,330	
Aug. 20—Weaverville, N. C. (½ Mi. Pvd)	250 M N/O	*17,720	
Sept. 4—Darlington, S. C. (1½ Mi. Pvd)	500 M	*90,080	
Sept. 8—Hickory, N. C. (4/10 Mi. Dirt)	100 M	5,330	
Sept. 10—Richmond, Va. (½ Mi. Dirt)	150 M N/O	*13,875	
Sept. 15—Beltsville, Md. (½ Mi. Pvd)	150 M	7,420	
Sept. 17—Hillsborough, N. C. (9/10 Mi. Dirt)	150 M N/O	*7,720	
Sept. 24—Martinsville, Va. (½ Mi. Pvd)	250 M N/O	*25,190	
Oct. 1—No. Wilkesboro, N. C. (¾ Mi. Pvd)	250 M N/O	*20,670	
Oct. 15—Charlotte, N. C. (1½ Mi. Pvd)	500 M Intl	*75,755	
Oct. 29—Rockingham, N. C. (1 Mi. Pvd)	500 M Intl	*71,565	

M—Miles; L—Laps; \* Estimated Posted Awards.

Intl—Full International Event; N/O—National Open Event.

NOTE—This schedule will be followed as closely as possible. Some changes may be necessary because of inclement weather.

1. James Hylton	10,928
2. Fred Lorenzen	9,168
3. Richard Petty	8,250
4. Darel Dieringer	7,780
5. Neil Castles	7,044
6. David Pearson	6,914
7. Paul Goldsmith	6,882
8. Tiny Lund	6,752
9. Wendell Scott	6,128
10. John Sears	6,116
11. Donnie Allison	5,816
12. Sonny Hutchins	5,764
13. Henley Gray	5,482
14. Elmo Langley	4,888
15. Roy Mayne	4,460
16. Clyde Lynn	3,748
17. H. B. Bailey	3,360
18. Jim Paschal	3,350
19. Bobby Isaac	3,132
20. Bobby Allison	2,742

## Something New — Midnight Race At Daytona July 4

Daytona Beach, Fla.—Something new under the moon—a 250-mile road and track race that starts one minute after midnight—has been added to the Firecracker 400 racing festival at the Daytona International Speedway on July 4.

The race, to be known as the Paul Revere 250, will be for "baby grand national" cars, and will carry a purse of \$10,000, it was announced by Speedway president, Bill France.

The race will begin at 12:01 a. m., July 4, and will be run over the Speedway's full 3.81-mile circuit which includes the 2.5-mile high-banked trioval, and the serpentine, flat infield.

The Paul Revere will serve as the curtain-raiser (or eye-opener) for the NASCAR Firecracker 400 which starts at 10 a. m. on the Fourth.

The "baby grand nationals" are the same cars which ran here during February's Speed Weeks in the Daytona Trans-American 300. The cars are divided into two classes—over and under two liters with a five liter maximum.

In the bigger class are the Mustangs, Cougars, Barracudas, Darts,

and Camaros, many of them factory backed and driven by hand-picked factory drivers. These cars are capable of speeds of 170-plus on the straights, and they take the infield curves like true sports cars.

The Paul Revere, fully sanctioned by the Sports Car Club of America (SCCA), was met with instant and enthusiastic response by Trans-American drivers when told of the midnight duel on the demanding track-road circuit.

Drivers in the first of the Trans-American series at Daytona in February included Dan Gurney, Parnelli Jones, Dick Thompson, Jerry Titus, Bob Tullius, Peter Gregg, Charlie Kolb, Bob Jennings, Joie Chitwood, and Paul Jett. The bulk of the Paul Revere field is expected to be drawn from such drivers and cars.

In addition, quite a few of NASCAR's top Grand National drivers, who'll be on hand for the Firecracker 400, have expressed interest in a ride in the Paul Revere 250.

Gates for the midnight running of the Paul Revere will open at 8 p. m., on July 3.

# Yarborough Rips Atlanta Field For Easy Victory

By JOE WHITLOCK  
State Sports Writer

ATLANTA—Cale Yarborough, like a card hustler with a marked deck, completely dominated the eighth annual Atlanta 500 here Sunday before 80,000 fans on the way to the first major victory of his career.

The husky 28-year-old competitor kept his 1967 Wood Brothers Ford Fairlane at the head of the pack almost all the way, leading over 300 laps of the 344-lap scramble.

Yarborough, a Timmonsville farm boy who has been driving race cars since he was 15 years old, fought off early challenges from Mario Andretti and Richard Petty before taking the lead for good on the 197th lap.

Yarborough, adding a bit of suspense in the final seconds of the demanding grind, made a gas stop nine laps from the finish, but still managed to whip second-place Dick Hutcherson to the wire by more than two miles. Hutcherson was in a Bondy Long Fairlane.

Buddy Baker, apparently set for a second-place finish, also had to stop for fuel five laps from the end and wound up with third-place money.

Yarborough led the race five different times for a total of 302 laps and collected \$20,385 for his effort.

Six drivers held the lead, but only a 17-lap stint in front by Petty posed any big problem to Yarborough.

The 500-mile battle, much closer than Yarborough made it appear, was marred by six caution flags, consuming 39 laps and pushing the winner's average speed to 131.078 miles an hour.

Yarborough, who started on the pole position after establishing a pair of qualifying marks (148.996) Wednesday, took advantage of the caution breaks for pit stops and the renowned Wood Brothers speed in the pits had a lot to do with his commanding lead at the finish.

Charles Glotzbach, in a 1965 Dodge finished fourth seven laps behind the winner, and Bobby Isaac, in a '67 Dodge finished fifth.

Yarborough jumped to a quick lead on the first lap and managed to hang on during one of the hottest starts in history.

The competition was dazzling as the 44 starters fought for position. By the 25th lap Andretti had moved from the 22nd starting spot into third place. Lee Roy Yarborough was in sixth place after starting 31st.

Darel Dieringer, Fred Lorenzen, Hutcherson, Petty and Andretti managed to sneak into the lead for brief stints, but it was always Yarborough and the red-and-white Ford back ahead when the race settled down.

Yarborough had a brief struggle with Andretti, who won the Sebring, Fla., endurance race Saturday, and the first lead change under the green flag came when Andretti took over on the 153rd lap. Yarborough was back in his rightful place six laps later when Andretti brushed the fourth turn wall and cut a tire.

Yarborough managed to keep command, but the suspense was almost too much as he watched his competitors fall by the wayside, one by one.

Paul Goldsmith went out on the 153rd lap and Yarborough was next at 162, both had engine problems.

Lorenzen and A. J. Foyt joined hands in a twin spin on the 174th lap and Dieringer blew an engine on the 195th.

Petty, David Pearson, Tiny Lund and Andretti followed into the impound area in succession, all with engine or handling problems.

James Hylton finished 8th in his '65 Dodge, nine laps off the pace, and Friday Hassler was another lap back in 7th place.

John Sears finished 8th, Bobby Allison ninth and G. C. Spencer tenth.

1. Cale Yarborough, Charlotte, N. C., 1967 Ford	\$20,385
2. Dick Hutcherson, Camden, S. C., 1967 Ford	8,505
3. Buddy Baker, Charlotte, N. C., 1967 Dodge	4,900
4. Charles Glotzbach, Georgetown, Ind., 1965 Dodge	2,725
5. Bobby Isaac, Catawba, N. C., 1967 Dodge	1,875
6. James Hylton, Inman, S. C., 1965 Dodge	1,325
7. Friday Hassler, Chattanooga, Tenn., 1966 Chevrolet	1,200
8. John Sears, Ellerbe, N. C., 1966 Ford	1,175
9. Bobby Allison, Hueytown, Ala., 1967 Mercury	950
10. G. C. Spencer, Jonesboro, Tenn., 1967 Plymouth	925
11. J. T. Putney, Arden, N. C., 1967 Chevrolet	750
12. Donnie Allison, Hueytown, Ala., 1966 Chevrolet	725
13. Sonny Hutchins, Richmond, Va., 1967 Ford	650
14. Buddy Arrington, Martinsville, Va., 1965 Dodge	670
15. Jim Paschal, High Point, N. C., 1967 Plymouth	550
16. Bill Champion, Norfolk, Va., 1967 Ford	550
17. Paul Lewis, Johnson City, Tenn., 1967 Dodge	550
18. Sam McQuagg, Columbus, Ga., 1967 Mercury	575
19. Mario Andretti, Nazareth, Pa., 1967 Ford	580
20. Tiny Lund, Cross, S. C., 1966 Plymouth	550
21. David Pearson, Spartanburg, S. C., 1967 Dodge	710
22. Richard Petty, Randleman, N. C., 1967 Plymouth	710
23. Darel Dieringer, Charlotte, N. C., 1967 Ford	580
24. Don White, Keokuk, Iowa, 1967 Dodge	600
25. Wayne Smith, Advance, N. C., 1966 Chevrolet	580
26. Elmo Langley, Landover, Md., 1966 Ford	757
27. A. J. Foyt, Houston, 1967 Ford	575
28. Fred Lorenzen, Elmhurst, Ill., 1967 Ford	810
29. Roy Mayne, Bolling AFB, D. C., 1966 Chevrolet	650
30. Lee Roy Yarborough, Columbia, S. C., 1966 Dodge	700
31. Paul Goldsmith, Munster, Ind., 1967 Plymouth	575
32. Ray Darnell, Deerfield, Ill., 1965 Plymouth	600
33. Jack Harden, Huntsville, Ala., 1966 Ford	640
34. Neil Castles, Charlotte, N. C., 1965 Plymouth	610
35. Bobby Johns, Miami, Fla., 1966 Chevelle	550
36. Frank Warren, Augusta, Ga., 1967 Chevrolet	525
37. Eldon Yarborough, Columbia, S. C., 1965 Chevrolet	580
38. Johns-NG, Bristol, Wis., 1967 Plymouth	500
39. Clyde Lynn, Christiansburg, Va., 1966 Ford	500
40. Wendell Scott, Danville, Va., 1965 Ford	500
41. Gordon Johncock, Hastings, Mich., 1967 Ford	500
42. Dick Johnson, Elberta, Calif., 1966 Ford	500
43. Bill Seifert, Skyland, N. C., 1965 Ford	500
44. Jimmy Crawford, Jr., College Park, Ga., 1965 Chevrolet	500

## RESULTS OF THE SECOND ANNUAL PERMATEX 300 NASCAR MODIFIED-SPORTSMAN RACE FEBRUARY 25, 1967.

Pos.	No.	Driver and Home	Car	Laps	Money
1	04	Jim Paschal, High Point, N. C.	64 Plymouth S	120	\$7,250
2	9	Paul Goldsmith, Munster, Ind.	64 Plymouth S	120	3,450
3	47	Freddy Fryar, Chattanooga, Tenn.	64 Ford M	119	2,000
4	12	Gil Hearne, Wrightstown, N. J.	64 Ford M	119	1,300
5	05	Donnie Allison, Hueytown, Ala.	60 Ford M	118	1,000
6	4	John Sears, Ellerbee, N. C.	64 Ford S	118	900
7	87	Curtis Turner, Charlotte, N. C.	63 Ford S	117	800
8	84	Pete Hamilton, Dedham, Mass.	63 Ford S	116	750
9	70	Bill Wimble, Rome, N. Y.	61 Pontiac M	116	700
10	3	Carl Stevens, Rehoboth, Mass.	64 Ford M	115	700
11	1	Sonny Hutchins, Richmond, Va.	64 Ford M	115	550
12	90	Ray Hendrick, Richmond, Va.	61 Ford M	115	520
13	92	Hank Thomas, Winston-Salem, N. C.	61 Chevrolet M	115	475
14	93	Blackie Watt, N. Alexandria, Pa.	64 Ford S	114	425
15	98	Lennie Pond, Ettrick, Va.	64 Ford M	113	400
16	42	Bo Spradling, LaGrange, Ga.	57 Ford M	112	400
17	91	Bubba Into, Hardeville, S. C.	64 Plymouth S	112	375
18	57	Dick May, Brownville, N. Y.	64 Ford M	111	350
19	67	Paul Clark, Mansfield, Ohio	63 Dodge S	111	325
20	30	Joe Thurman, Rocky Mount, Va.	59 Chevrolet S	110	325
21	32	Gus Linder, Pittsburgh, Pa.	60 Chevrolet S	108	325
22	44	Larry Hess, Salisbury, N. C.	64 Ford S	107	325
23	38	Jerry Cook, Lockport, N. Y.	64 Plymouth S	107	325
24	10	Herman Wise, Atlanta, Ga.	63 Ford M	105	325
25	6	Bob Dobyys, Gordonsville, Va.	64 Ford M	105	325
26	72	Don Tarr, Miami, Fla.	63 Chevrolet S	105	300
27	74	Ernie Gahan, Dover, N. H.	61 Chevrolet M	103	300
28	17	Bobby Fleming, Danville, Va.	63 Ford S	100	300
29	66	Jack Harden, Huntsville, Ala.	61 Ford M	95	300
30	31	Gerald Chamberlain, Everett, Pa.	61 Ford S	91	300
31	16	Jim Hoffman, Robertsville, N. J.	60 Ford M	91	300
32	8	Bill Slater, Hartford, Conn.	60 Ford S	86	300
33	83	Friday Hassler, Chattanooga, Tenn.	61 Pontiac M	83	300
34	50	Darel Dieringer, Charlotte, N. C.	61 Ford S	67	300
35	15	Don MacTavish, Dover, Mass.	63 Ford M	67	300
36	19	Bill Taylor, Fort Pierce, Fla.	60 Ford M	65	300
37	69	George Davis, Adelphi, Md.	64 Dodge M	64	300
38	97	Red Farmer, Hueytown, Ala.	63 Ford M	42	300
39	78	Ray Daniels, Mt. Morris, Mich.	60 Ford M	41	300
40	49	Rene Charland, Agawam, Mass.	61 Ford S	34	300
41	53	Don Tilley, Statesville, N. C.	64 Ford S	29	300
42	99	Lee Roy Yarbrough, Columbia, S. C.	61 Ford M	25	300
43	45	Ed Greer, Union, S. C.	61 Ford S	20	300
44	64	Elmo Langley, Landover, Md.	64 Ford S	11	300
45	86	Calvin Kelly, Greenville, S. C.	60 Ford S	11	300
46	2	Bobby Allison, Hueytown, Ala.	64 Chevrolet M	7	300
47	28	Ken Thomas, Roanoke, Va.	64 Ford M	5	300
48	94	Frank Warren, Augusta, Ga.	64 Chevrolet S	5	300
49	09	Coo Coo Marlin, Columbia, Tenn.	61 Chevrolet M	4	300
50	77	Joe Bill Adams, Mt. Airy, N. C.	56 Ford M	4	300

Average Speed of Race: 148.188 mph (new record). Time of Race: 2 hours, 1 minute, 28 seconds.

Four caution flags for 22 laps.

Lap Leaders: Lee Roy Yarbrough, No. 99, laps 1-9; Paul Goldsmith, No. 9, 10-110; Jim Paschal, No. 04, 111-120.



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At The Speedway

## FACTS ABOUT THE VIRGINIA 500

TRACK—Martinsville Speedway (1/4-Mile Asphalt)

LOCATION—Martinsville, Va.

DIVISION—Grand National Circuit (Saction No. GN 11-67)

DISTANCE—500 Laps (250 Miles)

PROMOTER: Martinsville Speedway, Inc.

POSTED AWARDS: \$25,590 (including \$1,540 Point Fund)

RACE DATE—Sunday, April 23, 1967—Starting Time 1 p. m.

PRACTICE—Friday, April 21, 9 a. m. to 12 noon; Saturday,  
April 22, 9 a. m. to 12 noon.

TIME TRIALS—Friday, April 21, 1 to 4:30 p. m.

QUALIFYING RACE—(20 Laps) Saturday, April 22, 2 p. m.  
(Winner receives 1,100 championship points, second 1,056, third  
1,012, etc.)

### PRIZE AWARDS DISTRIBUTION

PLACE	Racing Purse	Firestone Tires	Goodyear Tires	Pure Oil Company	Autolite Spark Plugs	Champion Spark Plugs	Wynn's Radiator Products	TOTAL AWARDS
1st	\$3,000	\$600	\$600	\$150	\$300	\$300	\$100	\$4,150
2nd	1,500	300	300	100	100	100	50	2,050
3rd	1,000	100	100	50	50	50		1,200
4th-\$750; 5th-\$700; 6th-\$650; 7th-\$550; 8th-\$500; 9th-\$475; 10th-\$450; 11th-\$425; 12th-\$400; 13th-\$390; 14th-\$380; 15th-\$370; 16th-\$360; 17th-\$350; 18th-\$340; 19th-\$330; 20th-\$320; 21st thru 25th-\$300 each; 26th thru 30th-\$275 each; 31st thru 40th-\$250 each. (Field limited to 40 starters.)								

### SPECIAL AWARDS

\$250 to Grand National Champion David Pearson if he enters before entry deadline and competes.

\$500 Lap Money—\$50 to leader of every 50th lap, guaranteed by Raceway.

\$800 Time Trials Awards (Friday) 1st-\$150; 2nd-\$100; 3rd-\$75; 4th and 5th-\$50 each; 6th thru 20th-\$25 each. Fastest cars qualify for April 23.

