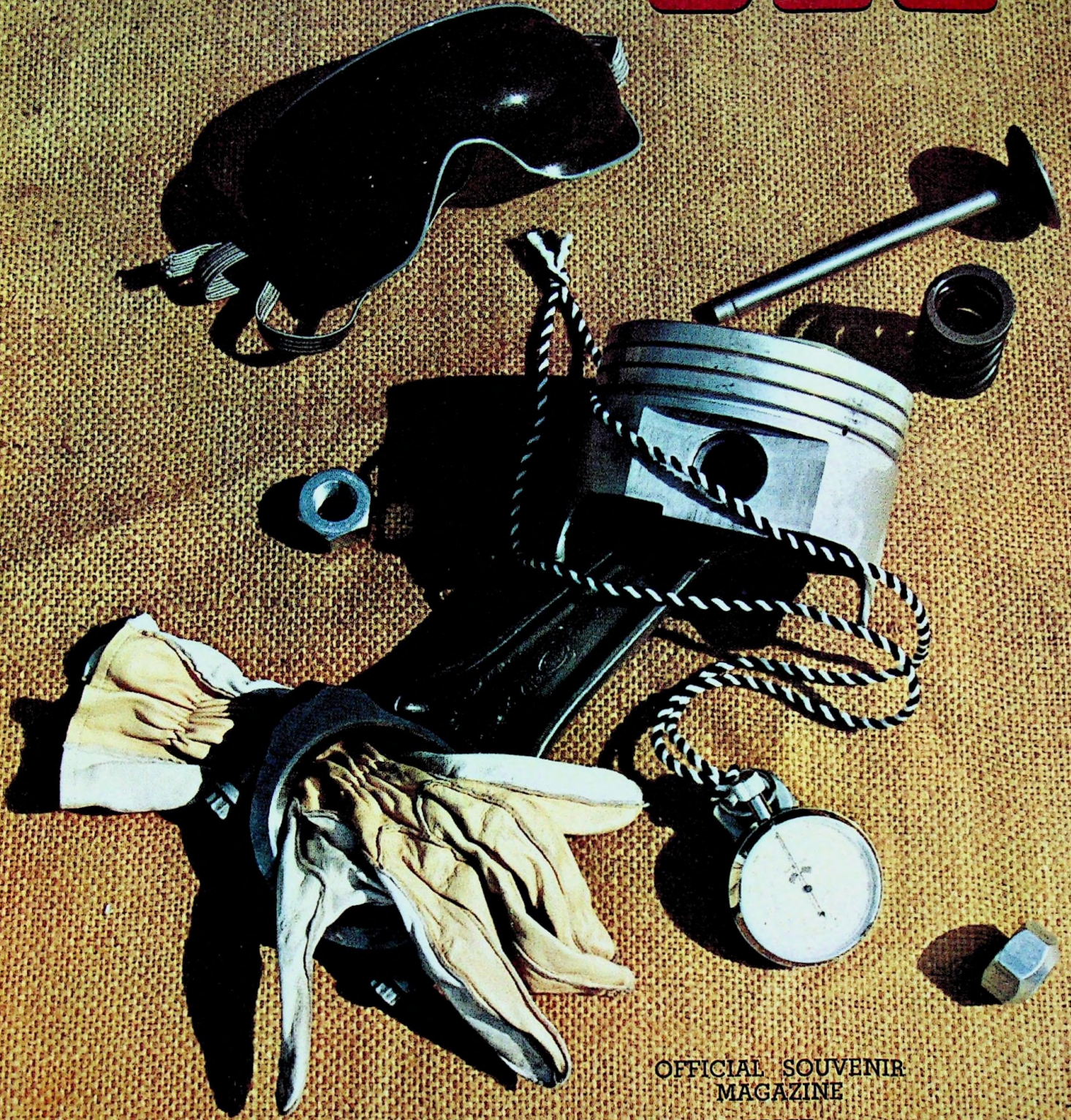


1968

# WORLD 600



OFFICIAL SOUVENIR  
MAGAZINE

PRICE  
\$1.00

# CHARLOTTE MOTOR SPEEDWAY

## 9th ANNUAL WORLD 600 RACE, MAY 26, 1968

### STARTING LINEUP

### Petty Favored For First World 600 Win By Experts

Richard Petty's failure to win a major speedway race so far this season has not shaken the faith the Pure Oil Racing Panel of Experts has in the ability of the Randleman, N. C., ace and his No. 43 Plymouth.

The Panel cast 75 ballots on the likely outcome of the World 600 at Charlotte Motor Speedway on May 26, and Petty's name led all the rest with 28 first place votes.

Petty's nearest rival was Cale Yarborough, top driver of the year with victories in the Daytona 500, Atlanta 500 and Virginia 500. Cale was given 21 votes of confidence by the Panelists.

Seven other top NASCAR drivers received ballots.

In third place was Lee Roy Yarborough with 9, followed by David Pearson with 6. Buddy Baker took fifth place with 5 votes, and Darel Dieringer and Bobby Allison followed with 2 each.

Donnie Allison and Jim Paschal each received one vote.

In the voting on the likely winner of the 76th lap Cale Yarborough was a heavy favorite with 32 votes.

The top guess at Petty's average winning speed was 142.981 miles per hour, which would shatter the race record of 135.832 mph set by Jim Paschal a year ago.

Row	Car No.	Driver & Home	Type Car	Qualifying Speed
1	27	Donnie Allison, Hueytown, Ala.	'68 Ford	159.222
	98	Lee Roy Yarborough, Columbia, S. C.	'68 Mercury	159.208
2	21	Cale Yarborough, Timmonsville, S. C.	'68 Mercury	158.857
	17	David Pearson, Spartanburg, S. C.	'68 Ford	157.527
3	29	Bobby Allison, Hueytown, Ala.	'68 Ford	157.267
	43	Richard Petty, Randleman, N. C.	'68 Plymouth	156.653
4	16	Tiny Lund, Cross, S. C.	'68 Mercury	156.328
	14	Curtis Turner, Charlotte, N. C.	'68 Plymouth	156.260
5	22	Darel Dieringer, Charlotte, N. C.	'68 Plymouth	155.792
	6	Charlie Glotzbach, Georgetown, Ind.	'68 Dodge	155.429
6	99	Paul Goldsmith, Munster, Ind.	'68 Dodge	155.655
	3	Buddy Baker, Charlotte, N. C.	'68 Dodge	155.192
7	15	Jerry Grant, Modesto, Calif.	'68 Plymouth	155.005
	71	Bobby Isaac, Catawba, N. C.	'68 Dodge	154.254
8	1	Bud Moore, Charlotte, N. C.	'68 Dodge	152.921
	4	John Sears, Ellerbe, N. C.	'67 Ford	149.179
9	37	Sam McQuagg, Columbus, Ga.	'67 Dodge	147.790
	49	G. C. Spencer, Jonesboro, Tenn.	'67 Plymouth	146.188
10	90	Sonny Hutchins, Richmond, Va.	'67 Ford	145.081
	64	Elmo Langley, Charlotte, N. C.	'66 Ford	144.082
11	48	James Hylton, Inman, S. C.	'67 Dodge	149.847
	2	Paul Lewis, Johnson City, Tenn.	'67 Dodge	144.039
12	79	Frank Warren, Augusta, Ga.	'66 Chevelle	143.489
	39	Friday Hassler, Chattanooga, Tenn.	'66 Chevelle	142.334
13	08	Tom Ingram, Asheville, N. C.	'66 Chevelle	141.608
	58	Phil Wendt, Irvington, Ala.	'66 Chevelle	140.367
14	30	Dave Marcis, W. Salem, Wisc.	'66 Chevelle	140.328
	46	Larry Manning, Richmond, Va.	'66 Chevrolet	139.696
15	95	Harold Fagan, Toronto, Canada	'66 Ford	139.608
	28	Earl Brooks, Lynchburg, Va.	'66 Ford	139.596
16	12	Earl Palmer, Keokuk, Iowa	'66 Mercury	154.159
	45	Bill Seifert, Skyland, N. C.	'68 Ford	145.319
17	06	Neil Castles, Charlotte, N. C.	'67 Plymouth	145.267
	76	Roy Tyner, Lake View, S. C.	'66 Ford	141.389
18	10	Bill Champion, Norfolk, Va.	'66 Ford	141.026
	52	Lennie Waldo, Columbus, Ohio	'67 Ford	140.857
19	80	E. J. Trivette, Atlanta, Ga.	'66 Chevelle	140.686
	02	Bob Cooper, Gastonia, N. C.	'66 Chevelle	140.302
20	55	Harold Smith, Columbus, Ohio	'67 Ford	Qual.
	25	Jabe Thomas, Christiansburg, Va.	'67 Ford	"
21	38	Wayne Smith, Advance, N. C.	'68 Chevelle	"
	19	Henley Gray, Rome, Ga.	'66 Ford	"
22	34	Wendell Scott, Danville, Va.	'66 Ford	"
	96	Bob Moore, Macon, Ga.	'66 Ford	"
8	Ed Negre, Lake View, S. C.	'67 Ford	Alternate	
50	Eddie Yarboro, Elkin, N. C.	'66 Plymouth	Alternate	

✓ Fred Lorenzan  
Dan Gurney in Stock Car

Just Bowsher  
Farnelli Jones

Don White

# Run with the Dodge Scat Pack



The cars with the Bumblebee stripes. Power, performance and plenty of goodies are packed into this quartet of muscled machines. Get your hands on one. It's easier than you'd expect.



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they have **dealin' fever**

**DRIVE SAFELY. IT'S CONTAGIOUS.**

AUTHORIZED DODGE DEALERS  CHRYSLER  
MOTORS CORPORATION

# HOLY ANGELS NURSERY



Most of them cannot walk and never will.

Most of them cannot talk and never will.

Some of them can neither see nor hear.

Most of them will never celebrate their sixth birthday.

All of them can feel.

And what they would feel most, except for Holy Angels Nursery, is pain.

Holy Angels Nursery, Belmont, N. C., is a home for children suffering the severest of multiple birth defects. It is operated by the Sisters of Mercy with a board of advisors of many religious faiths for children from families of every race and creed. Most of the babies are from the Piedmont Carolinas but there are others from other states of the South, East and Midwest.

Holy Angels Nursery, many times near its end because it depends heavily on donations, has a national

reputation as a home where the largest miracle available is love.

Now it must move and it must have a permanent home on land already made available.

Once more, the future of Holy Angels Nursery was in jeopardy and faint hearts faltered.

Then came race driver Roy Tyner from somewhere out of the great heart of racing to offer a share of his winnings to the Holy Angels. Richard Howard, general manager of the Charlotte Motor Speedway, other drivers and friends of racing joined in.

Perhaps this sport, demanding so much of skill and raw courage, is attempting to seek some purpose far beyond itself and far beyond that sterile tag of "public relations".

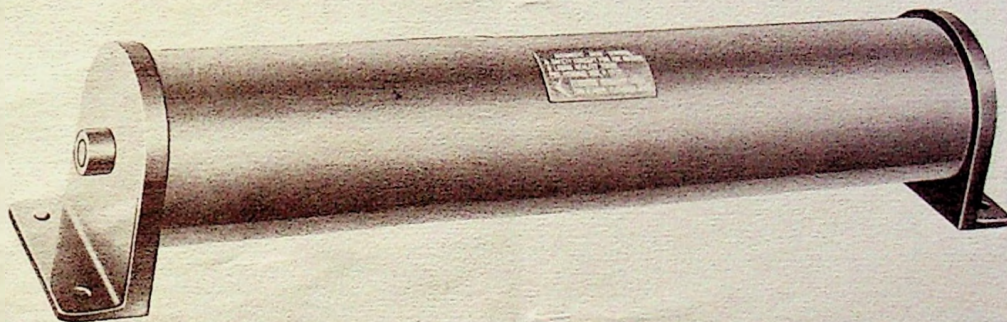
If it is, and I truly believe it is, then racing will have reached its zenith.

The men of racing and The World 600 can, in fact, bring a stronger beat to the fluttering heart of Holy Angels Nursery.

Gentlemen, start your engines.

Over there they'll be praying for you.

*Roy Tyner*  
*The Charlotte Observer*



SAFETY DEMONSTRATION OF AUTOMATIC-SKID-CONTROL TO BE PRESENTED AT CHARLOTTE MOTOR SPEEDWAY AT 9:30 A.M. SUNDAY, MAY 26, PRIOR TO THE WORLD 600 RACE. THE DEMONSTRATION WILL BE PERFORMED BY WORLD RENOWN RACE DRIVER DALE DUNCAN OF DALLAS, TEXAS.

**Special Introductory Price**

**\$169.96**

**At Race Track Only**

**Sunday, May 26, 1968**

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CHARLOTTE, N. C.

PHONE: 377-3464

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

LAPS

1. Wynn's Car Care Products—Parks Dist. Co., Charlotte, N.C.
2. Wynn's Car Care Products—Parks Dist. Co., Charlotte, N.C.
3. Wynn's Car Care Products—Parks Dist. Co., Charlotte, N.C.
4. Wynn's Car Care Products—Parks Dist. Co., Charlotte, N.C.
10. Huggins Tire Sales (Goodyear), Thomasville, N.C.
20. Huggins Tire Sales (Goodyear), Thomasville, N.C.
30. Huggins Tire Sales (Goodyear), Thomasville, N.C.
40. Huggins Tire Sales (Goodyear), Thomasville, N.C.
41. K-Mart — Pineville Road, Charlotte, N.C.
42. K-Mart — Pineville Road, Charlotte, N.C.
43. K-Mart — Pineville Road, Charlotte, N.C.
44. K-Mart — Pineville Road, Charlotte, N.C.
45. N. C. Jeffcoat — Orangeburg, S.C.

**61. \$1000.00 Big WAYS Radio**

65. K-Mart — Independence Boulevard, Charlotte, N.C.
66. K-Mart — Independence Boulevard, Charlotte, N.C.
67. K-Mart — Independence Boulevard, Charlotte, N.C.
68. K-Mart — Independence Boulevard, Charlotte, N.C.

**76. 1000 Gallons Pure Oil Gas to leader of this lap.**

77. K-Mart — Freedom Drive, Charlotte, N.C.
78. K-Mart — Freedom Drive, Charlotte, N.C.
79. K-Mart — Freedom Drive, Charlotte, N.C.
80. K-Mart — Freedom Drive, Charlotte, N.C.
81. Gene White Company, 3116 S. Tryon St., Charlotte, N.C.—525-4975
82. Gene White Company, 3116 S. Tryon St., Charlotte, N.C.—525-4975

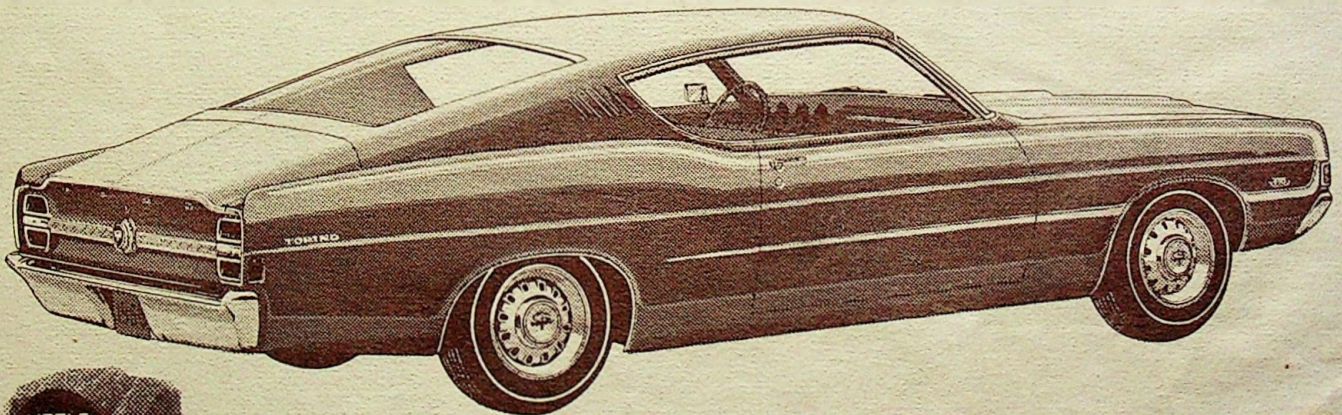
LAPS

83. Gene White Company, 3116 S. Tryon St., Charlotte, N.C.—525-4975
84. Gene White Company, 3116 S. Tryon St., Charlotte, N.C.—525-4975

**105. \$105.00 leader of this lap from 105 Offices of The First Union National Bank**

125. Pure Oil Company
150. Pure Oil Company
175. Pure Oil Company
200. Pure Oil Company
205. Spartan Equipment Company — Charlotte, N.C.
225. Pure Oil Company
250. Pure Oil Company
275. Pure Oil Company
300. Pure Oil Company
301. Nichels Engineering Company
302. Nichels Engineering Company
303. Nichels Engineering Company
304. Nichels Engineering Company
305. Nichels Engineering Company
306. Nichels Engineering Company
307. Nichels Engineering Company
308. Nichels Engineering Company
309. SKAT-KAT, Division of London Marine, Durham, N.C.
310. SKAT-KAT, Division of London Marine, Durham, N.C.
311. SKAT-KAT, Division of London Marine, Durham, N.C.
312. SKAT-KAT, Division of London Marine, Durham, N.C.
399. Pure Oil Company
400. Pure Oil Company

# DRIVE A WINNER



BRAND NEW '68 TORINO AS LOW AS \$2435

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# YOUNG



CORNER OF STONEWALL & BREVARD STS. — DOWNTOWN CHARLOTTE

# HORIZON GRABBER

Ford knows that great road cars are made, not born. Case in point: 1968 XL Fastback. You can make it 428 cubic inches big, to take the measure of a long, black line on the salt or snake over the purple mountains in the distance. Optional front disc brakes, heavy-duty suspension, SelectShift (answers the question—to shift or not to shift?) are just a few of the other reasons why big Ford can live on any road you can find. There's a lot more to it than just some finely engineered components, though. Big Ford was built to be a driver's car right from the optional equipment wide-oval tires up. There's a unit-built body shell—almost strong enough to be a car all by itself—mounted on a computer-designed separate chassis. This Ford-engineered combo swings just enough so that wheels and suspension handle the rough stuff instead of just skittering sloppily over it. Try that long, open bend, the washboardy one that's the terror of every hard-sprung sports car in the neighborhood. The third or fourth time through it in the big Dearborn Delight and you'll realize Ford engineering has been there before . . . thousands of times. That's how our slide-rule brigade learns about great road cars.



Some nuts-and-bolts facts about the '68 Fords: you can choose from four V-8's from 302 to 428 cubic inches. Three- and four-speed manual transmissions . . . plus the 3-speed SelectShift automatic. Two different suspensions: stock and heavy-duty. Power front disc brakes, and wide-oval or radial-ply tires. Fourteen convertible, sedan and hardtop models . . . plus seven wagon models.





STATE OF NORTH CAROLINA

GOVERNOR'S OFFICE

RALEIGH

DAN K. MOORE  
GOVERNOR

GREETINGS FROM VARIETY VACATIONLAND

Welcome to North Carolina and the ninth annual "World 600" late-model stock car race. Indeed, this is one of our State's most outstanding sports events, and it is with great pride that I commend those responsible for its inception and continued success.

In less than a decade, the "World 600" has flourished as a major attraction and has helped give added substance to the slogan which most aptly describes our State -- VARIETY VACATIONLAND.

Our vacation slogan is derived from the infinite variety of things to see and do in the three distinct geographic regions of North Carolina. The coastal plains, described by early English explorers as "the goodliest land under the cope of heaven," is a haven for the holiday adventurer. Our mountains are the highest in Eastern America, with hundreds of miles of magnificent scenery unfolding from countless vistas. In between is North Carolina's piedmont plateau, a land of rolling foothills, broad rivers and modern cities. Here, too, is the home of many of the world's most exciting sports and vacation attractions.

I hope you will have the opportunity of visiting many of these attractions while you are in our State and that you will visit us often. I am sure that after being with us a few days you will agree that in many ways North Carolina is, indeed, "the goodliest land."

Members of the North Carolina Highway Patrol will be happy to assist you with any problems or questions you may have concerning your visit to our State.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dan Moore".

Dan Moore  
Governor

For a free vacation guide to North Carolina, write:

Travel and Promotion Division  
Department of Conservation and Development  
Raleigh, North Carolina 27602

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### CHARLOTTE MOTOR SPEEDWAY PERSONNEL

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Bob Latford, Director; Marilyn Goldsmith, Secretary; Jim Hunter, Assistant; Dick Thompson, Assistant; Tim Flock, Assistant.

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#### BOOKKEEPING & ACCOUNTING

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#### ADVERTISING

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#### TRACK MAINTENANCE

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#### NASCAR RACE OFFICIALS

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#### PUBLIC ADDRESS SYSTEM

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#### OPERATING SERVICES

Wrecker Service by Whitestar Wreckers of Charlotte; Radio Broadcast Network—World 600 Broadcasting Co.; Sound System—Stereo Joe; Speedway Photographer—Pal Parker; Concessions—Consolidated Vending Co.; Telephone Service—Concord Telephone Co.

#### MAGAZINE CREDITS

Editor, Bob Latford; Associate Editor, Marilyn Goldsmith; Art Director, Leslie Latford; Contributing Photographers—Pal Parker, Don Hunter, Jerry Overman, Sam Williams, Ron Baker; Contributing Writers—Bob Moore, Bob Myers, W. W. Kerry, Brock Yates, Leonard Laye. Printer—Herman Anderson, Anderson Press. Cover—layout by Leslie Latford, photography by Pal Parker.

Charlotte Motor Speedway is happy to join the nation in saluting  
the City of Charlotte on its 200th anniversary.



G. B. Nalley  
Director



Jason Brown  
Director



Edwin Mattick  
Treasurer-Director



Herman Cross  
Director



# Official Entry Blank

FIA NATIONAL/OPEN EVENT. Permit No. N 18-68  
(Open to foreign participants not on Classified list)

**GRAND NATIONAL**

## WORLD "600" (9th Annual)

CHARLOTTE MOTOR SPEEDWAY  
CHARLOTTE, N.C.

1½-mile High Banked Paved Speedway

Sunday, May 26, 1968 — 12:30 P.M.

(Rain Date: June 2, 1968)

**600 MILES and QUALIFYING EVENTS . . . . . \$150,385 POSTED AWARDS**

(Including \$13,500 NASCAR Championship Point Money)

**DISTRIBUTION:**

(Winner receives 150 Championship points, Second 147, Third 144, etc.)

PLACE	Racing Purse	Autolite Spark Plugs	Champion Spark Plugs	Bell Helmet	Dayco Fan Belts	Firestone Tires	Fram Filters	Gabriel Shocks	Goodyear Tires	Grey-Rock Brake Lining	Hanes Knitting Division	Regal-Ride Shocks	Moog Chassis Parts	Perfect Circle Rings	Pure Oil Div., Union Oil Co., Cal.	Stewart-Warner Tachometer	Union Carbide Prestone Polish, Brake Fluid	Wynn Radiator Stop-Leak	TOTAL AWARDS																			
1.	\$15,000	\$3,000	\$3,000	\$250	\$250	\$2,500	\$300	\$300	\$2,500	\$600	\$300	\$300	\$500	\$300	\$2,500	\$200	\$175	\$200	*\$26,675																			
2.	8,000	600	600	150	1,000	200	150	1,000	300	200	150	300	180	1,000	150	125	100	12,455																				
3.	6,000	500	500	100	500	100	100	50	75	100	50	50	300	200	100	75	50	8,545																				
4.	5,500	250	250															6,225																				
5.	5,000	150	150															5,400																				
6th-\$4,000	7th-\$3,500	8th-\$3,000	9th-\$2,500	10th-\$2,000	11th-\$1,900	12th-\$1,850	13th-\$1,800	14th-\$1,750	15th-\$1,700	16th-\$1,650	17th-\$1,600	18th-\$1,550	19th-\$1,525	20th-\$1,500	21st-\$1,475	22nd-\$1,450	23rd-\$1,425	24th-\$1,400	25th-\$1,375	26th-\$1,350	27th-\$1,325	28th-\$1,300	29th-\$1,275	30th-\$1,250	31st-\$1,225	32nd-\$1,200	33rd-\$1,175	34th-\$1,150	35th-\$1,125	36th-\$1,100	37th-\$1,075	38th-\$1,050	39th-\$1,025	40th-\$1,000	41st-\$975	42nd-\$950	43rd-\$925	44th-\$900.

**QUALIFYING AND SPECIAL AWARDS**

\$3,495 Time Trials Money, divided: Wed., May 22—1st-\$1,000 2nd-\$500 3rd-\$100 4th-\$75 5th-\$50 6th-\$50; 7th thru 10th-\$25 each.  
Thurs., May 23—1st-\$150 2nd-\$125 3rd-\$100 4th-\$75 5th-\$50 6th-\$50; 7th thru 10th-\$25 each.  
Fri., May 24—1st-\$125 2nd-\$100 3rd-\$75 4th-\$50 5th-\$35 6th thru 10th-\$25 each.  
Sat., May 25—1st-\$125 2nd-\$100 3rd-\$75 4th-\$50 5th-\$35 6th thru 8th-\$25 each.  
\$1,265 Qualifying race, Sat., May 25, 3:30 p.m. (20 Laps) to determine starting positions 39 thru 44, with all unqualified inspected (track proven) cars eligible, divided: 1st-\$150 2nd-\$100 3rd-\$90 4th-\$80 5th-\$75 6th-\$70 7th thru 20th-\$50 each.  
\$250 Bonus for new 4-lap qualifying record.  
\$250 Bonus for new 1-lap qualifying record.

\$600 to Grand National Champion Richard Petty if he enters before entry deadline and competes.  
\$2,000 Lap Money — \$5 per lap to leader of each lap, posted by Speedway management. Additional lap money to be solicited.  
1,000 gallons of Pure Firebird gasoline to leader of Lap No. 76, known as "Firebird 76" lap.  
\*\$300 Hurst Shifter award to winner. (Included in Total Awards).  
\$100 Autolite award to chief mechanic on winning car if Autolite equipped.  
\$100 Champion award to chief mechanic on winning car if Champion equipped.  
\$100 Dayco award to chief mechanic on winning car if Dayco equipped.  
Premier Industrial Corporation Awards: Personally monogrammed leather jacket to winner, racing award watches to owner and chief mechanic of winning car, selection of bins and cabinets to owners and chief mechanics of cars which establish new track records in time trials.  
World 600 trophy to winner.  
Falstaff Trophy to pole position winner.  
MGM "SPEEDWAY" trophy to fastest qualifier.  
OMEGA SPEEDMASTER chronograph to winner.

**INSPECTION, PRACTICE AND QUALIFYING SCHEDULE**

Tuesday, May 21—Inspections open 9 a.m. Technical Director may refuse to accept any car after 12 noon, Thursday, May 23. (EIRI). Practice 1 to 4:30 p.m. Drawing at 4:30 p.m. to determine order of qualifying on May 22.  
Wednesday, May 22—Practice 9:30 a.m. to 12 noon, 1 to 2 p.m., 4 to 4:30 p.m. Qualifying 2 to 4 p.m. (See Special Note under Qualifying Procedure).  
Thursday & Friday, May 23 & 24—Practice 9:30 a.m. to 12 noon, 4 to 4:30 p.m. Qualifying 1 to 4 p.m.  
Saturday, May 25—9:30 a.m. to 12 noon, 2:30 to 3 p.m. for cars already qualified. Qualifying 1 to 2:30 p.m. Qualifying race 3:30 p.m.

**QUALIFYING PROCEDURE — Field Limited to 44 Starters**

NOTE: Qualifying time will be average of four consecutive laps. The fastest 10 cars on May 22 earn positions 1 thru 10. The fastest 10 cars on May 23 earn positions 11 thru 20. The fastest 10 cars on May 24 earn positions 21 thru 30. The fastest 8 cars on May 25 earn positions 31 thru 38. Positions 39 thru 44 to be determined by order of finish in special 20 lap qualifying race on May 25. Only one qualifying attempt will be allowed each car per day. IN THE EVENT OF RAIN on any qualifying day, the unfilled qualifying positions for that day will be filled on the next qualifying day. If rain on May 25 prevents all 44 starting positions from being filled, the remaining positions will be filled in the order the cars would have started the qualifying race.

SPECIAL NOTE: To be eligible to compete for qualifying money and Record bonuses on Wednesday, May 22, drivers must draw at 4:30 p.m. Tuesday, May 21, for the order in which they will qualify on May 22. Qualifying time trial intervals on May 22 will be determined after the qualifying order has been established by the drawing on May 21.

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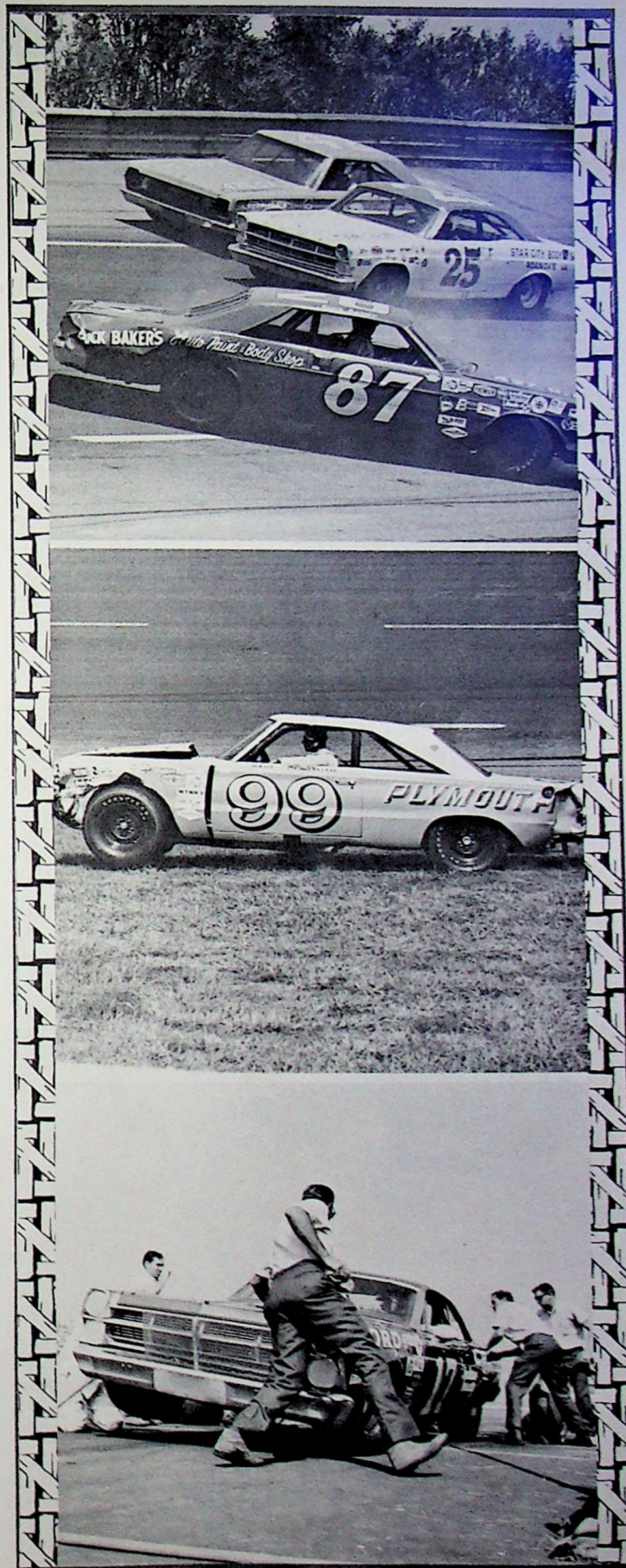


# ES "WORLD 600"

TYPE CAR *	OWNER	QUALIFYING SPEED
66 Chevelle	Dr. Don Tarr	
67 Ford Fln	Ray Hicks	
68 Dodge Cg	Activated Angels	
66 Chevelle	Bob Cooper	
67 Dodge Cg	Bracken & Bracken	
68 Dodge Cg	Ray Fox	
67 Ford Fln	L. G. DeWitt	
67 Plymouth Bel	Neil Castles	
68 Dodge Cg	Cotton Owens	
67 Chevelle	George Davis	
67 Chevelle	Socrates Johns	
66 Chevrolet Imp	Roy Tyner	
67 Pontiac GTO	Roy Tyner	
66 Ford Glx	Bill Champion	
68 Mercury Mtg	Jon Thorne	
68 Plymouth RR	Tom Friedkin	
68 Plymouth RR	Tom Friedkin	
68 Mercury Mtg	Bud Moore	
68 Ford Tor	Holman & Moody	
67 Ford Fln	Dick Johnson	
66 Ford Glx	Henley Gray	
67 Mercury Cmt	Clyde Lynn	
68 Mercury Mtg	Glen Wood	
68 Plymouth RR	Mario Rossi	
67 Ford Fln	Don Robertson	
68 Ford Tor	Banjo Matthews	
66 Ford Glx	Clyde Lynn	
68 Ford Tor	Bondy Long	
66 Chevelle	Larry Wehrs	
66 Ford Glx	Newman Long	
66 Ford Glx	Wm. F. Scott	
66 Pontiac	Janice Bailey	
67 Dodge Cg	K & K Insurance	
68 Chevelle	Wayne Smith	
66 Chevelle	Friday Hassler	
67 Chevelle	James Dzurik	
68 Plymouth RR	Petty Engineering	
67 Rambler Amb	Tom E. Hess	
66 Ford Glx	Bill Seifert	
66 Chevrolet Imp	Thomas Hunter	
68 Ford Glx	Bill Seifert	
68 Dodge Cg	James Hylton	
67 Plymouth Bel	G. C. Spencer	
67 Dodge Cg	Margo Ham	
67 Ford Fln	Elmer Buxton	
67 Ford Fln	Lyle Stelter	
66 Ford Glx	Lyle Stelter	
66 Chevelle	Ken Walter	
66 Ford Glx	Bob Adams	
66 Ford Glx	Woodfield Ford	
67 Buick	N. V. Kieth	
68 Dodge Cg	K & K Insurance	
66 Ford Glx	Gene Black	
66 Ford Glx	Red Culpepper	
66 Chevelle	Harold Rhodes	
66 Chevelle	E. C. Reid	
67 Oldsmobile 442	Buck Baker	
67 Ford Fln	W. C. Dunleavy	
67 Ford Fln	Walson Gardner	
66 Ford Glx	Henley Gray	
66 Ford Glx	James Brown	
67 Ford Fln	Red Farmer	
68 Mercury Mtg	Junior Johnson	
28 Dodge SuB	Frosty Morn Meats	
66 Mercury Cmt	Gale Trucking	

Address Announcer for additional information.