\$285 Qualifying Race (Saturday)—20 laps to determine 21st thru 40th starting positions. 1st-\$100; 2nd-\$50; 3rd-\$35; 4th thru 7th-\$25 each. (Starting positions determined by trials Friday; those without time start as per check-in gate order.)

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Martinsville, Va.

# Results Of Past Races at Martinsville Speedway

## Over Half Mile Dirt Track — 200 Laps (100 Miles)

YEAR	WINNER AND CAR	SECOND AND CAR	THIRD AND CAR
1949	Red Byron (Olds)	Lee Petty (Plymouth)	Ray Erickson (Mercury)
1950	Curtis Turner (Olds)	Jim Paschal (Ford)	Lee Petty (Plymouth)
1950	Herb Thomas (Plymouth)	Lee Petty (Plymouth)	Buck Baker (Olds)
1951	Curtis Turner (Olds)	Frank Mundy (Stude)	Tim Flock (Olds)
1951	Frank Mundy (Olds)	Lee Petty (Plymouth)	Billy Myers (Hudson)
1952	Dick Rathmann (Hudson)	Bill Blair (Olds)	Perk Brown (Hudson)
1952	Herb Thomas (Hudson)	Fonty Flock (Olds)	Lee Petty (Plymouth)
1953	Lee Petty (Dodge)	Herb Thomas (Hudson)	Dick Rathmann (Hudson)
1953	Jim Paschal (Dodge)	Lee Petty (Dodge)	Bill Blair (Olds)
1954	Jim Paschal (Olds)	Lee Petty (Chrysler)	Curtis Turner (Olds)
1954	Lee Petty (Chrysler)	Hershel McGriff (Olds)	Buck Baker (Olds)
1955	Tim Flock (Chrysler)	Lee Petty (Chrysler)	Jr. Johnson (Olds)

## Over Half Mile Paved Track — 200 Laps (100 Miles)

1955 Speedy Thompson (Chry) Bob Welborn (Chevy) Jim Paschal (Chevrolet)

DIRT TRACK RECORDS: 1-Lap—30.53 Seconds by Fonty Flock (Hudson). 200-Laps— 1 Hour, 47 Minutes, 7 Seconds by Jim Paschal (Olds).

PAVED TRACK RECORD: 100-Mile Race, 200 Laps—1 Hour, 40 Minutes, 40 Seconds by Speedy Thompson (Chrysler).

## VIRGINIA SWEEPSTAKES

(Convertibles & Hardtops. Discontinued in 1960)

1956	Jack Smith (Dodge)	Marvin Panch (Ford)	Bill Amick (Ford)
1957	Bob Welborn (Chevy C)	Jim Massey (Ford)	Lee Petty (Olds)
1958	F. Roberts (Chevy)	Speedy Thompson (Ford) C	Rex White (Chevrolet)
1959	Rex White (Chevrolet)	Glenn Wood (Ford)	Jim Reed (Chevrolet)

## "OLD DOMINION 500" RESULTS

1956	Jim Massey (Chevrolet)	Allen Adkins (Dodge)	Bob Welborn (Chevrolet)
1957	Bill Amick (Ford)	Jim Massey (Ford)	Dick Beaty (Ford)
1958	F. Roberts (Chevy)	Glenn Wood (Ford)	Lee Petty (Olds)
1959	Tom Pistone (T-Bird)	Larry Frank (Chevrolet)	Joe Lee Johnson (Chevy)
1960	Rex White (Chevrolet)	Joe Weatherly (Ford)	Junior Johnson (Chevy)
1961	Joe Weatherly (Pontiac)	Rex White (Chevrolet)	Junior Johnson (Pontiac)
1962	Nelson Stacy (Ford)	Richard Petty (Plymouth)	Ned Jarrett (Chevrolet)
1963	Fred Lorenzen (Ford)	Marvin Panch (Ford)	Joe Weatherly (Mercury)
1964	Fred Lorenzen (Ford)	Richard Petty (Plymouth)	Junior Johnson (Ford)
1965	Jr. Johnson (Ford)	Richard Petty (Plym)	David Pearson (Dodge)
1966	Fred Lorenzen (Ford)	Darel Dieringer (Merc)	Bobby Allison (Chevy)

RECORDS: 1 Lap (Qual.) 75.598 mph—Junior Johnson (Ford) 1966. 250 Miles—3 Hr. 36 Min. 50 Sec.—69.177 mph—Fred Lorenzen (Ford) 1966.

## "VIRGINIA 500" RESULTS — 500 Lap (250 Mile) Races

1956	Buck Baker (Dodge)	Al Thompson (Dodge)	Lee Petty (Dodge)
1957	Buck Baker (Chevrolet)	Curtis Turner (Ford)	Tom Pistone (Chevrolet)
1958	Bob Welborn (Chevrolet)	Rex White (Chevrolet)	Jim Reed (Ford)
1959	Lee Petty (Olds)	J. Beauchamp (Chevrolet)	Junior Johnson (Ford)
1960	Richard Petty (Plymouth)	Jim Massey (Ford)	Glenn Wood (Ford)
1961	Junior Johnson (Pontiac)	E. Zervakis (Chevy)	Fireball Roberts (Pontiac)
1962	Richard Petty (Plymouth)	Joe Weatherly (Pontiac)	Rex White (Chevrolet)
1963	Richard Petty (Plymouth)	Tiny Lund (Ford)	Darel Dieringer (Mercury)
1964	Fred Lorenzen (Ford)	Marvin Panch (Ford)	Junior Johnson (Ford)
1965	Fred Lorenzen (Ford)	Marvin Panch (Ford)	Dick Hutcherson (Ford)
1966	Jim Paschal (Plymouth)	Paul Goldsmith (Plymouth)	Richard Petty (Plymouth)

RECORDS: 1 Lap (Qual.) 75.345 mph—Jim Paschal (Ply) 1966. 250 Miles—3 Hr. 33 Min. 59 Sec.—70.098 mph—Fred Lorenzen (Ford) 1964 (500 Laps).



# DAYTONA 500

Here are some scenes from the 1967 Daytona 500, staged over the world's fastest two and a half mile track, which will be the scene of the ninth annual Daytona Firecracker 400 July 4, 1967.

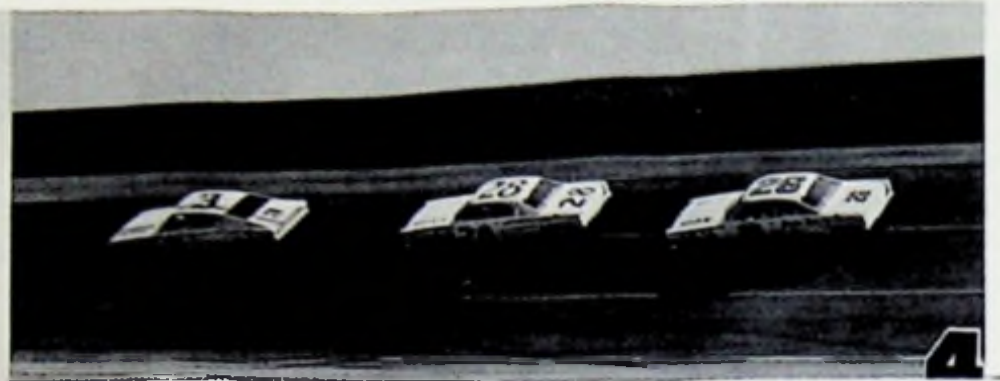


(3) Pretty Miss Dianna Lynn Batts of Falls Church, Va., the Miss United States of the 1965-66 Miss Universe contest, greets the winner of the Daytona 500 race, Mario Andretti of Nazareth, Pa., in victory lane.



(1) ABOVE: Starter Johnny Bruner, Jr., displays the checkered flag as cars roar down homestretch for the ninth annual Daytona 500 won by Mario Andretti of Nazareth, Pa., driving a 1967 Ford.

(2) Curtis Turner of Charlotte, N. C., fastest qualifier for the Daytona 500 with a new record two-lap average of 180.831 miles per hour with a 1967 Chevelle.



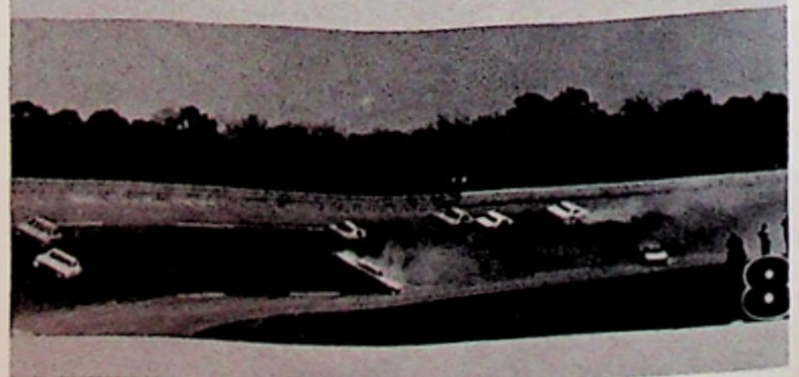
(4) Action during the race, picturing Buddy Baker (3) in a Dodge, Fred Lorenzen (28) in a Ford, and Darel Dieringer (26) in a Ford, battling for honors. The lead changed 36 times during the sizzling race.



(5) Jim Hurtubise (1) and Jerry Grant (40) in pits for check up as A. J. Foyt roars out in No. 27, a 1967 Ford maintained by Banjo Matthews.

(6) Dwayne "Tiny" Lund of Cross, S. C., displays his Hanes thermal underwear, which the Grand National drivers used for the Daytona 500 race. Tiny's problem was that the original supply didn't have anything big enough, and special suits were flown from Winston-Salem to Daytona Beach for Lund and John Sears.

(7) Donnie Allison of Hueytown, Ala., selected by sports writers as the outstanding rookie of the 1967 Daytona race to receive the Pat Purcell award donated by Chrysler Motor Company. (Daytona Speedway Staff Photos.)



TWO THRILLING HOLIDAY RACEWAY SPECTACLES!

SUN. JULY 2

9:00 - 11:00 a.m. Practice for Paul Revere 250  
 12:00 - 2:30 p.m. Qualifying trials for Firecracker 400  
 2:45 p.m. 4-lap Runs for the Record - open to six fastest Saturday qualifiers  
 3:15 - 5:00 p.m. Qualifying trials for Paul Revere 250  
 9:00 - 10:30 p.m. Practice for Paul Revere 250

MON. JULY 3

9:00 - 12 Noon Practice for Paul Revere 250  
 12:00 - 2:30 p.m. Qualifying trials for Firecracker 400 (13th thru 20th positions)  
 4:30 p.m. 25-mile (10 lap) race to determine 21st thru 40th positions for Firecracker 400  
 8:00 p.m. Gates open to infield for Paul Revere 250 and Firecracker 400 Admission \$10.00 both races. (Cars \$1.00 - Campers \$5.00)  
 10:00 p.m. Grandstands open for Paul Revere 250 only. Admission \$6.00 unreserved  
 12:00 Midnight Start of First Annual PAUL REVERE 250 for SCCA Trans-American cars.

MIDNITE JULY 3rd  
 1st ANNUAL  
 PAUL REVERE  
 250



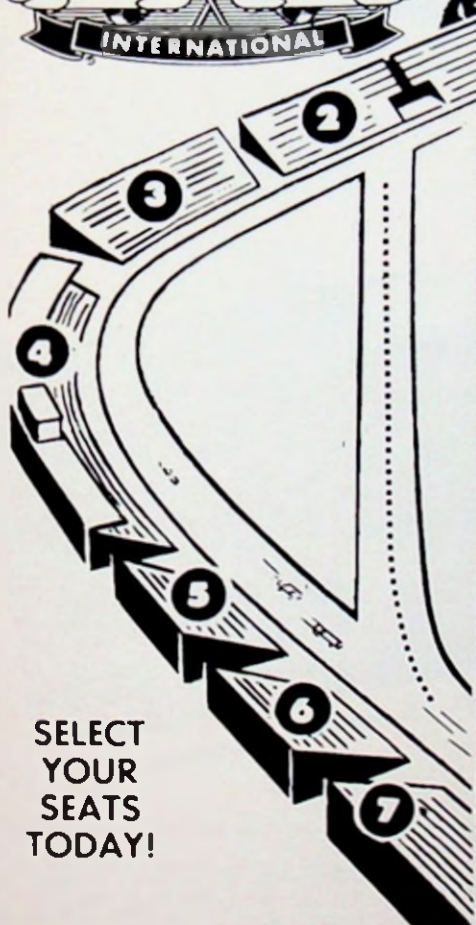
TUES. JULY 4th

TUES. JULY 4

12:00 Midnight Start of PAUL REVERE 250  
 3:00 a.m. Infield open to Firecracker 400 patrons. Admission \$5.00 Cars \$1.00 Campers \$5.00  
 6:00 a.m. Grandstand gates open for DAYTONA FIRECRACKER 400  
 9:00 a.m. Preliminary events, including presentation of new Miss Dixie and other guests  
 10:00 a.m. Start of Ninth Annual DAYTONA FIRECRACKER 400 NASCAR-FLA race. (See order form below for advance ticket orders)



9th ANNUAL  
 FIRE CRACKER  
 400  
 10 A.M.



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Note: If substitution is necessary, state first preference: \_\_\_\_\_ Section for \_\_\_\_\_ Row \_\_\_\_\_ List number of tickets and position preferred.

Grandstand No.	GRANDSTAND	Check Grandstand	FIRECRACKER 400		TWO 125MILERS		PIRMAX 300		DAYTONA 500	
			Number	Row	Number	Row	Number	Row	Number	Row
4	CAMPBELL GRANDSTAND	Rows 8 thru 14 Box Chair Seats			\$15.00	\$15.00	\$15.00	\$25.00		
4	CAMPBELL GRANDSTAND	Rows 4 thru 7 Chair Seats			\$10.00	\$10.00	\$10.00	\$20.00		
4	CAMPBELL GRANDSTAND	Rows 1 thru 3 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	\$10.00		
2	DE PALMA GRANDSTAND	Rows 16 thru 25 Box Seats			\$10.00	\$10.00	\$10.00	\$20.00		
5	SEGRAVE ANNEX	Rows 1 thru 15			\$ 7.00	\$ 6.00	\$ 6.00	\$10.00		
6	SEGRAVE GRANDSTAND	Rows 1 thru 15			\$ 7.00	\$ 6.00	\$ 6.00	\$ 8.00		
6	SEGRAVE GRANDSTAND	Rows 16 thru 24 Box Seats			\$10.00	\$10.00	\$10.00	\$20.00		
7	KEECH GRANDSTAND	Rows 1 thru 15			\$ 7.00 (Unreserved)	\$ 6.00 (Unreserved)	\$ 6.00 (Unreserved)	\$ 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. NO RESERVATIONS HELD UNLESS ACCOMPANIED BY CASHIER'S CHECK OR MONEY ORDER. \$1.00 CAR ADMISSION TO INFIELD FOR ALL RACES. ONLY PICKUP TRUCK CAMPERS ADMITTED TO INFIELD. \$5.00 TRUCK CHARGE PLUS GENERAL ADMISSION TICKETS. NO TRAILERS OR DUAL WHEEL CAMPERS PERMITTED.

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I can't understand it Cotton. Someone keeps stuffing rags in my carburetor.



Aren't those ants stupid? They spend half their lives running around in circles.



We'll keep looking. I can't find my helmet anywhere.



If you can just stand it for one more picture Freddie, we'll help you get your arm out of the clock.



And now if Miss Virginia will let go of the cord, we'll talk to a few of the drivers.



Oh, come on Junior. Don't be so shy.



If you'd just put in power steering, I could drive like this.



Next time, I'll make the reservations.



I can't help what it does to your hair, Freddie. You're still going to have to wear a helmet.



They're checking whose gas tank?



# THEY COULD BE SAYING . . .



Sorry Richard, but Clay Earles already has offered me five dollars for this hat.



Hey, could a guy get a flat fixed here?



It says, "To Junior Johnson, winner of the Henry County Chicken Plucking Contest."



They're going to the post with Queen Bee at 6-1, Lady Shade at 4-2 . . .



He said would you like to try for the record again? They forgot to turn on the timer.



I don't care Lee. If he was my boy, I'd never let him drive my car that fast.



How long have you had this pain in your hand, James.



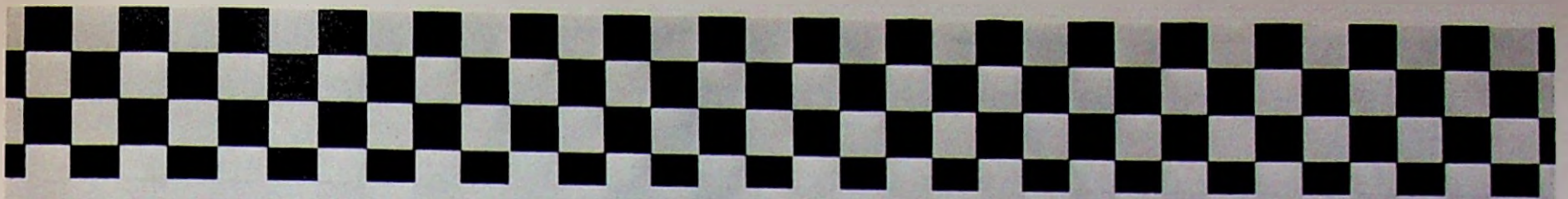
Aw, she ain't so much, is she Ned?



I wish I could remember where I put my hat.



I don't care if Sam does have a new ride, it will never pass inspection.



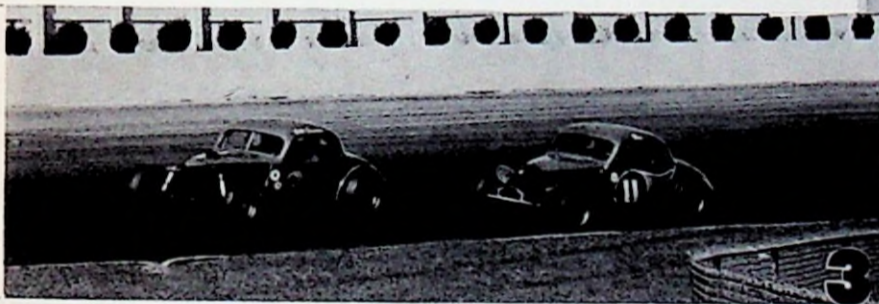
MARTINSVILLE



1. James Hayes of Norlina, N. C. winner of last fall's Martinsville Modified 300.



2. Linda Jo Maclin, Miss Virginia, and Ray Hendrick of Richmond, winner of both 100-lap modified and sportsman races last season at Martinsville Speedway.

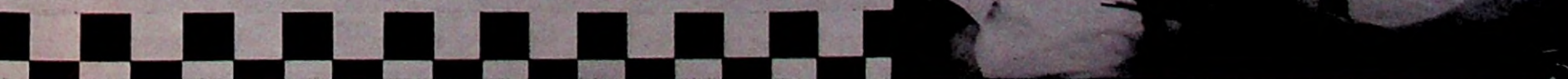


3. Bill Dennis (33) and Ray Hendrick (11), both of Richmond, battle it out in the fourth turn at Martinsville Speedway.

4. Sonny Hutchins (90) of Richmond roars down the frontstretch in a modified race at Martinsville Speedway while Paul Radford of Ferrum (45A) and Billy Hensley of Ridgeway ride on his bumper.

5. Modified and sportsman cars go through the first turn on the pace lap of a 100-lap race.

6. Martinsville Speedway president H. Clay Earles (left) gets a signed entry for the fast Wood Brothers modified Ford from Glen Wood.



# Two Big Modified - Sportsman Races Scheduled

Modified and sportsman cars, which have played a minor role over the years at Martinsville Speedway, will come into their own this season as a major attraction at the half-mile track.

Two national championship events, both of them 300-lap races, have been added to the schedule as the speedway prepares to celebrate its 20th anniversary of racing this fall.

In honor of Virginia's state flower and bird, the races will be called the "Dogwood 300" and the "Cardinal 300." The Dogwood 300 is scheduled for Sunday, June 11 while the Cardinal 300 will be held Sunday, October 22.

Both races will carry posted awards of \$11,000 with the winner taking home \$2,000.

"We would like to make Martinsville Speedway the modified capitol of the South," said speedway president H. Clay Earles. "This will give the top modified and sportsman drivers in NASCAR four events at the speedway this season."

In addition to the two national championship races, 100-lap features are held each Saturday prior to the running of the track's major attractions—the Virginia 500 and the Old Dominion 500, established NASCAR Grand National races.

The first 100-lapper will be held Saturday, April 22, the day before the 12th annual Virginia 500 while the second 100-lapper is set for Saturday, September 23, the day before the 12th annual Old Dominion 500.

"We have the top drivers and cars in our late model races and we feel the same will hold true in our modified and sportsman events," Earles said.

Last season's Modified 300, which will be replaced by the Cardinal 300, had an entry list that read like a "Who's Who," in modified and sportsman racing.

Carl "Bugs" Stevens of Rehoboth, Mass., who finished second in the NASCAR national modified standings, became the first driver to break the 80-mile per hour barrier at the half-mile track which features long straights and tight turns. Stevens pushed his 1936 modified Chevrolet to a speed of 80.071 miles per hour.

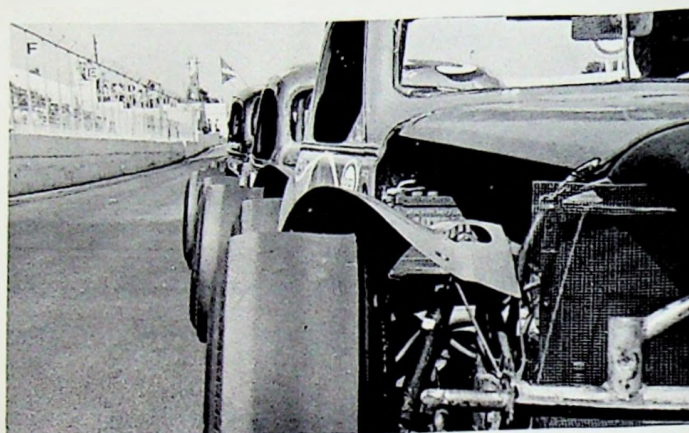
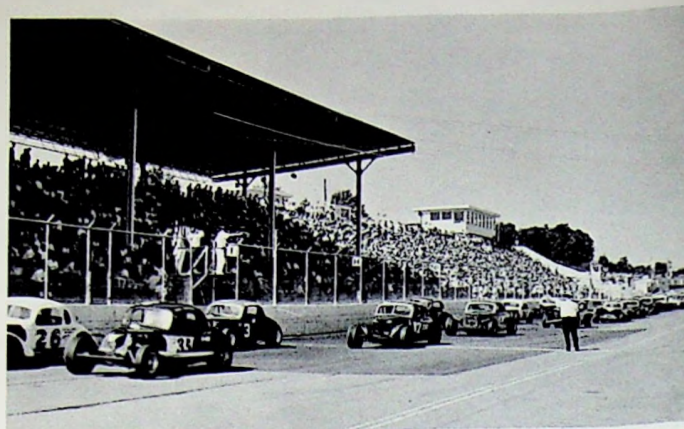
All told, the Modified 300, witnessed by a crowd of over 10,000 fans, had six different leaders including eventual winner James Hayes of Norlina, N. C., Paul Radford of Ferrum, Va., Jimmy Hensley of Ridgeway, Va., Ray Hendrick of Richmond, Va., who was the number three man in the national standings, Lennie Pond of Ettrick, Va., and Stevens.

Veteran Perk Brown of Leaksville, N. C., finally finished in second place while Sonny Hutchins of Richmond, Va., driving the famed Wood Brothers' modified, was third.

National modified champion Ernie Gahan of Dover, N.H., dropped out with mechanical trouble as did such stars as Lee Roy Yarbrough, Ed Flemke, Bobby Allison and former national sportsman champion Rene Charland.

"We are very excited about the two new races and we feel the fans will be too," Earles said.

"This season, our 20th in racing, should be tremendous."



## PAST MODIFIED AND SPORTSMAN WINNERS AT MARTINSVILLE SPEEDWAY

Year	Winner	Distance
1966—October	James Hayes, Norlina, N. C.	300 Laps
1966—September	Ray Hendrick, Richmond, Va.	100 Laps
1966—April	Ray Hendrick, Richmond, Va.	50 Laps
1965—September	Paul Radford, Ferrum, Va.	50 Laps
1965—April	Perk Brown, Spray, N. C.	50 Laps
1964—September	Perk Brown, Spray, N. C.	50 Laps
1964—April	Perk Brown, Spray, N. C.	50 Laps
1963—September	Perk Brown, Spray, N. C.	50 Laps
1963—April	Ray Hendrick, Richmond, Va.	50 Laps
1962—September	Perk Brown, Spray, N. C.	50 Laps
1962—April	Red Foote, Norfolk, Va.	50 Laps
1961—September	Emanuel Zervakis, Richmond, Va.	50 Laps
1961—April	Emanuel Zervakis, Richmond, Va.	50 Laps
1960—September	Glen Wood, Stuart, Va.	50 Laps
1960—April	Perk Brown, Spray, N. C.	50 Laps

**300 Lap Record**—2 hours, 4 minutes, 51 seconds, 63.596 miles per hour set by James Hayes, Norlina, N. C., 1937 modified Chevrolet, October 23, 1966.

**Qualifying Record**—22.48 seconds, 80.071 miles per hour set by Carl Stevens, Rehoboth, Mass., 1936 modified Chevrolet, October 21, 1966.

# WATCH THE STARTER'S FLAGS — HERE'S THE REASON



**GREEN**  
Start



**YELLOW**  
Slow, hold position



**BLACK**  
Pull into pit



**RED**  
Stop



**BLUE-YELLOW**  
Move over



**YELLOW-RED**  
Oil on track



**WHITE**  
Entering last lap



**CHECKERED**  
Finish

## KEEP A LAP RECORD OF THE RACE

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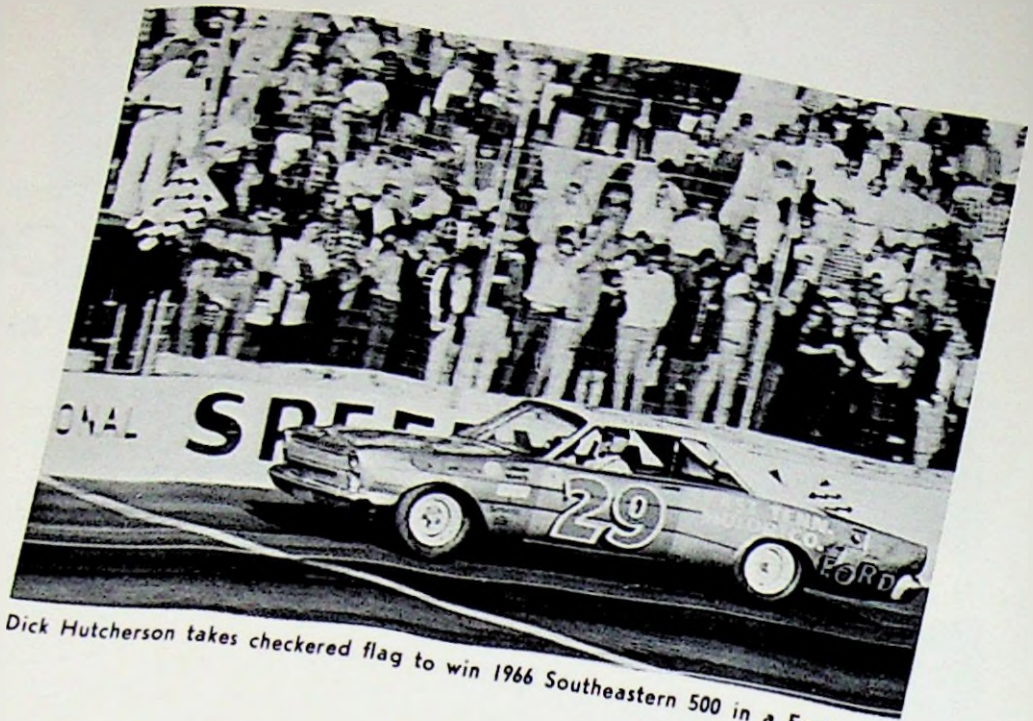
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# 1966 Southeastern 500



Three Queens and two Kings make a full house at 1966 Southeastern 500 with Dick Hutcherson the winner.



Dick Hutcherson takes checkered flag to win 1966 Southeastern 500 in a Ford.



Bobby Isaac skids through traffic after ramming guard rail on first turn in last year's Southeastern 500.



Sam McQuagg spins into guard rail during Southeastern 500 action last March.

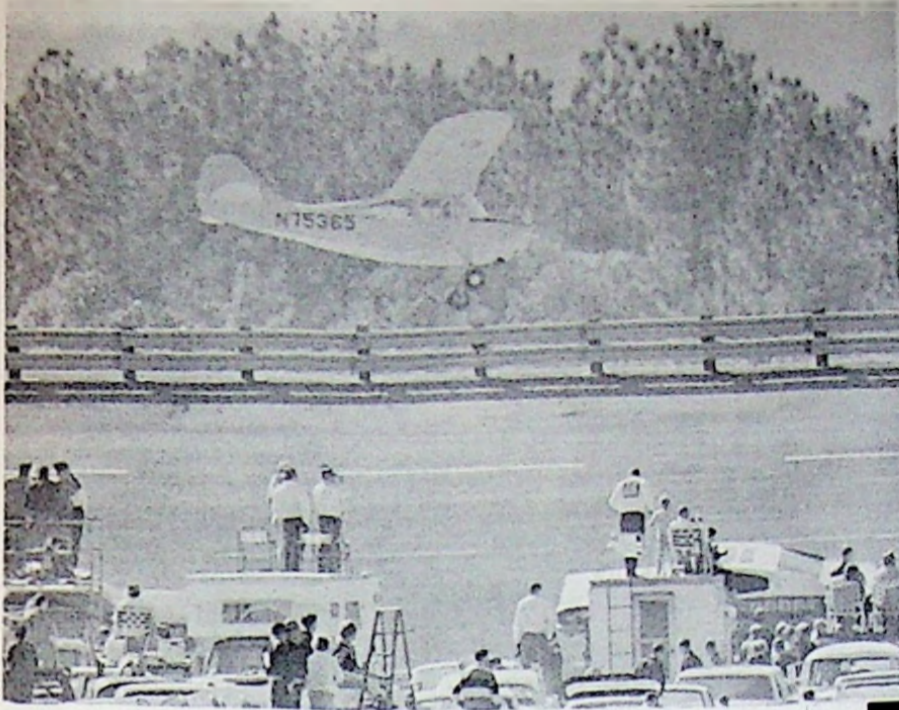


Richard Petty's chances of winning last year's Southeastern 500 were lost when he blew an engine late in the race.

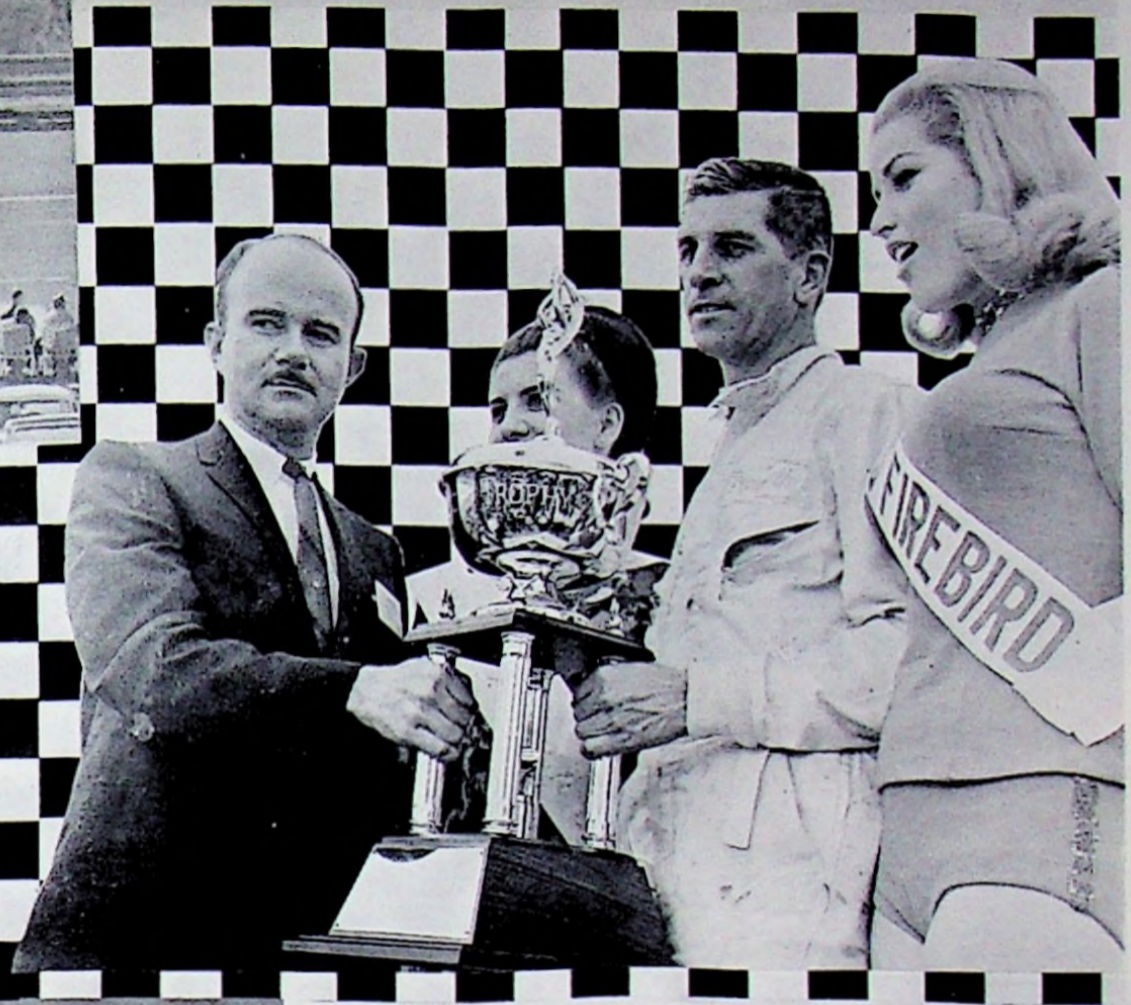


Dick Hutcherson (29) gets by the crashing Bobby Isaac in action last March.