Mercury—Mtg = Montego; Cmt = Comet  
 Dodge—Cg = Charger; SuB = Super Bee  
 Chevrolet—Imp = Impala  
 Rambler—Amb = Ambassador



# The brutal Pikes Peak Hill Climb.

The winner made it on AC Spark Plugs.

One set.

Full Time Firepower scores again.

Talk about rugged.

Up 14,000 feet of mountain on 12½ miles of twisting, punishing road.

Four seasons of cold and heat, snow and sleet, in 15 minutes of driving.

Fast. Slow, Crawl . . . and go!

AC plugs sparked the winner. Bill Daniels. In a Chevy Impala S.S.

AC Fire-Ring Spark Plugs . . . with Full Time Firepower.

Other cars pooped out early . . . some at the end of every run.

Some used booster-gap plugs.

Didn't help.

Bill did it on one set of ACs. Every run, trials and all.

Gunned his engine from 1200 RPM to 7000.

A sledgehammer would've been gentler.

No problems.

Hear him talk:

"Other years I used other brands.

Nothing but trouble.

This year, ACs.

They got me over the hump like gangbusters.

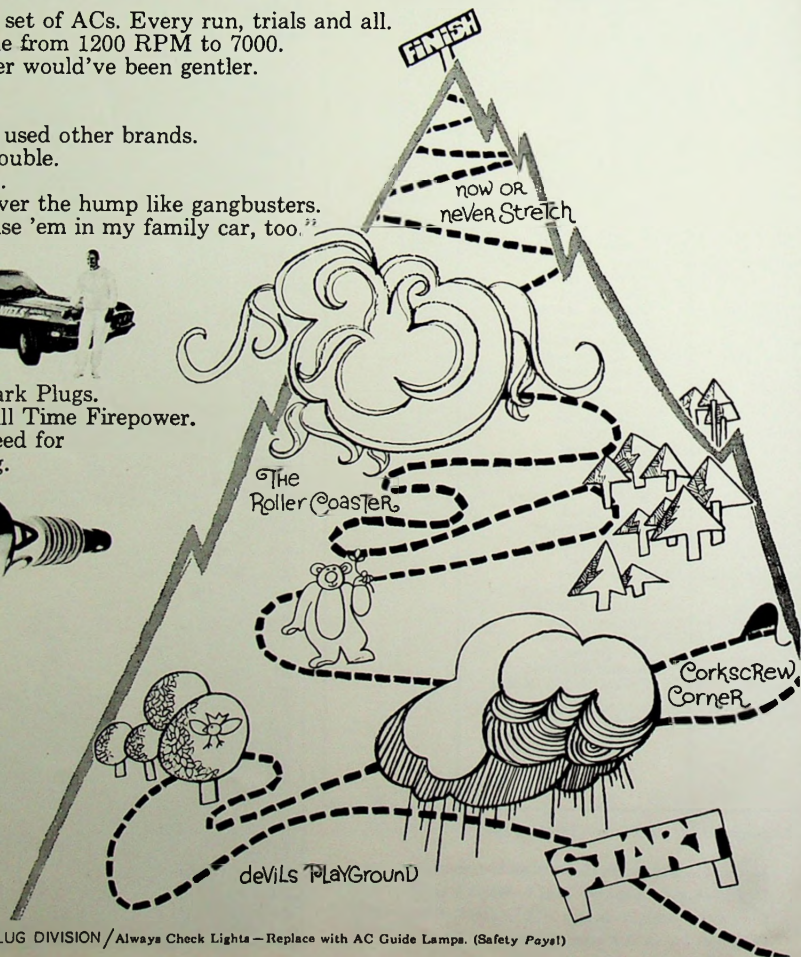
That's why I use 'em in my family car, too."



AC Fire-Ring Spark Plugs.  
The ones with Full Time Firepower.  
Same kind you need for  
your daily driving.



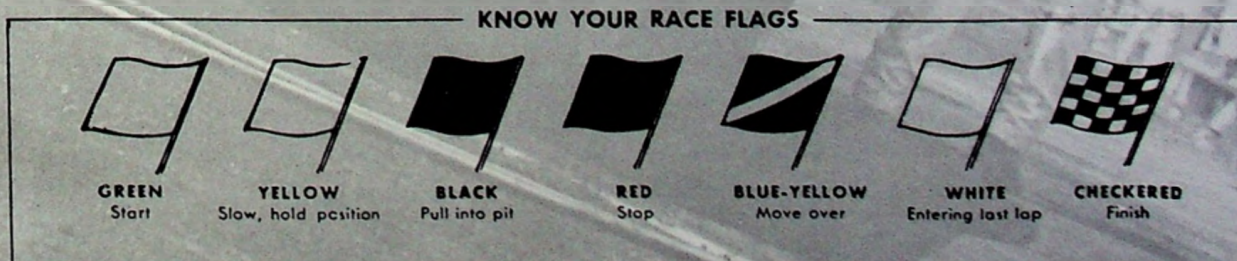
AC SPARK PLUG DIVISION / Always Check Lights — Replace with AC Guide Lamps. (Safety Pays!)



# 1968 600 Week Schedule Of Events

		<b>ADMISSION</b>
<b>SUNDAY</b> MAY 19	Open House at Speedway 1 - 5 P.M.	
<b>MONDAY</b> MAY 20	Pure/600 Golf Tournament Cowans Ford Country Club	<b>FREE</b>
<b>TUESDAY</b> MAY 21	NASCAR registration and technical inspections begin at track. Track opens for practice 1 - 4:30 P.M. Drivers wishing to qualify for Wednesday (First Day) Time Trials draw for time to make their run at 4:30 P.M.	<b>FREE</b>
<b>WEDNESDAY</b> MAY 22	Practice for inspected cars 9:30 A.M. to Noon, and from 1 to 2 P.M. Qualifying time trials for positions 1 thru 10 from 2 to 4 P.M. Practice from 4 to 4:30 P.M.	<b>\$2.00</b>
<b>THURSDAY</b> MAY 23	Practice for inspected cars 9:30 A.M. to Noon. Qualifying time trials for starting positions 11 thru 20 from 1 to 4 P.M. (practice periods when no cars are ready to make their qualifying run.) Practice from 4 to 4:30 p.m.	<b>\$1.00</b>
<b>FRIDAY</b> MAY 24	Practice for inspected cars from 9:30 A.M. to Noon. Qualifying time trials for starting positions 21 thru 30 from 1 to 4 P.M. (Track open for practice when no cars are ready to make their qualifying run.) Practice from 4 to 4:30 P.M.	<b>\$1.00</b>
<b>SATURDAY</b> MAY 25	Practice for inspected cars from 9:30 A.M. to Noon. Qualifying time trials for positions 31 thru 38 from 1 to 2:30 P.M. Practice for qualified cars from 2:30 to 3 P.M. WORLD 600 CAMERA DAY picture taking period of cars and drivers from 3 to 3:30 P.M. (Persons showing cameras will be admitted for half price) Special qualifying race to determine starting positions 39 thru 44 at 3:30 P.M. Infield gates open at 5 P.M.	<b>\$2.00</b>
<b>SUNDAY</b> MAY 26 <b>RACE DAY</b>	Grandstand gates open at 7 A.M. Pre-race show festivities begin 10:30 A.M. Start of ninth annual WORLD 600 race at 12:30 P.M.	

**DON'T FORGET THE NINTH ANNUAL NATIONAL 500, SUNDAY, OCTOBER 13, 1968 — 12:30 P.M.**





**Get one,  
before you're too old to understand.**

**The Great One by Pontiac**



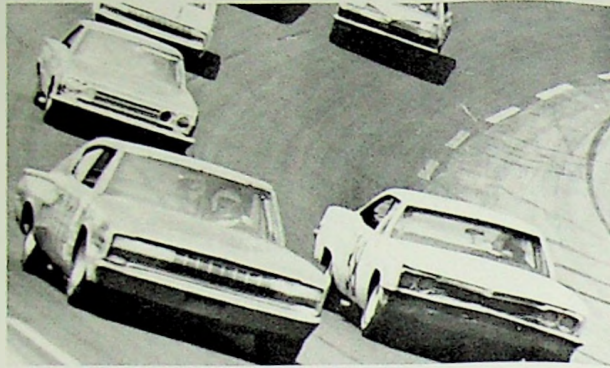
MARK OF EXCELLENCE

Specs, decals and 5 color pictures are yours for 30c (50c outside U.S.A.). Send to: '68 Wide-Tracks, P.O. Box 888R, 196 Wide-Track Blvd., Pontiac, Michigan 48056.

Pontiac Motor Division

# GO FIRST TO FIELDS

AMERICA'S NO. 1 BRAND NAME JEWELER



Ω  
OMEGA

A—Omega 2-button, 4-dial Speedmaster wrist computer. Astronaut issue. Measures elapsed intervals of hours, minutes, seconds. Stainless steel waterproof case, matching bracelet. \$185



C—Seamaster 300, fully automatic, waterproof. With time-reserve indicator click-set rim. Stainless steel, adjustable bracelet. \$150



B—Self-winding Constellation with coveted "chronometer" accuracy rating. With waterproof, stainless steel case and matching bracelet. \$200



**Has Again Won First Place In The Annual Accuracy Contest  
At Both Geneva And Neuchatel Observatories**

*Convenient payments may be arranged.*



*Our Only Location . . .*

*Home Owned and Operated*

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**AL MANCH Jewelers**  
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# CHARLOTTE MOTOR SPEEDWAY TOP MONEY WINNERS AND TOP MILEAGE DRIVERS THROUGH 1967 NATIONAL 500 RACE

## TOP TWENTY MONEY WINNERS

Pos.	Driver	(Wins)	Starts	Money
1.	Fred Lorenzen†	4	13	\$100,995
2.	Jim Paschal	2	14	71,085
3.	Dave Pearson	1	14	57,010
4.	Junior Johnson†	2	12**	48,845
5.	Richard Petty	0	14**	41,315
6.	Marvin Panch†	1	14	40,906
7.	Joe Weatherly*	1	8	32,230
8.	Rex White†	0	9	31,950
9.	Buddy Baker	1	13	31,775
10.	Nelson Stacy†	1	6	30,230
11.	Joe Lee Johnson†	1	4	28,900
12.	Fireball Roberts*	0	9	26,920
13.	Lee Roy Yarbrough	1	9	25,935
14.	G. C. Spencer	0	15	25,435
15.	Ned Jarrett†	0	14	24,785
16.	Dick Hutcherson	0	5	21,660
17.	Darel Dieringer	0	13	21,595
18.	Earl Balmer	0	5	16,230
19.	Speedy Thompson†	1	5	15,210
20.	Bobby Johns	0	12	14,980

## TOP TWENTY MILEAGE DRIVERS

Pos.	Driver	Starts	Miles
1.	David Pearson	14	6,475.5
2.	G. C. Spencer	15	5,710.0
3.	Richard Petty	14**	5,203.5
4.	Fred Lorenzen†	13	5,107.5
5.	Darel Dieringer	13	5,053.5
6.	Jim Paschal	14	5,025.5
7.	Ned Jarrett†	14	4,933.5
8.	Buck Baker	15	4,638.0
9.	Wendell Scott	12	5,439.0
10.	Rex White†	9	4,378.5
11.	Marvin Panch†	14	4,336.5
12.	Tiny Lund	10	4,236.0
13.	Buddy Baker	13	3,859.0
14.	Fireball Roberts*	9	3,379.5
15.	Bobby Johns	12	3,369.0
16.	Junior Johnson†	12**	3,345.0
17.	Jimmy Pardue*	9	3,180.0
18.	Emanuel Zervakis†	7	3,174.0
19.	Larry Frank†	9	3,171.0
20.	Joe Weatherly*	8	3,123.0

NOTES: † Retired. \* Deceased. \*\* Disqualified in 1960 World 600 race and did not receive credit for any miles or money in that event.

Money figures include the amount shown on the Official NASCAR results for all races prior to 1968 season. Figures do not reflect some qualifying, lap prizes or special awards for these earlier events. Mileage figures show only the distances covered in World 600 or National 500 races and do not include qualifying or practice distances.

## STARTING FIELD, MONEY AWARDED, LAPS AND MILES RUN BY YEAR AND RACE.

Year	Race	Field	Money Paid	Laps Run	Miles Run	Cars R.A.F.
1960	600	60	\$ 79,030	12,475	18,712.5	18
	400	50	46,110	8,919	13,378.5	25
1961	600	55	73,855	15,160	22,740.0	25
	400	43	42,050	6,991	10,486.5	21
1962	600	48	85,895	12,601	18,901.5	23
	400	44	43,835	8,453	12,679.5	21
1963	600	44	96,300	11,824	17,736.0	21
	400	40	46,081	6,226	9,339.0	17
1964	600	44	92,875	8,517	12,775.5	16
	400	44	45,685	6,011	9,016.5	16
1965	600	44	95,785	9,279	13,918.5	14
	400	44	47,940	6,706	10,059.0	17
1966	600	44	98,630	8,926	13,389.0	11
	500	44	64,835	9,404	14,106.0	19
1967	600	44	113,875	12,165	18,253.5	21
	500	44	87,810	8,598	12,897.0	14
TOTALS		736	\$1,160,591	152,255	228,388.5	299
MONEY WON: Average Per Race			\$72,536.93	MILEAGE: Per Race		14,274.2
Average Per Entry			1,576.88	Per Entry		310.31

NOTE: Average of Money Paid to drivers per race and per driver is the highest of any of Super-Speedway of the NASCAR circuit.

# The Charlotte

# C H E C K E R S

1968 Southern Division Champions of The Eastern Hockey League  
ARE PREPARING FOR ACTION-PACKED SEASON OF THRILLING

## ICE HOCKEY!



## "The World's Most Exciting Sport"

### PAY-AS-YOU-GO & MONEY-SAVING PLANS:

PLAN #1 "RESERVED SEAT SAVINGS PLAN"					
Reserve For Me	Regular Price Each	36-Game Cost	You Save	Your Price	
BOX	\$3.00	\$108.00	\$18.00	\$90.00	
CIR.	\$2.50	\$ 90.00	\$15.00	\$75.00	
MEZ.	\$2.00	\$ 72.00	\$12.00	\$60.00	

Pay deposit of \$10.00 for each Season Ticket. Balance by October 1st. Receive your tickets for entire season in advance.

PLAN #2 "SPECIAL GENERAL ADMISSION PLAN"					
Reserve For Me	Regular Price Each	36-Game Cost	You Save	Your Price	
GEN. ADM.	\$1.50	\$54.00	\$9.00	\$45.00	

Send check or M.O. for \$45.50 for each 36-Ticket book of General Admission tickets desired. NOTE: Each Gen. Adm. ticket is good for one adult admission throughout the season. Actually, 36 adults could come to one game and save a total of \$9.00 on that game. These tickets may be used one at the time or for groups.

PLAN #3 "CHILDREN'S SEASON PASS"					
Reserve For Me	Regular Price	36-Game Cost	You Save	Your Price	
CHILD PASS	75¢	\$27.00	\$17.00	\$10.00	



**HOCKEY CLUB**

1968-1969  
SEASON TICKET  
ORDER FORM

NOTE: Children's prices are for those 16 years and under; and are for seats in General Admission Area ONLY.

### BOOST THE CHECKERS — It's good for Charlotte!

CHARLOTTE HOCKEY CLUB, INC.—CHARLOTTE COLISEUM  
2700 E. Independence Boulevard Phone  
Charlotte, North Carolina 28205 376-2481

Please reserve Tickets for the CHECKERS 1968-1969 Hockey Season as marked on left.

Deposit enclosed .....   
Payment in full enclosed .....

NAME \_\_\_\_\_ (Print)

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

Make checks payable to "Charlotte Hockey Club, Inc."