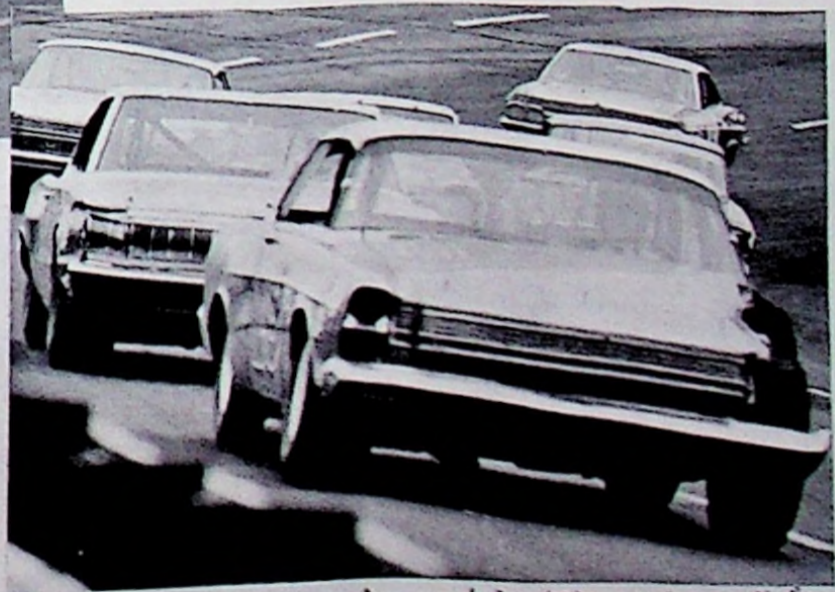
# NORTH CAROLINA MOTOR SPEEDWAY



Airplane (above) takes off from airstrip that's right next to race track. More than 150 planes are expected to use the strip on June 18 bringing fans to the Carolina 500. Tightly packed wad of race cars (below) move out of second turn and onto backstretch to NCMS.



Track vice-president Dr. George Galloway presents Peach Blossom 500 victory trophy to Paul Goldsmith as (L-R) speedway queen Samantha Townsend and Miss Firebird, Winkie Louise add to the scenery. That's Richard Petty (left) leading Fred Lorenzen through turn while (below) crippled Dick Hutcherson leads pack of cars out of fourth turn.



Winners of the first two American 500s, which will be held this year on Oct. 29, are (above) Fred Lorenzen and Curtis Turner. There's plenty room for passing (right) in the turns at North Carolina Motor Speedway.

# DARLINGTON INTERNATIONAL RACEWAY

## 17th Annual Southern 500

Here are some scenes from the 17th Annual Southern 500 race at Darlington International Raceway, Darlington, S. C., which will be the scene of the Rebel 400 May 7 and the 18th annual Southern 500 Labor Day, Monday, Sept. 4. PICTURED AT RIGHT are the three leaders of the 1966 Southern 500. TOP TO BOTTOM they are Darel Dieringer of Charlotte, N. C., winner of the race in Bud Moore's 1966 Mercury Comet; Richard Petty of Randleman, N. C., runner-up in a 1966 Plymouth, and David Pearson, of Spartanburg, S. C., the 1966 Grand National champion, who was third in a 1966 Dodge.



ABOVE: President Bob Colvin of Darlington International Raceway presents Darlington's "Rookie of the Year" award to James Hylton of Inman, S. C. RIGHT: Governor Robert E. McNair of South Carolina presents fastest qualifier award to Lee Roy Yarbrough of Columbia, S. C., who qualified at 140.058 miles per hour in a Dodge. Looking on at right is Robert L. Kilgo, Secretary of Darlington Raceway.



ABOVE: Darel Dieringer gets white flag from Starter Ernie Moore. BELOW: Richard Petty moves by finish line for white flag. RIGHT: Darel Dieringer in victory lane with Miss Winkie Louise (left), Miss Pure Firebird; Miss of the reigning Miss Southern 500. Standing at left is Bud Moore of Spartanburg, owner of the winning car. (Pictures by Taylor Warren)

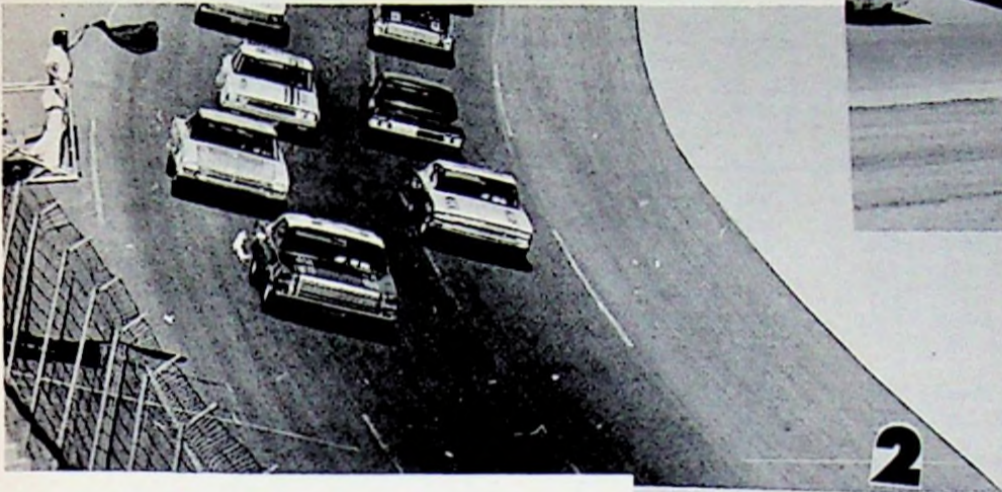


# DAYTONA 500

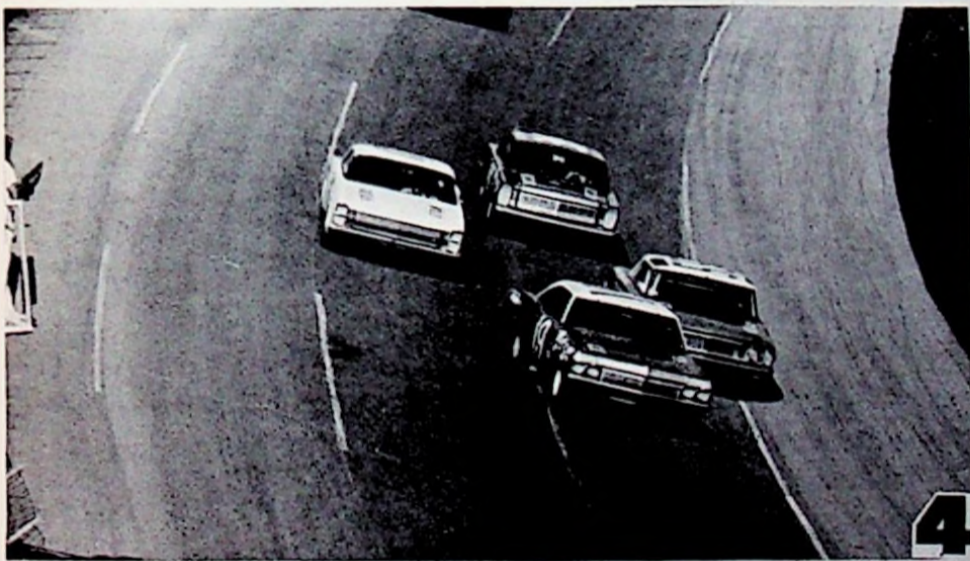
Here are some action scenes from the 1966 Daytona 500 race which was won by Richard Petty of Randleman, N. C. in a 1966 Plymouth at an average speed of 160.627 miles per hour. Race was called at 198 laps, two laps and five miles short of scheduled 500 miles due to rain.



(1) Cars zoom by Campbell Grandstand for start of the 100-miler in Friday's event—One of two 100-milers.



(2) ABOVE: Starter Johnny Bruner, Jr. drops the green flag for start of 100-miler on Friday.  
(3) RIGHT: Richard Petty in his 1966 Plymouth that blazed the trail for qualifiers and won the Daytona 500. Petty also won first 100-miler.  
(4) BELOW: Keen competition along the homestretch.



(5) ABOVE: Close competition features action in the 31-degree banked turns.  
(6) LEFT: Fred Lorenzen (28) and Marvin Panch (21), two Ford drivers, duel down backstretch.  
(7) David Pearson (6) and Gordon Johncock (71) pace pack moving off high banks.  
(Daytona Speedway Staff Photos)



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National Headquarters: DAYTONA BEACH, FLA.

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# SPEED CHART

1/2 MILE TRACK

Lap Time	M. P. H.	Lap Time	M. P. H.
28.0	64.285	24.0	75.000
27.9	64.510	23.9	75.313
27.8	64.748	23.8	75.639
27.7	64.981	23.7	75.949
27.6	65.217	23.6	76.271
27.5	65.454	23.5	76.595
27.4	65.693	23.4	76.923
27.3	65.934	23.3	77.253
27.2	66.176	23.2	77.586
27.1	66.420	23.1	77.922
27.0	66.666	23.0	78.260
26.9	66.914	22.9	78.602
26.8	67.164	22.8	78.947
26.7	67.415	22.7	79.295
26.6	67.669	22.6	79.646
26.5	67.924	22.5	80.000
26.4	68.181	22.4	80.357
26.3	68.441	22.3	80.717
26.2	68.702	22.2	81.081
26.1	68.965	22.1	81.447
26.0	69.230	22.0	81.818
25.9	69.498	21.9	82.191
25.8	69.767	21.8	82.568
25.7	70.038	21.7	82.949
25.6	70.312	21.6	83.333
25.5	70.588	21.5	83.720
25.4	70.866	21.4	84.112
25.3	71.146	21.3	84.507
25.2	71.428	21.2	84.905
25.1	71.713	21.1	85.308
25.0	72.000	21.0	85.714
24.9	72.289	20.9	86.124
24.8	72.580	20.8	86.538
24.7	72.874	20.7	86.956
24.6	73.170	20.6	87.378
24.5	73.469	20.5	87.804
24.4	73.770	20.4	88.235
24.3	74.074	20.3	88.669
24.2	74.380	20.2	89.108
24.1	74.688	20.1	89.552

# SPEED CHART

1/4 MILE TRACK

Lap Time	M. P. H.	Lap Time	M. P. H.
15.0	60.00	19.0	47.37
15.2	59.21	19.2	46.88
15.4	58.44	19.4	46.39
15.6	57.69	19.6	45.92
15.8	56.96	19.8	45.45
16.0	56.25	20.0	45.00
16.2	55.55	20.2	44.56
16.4	54.88	20.4	44.12
16.6	54.22	20.6	43.69
16.8	53.57	20.8	43.27
17.0	52.94	21.0	42.86
17.2	52.33	21.2	42.45
17.4	51.72	21.4	42.06
17.6	51.14	21.6	41.67
17.8	50.65	21.8	41.28
18.0	50.00	22.0	40.91
18.2	49.45	22.2	40.54
18.4	48.91	22.4	40.18
18.6	48.39	22.6	39.82
18.8	47.87	22.8	39.47

# NASCAR VICTORY DINNER



Here are some scenes from the 1966 NASCAR Victory Dinner at Daytona Plaza Hotel.

(1) It's "grub" time and right in front of the camera are Abe Upchurch of NASCAR, front left; Ted Webbe of Newark, N. J., a fair eater, and Don O'Reilly of Atlanta and Dynamic Films at right. (3) RIGHT: Bobby Allison of Hueytown, Ala., former NASCAR modified champ who made good in the Grand National circuit for 1966. (4) BELOW: President Bill France of Daytona Speedway and NASCAR at left, presents award to Darel Dieringer of Charlotte, N. C.



(2) ABOVE: Bruce Thomas, formerly with Autolite Spark Plugs, presents one of many awards to Elmo Langley of Charlotte, N. C. and formerly of Landover, Md.

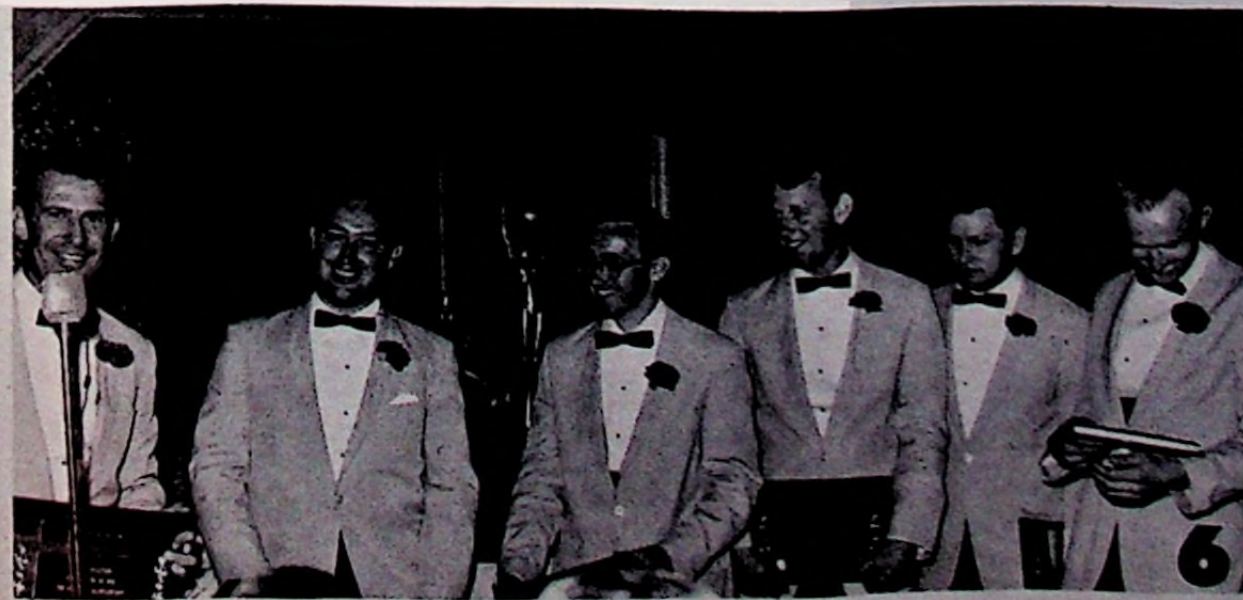
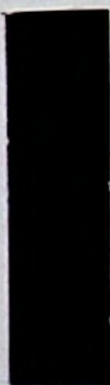


(5) BELOW: Marvin Panch, center, of Daytona Beach, who bows out of racing this year, pictured with John Serbin of Monroe Regal Ride, left, and Tom Kane, right, also of Monroe Regal Ride.



BELOW: Members of Ned Jarrett's championship crew of 1965 season appear with the champ, Ned at left. Left to right next to Ned are Mack Howard, owner Bondy Long, Tommy Granger, Ken Miller and John Henry Williams.

(7) RIGHT: Two of the greats—Bobby Allison of Hueytown, Ala., left, and Fred Lorenzen of Charlotte, N. C. (Daytona Speedway Staff Photos)



# Results of the 1966 NASCAR Grand National Races

Date	Track and Size	Distance	Time	Avg. Speed	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Fastest Qualifier	Average Speed
11-14-65	AUGUSTA, GA ½ Paved	150	2:02:20	73.569	Richard Petty '65 Plymouth	Bobby Isaac '65 Ford	Ned Jarrett '65 Ford	Jim Paschal '64 Ford	Roy Mayne '65 Chevrolet	Richard Petty '65 Plymouth	82.988
1-23-66	RIVERSIDE, CALIF. 2.7 Paved	500	5:05:58	97.952	Dan Gurney '66 Ford	David Pearson '65 Dodge	Paul Goldsmith '65 Plymouth	Curtis Turner '66 Ford	D. Hutcherson '66 Ford	David Pearson '65 Dodge	106.078
2-25-66	DAYTONA BEACH, FLA. 2.5 Paved	100	35:43	167.988	Paul Goldsmith '65 Plymouth	Richard Petty '66 Plymouth	Don White '65 Dodge	Marvin Panch '66 Ford	Fred Lorenzen '66 Ford	Richard Petty '66 Plymouth	175.165
2-25-66	DAYTONA BEACH, FLA. 2.5 Paved	100	39:09	153.257	Earl Balmer '65 Dodge	Jim Hurtubise '65 Plymouth	D. Hutcherson '66 Ford	L. R. Yarborough '66 Dodge	Ned Jarrett '66 Ford	D. Hutcherson '66 Ford	174.317
2-27-66	DAYTONA BEACH, FLA. 2.5 Paved	495	3:04:54	160.627	Richard Petty '66 Plymouth	C. Yarborough '66 Ford	David Pearson '66 Dodge	Fred Lorenzen '66 Ford	Sam McQuagg '66 Dodge	Richard Petty '66 Plymouth	175.165
3-13-66	ROCKINGHAM, N. C. 1 Mile Paved	500	4:59:55	100.027	Paul Goldsmith '65 Plymouth	C. Yarborough '66 Ford	Bobby Allison '66 Ford	Harold Smith '64 Ford	John Sears '64 Ford	Paul Goldsmith '65 Plymouth	116.684
3-20-66	BRISTOL, TENN. ½ Paved	250	3:34:26	69.952	D. Hutcherson '66 Ford	Paul Lewis '65 Plymouth	James Hylton '65 Dodge	Elmo Langley '64 Ford	Sam McQuagg '66 Dodge	David Pearson '66 Dodge	86.248
3-27-66	ATLANTA, GA. 1½ Paved	500	3:49:00	131.266	Jim Hurtubise '66 Plymouth	Fred Lorenzen '66 Ford	D. Hutcherson '66 Ford	Paul Goldsmith '65 Plymouth	Jim Paschal '66 Plymouth	Richard Petty '66 Plymouth	147.742
4- 3-66	HICKORY, N. C. 4/10 Dirt	100	1:27:41	68.43	David Pearson '64 Dodge	Curtis Turner '66 Ford	Bobby Isaac '66 Ford	Ned Jarrett '66 Ford	Paul Goldsmith '65 Plymouth	Elmo Langley '64 Ford	75.12
4- 7-66	COLUMBIA, S. C. ½ Dirt	100	1:31:30	65.574	David Pearson '65 Dodge	Paul Goldsmith '65 Plymouth	Tom Pistone '64 Ford	J. T. Putney '66 Chevrolet	John Sears '64 Ford	Tom Pistone '64 Ford	72.202
4- 9-66	GREENVILLE, S. C. ½ Dirt	100	1:31:07	65.850	David Pearson '64 Dodge	Richard Petty '65 Plymouth	Tiny Lund '64 Ford	Neil Castles '65 Plymouth	Jeff Hawkins '64 Ford	Tiny Lund '64 Ford	68.208
4-11-66	WINSTON-SALEM, N. C. ¼ Paved	500	58:28	51.341	David Pearson '64 Dodge	Tom Pistone '64 Ford	Richard Petty '65 Plymouth	Bobby Allison '66 Ford	Elmo Langley '64 Ford	David Pearson '64 Dodge	54.479
4-17-66	NORTH WILKESBORO, N. C., ¾ Paved	250	2:50:22	89.045	Jim Paschal '66 Plymouth	G. C. Spencer '65 Plymouth	David Pearson '66 Dodge	Wendell Scott '65 Ford	Henley Gray '66 Ford	Jim Paschal '66 Plymouth	102.693
4-24-66	MARTINSVILLE, VA. ½ Paved	250	3:36:54	69.156	Jim Paschal '66 Plymouth	Paul Goldsmith '66 Plymouth	Richard Petty '66 Plymouth	Elmo Langley '64 Ford	G. C. Spencer '65 Plymouth	Jim Paschal '66 Plymouth	75.345
4-30-66	DARLINGTON, S. C. 1¾ Paved	400	3:01:53	131.993	Richard Petty '66 Plymouth	Paul Goldsmith '66 Plymouth	David Pearson '65 Dodge	B. Blackburn '65 Dodge	G. C. Spencer '65 Plymouth	Richard Petty '66 Plymouth	140.815
5- 7-66	HAMPTON, VA. 4/10 Dirt	100	1:38:59	60.616	Richard Petty '66 Plymouth	James Hylton '65 Plymouth	Neil Castles '66 Plymouth	Elmo Langley '64 Ford	Tom Piston '64 Ford	Richard Petty '66 Plymouth	66.821
5-10-66	MACON, GA. ½ Paved	100	1:13:09	82.023	Richard Petty '66 Plymouth	Tom Pistone '64 Ford	Bobby Allison '66 Ford	James Hylton '65 Plymouth	Neil Castles '66 Plymouth	Richard Petty	85.026
5-13-66	MONROE, N. C. 4/10 Dirt	100	1:39:46	60.140	D. Dieringer '64 Ford	Clyde Lynn '64 Ford	Wendell Scott '65 Ford	Neil Castles '65 Plymouth	Hendley Gray '66 Ford	James Hylton '65 Dodge	65.099
5-15-66	RICHMOND, VA. ½ Dirt	125	1:52:43	66.539	David Pearson '64 Dodge	Richard Petty '66 Plymouth	J. T. Putney '66 Chevy	D. Dieringer '64 Ford	P. Goldsmith '65 Plymouth	Tom Pistone '64 Ford	70.978
5-22-66	CHARLOTTE, N. C. 1½ Paved	600	4:26:35	135.042	Marvin Panch '65 Plymouth	G. C. Spencer '65 Plymouth	Don White '66 Dodge	James Hylton '65 Dodge	Neil Castles '66 Olds	Paul Goldsmith '66 Plymouth	149.491
5-29-66	MOYOCK, N. C. 1/3 Paved	100	1:37:14	61.913	David Pearson '65 Dodge	Tiny Lund '64 Ford	James Hylton '65 Dodge	John Sears '64 Ford	Wendell Scott '65 Ford	Richard Petty '65 Plymouth	69.164
6- 3-66	ASHEVILLE, N. C. 1/3 Paved	100	1:32:20	64.982	David Pearson '64 Dodge	J. T. Putney '66 Chevrolet	John Sears '64 Ford	James Hylton '65 Dodge	Hank Thomas '64 Ford	Richard Petty '65 Plymouth	73.037
6- 4-66	SPARTANBURG, S. C. ½ Dirt	100	1:39:55	60.05	Elmo Langley '64 Ford	Neil Castles '65 Dodge	Doug Cooper '65 Plymouth	Joel Davis '64 Plymouth	J. D. McDuffie '64 Ford	David Pearson '64 Dodge	68.027

6- 9-66	MARYVILLE, TENN. ½ Dirt	100	1:23:21	71.986	David Pearson '64 Dodge	Buck Baker '66 Olds	Paul Lewis '65 Plymouth	Elmo Langley '64 Ford	Doug Cooper '65 Plymouth	Tom Pistone '64 Ford	78.947
6-12-66	WEAVERVILLE, N. C. ½ Paved	100	1:50:32	81.423	Richard Petty '66 Plymouth	David Pearson '66 Dodge	Paul Lewis '65 Plymouth	Buck Baker '66 Olds	John Sears '64 Ford	Richard Petty '66 Plymouth	86.455
6-15-66	BELTSVILLE, MD. ½ Paved	100	1:21:44	73.409	Tiny Lund '64 Ford	James Hylton '65 Dodge	Hank Thomas '64 Ford	John Sears '64 Ford	C. C. Spencer '65 Ford	Richard Petty '66 Plymouth	80.25
6-25-66	GREENVILLE, S. C. ½ Dirt	100	1:30:31	66.28	David Pearson '64 Dodge	Tom Pistone '64 Ford	Elmo Langley '64 Ford	Gene Elliott '66 Chevrolet	Henley Gray '66 Ford	David Pearson '64 Dodge	69.364
7- 4-66	DAYTONA BEACH, FLA. 2½ Paved	400	2:36:02	153.813	Sam McQuagg '66 Dodge	Darel Dieringer '66 Mercury	Jim Paschal '66 Plymouth	Curtis Turner '66 Chevrolet	Jim Hurtubise '66 Plymouth	L. R. Yarbrough '66 Dodge	178.660
7- 7-66	MANASSAS, VA. ¾ Paved	150	2:12:12	68.079	Elmo Langley '64 Ford	John Sears '64 Ford	James Hylton '65 Dodge	Larry Manning '65 Plymouth	Buck Baker '66 Chevrolet	Bobby Allison '65 Chevrolet	73.973
7-10-66	BRIDGEHAMPTON, N. Y. 2.85 Paved	148.2	1:42:16	86.949	David Pearson '65 Dodge	James Holton '65 Dodge	Marvin Panch '64 Ford	Roy Hallquist '64 Ford	Elmo Langley '64 Ford	David Pearson '65 Dodge	Q.R. Winner
7-12-66	OXFORD, MAINE 1/3 Paved	100	1:45:40	56.782	Bobby Allison '65 Chevrolet	Tiny Lund '64 Ford	Richard Petty '66 Plymouth	Neil Castles '66 Olds	James Hylton '65 Dodge	Bobby Allison '65 Chevrolet	65.681
7-14-66	FONDA, N. Y. ½ Dirt	100	1:38:21	61.010	David Pearson '65 Dodge	Richard Petty '65 Plymouth	Rene Charland '65 Dodge	Roy Hallquist '64 Ford	Buck Baker '66 Olds	Richard Petty '65 Plymouth	71.514
7-16-66	ISLIP, L. I., N. Y. 1/5 Paved	60	1:16:08	47.285	Bobby Allison '65 Chevrolet	James Hylton '65 Dodge	Ned Jarrett '64 Ford	David Pearson '65 Dodge	Elmo Langley '64 Ford	Tom Pistone '64 Ford	55.919
7-24-66	BRISTOL, TENN. ½ Paved	250	3:12:24	77.963	Paul Goldsmith '66 Plymouth	Richard Petty '66 Plymouth	David Pearson '66 Dodge	Paul Lewis '65 Plymouth	Bobby Allison '65 Chevrolet	Curtis Turner '65 Chevrolet	84.309
7-28-66	MARYVILLE, TENN. ½ Dirt	100	1:25:56	69.822	Paul Lewis '65 Plymouth	David Pearson '65 Dodge	J. T. Putney '66 Chevrolet	Doug Cooper '65 Plymouth	Bobby Allison '65 Chevrolet	Buddy Baker '65 Dodge	77.821
7-30-66	NASHVILLE, TENN. ½ Paved	200	2:47:11	71.770	Richard Petty '66 Plymouth	Buck Baker '66 Olds	Bobby Allison '65 Chevrolet	Henley Gray '64 Ford	John Sears '64 Ford	Richard Petty '66 Plymouth	82.493
8- 7-66	ATLANTA, GA. 1½ Paved	400	3:04:30	130.244	Richard Petty '66 Plymouth	Buddy Baker '65 Dodge	Sam McQuagg '66 Dodge	James Hylton '65 Dodge	Jerry Grant '65 Plymouth	Curtis Turner '66 Chevrolet	148.331
8-18-66	COLUMBIA, S. C. ½ Dirt	100	1:30:44	66.128	David Pearson '65 Dodge	Richard Petty '66 Plymouth	Curtis Turner '66 Ford	James Hylton '65 Dodge	D. Hutcherson '66 Ford	Bobby Allison '66 Chevelle	73.469
8-21-66	WEAVERVILLE, N. C. ½ Paved	250	3:15:34	76.700	D. Dieringer '66 Comet	G. C. Spencer '65 Plymouth	James Hylton '65 Dodge	John Sears '64 Ford	Friday Hassler '66 Chevelle	Junior Johnson '66 Ford	86.831
8-24-66	BELTSVILLE, MD. ½ Paved	100	1:26:05	69.330	Bobby Allison '66 Chevelle	Elmo Langley '64 Ford	James Hylton '65 Dodge	Buck Baker '66 Olds	Tiny Lund '64 Ford	Bobby Allison '66 Chevrolet	79.330
8-27-66	WINSTON-SALEM, N. C. ¼ Paved	62.5	1:21:39	45.09	David Pearson '65 Dodge	Richard Petty '66 Plymouth	James Hylton '65 Dodge	John Sears '64 Ford	Tom Pistone '64 Ford	Richard Petty '66 Plymouth	54.348
9- 5-66	DARLINGTON, S. C. 1¾ Paved	500	4:21:31	114.830	D. Dieringer '66 Mercury	Richard Petty '66 Plymouth	David Pearson '66 Dodge	Marvin Panch '66 Plymouth	Fred Lorenzen '66 Ford	L. R. Yarbrough '66 Dodge	140.058
9- 9-66	HICKORY, N. C. 4/10 Dirt	100	1:25:04	70.533	David Pearson '65 Dodge	Richard Petty '66 Plymouth	Paul Lewis '65 Plymouth	James Hylton '65 Dodge	Hank Thomas '64 Ford	Richard Petty '66 Plymouth	76.923
9-11-66	RICHMOND, VA. ½ Dirt	150	2:23:07	62.886	David Pearson '65 Dodge	Buck Baker '66 Olds	Paul Lewis '65 Plymouth	Curtis Turner '65 Chevrolet	Elmo Langley '64 Ford	David Pearson '65 Dodge	70.644
9-18-66	HILLSBORO, N. C. 9/10 Dirt	150	1:39:32	90.603	D. Hutcherson '66 Ford	David Pearson '65 Dodge	Paul Lewis '65 Plymouth	James Hilton '65 Dodge	John Sears '64 Ford	Dick Hutcherson '66 Ford	95.72
9-25-66	MARTINSVILLE, VA. ½ Paved	250	3:36:50	69.177	Fred Lorenzen '66 Ford	D. Dieringer '66 Mercury	Bobby Allison '65 Chevrolet	D. Hutcherson '66 Ford	James Hylton '65 Dodge	Junior Johnson '66 Ford	75.598
10- 2-66	NORTH WILKESBORO, N. C., ¾ Paved	250	2:48:31	89.012	D. Hutcherson '66 Ford	David Pearson '66 Dodge	Paul Lewis '65 Plymouth	Jim Paschal '65 Plymouth	James Hylton '65 Dodge	Junior Johnson '66 Ford	103.069
10-16-66	CHARLOTTE, N. C. 1¾ Paved	501	3:49:55	130.743	L. R. Yarbrough '66 Dodge	D. Dieringer '66 Ford	Paul Goldsmith '66 Plymouth	G. Johncock '66 Ford	Earl Balmer '66 Dodge	L. R. Yarbrough '66 Dodge	151.101
10-30-66	ROCKINGHAM, N. C. 1 Mile Paved	500	4:47:30	104.348	Fred Lorenzen '66 Ford	Don White '66 Dodge	Ned Jarrett '66 Ford	C. Yarborough '66 Ford	Jr. Johnson '66 Ford	L. R. Yarbrough '66 Dodge	116.054

# TOP MONEY WINNERS AT FOUR SPEEDWAYS SINCE - 1959

Compiled by DAVE CARHART, Daytona International Speedway

Total money won based on NASCAR purse only—does not include lap or accessory awards.

SUPER SPEEDWAYS—1959 Through "Charlotte National 500," Oct. 16, 1966

(Per NASCAR Payout)

Driver	No. of Races	Best Fin.	Avg. Fin.	Top 5	Top 10	Avg. Purse	Total Money Won
1—Fred Lorenzen	52*	1-(11)	13.21	29	31	\$5,473.87	\$290,115
2—Richard Petty	51	1-(4)	13.41	21	29	3,830.20	195,340
3—Fireball Roberts	41	1-(7)	15.71	18	23	4,209.39	172,585
4—Marvin Panch	53	1-(4)	15.98	16	25	3,035.47	160,880
5—Junior Johnson	49	1-(5)	21.12	13	17	2,952.55	144,675
6—Ned Jarrett	54	1-(2)	13.15	17	32	2,292.96	123,820
7—Darel Dieringer	43	1	15.42	11	18	2,465.12	106,000
8—Joe Weatherly	37	1-(3)	14.24	15	21	2,799.73	103,590
9—David Pearson	46	1-(3)	15.13	9	21	2,246.20	103,325
10—Jim Paschal	46	1	14.78	11	22	2,146.63	98,745
11—Bobby Johns	54	1	20.67	12	17	2,780.09	96,125
12—Buck Baker	57	1-(2)	19.51	7	19	1,566.58	89,295
13—Rex White	41	1	12.14	11	23	2,130.00	87,330
14—Nelson Stacy	25	1-(3)	21.04	6	11	2,997.80	74,945
15—Tiny Lund	44	1	19.84	3	12	1,347.95	59,310
16—Larry Frank	40	1	19.78	3	11	1,333.13	53,325
17—Jack Smith	31	1	18.13	9	13	1,574.35	48,805
18—G. C. Spencer	49	2	20.55	3	12	961.02	47,090
19—Paul Goldsmith	20*	2	15.95	6	8	2,173.57	45,645
20—Buddy Baker	43	2-(2)	24.60	5	7	975.35	41,940

TOTAL NO. OF RACES—61

TOTAL NO. OF ENTRIES—2,617

AVG. PAYOUT PER RACE—\$56,953.29

AVG. PURSE PER ENTRY—\$1,327.53

TOTAL PAYOUT—\$3,474,150

\* DNS one race: Rec'd. \$50.00.