# BOSS RADIO IS

*(Check a Winner)*

- ★ More Music
- ★ Traffic Reports
- ★ More Music
- ★ Local News
- ★ More Music
- ★ Richard Petty Show
- ★ More Music
- ★ NASCAR Racing

✓ Charlie-O  
*6 - 9 A.M.*

✓ Honeycutt  
*9 - 12 Noon*

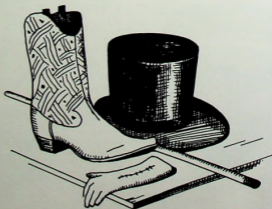
✓ Ken Dow  
*Noon - 4 P.M.*

✓ Tom Browne  
*4 - 8 P.M.*

WHERE THE BOSS Jockeys Ride

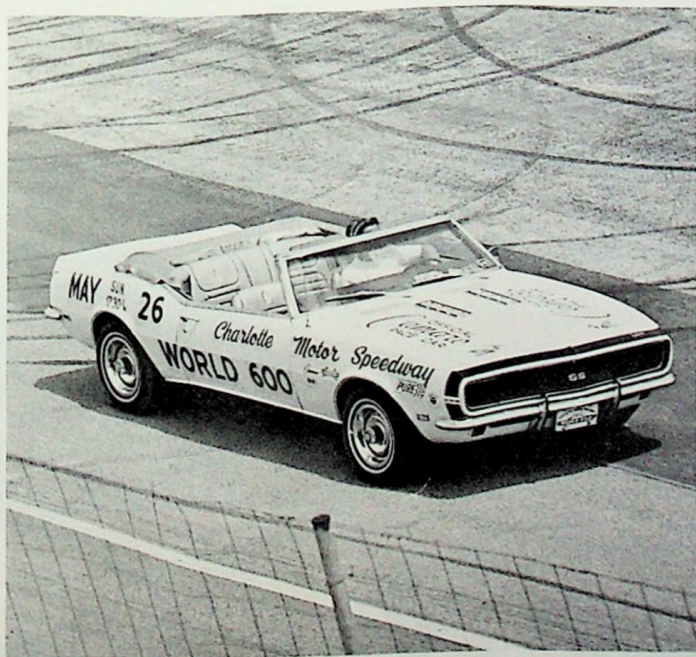
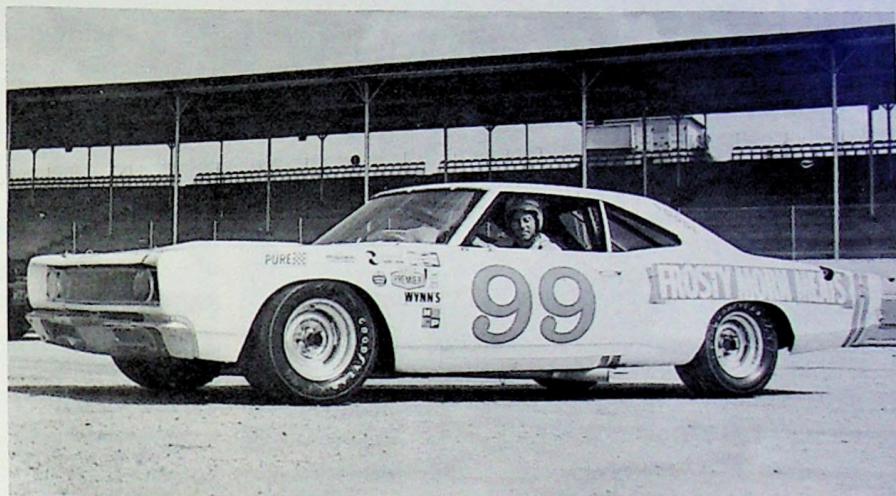
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1310 KC.  
Charlotte, N. C.





Sponsored By  
**FROSTY MORN**  
 KINSTON, N. C.



Officials of Charlotte Motor Speedway have selected the Chevrolet Camaro as the Official Pace Car for the Ninth Annual World 600. The Camaro, furnished to Charlotte Motor Speedway by Chevrolet Division of General Motors Corporation and LaPointe Chevrolet Company of Charlotte, was selected because of its "direct reflection of the many features found in grand national competition which have been translated into the street automobile." The Official Pace Car has been specially equipped with the new Firestone radial-ply Wide Oval tires with the safety shield inner-liner.

(Picture by Mark-Allison Photo of Columbia, S. C.)



the WORLD FAMOUS **OPEN KITCHEN**

(R-837)



• CHOICE WINES and BEERS

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 TAKE OUT SERVICE

*Fine Italian Food & International Cuisine*

HOURS  
 10 A. M. TO 12 M.



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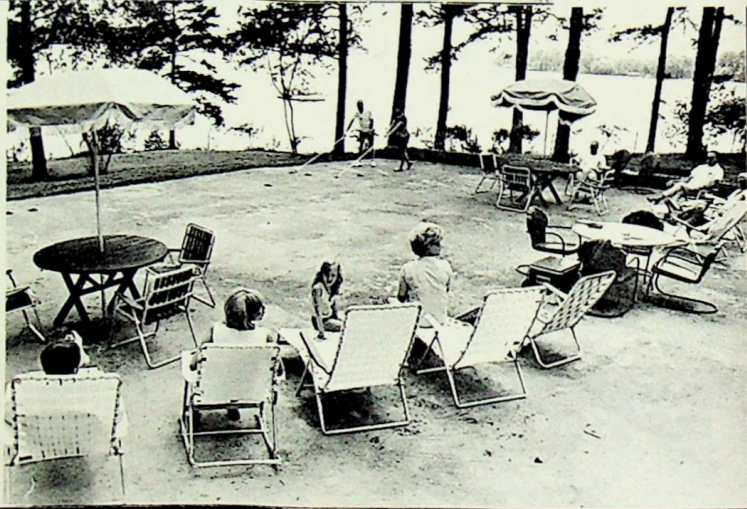
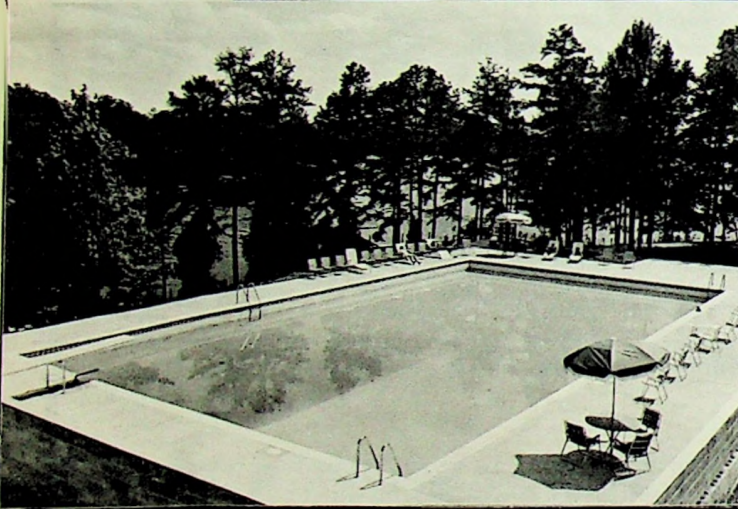
The  
"Long Cove Yacht & Swim Club"

1 Mile Water Frontage

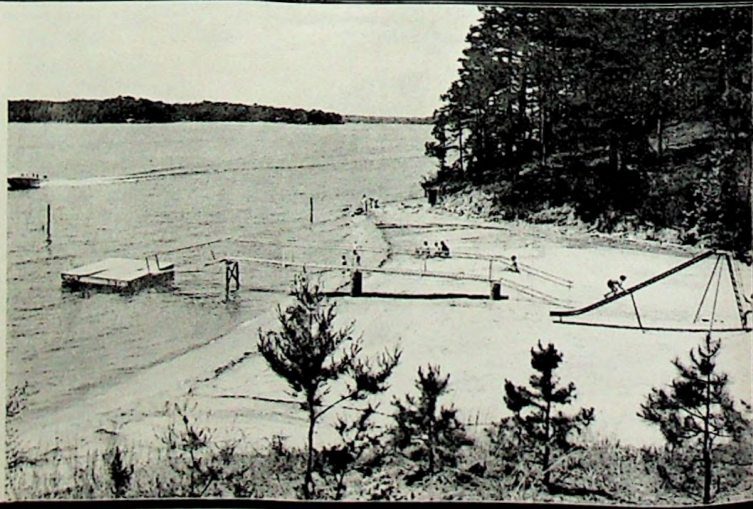
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Any Day 10 A. M. to 6 P. M.

**DIRECTIONS**

Drive out York Rd. (Hwy. 49) take first right, past York Rd. Tackle Shop, then left on Pine Harbor Rd. to Club Entrance. 12 Miles From City Limits.

# CHARLOTTE — RACING CAPITOL

by BOB MOORE

Charlotte Observer

"Charlotte is where it's happening."

The speaker is 24-year-old Pete Hamilton. No, the bachelor from Dedman, Massachusetts isn't talking about the topless go-go girls at the C'est Bon.

Nor is the 1967 national sportsman champion talking about the psychedelic sounds coming from The Cellar.

What the youngster is saying is that the Queen City is the kingpin of stock car racing.

"You could be a superstar in the northeast and never be know outside of that area," said Hamilton after moving to Charlotte.

"This is the capital of racing in the southeast. And in the southeast, stock car racing is THE major sport."

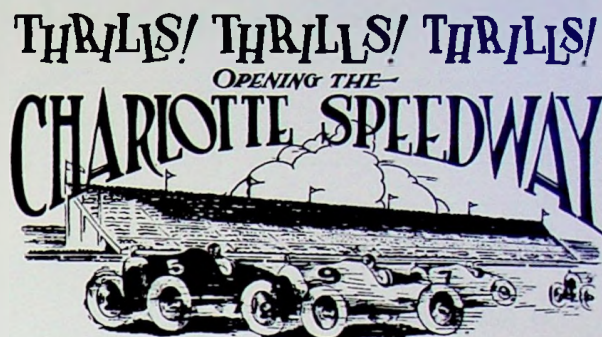
Long before Mr. and Mrs. Hamilton had any idea of bringing a son into the world, Charlotte was the center of racing in the southeast.

Charlotte Board Speedway, a one and one-quarter mile oval built of two-by-fours and two-by-sixes laid on edge to provide the racing surface, was opened to the public on October 25, 1924. The open wooden grandstand seated 30,000 spectators, indicating the amount of interest the people in and around Charlotte, showed in the fabulous woodenboard track.

Charlotte Board Speedway had a life-span of but three years before succumbing to the inroads of termites and the weather.

But while it was in operation, average speeds for the 250-mile races were exceptionally good for the day. Tommy Milton won the inaugural 250-miler at an average of 118.2 miles per hour. In 1925, Earl Cooper won at 121.6 and in 1926, Cooper won a 25-miler there at 128.9 m.p.h.

In the last year of its operation, Frank Lockhart



**World's Best Drivers**  
TOMMY MILTON — EARL COOPER — HARRY HARTZ —  
BENNIE HILL — ANTOINE MOURRE — FRED  
COMER — HARLAN FENGLER

250 Miles Over | \$25,000 IN PRIZES  
1 1/4-Mile Board Track

Under the rules and with the sanction of the contest board of the American Automobile Association  
Sanction No. 1555

SATURDAY, OCTOBER 25, at 2 P. M.

## PRICES

Which include War Tax

<b>ADMISSION TO GROUNDS</b>	<small>Prices Below include General Admission</small>
Each Automobile ..... 50c	<b>BOXES SEATING 7</b>
	First Row Boxes, per seat \$4.00—Total \$28.00
<b>GENERAL ADMISSION</b>	Second Row Boxes, per seat \$7.00—Total \$49.00
Adults ..... \$2.00	Third Row Boxes, per seat \$8.00—Total \$64.00
Children 6 to 12 Years ..... \$1.00	<b>GRANDSTAND "A"</b>
	<small>Reserved Seats</small>
<b>INFIELD PARKING</b>	10,000 Numbered Seats, per seat..... \$8.00
Parking Space for 8,000 Cars, per car... \$2.00	<b>GRANDSTAND "B"</b>
	10,000 Seats not Numbered, per seat..... \$3.00

Orders for boxes and grandstand seats will be received now at the Charlotte Speedway offices, 28 West Trade Street, Charlotte, N. C., and will continue until the day of the races. All orders will be filled in the order they are received, and tickets will be mailed to purchasers by registered mail within ten days of receipt of order, or you may obtain tickets at Elfrid's Store in this city.

**CHARLOTTE SPEEDWAY, Inc.**  
CHARLOTTE, NORTH CAROLINA

## Charlotte Speedway opens, 1924

won a 25-miler at 132.4 miles per hour, positively sensational even today.

And as every stock car fan knows, the inaugural Grand National event sanctioned by NASCAR was run on a banked dirt track with a length of three-quarters of a mile at Charlotte on June 19, 1949.

And during the early days of stock car racing, Charlotte was the hub of the young sport.

Regular racing programs were held on the half-mile dirt track at the old Southern Fairgrounds, and over the years there were other tracks in the area

(Continued on Page 52)

# LAP RECORD OF "WORLD 600" RACE

Keep Check on Scoreboard

20 LAPS (30 MILES)

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

120 LAPS (180 MILES)

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

220 LAPS (330 MILES)

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

320 LAPS (480 MILES)

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

40 LAPS (60 MILES)

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

140 LAPS (210 MILES)

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

240 LAPS (360 MILES)

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

340 LAPS (510 MILES)

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

60 LAPS (90 MILES)

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

160 LAPS (240 MILES)

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

260 LAPS (390 MILES)

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

360 LAPS (540 MILES)

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

80 LAPS (120 MILES)

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

180 LAPS (270 MILES)

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

280 LAPS (420 MILES)

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

380 LAPS (570 MILES)

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

100 LAPS (150 MILES)

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

200 LAPS (300 MILES)

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

300 LAPS (450 MILES)

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

400 LAPS (600 MILES)

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

# WIDE BOOTS GT



New high-performance model of Goodyear's famous Wide Boots tire.

Check these specs: New Wide Boots GT passenger tires are built low and wide like racing tires. Track-tested at 130 mph. With 7 riding ribs, 6 traction grooves. Up to two inches wider than standard tires, to stop, start and corner better.

They are reverse-molded like racing tires, to put more tread on the road. With low cord angle, for greater stability. Made with 4 full plies of Vytacord polyester cord—strong as nylon, smooth-riding as rayon.

You'll know Wide Boots GT when you see 'em. They've got that big white "Goodyear" on the side—like Goodyear racing tires.

# GOODYEAR

Wide Boots, Vytacord—T.M.'s The Goodyear Tire & Rubber Company, Akron, Ohio

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EDITOR'S NOTE: The editorial copy on the opposite page was written for, and appeared in, CAR AND DRIVER Magazine. Brock Yates, a former driver, well sums up many race fans' attitudes concerning the coverage given their sport by much of the national news media. We feel that many of you attending this ninth annual World 600 also share this view. If you live in an area where you get good news coverage on racing events, why not thank those responsible? Drop a letter to the managing editor of your local paper or the manager of the radio and television stations and thank them for reporting the news of this country's largest family spectator sport. — ED.

(reprinted by permission of CAR and DRIVER Magazine, Ziff-Davis Publishing Company.)

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*Steak House*



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They told me, choke, that the white hats were only for the good guys.

**Richard Petty**



## BROCK YATES

Thanks to the general dereliction of the daily news media, many of you will be reading the results of the races reported in the following pages for the first time. While you scanned the radio dial, flipped the TV channels, and probed the sports pages for information on automobile racing, you have been bombarded with late word about how the rookie third baseman of the Cincinnati Reds can't bunt curve balls; why Clyde Klotz is the greatest Kansas junior high school cross-country runner in three decades, and what Chi Chi Rodriguez said to his caddie when he triple-bogied the 17th hole in the Pumphandle, North Carolina, Open golf tournament.

Car and Driver is intended as a journal of commentary and in-depth, after-the-fact examination of important news on the automotive scene. We lay no claim to "hot off the presses" news coverage—that is not the function of a monthly magazine—yet timely information about America's second largest spectator sport is so pitiful in many areas of the country that we do act as the transmitter of "late" racing news to a great many of our readers. This asinine situation points to only one thing: the tunnel-vision, circa-1936 thinking of that clique of frustrated jock straps known as the American Sporting Press.

This legion of hacks resolutely force-feeds the American public endless statistics and nugatory bilge about the traditional stick and ball games for which much of the American public does not care a whit. Each evening, breathless sportscasters across the nation relay the latest ups and downs in the worlds of lawn tennis, golf, and

track and field; three sports that elicit about as much spectator interest as your average Boy Scout sack race.

On summer nights these boobs tirelessly spout the hits, runs and errors of every baseball game played in the continental United States—despite the fact that the collective attendance wouldn't fill the bleacher seats at the Reading, Pennsylvania fairgrounds. Baseball is a fossilized relic, kept alive by the incessant bleatings of antique-fanciers like Red Smith and Jim Murray and Joe Garagiola—each of them unconsciously acting as press agents for a lame-duck pastime that would have died of hardening of the baselines a decade ago were it not for their palavrous hymnals.

The American press as a whole is a rather depressing medium, occupied for the most part by sycophants, lost souls, poltroons, pompous columnists who are more concerned with making headway as minor celebrities than producing original or courageous copy, and reporters and editorial writers who leave the cozy cover of the Establishment only to feed, jackal-like, on the grief and despair of the weak and outnumbered. Though isolated from the mainstream of politics and social movement, the rank-and-file sports reporter, regardless of his medium, is of the same ilk; he has snuggled up beside the big-buck "sportsmen" who operate the monopolistic baseball and football leagues; who promote those ho-hum TV golf matches that put millions of citizens to sleep each Sunday afternoon, and fatten themselves in the gangster-ridden confines of the pony tracks.

And where is automobile racing all the while? Succeeding in spite of itself, often holding forth on ramshackle dirt tracks and cow-pasture drag strips and road courses. For every major speedway like Daytona or Indianapolis or Riverside—where the local coverage is excellent—there are hundreds of tracks that operate, as far as the press is concerned, with the secrecy of a Minutemen's bivouac.

Much of this obscurity is the fault of auto racing itself. Its promoters have been chronically inept at currying favor with the majordomos of the sporting press, mainly because they have been naive enough to think that their particular event would attract coverage on the merit of its newsworthiness alone. Nonsense! Most of today's sporting journalists are treated like Japanese beef cattle by the stick and ball Establishment—milk-fed and massaged, fat with booze and payola, coddled in air-conditioned press boxes and smothered

with handout stories. Covering a "major" sport like baseball or football is simple because it takes no digging for stories. As long as you don't rock the boat with any penetrating criticisms of the system, the team's flacks will supply you with enough statistics, background information and attendant slush so that no conscious act of journalism is necessary from one season to the next.