ATLANTA RACEWAY—1959 Through "Atlanta 400," August 7, 1966

(Per NASCAR Payout)

Driver	No. of Races	Best Fin.	Avg. Fin.	Top 5	Top 10	Avg. Purse	Total Money Won
1—Fred Lorenzen	15	1-(4)	12.67	8	9	\$5,409.00	\$81,135
2—Marvin Panch	13	1-(2)	13.38	4	7	3,532.31	45,920
3—Bobby Johns	15	1	18.47	5	5	2,761.33	41,420
4—Ned Jarrett	14	1	15.07	5	8	2,318.93	32,465
5—Richard Petty	13	1	10.85	5	8	2,458.46	31,960
6—Fireball Roberts	10	1	15.90	4	5	3,059.00	30,590
7—Rex White	11	1	10.45	4	7	2,620.00	28,820
8—Junior Johnson	13	1	21.31	4	5	2,215.38	28,800
9—Jim Hurtubise	3	1	15.33	1	1	6,426.67	19,280
10—Bob Burdick	1	1	1.00	1	1	15,775.00	15,775
11—Darel Dieringer	11	2	18.27	3	3	1,384.55	15,230
12—Buddy Baker (Tie)	9	2	17.44	3	4	1,687.78	15,190
12—David Pearson (Tie)	12	1	22.83	1	1	1,265.83	15,190
14—Joe Weatherly	9	2	15.33	3	4	1,629.44	14,665
15—Jim Paschal	12	3	14.08	2	6	1,132.50	13,590
16—Banjo Matthews	6	2	20.67	1	1	2,067.50	12,405
17—Johnny Allen	9	2	22.44	1	3	1,297.22	11,675
18—Bobby Isaac	5	2	13.80	1	2	2,193.00	10,965
19—Paul Goldsmith	6	3	15.33	2	3	1,645.00	9,870
20—Jack Smith	9	3	14.89	3	4	1,055.00	9,495

TOTAL NO. OF RACES—15

TOTAL NO. OF ENTRIES—642

AVG. PAYOUT PER RACE—\$48,976.67

AVG. PURSE PER ENTRY—\$1,144.31

TOTAL PAYOUT—\$734,650.00

CHARLOTTE MOTOR SPEEDWAY—1959 Through Charlotte National 500, Oct. 16, 1966

(Per NASCAR Payout)

Driver	No. of Races	Best Fin.	Avg. Fin.	Top 5	Top 10	Avg. Purse	Total Money Won
1—Fred Lorenzen	13	1-(4)	15.23	8	8	\$7,775.38	\$101,080
2—Junior Johnson	12*	1-(2)	20.67	4	6	4,057.08	48,685
3—David Pearson	12	1	11.75	2	7	3,550.83	42,610
4—Jim Paschal	12	1	18.25	3	5	3,407.08	40,885
5—Marvin Panch	14	1	21.57	2	5	2,911.79	40,765
6—Richard Petty	12*	2-(3)	18.00	5	6	2,931.25	35,175
7—Joe Weatherly	8	1	14.38	5	6	4,028.75	32,230
8—Rex White	9	3-(3)	8.44	4	7	3,550.00	31,950
9—Nelson Stacy	6	1	22.50	1	3	5,038.33	30,230
10—Joe Lee Johnson	4	1	24.00	1	2	7,225.00	28,900
11—Fireball Roberts	9	2-(2)	16.56	3	5	2,991.11	26,920
12—Lee Roy Yarbrough	9	1	19.22	3	3	2,839.44	25,555

# TOP MONEY WINNERS AT FOUR SPEEDWAYS SINCE - 1959

## CHARLOTTE MOTOR SPEEDWAY—Continued

Driver	No. of Races	Best Fin.	Avg. Fin.	Top 5	Top 10	Avg. Purse	Total Money Won
13—Ned Jarrett	14	3	17.14	4	6	1,770.36	24,785
14—G. C. Spencer	13	2	19.46	1	4	1,618.85	21,045
15—Darel Dieringer	11	2	16.55	1	5	1,677.73	18,455
16—Earl Balmer	5	2	7.60	2	4	3,226.00	16,130
17—Speedy Thompson	5	1	17.40	1	2	3,042.00	15,210
18—Bobby Johns	11	3	23.45	2	2	1,273.18	14,005
19—Dick Hutcherson	3	2	15.67	2	2	4,218.33	12,655
20—Buck Baker	14	5	23.93	2	2	841.43	11,780

TOTAL NO. OF RACES—14

TOTAL NO. OF ENTRIES—648

AVG. PAYOUT PER RACE—\$68,391.43

AVG. PURSE PER ENTRY—\$1,477.59

TOTAL PAYOUT—\$957,480

\* DISQ. in one race: Counted as a start.

## DARLINGTON—1959 Through Darlington "500," Sept. 5, 1966

(Per NASCAR Payout)

Driver	No. of Races	Best Fin.	Avg. Fin.	Top 5	Top 10	Avg. Purse	Total Money Won
1—Bucker Baker	16	1-(2)	13.89	4	9	\$3,726.56	\$59,625
2—Fireball Roberts	11	1-(2)	10.64	6	8	5,388.64	59,275
3—Richard Petty	14	1	9.72	7	9	3,846.43	53,850
4—Ned Jarrett	13	1	9.23	5	9	3,175.77	41,285
5—Darel Dieringer	11	1	15.36	4	5	3,730.45	41,035
6—Fred Lorenzen	12	1-(2)	15.25	5	5	2,988.75	35,865
7—Junior Johnson	11	1	21.27	3	3	3,053.64	33,590
8—Nelson Stacy	6	1-(2)	10.50	3	4	5,392.50	32,355
9—Marvin Panch	12	2-(2)	13.08	4	6	2,520.00	30,240
10—Joe Weatherly	10	1-(2)	14.00	3	5	2,907.00	29,070
11—Larry Frank	10	1	14.10	2	4	2,879.50	28,795
12—Jim Paschal	13	2	10.23	3	8	2,199.23	28,590
13—David Pearson	10	3-(3)	9.10	4	6	2,263.50	22,635
14—Rex White	11	2	14.09	3	6	1,804.55	19,850
15—Jim Reed	5	1	18.40	1	2	3,740.00	18,700
16—Bobby Johns	15	3	16.13	3	7	1,168.00	17,520
17—Bob Burdick	3	2	3.33	3	3	3,845.00	11,535
18—Tiny Lund	12	4	20.83	1	3	797.50	9,570
19—Jim Pardue	9	5-(2)	13.33	2	4	1,008.33	9,075
20—Paul Goldsmith	4	2	13.75	1	2	2,216.25	8,865

TOTAL NO. OF RACES—16

TOTAL NO. OF ENTRIES—619

AVG. PAYOUT PER RACE—\$50,979.69

AVG. PURSE PER ENTRY—\$1,317.73

TOTAL PAYOUT—\$815,675.00

## DAYTONA SPEEDWAY—1959 Through "Firecracker 400," July 4, 1966

(Per NASCAR Payout)

Driver	No. of Races	Best Fin.	Avg. Fin.	Top 5	Top 10	Avg. Purse	Total Money Won
1—Richard Petty	12	1-(2)	15.83	4	6	\$6,196.25	\$74,355
2—Fred Lorenzen	12*	1	9.75	8	9	5,541.15*	72,035
3—Fireball Roberts	11	1-(4)	20.00	5	5	5,072.73	55,800
4—Marvin Panch	14	1	15.21	5	7	3,139.64	43,955
5—Junior Johnson	13	1	21.23	2	3	2,584.62	33,600
6—Tiny Lund	10	1	20.20	1	3	3,223.00	32,230
7—Darel Dieringer	10	2-(2)	10.60	3	5	3,128.00	31,280
8—Joe Weatherly	10	2-(2)	13.40	4	6	2,762.50	27,625
9—Jack Smith	10	1	12.80	5	7	2,750.00	27,500
10—Ned Jarrett	13	3	10.62	3	9	1,945.00	25,285
11—A. J. Foyt	6	1-(2)	16.17	2	2	4,135.00	24,810
12—Lee Petty	4	1	10.50	3	3	6,106.25	24,425
13—Bobby Johns	13	2	24.54	2	3	1,783.08	23,180
14—David Pearson	12	1	15.83	2	6	1,765.38	22,950
15—Jim Pardue	9	2	14.56	3	4	2,356.11	21,205
16—Sam McQuagg	5	1	11.00	2	3	3,951.00	19,755
17—Paul Goldsmith	6*	3-(2)	19.67	2	2	2,571.43*	18,000
18—Jim Paschal	9	3	17.67	3	3	1,742.22	15,680
19—Bobby Isaac	4	2	13.50	1	1	2,997.50	11,990
20—Cale Yarborough	6	2	21.17	1	2	1,994.17	11,965

TOTAL NO. OF RACES—16

TOTAL NO. OF ENTRIES—708

AVG. PAYOUT PER RACE—\$60,396.56

AVG. PURSE PER ENTRY—\$1,364.89

TOTAL PAYOUT—\$966,345.00

\* DNS one race: Rec'd. \$50.00.

# SUPER SPEEDWAY WINNERS BY MAKES OF CARS

(Per NASCAR Payout)

\* Arrived at formula compensating for number of entries of each make in each race. A perfect performance—All entries of a make finishing consecutively starting with first place—would be indicated by a finish index of 1.00.

## SUPER SPEEDWAYS—1959 Through "Darlington 500," September 5, 1966

Make of Car	Entries	Wins	Running	Pct. Running	Wrecked	Pct. Wrecked	Finish Index *	Avg. Purse	Total Money Won
1—FORD	910	26	407	44.73%	102	11.21%	15.41	\$1,324.88	\$1,205,645
2—PONTIAC	392	15	193	49.23%	37	9.44%	16.18	1,646.26	645,335
3—CHEVROLET	575	7	270	46.96%	41	7.13%	17.98	899.17	517,025
4—PLYMOUTH	223	7	119	53.36%	12	5.38%	16.11	2,202.51	491,160
5—DODGE	184	3	78	42.39%	17	9.24%	18.27	1,337.80	246,155
6—MERCURY	138	1	68	49.28%	13	9.42%	18.65	1,378.80	190,275
7—THUNDERBIRD	55	0	31	56.36%	6	10.91%	21.18	954.00	52,470
8—OLDSMOBILE	33	1	13	39.39%	3	9.09%	28.73	1,061.06	35,015
9—CHRYSLER	53	0	16	30.19%	2	3.77%	27.57	474.34	25,140
10—BUICK	6	0	0	00.00%	0	0.00%	37.00	155.00	930
11—STUDEBAKER	2	0	1	50.00%	0	0.00%	39.50	155.00	310
12—DeSOTO (Tie)	1	0	0	00.00%	0	0.00%	37.00	100.00	100
12—EDSEL (Tie)	1	0	0	00.00%	0	0.00%	46.00	100.00	100
TOTALS	2,573	60	1,196	46.48%	233	9.06%	17.17	\$1,325.17	\$3,409,660

## ATLANTA RACEWAY—1959 Through "Atlanta 400," August 7, 1966

Make of Car	Entries	Wins	Running	Pct. Running	Wrecked	Pct. Wrecked	Finish Index *	Avg. Purse	Total Money Won
1—FORD	225	7	95	42.22%	24	10.67%	14.76	\$1,191.49	\$ 268,085
2—PONTIAC	109	4	62	56.88%	8	7.34%	13.55	1,590.69	173,385
3—CHEVROLET	136	2	62	45.59%	12	8.82%	19.16	801.81	109,045
4—PLYMOUTH	57	2	28	49.12%	2	3.51%	16.56	1,536.23	87,565
5—DODGE	49	0	23	46.94%	4	8.16%	18.67	1,080.20	52,930
6—MERCURY	39	0	17	43.59%	5	12.82%	18.90	810.90	31,625
7—CHRYSLER	14	0	6	42.88%	0	0.00%	24.36	506.43	7,090
8—OLDSMOBILE	7	0	3	42.86%	0	0.00%	31.00	450.00	3,150
9—THUNDERBIRD	6	0	5	83.33%	0	0.00%	22.84	295.83	1,775
TOTALS	642	15	301	46.88%	55	8.57%	16.66	\$1,114.31	\$ 734,650

## CHARLOTTE MOTOR SPEEDWAY—1959 Through "Charlotte National 500," October 16, 1966

Make of Car	Entries	Wins	Running	Pct. Running	Wrecked	Pct. Wrecked	Finish Index *	Avg. Purse	Total Money Won
1—FORD	232	6	91	39.22%	37	15.95%	15.88	\$1,409.09	\$ 328,910
2—CHEVROLET	143	2	62	43.36%	12	8.39%	19.41	1,246.61	178,265
3—PONTIAC	96	3	39	40.63%	14	14.50%	19.01	1,639.01	157,345
4—PLYMOUTH	64	2	29	45.31%	6	9.38%	18.79	2,367.81	151,540
5—DODGE	52	1	21	40.38%	3	5.77%	17.96	1,480.29	76,975
6—MERCURY	31	0	14	45.16%	0	0.00%	20.68	1,533.71	47,545
7—OLDSMOBILE	7	0	3	42.86%	1	14.29%	27.14	946.43	6,625
8—CHRYSLER	13	0	2	15.38%	0	0.00%	32.31	498.08	6,475
9—THUNDERBIRD	9	0	3	33.33%	1	11.11%	30.11	622.22	5,600
10—STUDEBAKER	1	0	0	00.00%	0	0.00%	48.00	200.00	200
TOTALS	648	14	264	40.75%	74	11.42%	18.51	\$1,477.59	\$ 957,480

## DARLINGTON—1959 Through "Darlington 500," September 5, 1966

Make of Car	Entries	Wins	Running	Pct. Running	Wrecked	Pct. Wrecked	Finish Index *	Avg. Purse	Total Money Won
1—FORD	217	9	101	46.54%	30	13.82%	14.49	\$1,429.01	\$ 310,095
2—CHEVROLET	152	2	71	46.71%	9	5.92%	15.33	843.49	128,210
3—PLYMOUTH	58	1	35	60.34%	3	5.17%	13.90	2,044.66	118,590
4—PONTIAC	71	2	35	49.30%	13	18.31%	14.07	1,570.35	111,495
5—DODGE	45	1	17	37.78%	8	17.78%	17.52	1,285.00	57,825
6—MERCURY	30	1	18	60.00%	4	13.33%	17.40	1,900.00	57,000
7—THUNDERBIRD	21	0	8	38.10%	4	19.05%	20.57	1,051.19	22,075
8—CHRYSLER	14	0	4	28.57%	1	7.14%	25.86	482.14	6,750
9—OLDSMOBILE	9	0	4	44.44%	2	22.22%	20.89	372.78	3,355
10—BUICK	2	0	0	00.00%	0	00.00%	39.00	140.00	280
TOTALS	619	16	293	47.33%	74	11.95%	15.59	\$1,317.73	\$ 815,675

## DAYTONA SPEEDWAY—1959 Through "Firecracker 400," July 4, 1966

Make of Car	Entries	Wins	Running	Pct. Running	Wrecked	Pct. Wrecked	Finish Index *	Avg. Purse	Total Money Won
1—FORD	251	4	126	50.20%	13	5.18%	16.01	\$1,279.26	\$ 321,095
2—PONTIAC	116	6	57	49.14%	2	1.72%	17.93	1,750.95	203,110
3—PLYMOUTH	51	2	30	58.82%	2	3.92%	15.39	2,809.12	143,265
4—CHEVROLET	154	1	78	50.65%	8	5.19%	18.63	704.32	108,465
5—DODGE	49	2	23	46.94%	3	6.12%	16.54	1,734.39	84,985
6—MERCURY	38	0	19	50.00%	4	10.53%	17.74	1,423.82	54,105
7—THUNDERBIRD	19	0	15	78.95%	1	5.26%	15.53	1,211.58	23,020
8—OLDSMOBILE	11	1	3	27.27%	0	0.00%	34.82	2,046.82	22,515
9—CHRYSLER	12	0	4	33.33%	1	8.33%	28.00	402.08	4,825
10—BUICK	4	0	0	00.00%	0	0.00%	36.25	162.50	657
11—STUDEBAKER	1	0	1	100.00%	0	0.00%	31.00	110.00	110
12—DeSOTO (Tie)	1	0	0	00.00%	0	0.00%	37.00	100.00	100
12—EDSEL (Tie)	1	0	0	00.00%	0	0.00%	46.00	100.00	100
TOTALS	708	16	356	50.28%	34	4.80%	17.67	\$1,364.89	\$ 966,345

# NASCAR Grand National Champs And Leaders

Pos.	1949	1950	1951	1952	1953	1954	1955	1956	1957
<b>1</b>	Red Byron 842.5	Bill Rexford 1959	Herb Thomas 4208.45	T. Flock 6858.5	H. Thomas 8460	Lee Petty 8649	T. Flock 9596	Buck Baker 9272	Buck Baker 10716
<b>2</b>	Lee Petty 725	G. Roberts 1848.5	F. Flock 4062.25	H. Thomas 6752.5	Lee Petty 7814	H. Thomas 8366	B. Baker 9088	H. Thomas 8586	M. Panch 9956
<b>3</b>	Bob Flock 704	Lee Petty 1590	T. Flock 3722.5	Lee Petty 6498.5	D. Rathmann 7362	Buck Baker 6893	Lee Petty 7194	A. Thompson 8328	A. Thompson 8580
<b>4</b>	Bill Blair 567.5	L. Moore 1398	Lee Petty 2392.25	F. Flock 5183.5	Buck Baker 6713	D. Rathmann 8760	B. Welborn 5460	Lee Petty 8324	Lee Petty 8528
<b>5</b>	F. Flock 554.5	C. Turner 1375.5	F. Mundy 1963.5	R. Rathman 3952.5	F. Flock 6174	H. McGriff 5467	H. Thomas 5186	J. Paschal 7878	Jack Smith 8464
<b>6</b>	C. Turner 430	J. Mantz 1282	B. Shuman 1368.75	Bill Blair 3449	T. Flock 5011	J. Paschal 5137	Jr. Johnson 4810	Bill Myers 6920	G. Roberts 8268
<b>7</b>	R. Erickson 422	C. Mahoney 1217.5	J. Taylor 1214	J. Eubanks 3090.5	J. Paschal 4211	J. Lewallen 3903	E. Skinner 4652	G. Roberts 5794	J. Allen 7068
<b>8</b>	T. Flock 421	D. Linder 1121	D. Rathmann 1040	Ray Duhigg 2986.5	J. Eubanks 3603	C. Turner 3233	J. Paschal 4572	R. Moody 5548	L. D. Austin 6532
<b>9</b>	G. Dunnaway 384	J. Florian 801	B. Snowden 1009.25	D. Thomas 2574	J. Lewallen 3508	R. Ligouri 2994	J. Lewellen 4360	T. Flock 5062	B. King 5740
<b>10</b>	F. Mundy 375	Bill Blair 766	J. Eubanks 1005.5	B. Shuman 2483	C. Turner 3373	B. Pitt 2955	F. Flock 4266	M. Panch 4680	J. Paschal 5136