It is a widespread complaint among motor racing enthusiasts that only a fatal crash will prompt the news media to grace their sport with coverage. This is true, but it is the fault of automobile racing that it kills people, and not the fault of newsmen that they talk about it. They are to be criticized because they make no effort to add any dimension to motor racing—and its admitted failings—by first acknowledging that it is the single most widespread sporting enthusiasm in the United States today. Carroll Shelby recently told a gathering that auto racing "should be ten times bigger than it is." He is absolutely right, and, if it received half as much newspaper and radio coverage as baseball, it would probably be thirty times bigger than it is.

Because today's sporting journalists are such limp pussycats in the laps of the Establishment, they have no motivation to learn about the mysterious business of automobile racing. It is, in its present form, a confusing sport to the outsider, overflowing with champions, a polyglot of car classes, nonsensical regulations and nit-picking nuances hard for the regulars, let alone the uninitiated, to understand.

Les Richter, who is the smartest young business and promotional head in racing today, feels this maddening diversity is a major weakness in the sport. A former all-time football great, Les understands the internal workings of major-league sports and the men who run its press. He feels that if NASCAR, SCCA and USAC would stop meddling in each other's affairs and knuckle down to establishing three major racing championships; one for open-wheel cars (USAC), one for sports cars (SCCA), and one for stock cars (NASCAR), the resultant simplification for the average sports writer would increase his knowledge and interest in the sport tenfold.

A major effort on the part of motor racing is necessary to get more press. Sure, it's the country's second biggest spectator sport (to horse racing), but who knows it?

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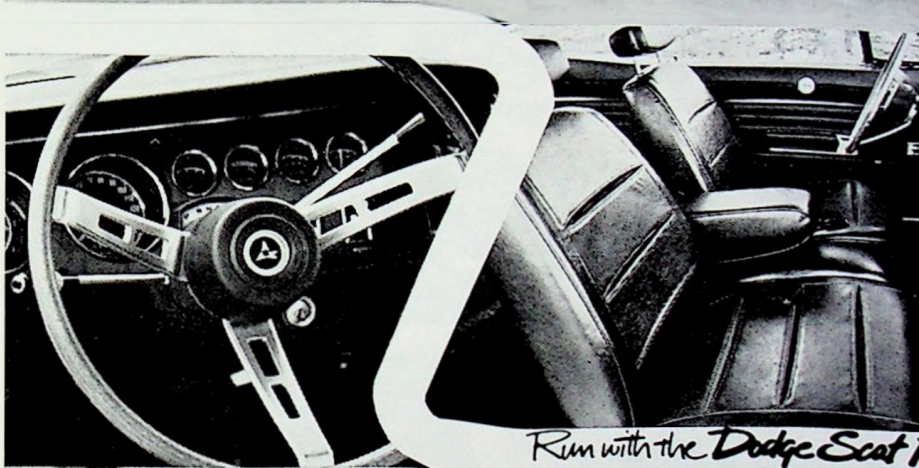
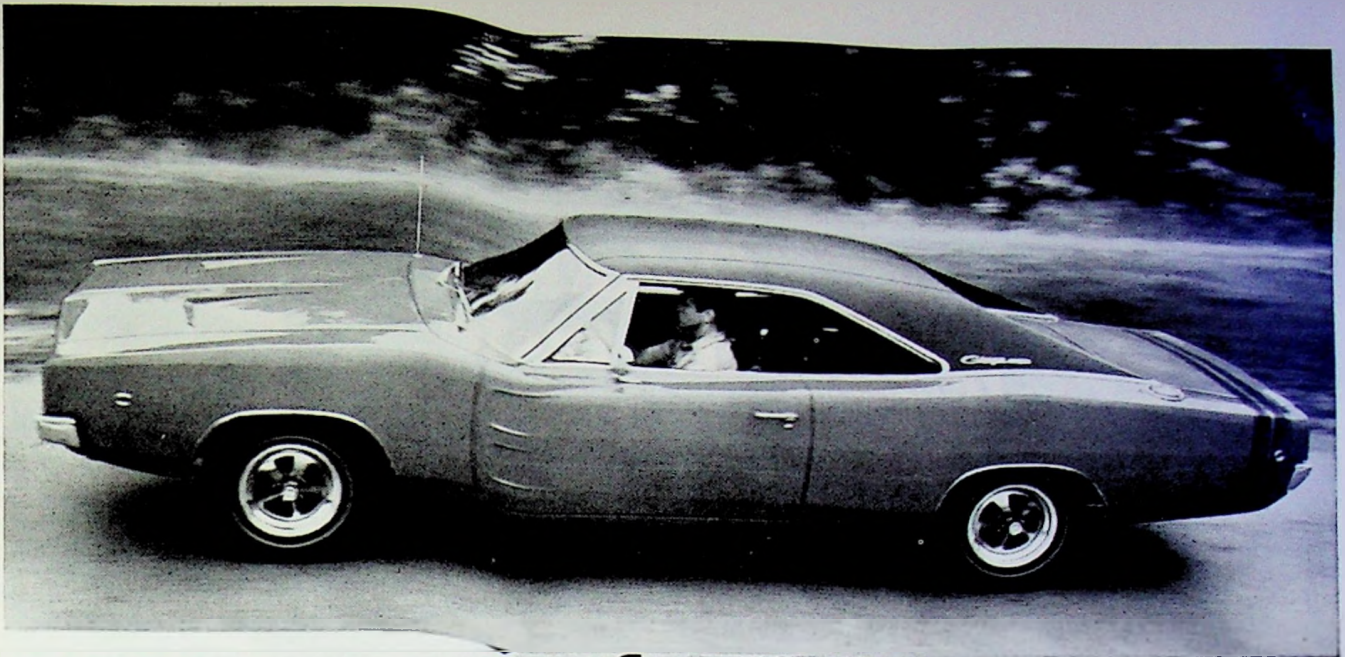
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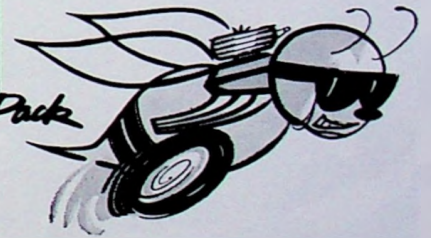
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# HOW TO WATCH A RACE

By BOB MYERS

Charlotte News

Along with the hot sun, particles of dust and rubber, how to follow a stock car race such as today's World 600 is one of the most disconcerting problems of fans, such as you.

After the first few laps today, some of you will resort to radio and PA reports, but what if they conk out?

Others will depend on the scoreboard to determine the five top placers, but what if the scorekeeper falls off the platform or goes to sleep?

There just isn't a way to follow a race, most of you say, but, ladies and gentlemen, I'm here to tell you there is. Say you read it here, first.

It is essential to organize before the race starts. That's the way NASCAR Chief scorer Joe Epton and aide Morris Metcalfe do it. Perhaps a brief resume of how the officials do it will help.

Each driver has two scorers. One scorer does not know the other. They sit in the stand out there off the fourth turn. A large clock-like device is in full view of all the scorers and each time their car makes a lap, the time on the clock is recorded on a scoreboard. When a car pits, the time is marked with a P.

Simple enough, aye?

Consider that only some 15-20 cars are sufficiently competitive to win this race. If there are more, your system in the stands is shot.

Look up and down the row and recruit a spectator for each car. All of you record the various times of each lap by your watch.

(Continued on Page 63)

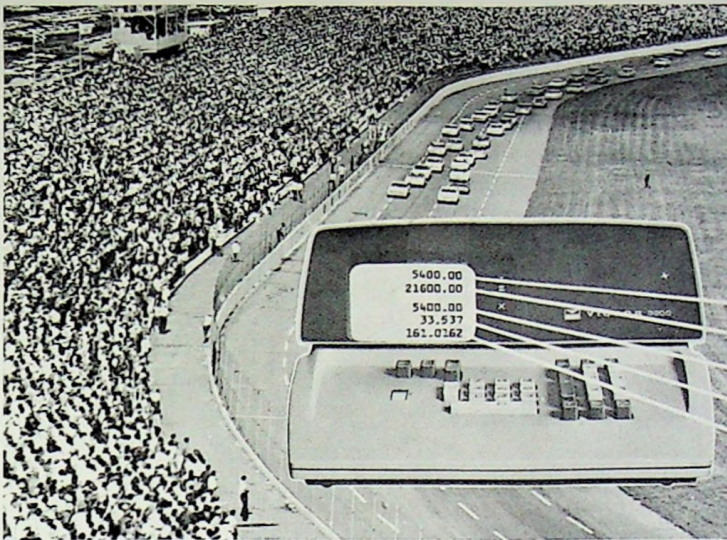


# TIMING CHART FOR 1½ MILE TRACK CHARLOTTE MOTOR SPEEDWAY CHECK LAP TIME AND MILES PER HOUR

Time	Speed	Time	Speed	Time	Speed	Time	Speed
33.00	163.636	33.50	161.194	34.50	156.521	34.75	155.395
33.01	163.586	33.51	161.145	34.51	156.476	34.76	155.350
33.02	163.537	33.52	161.097	34.52	156.431	34.77	155.306
33.03	163.487	33.53	161.049	34.53	156.385	34.78	155.261
33.04	163.438	33.54	161.001	34.54	156.340	34.79	155.217
33.05	163.388	33.55	160.953	34.55	156.295	34.80	155.172
33.06	163.339	33.56	160.905	34.56	156.250	34.81	155.127
33.07	163.289	33.57	160.857	34.57	156.204	34.82	155.083
33.08	163.240	33.58	160.810	34.58	156.159	34.83	155.038
33.09	163.191	33.59	160.762	34.59	156.114	34.84	154.994
33.10	163.141	33.60	160.714	34.60	156.069	34.85	154.949
33.11	163.092	33.61	160.666	34.61	156.024	34.86	154.905
33.12	163.043	33.62	160.618	34.62	155.979	34.87	154.860
33.13	163.994	33.63	160.570	34.63	155.934	34.88	154.816
33.14	163.945	33.64	160.523	34.64	155.889	34.89	154.772
33.15	163.895	33.65	160.475	34.65	155.844	34.90	154.727
33.16	163.846	33.66	160.427	34.66	155.799	34.91	154.683
33.17	163.797	33.67	160.380	34.67	155.754	34.92	154.639
33.18	163.748	33.68	160.332	34.68	155.709	34.93	154.594
33.19	162.699	33.69	160.284	34.69	155.664	34.94	154.550
33.20	162.650	33.70	160.237	34.70	155.619	34.95	154.506
33.21	162.601	33.71	160.189	34.71	155.574	34.96	154.462
33.22	162.552	33.72	160.142	34.72	155.529	34.97	154.418
33.23	162.503	33.73	160.094	34.73	155.485	34.98	154.373
33.24	162.454	33.74	160.047	34.74	155.440	34.99	154.329
33.25	162.406	33.75	160.000				
33.26	162.357	33.76	159.952				
33.27	162.308	33.77	159.905	35.00	154.285	35.50	152.112
33.28	162.259	33.78	159.857	35.01	154.241	35.51	152.069
33.29	162.210	33.79	159.810	35.02	154.197	35.52	152.027
33.30	162.162	33.80	159.763	35.03	154.153	35.53	151.984
33.31	162.113	33.81	159.716	35.04	154.109	35.54	151.941
33.32	162.064	33.82	159.668	35.05	154.065	35.55	161.898
33.33	162.016	33.83	159.621	35.06	154.021	35.56	151.856
33.34	161.967	33.84	159.574	35.07	153.977	35.57	151.813
33.35	161.919	33.85	159.527	35.08	153.933	35.58	151.770
33.36	161.870	33.86	159.480	35.09	153.889	35.59	151.728
33.37	161.821	33.87	159.433	35.10	153.846	35.60	151.685
33.38	161.773	33.88	159.386	35.11	153.802	35.61	151.642
33.39	161.725	33.89	159.339	35.12	153.758	35.62	151.600
33.40	161.676	33.90	159.292	35.13	153.714	35.63	151.557
33.41	167.628	33.91	159.245	35.14	153.671	35.64	151.515
33.42	161.579	33.92	159.198	35.15	153.627	35.65	151.472
33.43	161.531	33.93	159.151	35.16	153.583	35.66	151.430
33.44	161.483	33.94	159.104	35.17	153.539	35.67	151.387
33.45	161.434	33.95	159.057	35.18	153.496	35.68	151.345
33.46	161.386	33.96	159.010	35.19	153.452	35.69	151.302
33.47	161.338	33.97	158.963	35.20	153.409	35.70	151.260
33.48	161.290	33.98	158.917	35.21	153.365	35.71	151.218
33.49	161.242	33.99	158.870	35.22	153.321	35.72	151.175
				35.23	153.278	35.73	151.133
				35.24	153.234	35.74	151.091
				35.25	153.191	35.75	151.048
				35.26	153.148	35.76	151.006
				35.27	153.104	35.77	150.964
				35.28	153.061	35.78	150.922
				35.29	153.017	35.79	150.880
				35.30	152.974	35.80	150.837
				35.31	152.931	35.81	150.795
				35.32	152.887	35.82	150.753
				35.33	152.844	35.83	150.711
				35.34	152.801	35.84	150.669
				35.35	152.758	35.85	150.627
				35.36	152.714	35.86	150.585
				35.37	152.671	35.87	150.543
				35.38	152.628	35.88	150.501
				35.39	152.585	35.89	150.459
				35.40	152.542	35.90	150.417
				35.41	152.499	35.91	150.375
				35.42	152.456	35.92	150.334
				35.43	152.413	35.93	150.292
				35.44	152.370	35.94	150.250
				35.45	152.327	35.95	150.208
				35.46	152.284	35.96	150.166
				35.47	152.241	35.97	150.125
				35.48	152.198	35.98	150.083
				35.49	152.155	35.99	150.041
						36.00	150.000
34.00	158.823	34.25	157.664				
34.01	158.776	34.26	157.618				
34.02	158.730	34.27	157.572				
34.03	158.683	34.28	157.526				
33.04	158.636	34.29	157.480				
34.05	158.590	34.30	157.434				
34.06	158.543	34.31	157.388				
34.07	158.497	34.32	157.342				
34.08	158.450	34.33	157.296				
34.09	158.404	34.34	157.251				
34.10	158.357	34.35	157.205				
34.11	158.311	34.36	157.159				
34.12	158.264	34.37	157.113				
34.13	158.218	34.38	157.068				
34.14	158.172	34.39	157.022				
34.15	158.125	34.40	156.976				
34.16	158.079	34.41	156.931				
34.17	158.033	34.42	156.885				
34.18	157.987	34.43	156.839				
34.19	157.940	34.44	156.794				
34.20	157.894	34.45	156.748				
34.21	157.848	34.46	156.703				
34.22	157.802	34.47	156.657				
34.23	157.756	34.48	156.612				
34.24	157.710	34.49	156.567				

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i  
n  
d.

Yankee Doodle

*March*

1. Fully and I went down to camp, A long with Captain...  
 2. And there we see a thousand men, As rich as King...  
 3. And there was Captain Washington, Upon a stepping stallion...  
 4. And then the feathers on his hat, They look so very fine...  
 men and boys As this an' hasty pud-din' Yankee Doodle keep it up, Van-  
 ew 'ry day, I wish it could be with you Upon the hills and on't  
 to his men I guess there was a million ly to get To give to my Je-wi-ma

*Chorus*

Yankee Doodle, Mind the music and the step, And with the girls be handy

- 5. And there I see a swamping gun, Large as a log of maple, Upon a mighty little cart, A load for father's cart.
- 6. And every time they fired it off, It took a horn of powder, It made a noise like father's gun, Only a nation leader.
- 7. And there I see a little beg, Its head all made of leather, They knocked upon's with little sticks, To oak the finks together.
- 8. And Capt'n Davis had a gun, He kind o' slapt his hand on't, And slapt a crooked stabling iron, Upon the finks end on't.
- 9. The troopers, too, would gallop up, And fire right in our faces, It scared me almost half to death, To see them run such races.
- 10. It scared me so I looked it off, Nor stopped, as I remember, Nor turned about till I got home, Locked up in mother's chamber.



m  
o.