Pos.	1958	1959	1960	1961	1962	1963	1964	1965	1966
<b>1</b>	Lee Petty 12232	Lee Petty 11792	Rex White 21164	Ned Jarrett 27272	J. Weatherly 30836	J. Weatherly 33398	R. Petty 40252	Ned Jarrett 38824	D. Pearson 35638
<b>2</b>	Buck Baker 11586	C. Owens 9962	R. Petty 17228	Rex White 26442	R. Petty 28440	R. Petty 31170	Ned Jarrett 34950	D. Hutcherson 35790	James Hylton 33688
<b>3</b>	A. Thompson 8792	A. Thompson 7684	B. Johns 14964	E. Zervakis 22312	Ned Jarrett 25336	F. Lorenzen 29684	D. Pearson 32146	D. Dieringer 24648	R. Petty 22592
<b>4</b>	L. Rollins 8124	H. Beam 7396	Buck Baker 14674	J. Weatherly 17894	Jack Smith 22870	Ned Jarrett 27214	Billy Wade 28474	G. C. Spencer 24314	Henley Gray 22468
<b>5</b>	Jack Smith 7666	Buck Baker 7170	Ned Jarrett 14660	Fireball Roberts 17600	Rex White 19424	Fireball Roberts 22642	Jim Pardue 26570	Marvin Panch 22798	Paul Goldsmith 22078
<b>6</b>	L. D. Austin 6972	Tom Pistone 7050	Lee Petty 14510	Jr. Johnson 17178	J. Paschal 18128	Jim Pardue 22228	Curtis Crider 25606	B. Derrington 21154	Wendell Scott 21702
<b>7</b>	Rex White 6552	L. D. Austin 6519	Jr. Johnson 9932	Jack Smith 15186	F. Lorenzen 17554	D. Dieringer 21418	Jim Paschal 25450	J. T. Putney 20624	John Sears 21432
<b>8</b>	Jr. Johnson 6380	Jack Smith 6150	E. Zervakis 9720	R. Petty 14984	Fireball Roberts 16380	D. Pearson 21156	Larry Thomas 22950	Neil Castles 20576	J. T. Putney 21208
<b>9</b>	Ed Pagan 4910	Jim Reed 5714	J. Paschal 8968	J. Paschal 13922	M. Panch 15138	Rex White 20976	Buck Baker 22366	Buddy Baker 20304	Neil Castles 20446
<b>10</b>	Jim Reed 4762	Rex White 5526	B. Matthews 8458	Buck Baker 13746	D. Pearson 14404	Tiny Lund 19624	Marvin Panch 21480	C. Yarborough 20192	Bobby Allison 19910

# TOP NASCAR MODIFIED DRIVERS FOR 1966 SEASON

1. Ernie Gahan, Dover, N. H.	6,560
2. Bugs Stevens, Rehoboth, Mass.	6,096
3. Ray Hendrick, Richmond, Va.	5,872
4. Al Pombo, Fresno, Calif.	3,906
5. Bobby Allison, Hueytown, Ala.	3,744
6. Marshall Sargent, San Jose, Calif.	3,648
7. Bill Dennis, Glen Allen, Va.	3,568
8. Leo Cleary, Hanover, Mass.	3,192
9. Sonny Hutchins, Richmond, Va.	3,152
10. Everett Edlund, Caruthers, Calif.	3,116
11. Red Farmer, Hueytown, Ala.	3,024
12. Andy Romano, Johnstown, N. Y.	2,908
13. Ken Rush, High Point, N. C.	2,908
14. Runt Harris, Richmond, Va.	2,844
15. Dewayne Woodward, Fresno, Calif.	2,834
16. Ken Shoemaker, Albany, N. Y.	2,768
17. Friday Hassler, Chattanooga, Tenn.	2,702
18. Doug Cooper, Dallas, N. C.	2,522
19. Al Grinnan, Fredericksburg, Va.	2,488
20. Gene Bergin, E. Hartford, Conn.	2,472
21. Donnie Allison, Hueytown, Ala.	2,332
22. Freddy Fryar, Chattanooga, Tenn.	2,288
23. Herman Hutton, Selma, Calif.	2,252
24. Fats Caruso, Shrewsbury, Mass.	2,196
25. Lennie Pond, Ettrick, Va.	2,164
26. Paul Radford, Ferrum, Va.	2,128
27. Dick Dixon, Warehouse Pt., Conn.	2,118
28. Cliff Tyler, Cutchogue, N. Y.	2,074
29. Jerry Dostie, Guilford, Conn.	2,024
30. Dick Whalen, San Jose, Calif.	2,024
31. Pete Corey, Waterford, N. Y.	2,020
32. Burt Foland, Mt. View, Calif.	1,988
33. Fred Harbach, Huntington Station, N. Y.	1,972
34. Ed Flemke, Southington, Conn.	1,916
35. Joe Lobbia, Fresno, Calif.	1,912
36. Hank Thomas, Winston-Salem, N. C.	1,900
37. Red Foote, Moosup, Conn.	1,890
38. Bob Melnick, Newton, Mass.	1,874
39. Barney Mattie, E. Braintree, Mass.	1,866
40. Eddie Crouse, Glen Allen, Va.	1,840
41. Lou Lazzaro, Utica, N. Y.	1,830
42. Perk Brown, Spray, N. C.	1,770
43. Jim Hensley, Ridgeway, Va.	1,762
44. Carl Burris, Leaksville, N. C.	1,738
45. Mel Bradley, Richmond, Va.	1,710
46. Bob Dobyns, Gordonsville, Va.	1,706
47. Bill Hensley, Rideway, Va.	1,704
48. Hop Harrington, Pawtucket, R. I.	1,656
49. Smoky Boutwell, Pelham, N. H.	1,612
50. James Hayes, Norlina, N. C.	1,612
51. Maynard Forrette, S. Hadley, Mass.	1,606
52. Joe McGee, Mill Valley, Calif.	1,602
53. Marvin Panch, Daytona Beach, Fla.	1,600
54. Bob Cetti, Fresno, Calif.	1,598
55. Howard Kaeding, Campbell, Calif.	1,564
56. Joe Bill Adams, Mt. Airy, N. C.	1,556
57. CooCoo Marlin, Columbia, Tenn.	1,514
58. Hank Stevens, Rocky Hill, Conn.	1,428
59. Jack Harden, Huntsville, Ala.	1,388
60. Al Tasnady, Vineland, N. J.	1,386
61. Sal Dee, North Haven, Conn.	1,376
62. Walter Ballard, Houston, Texas	1,344
63. Fred Schulz, Foxboro, Mass.	1,312
64. Clyde Palmer, Mt. View, Calif.	1,296
65. Pat Moon, Northport, N. Y.	1,286
66. Dick Overstreet, Santa Clara, Calif.	1,284
67. Dave Mader, Homewood, Ala.	1,280
68. Frank Mathalia, Verona, N. Y.	1,278
69. Max Bernier, Winston-Salem, N. C.	1,244
70. Bill Vukovich, Fresno, Calif.	1,222
71. Roland Lapierre, Smithfield, R. I.	1,220
72. Ken VanBlargen, Templeton, Calif.	1,216
73. Bobby Isaac, Catawba, N. C.	1,200
74. Harvey Winter, Fresno, Calif.	1,188
75. Jerry Lawley, Bessemer, Ala.	1,180
76. Rick Henderson, Petaluma, Calif.	1,180
77. Cliff Yiskis, Cupertino, Calif.	1,178
78. Irv Taylor, Rexford, N. Y.	1,170
79. Terry Nichols, Fresno, Calif.	1,164
80. Joe Kelley, Quakertown, Pa.	1,162
81. Cale Yarborough, Charlotte, N. C.	1,152
82. David Lape, Canajoharie, N. Y.	1,152
83. Gary Myers, Huntsville, Ala.	1,146
84. Tommy Andrews, Huntsville, Ala.	1,142
85. Jim Eiland, Fresno, Calif.	1,142
86. Dick Watson, Clinton, Conn.	1,100
87. Darrell Waltrip, Owensboro, Ky.	1,092
88. Ted Hairfield, Richmond, Va.	1,092
89. Johnnie Coy, Mcrrick, N. Y.	1,086
90. Joseph Trudeau, Baltic, Conn.	1,084
91. Henry Brook, McCalla, Ala.	1,056
92. Dave Dias, Attleboro, Mass.	1,038
93. Bill Sternenberg, Birmingham, Ala.	1,024
94. Jim Hoffman, Englishtown, N. J.	1,000
95. Bob McGinnis, Danville, Va.	990
96. Mack Hanbury, Washington, D. C.	978
97. Howard Bentley, Huntsville, Ala.	964
98. Harold Martin, Collinsville, Va.	936
99. George Tet, Ozone Park, N. Y.	916
100. Harold Rush, High Point, N. C.	914
101. Jim Hendrickson, Freeport, N. Y.	910
102. Pete Hamilton, Newton, Mass.	908

## Past NASCAR Modified Champions

Year	Champion	Points
1948	Red Byron, Atlanta, Ga.	-----
1949	Fonty Flock, Atlanta, Ga.	-----
1950	Charles Dyer, North Bergen, N. J.	1,008.75
1951	Wally Campbell, Trenton, N. J.	2,356.25
1952	Frankie Schneider, Lambertville, N. J.	5,165
1953	Joe Weatherly, Norfolk, Va.	6,466
1954	Jack Choquette, W. Palm Beach, Fla.	5,402
1955	Bill Widenhouse, Midland, N. C.	3,086
1956	Red Farmer, Hialeah, Fla.	4,272
1957	Ken Marriott, Baltimore, Md.	3,324
1958	Budd Olsen, Paulsboro, N. J.	3,542
1959	Dill Guthrie, Washington, D. C.	2,120
1960	Johnny Roberts, Baltimore, Md.	4,514
1961	Johnny Roberts, Baltimore, Md.	5,752
1962	Eddie Crouse, Glen Allen, Va.	5,044
1963	Eddie Crouse, Glen Allen, Va.	5,930
1964	Bobby Allison, Hueytown, Ala.	5,756
1965	Bobby Allison, Hueytown, Ala.	6,324
103.	Bob Sprague, Foxboro, Mass.	872
104.	Mack Roberts, Selma, Ala.	864
105.	Buddy Krebs, S. Winsor, Conn.	862
106.	Charles Stofel, Columbia, Tenn.	860
107.	Clarence Smith, Huntsville, Ala.	854
108.	Butch Torrie, Hampton, Va.	850
109.	George Davis, Adelphi, Md.	842
110.	Joe Tiezzi, Ivoryton, Conn.	838
111.	LeeRoy Yarbrough, Columbia, S. C.	806
112.	Robbie Kotary, Rome, N. Y.	800
113.	George Pendergast, W. Gloucester, R. I.	794
114.	Wayne Johnson, Madison, N. C.	764
115.	Al DeAngelo, Islip Terrace, N. Y.	742
116.	Gene Lovelace, Newport News, Va.	734
117.	Bill Gregg, Hueytown, Ala.	728
118.	Dick Montgomery, Winston-Salem, N. C.	720
119.	Dennis Zimmerman, Glastonbury, Conn.	698
120.	Bill Greco, Westhaven, Conn.	698
121.	John Keith, Opelika, Ala.	688
122.	James Tyler, Mattituck, N. Y.	686
123.	Alton Jones, Birmingham, Ala.	678
124.	Bill Oglesby, Richmond, Va.	674
125.	Jack Marlin, Franklin, Tenn.	672
126.	Gerald Robertson, Winston-Salem, N. C.	670
127.	Pat Wohlgenuth, Morristown, N. J.	662
128.	Butch LaFrance, E. Islip, N. Y.	660
129.	Donald Miller, Winston-Salem, N. C.	658
130.	Reino Tulonen, Fitchburg, Mass.	640
131.	Thomas Ingram, Asheville, N. C.	628
132.	Bob Chandler, Huntsville, Ala.	624
133.	Gary Finley, Huntsville, Ala.	624
134.	Jimmie Williamson, Dinwiddie, Va.	622
135.	Jack Miller, Birmingham, Ala.	622
136.	Sherrill Harris, Columbia, Tenn.	612
137.	Charles Brinkley, Nashville, Tenn.	604
138.	Mousey Kempster, Middle Island, N. Y.	600
139.	Buddy Baker, Charlotte, N. C.	596
140.	Sam Beavers, White House Station, N. Y.	590
141.	Paul Walton, High Point, N. C.	586
142.	Bubba Beck, Lexington, N. C.	586
143.	Lester Byrd, Huntsville, Ala.	576
144.	Mel Gillett, Howell, Mich.	574
145.	Walter Wallace, Nashville, Tenn.	572
146.	Frank Schneider, Flemington, N. J.	560
147.	Jerry Thompson, Gurley, Ala.	556
148.	Boyd Adams, Nashville, Tenn.	552
149.	Leonard Thrall, Broad Brook, Conn.	552
150.	Bob Pickell, Flemington, N. J.	552
151.	Red Barbeau, Woonsocket, R. I.	550
152.	Elmer Killian, Hickory, N. C.	548
153.	Bill Harman, New London, Conn.	530
154.	Marvin Barber, Birmingham, Ala.	522
155.	Dudie Babey, Raritan, N. J.	514
156.	Junie Adams, Richmond, Va.	504
157.	E. J. Brewer, Winston-Salem, N. C.	492
158.	John Conner, Huntsville, Ala.	482
159.	Bobby Walker, Nashville, Tenn.	478
160.	Dan Stanton, Cranston, R. I.	470
161.	David Sullivan, Huntsville, Ala.	466
162.	Bill Champion, Norfolk, Va.	464
163.	Ron Narducci, E. Huddam, Conn.	448
164.	Lonnie Hopkins, Virginia Beach, Va.	448
165.	Ted Dinelle, Three Rivers, Mass.	434
166.	P. B. Crowell, Franklin, Tenn.	432
167.	Jim LaFreniere, Andover, Conn.	420
168.	Don Flynn, Windsor Locks, Conn.	402
169.	Joe Hendricks, Hampton, Va.	402
170.	Ted Stack, Quaker Hill, Conn.	402
171.	Thomas Rosser, Scottsboro, Ala.	400
172.	Jerry Wheeler, W. Hartford, Conn.	400

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(1) ERNIE GAHAN  
Dover, N. H.



(2) BUGS STEVENS

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(3) RAY HENDRICK  
Richmond, Va.



(4) AL POMBO  
Fresno, Calif.



(5) BOBBY ALLISON  
Hueytown, Ala.



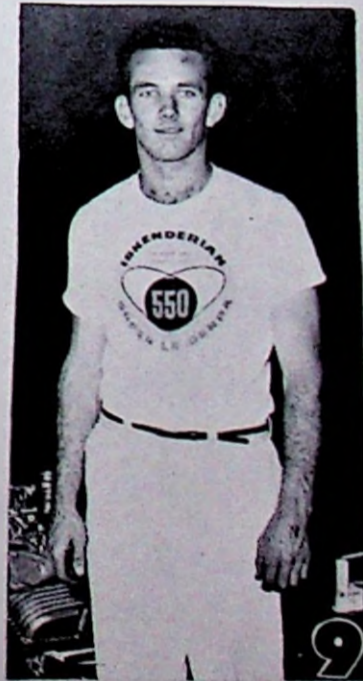
(6) MARSHALL SARGENT-  
San Jose, Calif.



(7) BILL DENNIS  
Glen Allen, Va.



(8) LEO CLEARY  
Quincy, Mass.



(9) ERNEST "SONNY"  
HUTCHINS  
Richmond, Va.



(10) EVERETT EDLUND  
Trophy presented by Herb  
Connolly, Pres. of Connelly  
Buick.