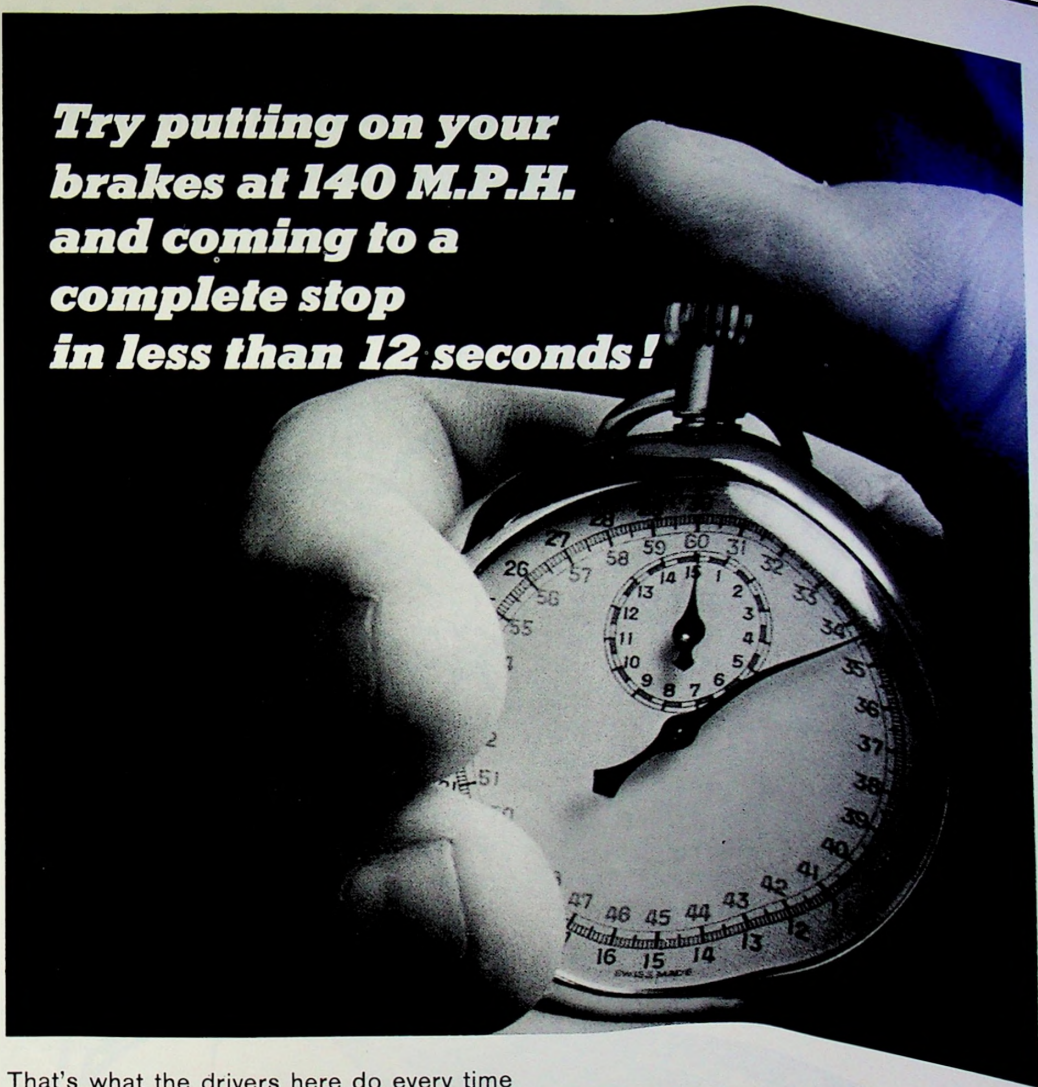
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# MARIO ROSSI

## Mechanic's Mechanic

### How A 'Little Guy' Can Make It Big

by W. W. KERRY

What makes a master mechanic run? What makes a man who could be earning a steady wage in a bump shop or a tune-up garage gamble his whole future on a race car that can be wiped out in a single afternoon?

Ask Mario Rossi. Mario, owner and builder of the No. 22 Plymouth Road Runner Darel Dieringer is running in today's "World 600" race, tells it like it is.

"It's fun," he says. "It's exciting, it's challenging, but most of all it's fun. Racing is a world all to itself. You work like a madman for days, even weeks before a race, getting the car ready.

"Then on race day, you realize that it's all up to you. Sure, your driver is a capable man. Sure, your car is set up right and your whole crew is ready for the race.

"But win or lose, after it's all over, the mechanic asks himself, 'did I do the best I could under the circumstances?'"

"If he's worth his salt," Rossi adds, "he'd better be able to answer yes."

Rossi, who is 35 years old and one of NASCAR's leading owner-mechanics, knows whereof he speaks. A little over two years ago, he was on the outside of the 'big-time' of stock-car racing looking in.

Today, he's the power and know-how behind one of the most formidable threats on the Grand Na-



tional circuit — Dieringer and his '68 Road Runner.

Together, Dieringer and Rossi make up the toughest factory-backed racing team Chrysler Corporation has running on the NASCAR circuit. So far in 1968, their first year together in the Plymouth camp, theirs is the best finish record among all the Dodge and Plymouth entries.

Dieringer is a familiar name and face to most race fans, but what about the mechanics, the men behind the racers who get all the glory and take the trophies every race day? What about men like Mario Rossi?

"We just smile, count the money, divide it up, then pray for better luck in the next race," says Rossi. "Then we get back to work, figuring out what we didn't do, what we should have done, what we did wrong, etc.

"And then we start the long countdown to the next race," he adds, "hoping that we don't make the same mistakes twice."

If there ever was a case of a poor mechanic making it in big-time auto-racing, Mario Rossi's is a story worth re-telling.

A native of Trenton, New Jersey, a town that's

(Continued on Page 45)



DAVID PEARSON



FRED LORENZEN



JIM PASCHAL

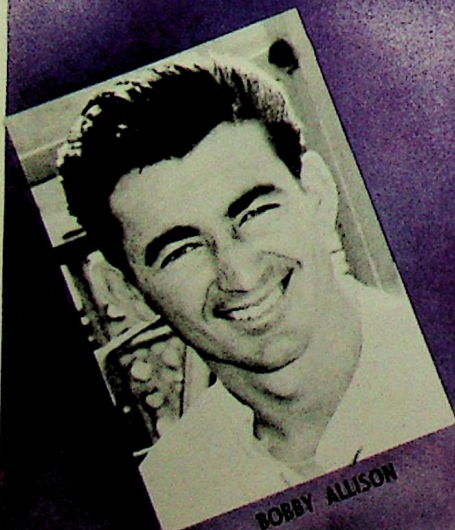
MARVIN PANCH



AKE LEE JOHNSON



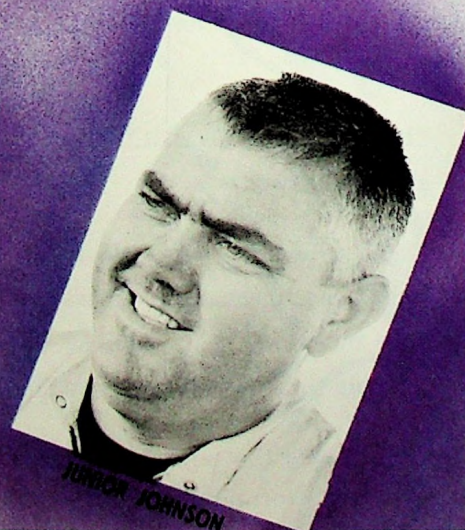
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# THE PURE/600 CLUB RESERVED FOR RACING'S ELITE

One hundred and fifty-six men have tried. Only nine have succeeded. And three of them have done it twice.

Race 600 miles in one afternoon. Win the demanding World 600 or, at least, finish the race in the same lap with the winner.

Membership in the Pure/600 club is hard to attain as witnessed by the small number who have been able to meet the paramount requirement.

The first was Joe Lee Johnson, the slim professional from Tennessee, who was the only one of the 60 starters in that inaugural World 600 in 1960 to complete the full 600 grueling miles.

1961 saw another solo performance, this time by David Pearson as he took the checkered flag in a lap by himself. The win gave the Spartanburg athlete the first of his three super track victories that season.

Nelson Stacy, known to his associates as "El Toro" because of his driving style, did it in 1962.

1963 was the beginning of a legend at Charlotte as Fred Lorenzen, the blonde bachelor from Elmhurst, Ill., took his first of two World 600 triumphs closely followed by the Ronda Roadrunner Junior Johnson.

Veteran racer Jim Paschal took the Petty's second car and was all by himself at the end of the 400 laps of the 1964 event, a win he would repeat three years later.

Charlotte Motor Speedway's

most restricted area — Victory Lane — hosted Lorenzen again in 1965 but Ford's super star had to share the 600 mile achievement with Earl Balmer.



Ray Nitschke

A Petty car was victorious again in 1966 but this time smooth old pro Marvin Panch enjoyed the winner's kiss after the checkered flag. Panch was the only one to complete the 400 trips around the track.

Last year's race pointed out the increased competitiveness on the track as three drivers covered the 600 mile distance. It was High Point's Jim Paschal making his second appearance in the winner's spotlight. David Pearson took second place and earned a second membership to the 600 Club while

Bobby Allison gained membership in his first try in a competitive machine.

Members of the Club, jointly sponsored by the Pure Oil Company and Charlotte Motor Speedway, will hold their first annual banquet on Wednesday of World 600 week. During the banquet the members will be presented with handsome Chronograph watches, club blazers, recognition plaques and checks for \$600 for each time they have earned membership.

Featured speaker at the Club's first meeting is a star of another major sport. Ray Nitschke, all pro middle line backer of the World Champion Green Bay Packers of professional football will address the assembled 600 clubmen, members of the press and other dignitaries of the racing world.

In addition to the Pure/600 club members, the group will meet the day after the World 600 each year to select a recipient of the distinguished service award which will be awarded to the individual who has made an outstanding contribution to the organizing, promoting or competition of the World 600. The winner of the award will also get a \$600 check.

The World 600 is the longest race annually for stock cars. It is fitting that the few who can run the full 600 miles in one race on the demanding Charlotte Motor Speedway be honored.

To those few men who have, and to those who will, we salute you.

# Charlotte Motor Speedway Leaders

## World 600 Races — 1960 Thru 1967

DRIVER	1960	1961	1962	1963	1964	1965	1966	1967	Laps led in Race 600 (400/500)	Grand Total
Jr. Johnson	0	0	0	291	0	48	0	0	344 (515)	859
D. Pearson	0	*225	217	0	1	0	134	0	577 ( 16)	593
J. Paschal	0	0	0	0	*126	0	7	*335	468 ( 1)	469
F. Roberts	114	6	27	15	0	0	0	0	162 (305)	467
F. Lorenzen	0	0	0	*74	65	*257	0	0	396 ( 62)	458
P. Goldsmith	0	0	0	0	123	0	112	20	255 ( 72)	327
L. R. Yarbrough	0	0	0	0	8	0	0	0	8 (307)	315
R. Petty	0	47	5	0	0	0	6	0	58 (188)	246
J. Smith	199	3	0	0	0	0	0	0	202 ( 2)	204
Bd. Baker	0	0	0	0	0	0	36	4	40 (160)	200
D. Dieringer	0	0	0	0	0	50	0	11	61 (123)	184
M. Panch	0	0	0	18	0	1	*99	0	118 ( 49)	167
J. Pardue	0	0	110	0	43	0	0	0	153	153
C. Yarbrough	0	0	0	0	0	0	0	25	25 (127)	152
R. Earnhardt	0	75	0	0	0	0	0	0	75	75
N. Jarrett	0	30	0	0	0	0	0	0	30 ( 21)	51
C. Turner	21	0	0	0	0	0	0	0	21 ( 26)	47
J. L. Johnson	*47	0	0	0	0	0	0	0	47	47
L. Frank	0	0	0	0	0	33	0	0	33 ( 11)	44
B. Isaac	0	0	0	0	10	0	0	1	11 ( 30)	41
B. Johns	0	0	24	0	0	0	0	0	24 ( 14)	38
Bk. Baker	0	0	0	0	24	0	0	0	24	24
E. Balmer	0	0	0	0	0	11	3	0	14 ( 6)	20
J. Weatherly	0	14	0	0	0	0	0	0	14 ( 5)	19
T. Pistone	14	0	0	0	0	0	0	0	14	14
N. Stacy	0	0	*13	0	0	0	0	0	13	13
P. Lewis	0	0	0	0	0	0	3	4	7	7
J. Allen	0	0	4	0	0	0	0	0	4	4
G. C. Spencer	0	0	0	1	0	0	0	0	1	1
R. White	0	0	0	1	0	0	0	0	1	1

### LEADERS BY MAKE OF CAR

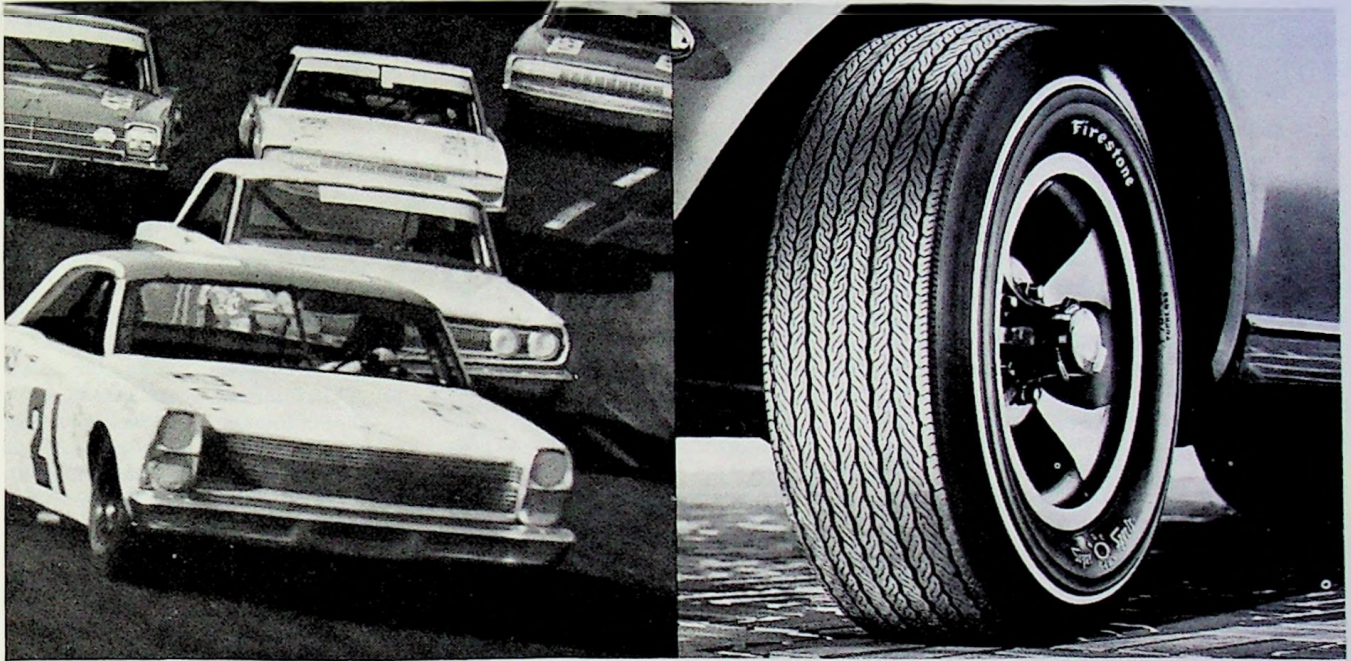
PONTIAC	313	*323	*382	*15	0	0	0	0	1033 (686)	1719
PLYMOUTH	0	47	5	0	*292	0	*227	*355	926 (315)	1241
FORD	21	0	*13	*92	65	*339	0	36	566 (471)	1037
CHEVROLET	*66	30	0	292	0	0	0	0	388 (237)	625
DODGE	0	0	0	0	43	0	173	*9	225 (526)	751
MERCURY	0	0	0	1	0	61	0	0	62 ( 35)	97

### ADDITIONAL RACE INFORMATION

No. of Lead Changes	11	16	17	15	14	22	14	11
No. of Drivers to Lead	6	7	7	6	8	6	8	7
Makes of Cars to Lead	3	3	3	4	3	2	2	3
No. of Caution Flags	8	7	3	2	7	11	5	5
No. of Caution Laps	45	57	19	14	48	80	18	32

\*—denotes race winner

# Firestone- the greatest tire name in racing.



It's not what we get out of racing, it's what *you* get: the Super Sports Wide Oval tire.

Year after year, the leading race car drivers go with the winner—Firestone. And you can, too. With

**Firestone's winning record in  
U.S. and major world-wide  
racing—1967:**

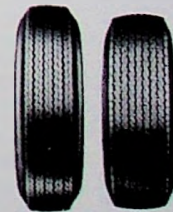
**Firestone 159 wins Others 72 wins**

the original Super Sports Wide Oval tire. It's a passenger car tire built like a Firestone race tire—a direct result of what we learn in racing research.

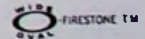
The Super Sports Wide Oval tire is built wider. Lower. Stronger. Nearly two inches wider than an ordinary tire. To grip better. Corner easier. Run cooler. Stop 25% quicker. And like a Firestone racing tire, it's built with rugged Nylon

cord for maximum strength and safety in sustained high-speed driving.

Remember, there's only one original Wide Oval tire. Ask for it at your Firestone Safe Tire Center.



Firestone Wide Oval—  
nearly two inches wider  
than your present tire.



# Firestone

The Safe Tire

# WORLD 600 RESULTS



**JOE LEE JOHNSON** - Chattanooga, Tenn.  
1960 - June 19

Pos.	St.	Driver	Car	Speed
1	20	J. L. Johnson	60 Chev.	107.752
2	38	J. Beauchamp	60 Chev.	396 laps
3	6	B. Johns	60 Plym.	394 laps
4	44	G. Duke	59 T-Bd.	388 laps
5	14	B. Baker	60 Chev.	386 laps
6	7	R. White	60 Chev.	378 laps
7	31	B. Matthews	60 Ford	377 laps
8	40	T. Lund	59 Pont.	375 laps
9	39	S. Rollins	60 Ford	374 laps
10	19	D. Pearson	59 Chev.	367 laps
11		C. Griffith	60 Chev.	365 laps
12		J. Smith	60 Pont.	352 laps
13		H. Beam	59 Chev.	350 laps
14		H. Beam	60 Ford	344 laps
15		J. Cook	60 Ford	343 laps
16		J. Pardue	59 Plym.	343 laps
17		M. Panch	60 Ford	341 laps
18		J. Massey	59 Chev.	333 laps
19		B. Baker	58 Ford	332 laps
20		L. Frank	60 Ford	320 laps
21		G. C. Spencer	58 Chev.	316 laps
22		J. Caspolich	60 Olds.	313 laps
23		B. Blackburn	60 Ford	311 laps
24		J. Thompson	59 T-Bd.	310 laps
25		S. Thompson	60 Ford	287 laps
26		C. Wickersham	60 Olds.	260 laps
27		A. Gardner	60 Ford	257 laps
28		J. Reed	60 Chev.	246 laps
29		S. York	58 Ford	243 laps
30		N. Jarrett	60 Ford	233 laps
31		T. Pistone	60 Chev.	221 laps
32		E. Henderson	58 Pont.	212 laps
33		E. Zervakis	60 Chev.	209 laps
34		J. Suddreth	60 Ford	202 laps
35		F. Roberts	60 Pont.	191 laps
36		D. Yates	59 Plym.	176 laps
37		R. Tyner	59 Olds.	176 laps
38		G. Tet	60 Ford	171 laps
39		C. Turner	60 Ford	154 laps
40		H. Tillman	60 Chev.	138 laps
41		F. Lorenzen	60 Ford	118 laps
42		R. Riley	58 Chev.	115 laps
43		J. Weatherly	60 Ford	85 laps
44		W. Rakestraw	60 Ford	57 laps
45		J. Eubanks	59 Chev.	46 laps
46		L. Jones	60 Chev.	39 laps
47		L. D. Austin	58 Chev.	35 laps
48		E. Marksteller	58 Ford	27 laps
49		G. Marmor	59 Pont.	24 laps
50		J. Austin	60 Ford	24 laps
51		C. Owens	60 Pont.	6 laps
52		J. Allen	60 Chev.	6 laps
53		B. Duell	59 Ford	6 laps
54		J. Wolford	60 Ford	5 laps
55		R. Petty	60 Plym.	Disqual.
56		L. Petty	60 Plym.	Disqual.
57		B. Welborn	60 Ford	Disqual.
58		P. Lewis	60 Chev.	Disqual.
59		J. Johnson	60 Chev.	Disqual.
60		L. Page	59 T-Bd.	Disqual.

1961  
May 28

Pos.	St.	Driver	Car	Speed
1	3	D. Pearson	61 Pont.	111.633
2	10	F. Roberts	61 Pont.	398 laps
3	8	R. White	61 Chev.	397 laps
4	11	N. Jarrett	61 Chev.	397 laps
5	25	J. Paschal	61 Pont.	394 laps
6	39	T. Lund	60 Chev.	392 laps
7	19	J. Smith	61 Pont.	392 laps
8	14	B. Welborn	61 Pont.	392 laps
9	23	J. Johnson	61 Pont.	390 laps
10	2	J. Weatherly	61 Pont.	389 laps
11		R. Earnhardt	61 Pont.	386 laps
12		P. Lewis	61 Chev.	386 laps
13		J. Eubanks	61 Ford	384 laps
14		T. C. Hunt	61 Dodg.	376 laps
15		E. Zervakis	61 Chev.	375 laps
16		L. Reitzel	60 Ford	371 laps
17		E. Langley	59 T-Bd.	371 laps
18		F. Hassler	60 Chev.	368 laps
19		B. Johns	61 Ford	367 laps
20		T. Irwin	61 Pont.	361 laps
21		B. Waddell	59 Chev.	361 laps
22		E. Marksteller	61 Ford	359 laps
23		D. Yates	61 Plym.	358 laps
24		H. Beam	60 Ford	357 laps
25		W. Morgan	61 Chev.	347 laps
26		B. Baker	61 Chry.	342 laps
27		B. Burdick	61 Pont.	338 laps
28		B. Matthews	61 Ford	336 laps
29		T. Gonzales	61 Ford	336 laps
30		R. Petty	61 Plym.	332 laps
31		G. C. Spencer	60 Chev.	325 laps
32		B. Barron	60 Dodg.	291 laps
33		J. Allen	61 Chev.	283 laps
34		R. Kagle	61 Ford	277 laps
35		F. Lorenzen	61 Ford	274 laps
36		R. Tyner	60 Ford	266 laps
37		T. Flock	61 Ford	255 laps
38		E. Livingston	60 Ford	254 laps
39		J. Pardue	60 Chev.	221 laps
40		C. Crider	61 Merc.	203 laps
41		S. Thompson	61 Ford	186 laps
42		Buck Baker	61 Chry.	147 laps
43		M. Panch	60 Pont.	140 laps
44		C. Turner	61 Ford	139 laps
45		M. Porter	60 Plym.	138 laps
46		N. Stacy	61 Ford	128 laps
47		J. Thompson	60 Ford	113 laps
48		G. Stokes	61 Stude.	95 laps
49		J. Reed	61 Chev.	93 laps
50		R. Thompson	61 Pont.	70 laps
51		B. Allison	60 Chev.	53 laps
52		J. L. Johnson	61 Chev.	40 laps
53		L. Frank	61 Pont.	10 laps
54		D. Cox	59 T-Bd.	6 laps
55		E. J. Trivette	59 Plym.	3 laps



**NELSON STACY**  
Daytona Beach, Fla.

1962  
May 27

Pos.	St.	Driver	Car	Speed
1	18	N. Stacy	62 Ford	125.552
2	4	J. Weatherly	62 Pont.	400 laps
3	15	F. Lorenzen	62 Ford	399 laps
4	21	R. Petty	62 Plym.	397 laps
5	12	L. Frank	62 Ford	395 laps
6	14	N. Jarrett	62 Chev.	394 laps
7	2	D. Pearson	62 Pont.	393 laps
8	11	M. Panch	62 Ford	393 laps
9	1	F. Roberts	62 Pont.	393 laps
10	24	B. Blackburn	62 Plym.	393 laps
11		R. White	62 Chev.	392 laps
12		L. Yarbrough	61 Pont.	386 laps
13		B. Welborn	62 Pont.	385 laps
14		E. Zervakis	62 Merc.	383 laps
15		J. Allen	62 Pont.	380 laps
16		L. Thomas	62 Dodg.	378 laps
17		R. Foote	61 Ford	369 laps
18		B. Morton	62 Ford	368 laps
19		T. Lund	62 Chev.	365 laps
20		J. Thompson	62 Ford	364 laps
21		G. C. Spencer	62 Chev.	363 laps
22		G. Green	61 Chev.	360 laps
23		D. Dieringer	62 Dodg.	358 laps
24		J. Smith	62 Pont.	355 laps
25		H. Beam	62 Ford	348 laps
26		G. Elliott	61 Pont.	341 laps
27		C. Crider	62 Merc.	284 laps
28		B. Johns	62 Pont.	284 laps
29		J. Reed	62 Ford	284 laps
30		W. Scott	61 Chev.	277 laps
31		Buck Baker	62 Chry.	259 laps
32		J. Paschal	62 Pont.	227 laps
33		H. Tillman	62 Dodg.	194 laps
34		J. Pardue	62 Pont.	190 laps
35		B. Baker	62 Chry.	176 laps
36		E. Livingston	61 Ford	118 laps
37		G. Duke	62 Ford	96 laps
38		J. Johnson	62 Pont.	72 laps
39		L. Reitzel	62 Ford	69 laps
40		J. Dodd, Jr.	61 Ford	68 laps
41		P. Lewis	61 Chev.	57 laps
42		T. Cox	60 Plym.	45 laps
43		B. Matthews	62 Pont.	13 laps
44		R. Thompson	62 Merc.	12 laps
45		R. Earnhardt	61 Pont.	11 laps
46		T. Gonzales	61 Ford	6 laps
47		J. Suddreth	61 Chev.	5 laps
48		B. Waddell	60 Dodg.	2 laps



**DAVID PEARSON**  
Spartanburg, S. C.

# WORLD 600 RESULTS

1964  
May 24



**FRED LORENZEN**

Elmhurst, Ill.

1963  
June 2

Pos.	St.	Driver	Car	Speed
1	2	F. Lorenzen	63 Ford	132.418
2	1	J. Johnson	63 Chev.	400 laps
3	6	R. White	63 Chev.	398 laps
4	7	J. Weatherly	63 Pont.	397 laps
5	23	D. Pearson	63 Dodg.	396 laps
6	5	N. Stacy	63 Ford	395 laps
7	3	M. Panch	63 Ford	395 laps
8	12	D. Dieringer	63 Merc.	394 laps
9	15	G. C. Spencer	63 Merc.	392 laps
10	4	F. Roberts	63 Ford	392 laps
11		B. Isaac	63 Ford	385 laps
12		T. Lund	63 Ford	384 laps
13		J. Pardue	63 Ford	384 laps
14		L. Thomas	63 Ford	373 laps
15		B. Cooper	62 Pont.	373 laps
16		E. Zervakis	63 Ford	367 laps
17		B. Matthews	63 Chev.	359 laps
18		G. Elliot	63 Plym.	355 laps
19		L. Manning	62 Chev.	354 laps
20		W. Scott	62 Chev.	350 laps
21		W. McMillion	62 Pont.	350 laps
22		L. Jones	62 Chev.	338 laps
23		C. Yarborough	62 Pont.	336 laps
24		B. Wade	63 Dodg.	335 laps
25		L. Frank	63 Merc.	321 laps
26		E. J. Trivette	62 Chev.	288 laps
27		T. C. Hunt	62 Pont.	264 laps
28		B. Johns	63 Pont.	259 laps
29		B. Welborn	63 Pont.	259 laps
30		N. Jarrett	63 Ford	228 laps
31		N. Castles	62 Chry.	200 laps
32		B. Blackburn	62 Chev.	194 laps
33		L. Yarborough	62 Pont.	189 laps
34		B. James	63 Plym.	111 laps
35		P. Clark	62 Pont.	96 laps
36		R. Petty	63 Plym.	90 laps
37		E. Livingston	62 Ford	81 laps
38		B. Baker	62 Pont.	61 laps
39		R. Earnhardt	63 Ford	59 laps
40		J. Allen	63 Ford	53 laps
41		J. Smith	63 Plym.	27 laps
42		J. Paschal	63 Plym.	24 laps
43		Buck Baker	63 Pont.	23 laps
44		C. Crider	63 Merc.	2 laps

Pos.	St.	Driver	Car	Speed
1	12	J. Paschal	64 Plym.	125.772
2	5	R. Petty	64 Plym.	396 laps
3	13	R. White	64 Merc.	393 laps
4	2	F. Lorenzen	64 Ford	393 laps
5	14	B. Wade	64 Merc.	390 laps
6	33	G. C. Spencer	64 Chev.	376 laps
7	31	L. Frank	63 Ford	364 laps
8	10	D. Pearson	64 Dodg.	363 laps
9	40	W. Scott	63 Ford	359 laps
10	24	J. Anderson	63 Ford	358 laps
11		C. Crider	63 Merc.	358 laps
12		J. T. Putney	62 Chev.	358 laps
13		D. Dieringer	64 Merc.	344 laps
14		W. McMillion	62 Pont.	340 laps
15		D. Cooper	63 Ford	338 laps
16		R. Tyner	64 Chev.	329 laps
17		B. Derrington	63 Ford	305 laps
18		B. Blackburn	62 Pont.	255 laps
19		P. Goldsmith	64 Plym.	253 laps
20		Buck Baker	64 Dodg.	238 laps
21		B. McMahan	64 Pont.	231 laps
22		K. Spikes	64 Plym.	217 laps
23		L. Thomas	64 Dodg.	199 laps
24		J. Pardue	64 Plym.	195 laps
25		B. Issac	64 Dodg.	169 laps
26		L. Yarborough	64 Dodg.	151 laps
27		G. Elliott	63 Pont.	176 laps
28		C. Yarborough	64 Ford	117 laps
29		M. Panch	64 Ford	52 laps
30		R. Mayne	62 Chev.	50 laps
31		K. Rush	63 Pont.	28 laps
32		M. Hurley	63 Ford	11 laps
33		N. Jarrett	64 Ford	7 laps
34		J. Johnson	64 Ford	7 laps
35		F. Roberts	64 Ford	7 laps
36		B. Baker	63 Dodg.	6 laps
37		R. Earnhardt	62 Pont.	5 laps
38		N. Castles	62 Chry.	44 laps
39		J. Helms	62 Chry.	4 laps
40		B. Cooper	63 Merc.	4 laps
41		B. Harless	62 Pont.	3 laps
42		E. Langley	63 Ford	1 lap
43		E. J. Trivette	62 Chev.	1 lap
44		P. Stewart	63 Pont.	1 lap



**FRED LORENZEN**

Elmhurst, Ill.

1965  
May 23

Pos.	St.	Driver	Car	Speed
1	1	F. Lorenzen	65 Ford	121.772
2	6	E. Balmer	64 Merc.	400 laps
3	5	D. Hutcherson	65 Ford	397 laps
4	14	B. Baker	64 Dodg.	392 laps
5	12	P. Rodriguez	65 Ford	391 laps
6	19	N. Setzer	65 Chev.	382 laps
7	30	P. Lewis	64 Ford	380 laps
8	16	D. Tucker	63 Ford	352 laps
9	23	L. Hess	64 Ford	348 laps
10	24	N. Castles	65 Plym.	343 laps
11		B. Strickler	64 Ford	335 laps
12		B. Derrington	63 Ford	331 laps
13		J. Helms	63 Ford	321 laps
14		L. Yarborough	65 Chev.	309 laps
15		L. Manning	63 Chev.	308 laps
16		H. Gray	64 Ford	308 laps
17		E. J. Trivette	63 Chev.	302 laps
18		D. Dieringer	64 Merc.	286 laps
19		B. Morton	63 Ford	283 laps
20		N. Jarrett	65 Ford	274 laps
21		S. Hutchins	64 Ford	244 laps
22		C. Yarborough	65 Ford	222 laps
23		J. Paschal	65 Chev.	211 laps
24		J. Johnson	65 Ford	207 laps
25		B. Arrington	64 Dodg.	187 laps
26		W. Scott	64 Ford	179 laps
27		D. Hume	63 Ford	146 laps
28		J. T. Putney	65 Chev.	142 laps
29		G. C. Spencer	64 Ford	121 laps
30		L. Frank	64 Ford	120 laps
31		B. Skeen	64 Ford	113 laps
32		T. Pistone	64 Ford	94 laps
33		M. Panch	65 Ford	78 laps
34		J. Thomas	64 Ford	73 laps
35		E. Langley	64 Ford	68 laps
36		R. Carter	64 Dodg.	58 laps
37		B. Blackburn	65 Plym.	53 laps
38		Buck Baker	65 Chev.	33 laps
39		R. Tyner	64 Chev.	25 laps
40		D. Cooper	65 Chev.	17 laps
41		S. McQuagg	65 Ford	15 laps
42		C. Lynn	64 Ford	13 laps
43		W. Smith	65 Chev.	9 laps
44		J. Spencer	64 Ford	9 laps



**JIM PASCHAL**

High Point, N. C.