# TOP NASCAR SPORTSMAN DRIVERS FOR 1966

1. Don MacTavish, Dover, Mass.	8,964
2. Bill Slater, Hartford, Conn.	5,762
3. Rene Charland, Agawam, Mass.	5,486
4. Ralph Earnhardt, Kannapolis, N. C.	4,210
5. Bill Wimble, Bridgeport, N. Y.	4,076
6. Tiny Lund, Cross, S. C.	4,040
7. Joe Thurman, Rocky Mount, Va.	3,858
8. Andre Manny, Lavel, Que., Canada	3,390
9. Pete Hamilton, Newton, Mass.	3,390
10. Ed Greer, Union, S. C.	3,092
11. Jerry Cook, Lockport, N. Y.	3,078
12. James Burnett, Union, S. C.	2,932
13. Bill Schulz, Mansfield, Mass.	2,860
14. Fred DeSarro, Westerly, R. I.	2,702
15. Harold Dunaway, Gastonia, N. C.	2,690
16. Ken Houston, Conover, N. C.	2,612
17. LeeRoy Yarbrough, Columbia, S. C.	2,572
18. Ron Narducci, E. Haddam, Conn.	2,390
19. Gaston Desmarais, Tupper Lake, N. Y.	2,358
20. Ned Setzer, Claremont, N. C.	2,326
21. Allen Rankin, Troutman, N. C.	2,324
22. Larry Wallace, Charlotte, N. C.	2,304
23. Billy Scott, Union, S. C.	2,294
24. Don Tilley, Statesville, N. C.	2,230
25. Johnny Thompson, N. Stonington, Conn.	2,074
26. Sam Smith, Union, S. C.	2,068
27. Bob Santos, Millis, Mass.	1,996
28. Ed Flemke, Southington, Conn.	1,952
29. Bryant Wallace, Harrisburg, N. C.	1,914
30. Frank Burnham, South Mills, N. C.	1,870
31. Tootle Estes, Knoxville, Tenn.	1,776
32. Bruce Brantley, Chamblee, Ga.	1,752
33. Melvin Swisher, Kernersville, N. C.	1,748
34. Charles Trombley, Mooers Forks, N. Y.	1,726
35. Curtis Turner, Charlotte, N. C.	1,696
36. Bunk Moore, Indian Trail, N. C.	1,692
37. Ray Stafford, Black Mt., N. C.	1,692
38. Bob Brunelle, Peru, N. Y.	1,640
39. Don Bumgardner, Kings Mt., N. C.	1,612
40. Bosco Lowe, W. Asheville, N. C.	1,602
41. Larry Flynn, Holly Hill, Fla.	1,584
42. Bud Moore, Charleston, S. C.	1,558
43. Buster Sexton, Spartanburg, S. C.	1,556
44. Fran Voss, Medford, Mass.	1,542
45. Jeff Hawkins, Greenville, S. C.	1,540
46. Al Tomasi, Rome, N. Y.	1,516
47. Cecil Gordon, Horse Shoe, N. C.	1,510
48. Lou Toro, New Haven, Conn.	1,450
49. Ray Sitterly, Amsterdam, N. Y.	1,450
50. Jeep Herbert, Schenectady, N. Y.	1,430
51. Dick Nephew, Mooers Forks, N. Y.	1,418
52. Marcel Godard, Montreal, Que., Canada	1,376
53. Jack Ingram, Asheville, N. C.	1,370
54. Maurice Tallard, LaPrairie, Que., Canada	1,360
55. Jim Martel, Ipswich, Mass.	1,330
56. Bob Burcham, Chattanooga, Tenn.	1,322
57. Fats Caruso, Shrewsbury, Mass.	1,312
58. Robert Berrier, Winston-Salem, N. C.	1,280
59. Gary Sain, Hickory, N. C.	1,262
60. Tony Queirolo, Lathrop, Calif.	1,264
61. Fred Hunt, Tracy, Calif.	1,256
62. George Davis, Adelphi, Md.	1,250
63. Bob Glass, Woodbridge, Va.	1,218
64. Hank Stevens, Rocky Hill, Conn.	1,208
65. Mack Miller, Ellenburg Depot, N. Y.	1,174
66. Bernie Miller, Canastota, N. Y.	1,172
67. Hal Houston, Conover, N. C.	1,158
68. Doug Cox, Greenville, S. C.	1,152
69. Gus Linder, Pittsburgh, Pa.	1,152
70. JoeLee Johnson, Chattanooga, Tenn.	1,148
71. Harry Gant, Taylorsville, N. C.	1,148
72. Ron Roberts, Abington, Mass.	1,132
73. Larry Hildreth, Wrens, Ga.	1,114
74. Sonny Seamon, Vernon Center, N. Y.	1,106
75. Clarence Ogle, Swannanoa, N. C.	1,082
76. J. W. Boatwright, Thomson, Ga.	1,070
77. Fred Ray, Leesville, S. C.	1,062
78. Bruce Warren, Norfolk, Va.	1,046
79. Richie Evans, Rome, N. Y.	1,044
80. Bill King, Modesto, Calif.	1,038
81. Steve Slaughter, Ashland, Va.	1,036
82. Larry Honea, Decatur, Ga.	1,036
83. Bennie Fowler, Pacolet, S. C.	1,030
84. Roy Trantham, Asheville, N. C.	1,016
85. Bob Pressley, Asheville, N. C.	994
86. Alvin Hansen, Islip Terrace, N. Y.	968
87. John Richmond, Peace Dale, R. I.	952
88. Dennis Zimmerman, Glastonbury, Conn.	938
89. John Ray Eury, Concord, N. C.	936
90. Dick Hutcherson, Camden, S. C.	918
91. Tom Bourget, Worcester, Mass.	916
92. James Norton, Atlanta, Ga.	914
93. Jack DuBrul, S. Burlington, Vt.	904
94. Axel Anderson, Patchogue, N. Y.	892
95. Doc Blanchard, Gloversville, N. Y.	890
96. Neil Muncill, Modesto, Calif.	886
97. Robbie Kotary, Rome, N. Y.	882
98. Don Israel, Asheville, N. C.	878
99. Bill Hodgins, Hazardville, Conn.	864
100. Lee Farley, Clinton, N. J.	860
101. Hop Harrington, Pawtucket, R. I.	856
102. Bill Bryan, Turlock, Calif.	854

## Past Sportsman Champions

Year	Champion	Points
1950	Mike Klapak, Warren, Ohio	3,715.75
1951	Mike Klapak, Warren, Ohio	4,218.5
1952	Mike Klapak, Warren, Ohio	7,280
1953	Jimmy Roberts, Brooklyn, Md.	5,692
1954	Danny Graves, Modesto, Calif.	5,992
1955	Billy Myers, Germantown, N. C.	4,810
1956	Ralph Earnhardt, Kannapolis, N. C.	4,272
1957	Ned Jarrett, Newton, N. C.	3,916
1958	Ned Jarrett, Newton, N. C.	4,494
1959	Rick Henderson, Petaluma, Calif.	4,136
1960	Bill Wimble, Libson, N. Y.	5,680
1961	Dick Nephew, Mooers Forks, N. Y.	5,578
(Tie)	Bill Wimble, Libson, N. Y.	5,578
1962	Rene Charland, Agawam, Mass.	5,708
1963	Rene Charland, Agawam, Mass.	6,622
1964	Rene Charland, Agawam, Mass.	6,236
1965	Rene Charland, Agawam, Mass.	5,614
103.	James Spencer, Conover, N. C.	852
104.	L. D. Ottinger, Newport, Tenn.	850
105.	Harold Painter, Greenville, S. C.	850
106.	Bob Leach, Stone Mt., Ga.	842
107.	Steve Danish, Cropseyville, N. Y.	840
108.	Ken King, Rosemere, Que., Canada	838
109.	Parker Bohn, Freehold, N. J.	832
110.	Bob Lamoreaux, Lakeland, L. I.	828
111.	Bobby Waddell, N. Wilkesboro, N. C.	826
112.	Harvey Jones, Tallahassee, Fla.	824
113.	Gene McDonald, Albany, Ga.	822
114.	Willie McDonald, Albany, Ga.	822
115.	Lee Millington, Palatine Bridge, N. Y.	820
116.	Frank Warren, Augusta, Ga.	818
117.	Elton Hill, Plainville, Conn.	818
118.	John Brazil, Manteca, Calif.	794
119.	Pud Yoder, Asheville, N. C.	792
120.	Joe Bill Tucker, Mt. Airy, N. C.	782
121.	Alan Becker, Asbury, N. J.	780
122.	Jack Hamilton, Thorofare, N. J.	778
123.	Elmer Killian, Hickory, N. C.	778
124.	Jean Guy Chartrand, Montreal, Que.	766
125.	Bud Elliott, Richmond, Va.	766
126.	Dan DeVeau, Manchester, Conn.	764
127.	Bob Ward, Stockton, Calif.	758
128.	Aubrey Holley, Tifton, Ga.	756
129.	Joe Rushton, Ceres, Calif.	750
130.	Curtis Morgan, Monticello, Calif.	734
131.	Bob Karvonen, Winchendon, Mass.	724
132.	Gene Siuzdak, Centerach, N. Y.	722
133.	Bill Harman, New London, Conn.	710
134.	Richard Brown, Claremont, N. C.	700
135.	Bubba Into, Hardeeville, S. C.	698
136.	Bob Bruno, Morrisonville, N. Y.	696
137.	Ken Cross, Lynchburg, Va.	694
138.	Tom Pistone, Charlotte, N. C.	694
139.	Chester Williams, Newport, Tenn.	692
140.	Ralph Thomas, Newton, N. C.	690
141.	Eldon Yarbrough, Columbia, S. C.	686
142.	Larry Bowers, Hampton, N. J.	676
143.	Ervin Killian, Conover, N. C.	676
144.	Jackie Fox, Asheville, N. C.	674
145.	Bob Ballantine, Simpsonville, Md.	672
146.	Fred Schulz, Foxboro, Mass.	666
147.	Bobby Jones, Greenville, S. C.	664
148.	Dennis Hicks, Stockton, Calif.	662
149.	Donald Wayman, Cobleskill, N. Y.	660
150.	Philip Spiak, Troy, N. Y.	660
151.	Stan Ploski, Hopewell, N. J.	658
152.	Marty Martin, Tracy, Calif.	652
153.	Paul Hamel, Montreal, Que., Canada	646
154.	Gene McBee, Spartanburg, S. C.	644
155.	Steve Elias, National Park, N. J.	630
156.	Bob Vee, Prospect, Conn.	626
157.	Len Barcomb, Plattsburgh, N. Y.	626
158.	Bill Tipton, Asheville, N. C.	626
159.	Bill Hasley, Modesto, Calif.	624
160.	Ed Amador, Modesto, Calif.	624
161.	Frank Romines, Knoxville, Tenn.	618
162.	Herman Goddard, Knoxville, Tenn.	612
163.	Bruce Dostal, Johnstown, N. Y.	610



(1) DON MACTAVISH  
Dover, Mass.



(2) BILL SLATER  
Hartford, Conn.



(3) RENE CHARLAND  
Agawam, Mass.



(4) RALPH EARNHARDT  
Kannapolis, N. C.



(5) BILL WIMBLE  
Libson, N. Y.



(6) TINY LUND  
Cross, S. C.

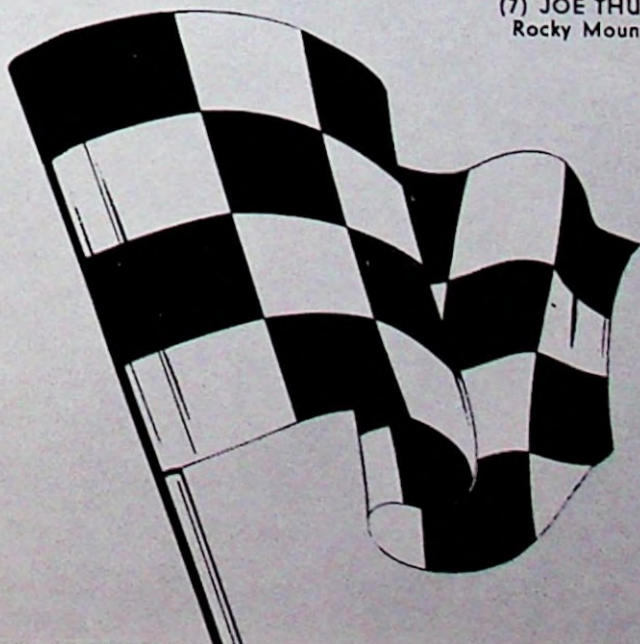


(7) JOE THURMAN  
Rocky Mount, Va.



(8) ANDRE MANNY  
Laveldes Rapides, Canada

(9) PETE HAMILTON  
(not pictured)  
Newton, Mass.



(10) JERRY COOK  
Lockport, N. Y.

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# MODIFIED AND SPORTSMAN DRIVERS



(1) KEN RUSH  
High Point, N. C.  
13th—Modified



(2) ANDY ROMANO  
Johnstown, N. Y.  
12th—Modified



(4) GENE BERGIN  
E. Hartford, Conn.  
20th—Modified



(3) RAYMOND FRIDAY  
17th—Modified



(5) HAROLD DUNAWAY  
15th—Sportsman



(6) KEN HOUSTON  
Conover, N. C.  
16th—Sportsman



(7) LEE ROY YARBROUGH  
Columbia, S. C.  
17th—Sportsman



(8) DOUG COOPER  
Gastonia, N. C.  
18th—Modified



(9) KEN SHOEMAKER  
Schenectady, N. Y.  
16th—Modified



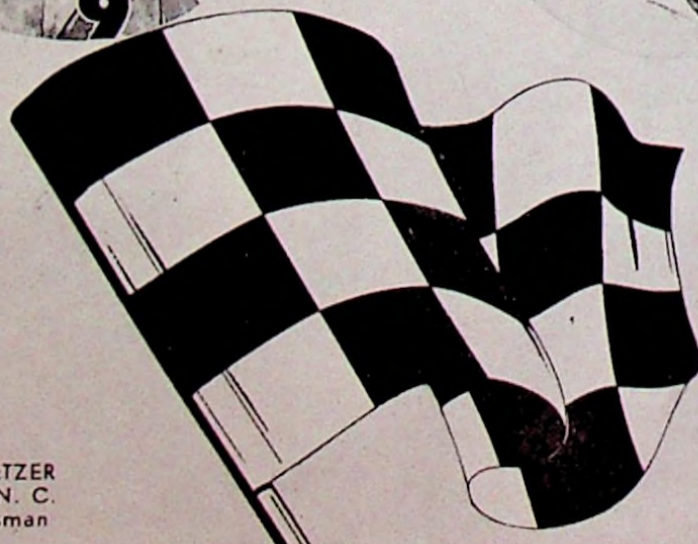
(10) RUNT HARRIS  
Richmond, Va.  
14th—Modified



(11) NED SETZER  
Claremont, N. C.  
20th—Sportsman



(12) CHARLES "RED" FARMER  
Hueytown, Ala.  
11th—Modified



# How to spot the winner before he takes the checker.

You can pick winners like an expert—even if you've never been to a Grand National stock car race before.

If you know what to look for.

Use practice periods to get a fix on a field of potential winners—6 or 8 will do. Keep in mind that the guy who makes the most noise isn't necessarily a front-runner; he may be using top cog and twisting his engine to the breaking point.

Pick a spot on the corner and time the cars riding high on the wall. Put your clock on a car as he passes one post and run with it to another post that you select. Going quick through the corners is the work of a winner.

Another point to remember: a scrupulously clean car generally indicates an engine that's been

set up with equal attention to detail. Excellent equipment and a precision crew can make all the difference—and usually does, especially in a long race.

And don't be "blinded" by big names. A young charger with superb equipment can and will carry off the hardware.

Now put together what you've learned and you've got a "book" on the hottest prospects. We'll bet you pick the winner before he takes the checker.

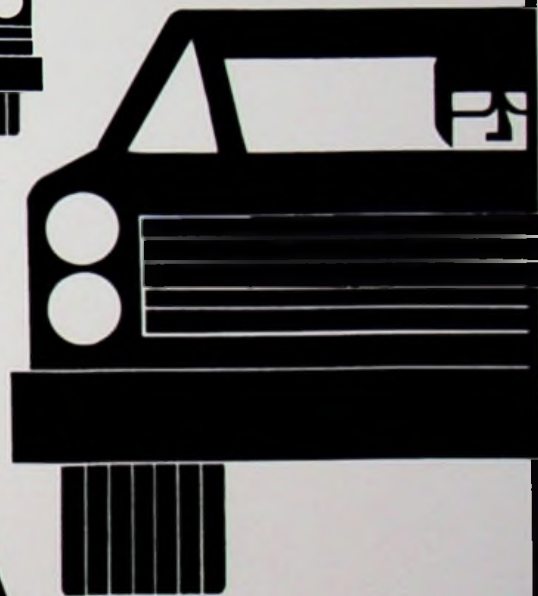
Finally, learn to spot the small red emblem on the side of a car. It's the sign the driver is going with

PURE Firebird Racing Gasoline—the competition-bred gasoline that's set more racing records than any other brand.

On your way home, make a "pit stop" at the Pure Oil sign and fire up with Firebird Super: closest thing to racing gasoline. Same Tri-tane additives and chemical ingredients as Firebird Racing Gasoline—in a blend tuned for the street.



**FIREBIRD®  
SUPER:  
CLOSEST  
THING TO RACING  
GASOLINE**





## **Pepsi-Cola cold beats any cola cold!**

Drink Pepsi cold—the colder the better. Pepsi-Cola's taste was created for the cold. That special Pepsi taste comes alive in the cold. Drenching, quenching taste that never gives out before your thirst gives in. Pepsi pours it on!



**Taste that  
beats the  
others cold...  
Pepsi  
pours it on!**