# WORLD 600 RESULTS



**MARVIN PANCH**  
Daytona Beach, Fla.  
(Winner)



**RICHARD PETTY**  
Randleman, N. C.  
(Relief Driver)



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

1966  
MAY 22

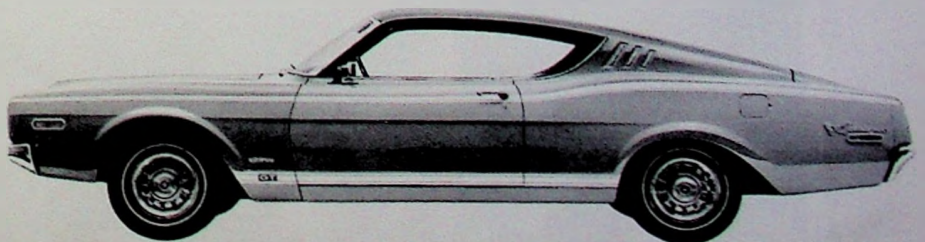
1967  
MAY 28

Fin. Pos.	Start Pos.	Driver	Car	Average Speed	Fin. Pos.	Start Pos.	Driver	Car	Average Speed
1	7	Marvin Panch	65 Plymouth	135.042	1	10	Jim Paschal	67 Plymouth	135.823
2	20	G. C. Spencer	65 Plymouth	398 laps	2	3	Dave Pearson	67 Ford	400 laps
3	19	Don White	66 Charger	394 laps	3	4	Bobby Allison	67 Dodge	400 laps
4	18	James Hylton	65 Dodge	391 laps	4	5	Richard Petty	67 Plymouth	397 laps
5	37	Neil Castles	65 Oldsmobile	371 laps	5	9	Tiny Lund	67 Plymouth	396 laps
6	32	Paul Connors	64 Dodge	370 lads	6	14	D. Htcherson	67 Ford	395 laps
7	40	Wendell Scott	65 Ford	370 laps	7	6	Buddy Baker	67 Dodge	394 laps
8	22	Ned Jarrett	66 Ford	362 laps	8	17	Ramo Stott	67 Plymouth	388 laps
9	29	Blackie Watt	65 Ford	351 laps	9	16	James Hylton	65 Dodge	385 laps
10	13	Buck Baker	66 Chevelle	348 laps	10	29	J. T. Putney	67 Chevelle	383 laps
11		Roy Mayne	66 Chevrolet	333 laps	11	12	Bobby Isaac	67 Dodge	377 laps
12		Larry Manning	65 Plymouth	332 laps	12	18	Frank Warren	66 Chevelle	376 laps
13		Clyde Lynn	64 Ford	313 laps	13	24	Bob Wawak	66 Plymouth	372 laps
14		Paul Goldsmith	66 Plymouth	303 laps	14	34	Stick Elliott	66 Chevrolet	371 laps
15		Earl Balmer	65 Dodge	301 laps	15	19	Elmo Langley	66 Ford	365 laps
16		Jimmy Helms	64 Ford	297 laps	16	20	Buck Baker	66 Ford	365 laps
17		David Pearson	66 Charger	295 laps	17	23	Buddy Arrington	65 Dodge	360 laps
18		Gene Cline	64 Ford	291 laps	18	44	Wendell Scott	65 Ford	351 laps
19		Buddy Arrington	64 Dodge	273 laps	19	43	Clyde Lynn	66 Ford	347 laps
20		Bill Champion	64 Ford	256 laps	20	38	Jack Harden	67 Ford	344 laps
21		Jim Paschal	66 Plymouth	240 laps	21	42	Wayne Smith	66 Chevrolet	340 laps
22		Richard Petty	66 Plymouth	236 laps	22	2	Darel Dieringer	67 Ford	322 laps
23		Stick Elliott	66 Chevrolet	227 laps	23	22	Friday Hassler	66 Chevelle	322 laps
24		John Sears	64 Ford	157 laps	24	39	George England	65 Chevrolet	321 laps
25		Elmo Langley	64 Ford	144 laps	25	28	Jabe Thomas	67 Ford	308 laps
26		Tiny Lund	64 Ford	140 laps	26	13	Donnie Allison	67 Dodge	305 laps
27		Sonny Hutchins	64 Ford	129 laps	27	27	Henley Gray	66 Ford	266 laps
28		Wayne Smith	66 Chevrolet	122 laps	28	11	P. Goldsmith	67 Plymouth	266 laps
29		Sam McQuagg	66 Charger	112 laps	29	35	Bill Champion	66 Ford	262 laps
30		Earl Brooks	64 Ford	92 laps	30	40	Roy Tyner	66 Ford	260 laps
31		Frank Warren	64 Chevrolet	89 laps	31	31	Paul Lewis	67 Dodge	218 laps
32		Tom Pistone	64 Ford	84 laps	32	8	Sam McQuagg	67 mercury	207 laps
33		Harold Smith	64 Ford	78 laps	33	21	Sonny Hutchins	67 Ford	179 laps
34		H. B. Bailey	66 Pontiac	70 laps	34	37	Roy Mayne	65 Chevrolet	170 laps
35		Johnny Wynn	64 Mercury	63 laps	35	15	G. C. Spencer	67 Plymouth	165 laps
36		Paul Lewis	65 Plymouth	54 laps	36	36	Neil Castles	65 Dodge	163 laps
37		Buddy Baker	65 Dodge	51 laps	37	26	E. J. Trivette	67 Dodge	129 laps
38		Sonny Lanpher	64 Ford	29 laps	38	41	Gary Sain	66 Chevrolet	79 laps
39		Darel Dieringer	66 Comet	21 laps	39	32	Bobby Johns	66 Chevelle	68 laps
40		J. T. Putney	66 Chevrolet	20 laps	40	33	Johnny Allen	65 Chevrolet	66 laps
41		Curtis Turner	66 Ford	19 laps	41	1	Cale Yarborough	67 Ford	58 laps
42		Gene Black	64 Ford	6 laps	42	7	Chas. Glatzbach	65 Dodge	49 laps
43		Bobby Allison	66 Chevrolet	3 laps	43	25	Tom Ingram	66 Chevelle	44 laps
44		Joel Davis	66 Chevrolet	1 lap	44	30	Armond Hollay	65 Dodge	31 laps



## two for the money and one for the road

Above are two stocks worth holding onto—good bets for the long pull. Like 500 miles flat-out at Daytona and Atlanta where track-modified Montego Cyclones finished 1-2, turning each place into a kind of outdoor showroom! If you'd like a piece of the action in a road version, we recommend our Montego Cyclone GT "500" with a list of goodies as long as your arm. A 390 GT V-8 for openers, 325 horses strong (or, for quicker effects, our 428 Cobra Jet V-8!). Dual pipes. Whitewalled wide treads and GT (turbine) wheel covers. A suspension system with one of driving's biggest handling charges. Blackout grille and taillight panel. Tinted rear window. Twin buckets in a vinyl that "breathes" to help you keep your cool. Deluxe vinyl-wrapped steering wheel. Wood-grained instrument panel and authoritative gauges. Nylon carpeting. Even the body is striped for action. You won't miss the racing numerals. Especially when you hit the road!



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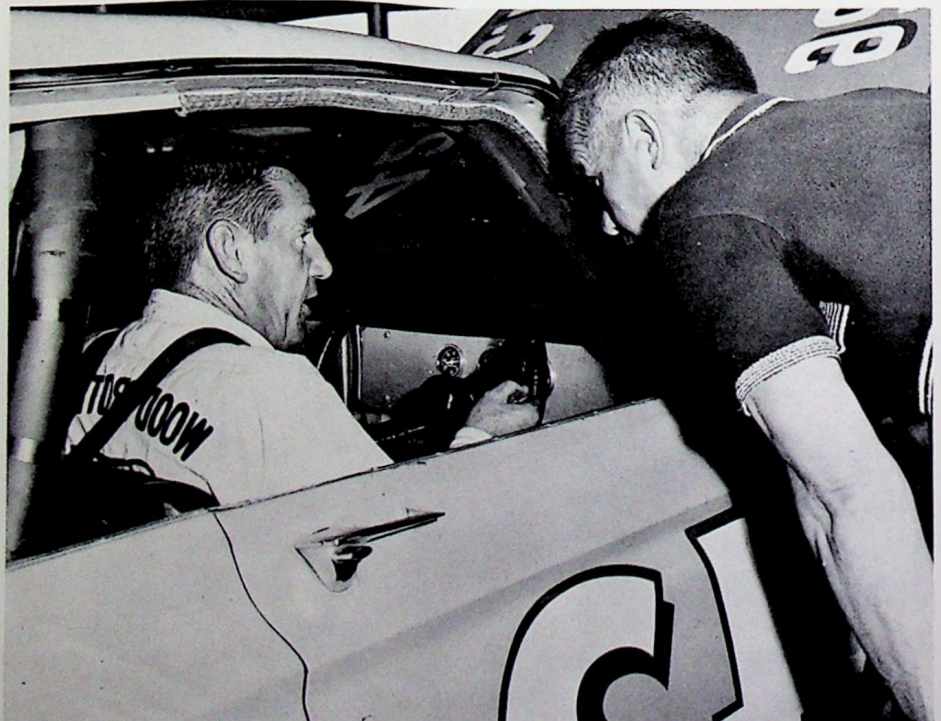
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I don't know. I got out to grab a drink and when I looked up . . . . .

**Richard Petty**



Gee, I'm sorry Lee. I just wanted to see if I remembered how it felt.

**Lee Petty - Marvin Panch**

# MARIO ROSSI

(Continued from Page 33)

almost as crazy about super-modified, modified and sportsman-class racing as Columbia, S. C., Rossi got the 'bug' at an early age.

Shortly out of high school, he set himself up in Trenton in a small bump and repair shop, and soon found his enthusiasm spilling over into motorsports.

Well, as it usually does in racing circles, word got around that Rossi's Trenton shop was the place to go for the hot set-up for stock-car racing.

Word go to Tom Pistone, one of NASCAR's top guns back in the late '50's, and soon Rossi was working for the Chicago charger full-time.

Rossi worked his way from ace mechanics for the Rossi team to top-man for Bill Stropp, Marshall Teague, Smokey Yunick and Banjo Matthews, all super-stars in big-time auto-racing.


In 1966, Rossi prepared Mercurys for Bud Moore, and then in 1967 joined Ford to back Donnie Allison of Hueytown, Ala. In spite of all his switching around, Rossi maintained a tremendous start-finish average which he has maintained to this day.

Some say that Rossi is destined for the top in racing circles, that it won't be long before he's backing a stable of his own.

Rossi himself? He's all for it. "I've been working for almost 10 years for the reputation and the prestige I have today," he reflects.

"Sure I've got a long way to go," he adds, "but I've come a long way, too. I think Darel and I have a great season in store for this year and that by proving it we'll somehow show people that hard work and determination are still pretty important ingredients for getting ahead in any type of competition nowadays."

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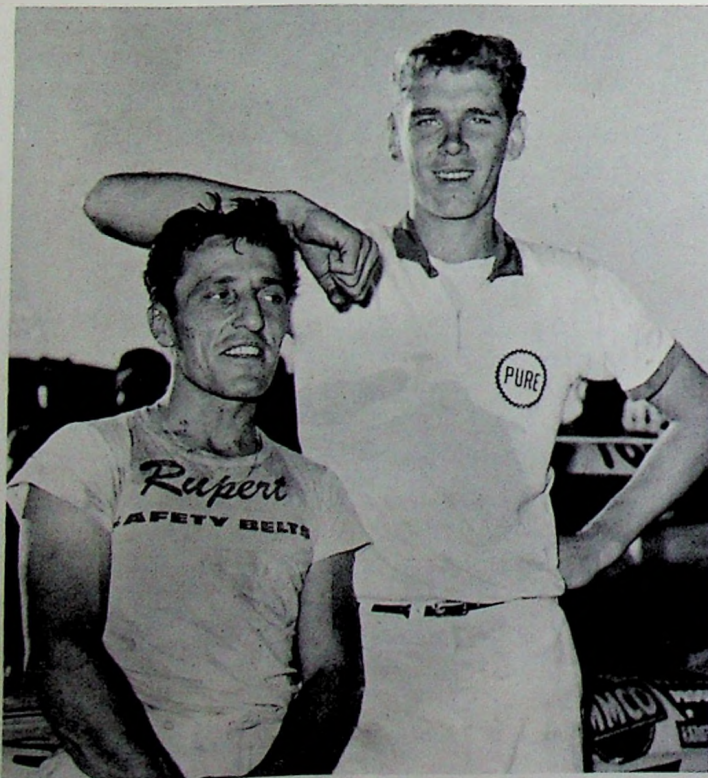
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- ☆ Wrestling
- ☆ Charlotte Checkers Hockey Club
- ☆ Atlantic Coast Conference Tournament
- ☆ Sportsman Show
- ☆ Ice Capades
- ☆ Carolina Gospel Sing
- ☆ Auto World Show
- ☆ Scout-A-Rama



There's no hope for this Baker kid. He'll be skinny all his life.

Tom Pistone - Buddy Baker



**James Hylton**

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Drivers pictured participated in the 1967 race; entries for 1968 race undetermined. \*Closed Circuit Network by TNT Communications, Inc.\*

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# DARLINGTON



## DAVID PEARSON

*A thoughtful David Pearson studies the competition prior to the 12th annual Rebel 400 which he won. Last year he finished second in both events at Darlington and is hoping he can repeat identical finishes in both events by taking the Southern 500 on Labor Day.*



## CHARLIE GLOTZBACH

*Now teamed with master mechanic Colton Owens, "Chargin'" Charlie Glotzbach proved he justifies his nickname by his performance in the Rebel 400. Seen below (in Car #6) Glotzbach battles it out with Buddy Baker. A battle which was one of the most exciting moments in Darlington Raceway's colorful history.*

# REBEL 400



## DONNIE ALLISON

*One of the fastest rising newcomers to the grand national scene is NASCAR's Rookie of the Year Donnie Allison seen here studying the "granddaddy of the super speedways." Donnie ran second until forced out by a wreck. Now he waits for another try in the Southern 500.*



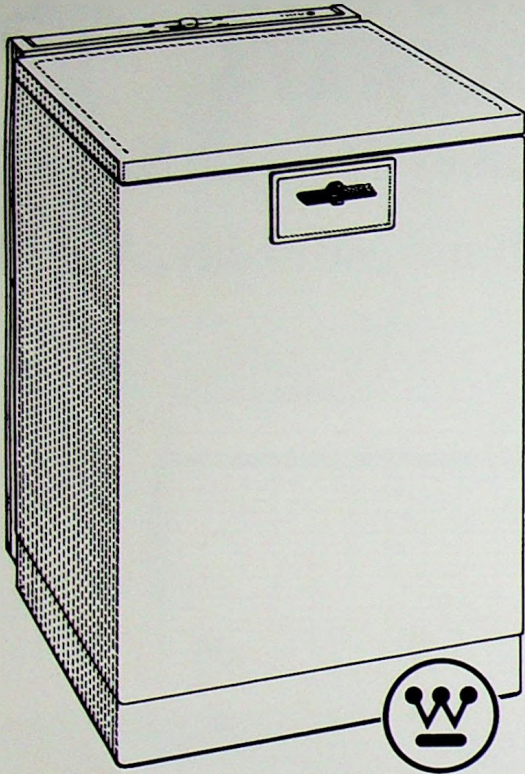
## DARLINGTON RACEWAY ACTION



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*David Pearson and his sons enjoy their moment in victory circle after David has been presented the winner's trophy for his Rebel 400 triumph.*





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Atlanta, same story. Guardian ran 1-2, with Cale Yarborough and Dick Hutchinson, piloting the winning cars.



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**Guardian**

# Charlotte — Racing Capitol

(Continued from Page 19)

outside the city, all of them long since covered by the sands of time and by shopping centers and housing projects.

The old Fairgrounds track featured such names as Fireball Roberts, Buck Baker, Cotton Owens, Lee Petty and Jim Paschal. All but Roberts are still active in the sport, as either drivers or car owners.

As stock car racing grew, more and more people began to realize that the place to be was Charlotte.

Buck Baker and Carl Kiekhaefer were among the first to make the journey to the mecca of stock car racing.

Baker moved to Charlotte in the early 1950s. One of the top drivers on the circuit during the 1950s, Baker made the move when he started driving for Kiekhaefer.

Kiekhaefer, the man who brought the factories into racing by winning everything in sight with his Chryslers, was the first to operate a racing stable out of Charlotte because of its central location.

Darel Dieringer and Paul (Little Bud) Moore moved to Charlotte for the same reason.

Dieringer, who was born in Indianapolis, Ind., relocated in Charlotte in 1960. Moore moved his family from Charleston, S. C., in order to help his career. Moore is one of the best young drivers in NASCAR.

Until recently, Cale Yarborough was another racing resident of the city. The Ford superstar calls his move to Charlotte "one of the toughest things I had to do, but one of the smartest moves I made.

"I was a lot closer to what was going on, and I think this was one reason I got the ride with Banjo Matthews when Bobby Johns went to Indianapolis in 1965."

Yarborough, the hottest driver in racing today, went back home to Timmonsville, S. C., a matter of 100 miles in February.

There is a plan underway, still in its infant stage, to convert Charlotte Motor Speedway into the race garage capital of the racing world.

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"If things work out and there's no reason they shouldn't," says Richard Howard, general manager of the track, "we should have a row of garages on the southeastern corner of our property."

The garages wouldn't be located inside the track. They would be built off a paved road that runs outside the track and connects with Interstate 85.

Ray Fox, one of the finest mechanics in the business; the K&K Insurance team that builds Bobby Isaac's Dodges; Paul Goldsmith's crew; Jim Hurtubise and maybe Ray Nichols would be the original members of Charlotte's garage row.

At the moment, Fox, K&K, and Goldsmith have made the move to Charlotte and are operating out of the old Holman and Moody buildings.

Nichols, who has been looking for a Charlotte home for almost two years, wants to locate a branch of his business in Charlotte because "this is the hub of racing."

Nichols supplies about 90 per cent of the Chrysler parts factory teams use from his Highland, Ind. of-



The long sweeping board turns of the old Charlotte Speedway built in the early 1920's near Pineville, just south of Charlotte.

(Continued on Page 73)

# When Ford built this \$100,000 GT, they weren't about to scrimp on spark plugs. So they got Autolite plugs. Like you buy. About \$1 each.

The Ford GT won at Le Mans two years in a row. It's probably the finest racing car \$100,000 can buy.

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The engine cost as much as a small house.

And the spark plugs? About a dollar a throw. They're Autolite plugs. The same kind *you* buy.

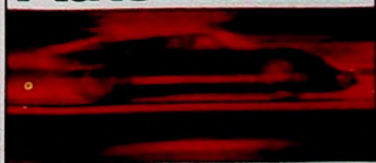
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# RACING IS A DISEASE

By LEONARD LAYE

Charlotte News Sports Writer



Leonard Laye

Ask Elmo Langley why he races stock cars and he'll answer with a chuckle. The reaction is strange, for racing is his business and right now business is not too good.

It is really no laughing matter.

"It sure isn't funny," says Elmo, "but I have to laugh. I call racing a disease, and I've got a bad case of it."

Langley is a charter member of auto racing's downtrodden group, the independents. Their plight is a familiar one and, unfortunately, one few people care about.

Their audience is a huge one, but they may as well be offstage. The people in the seats care little about the supporting cast. They want to see the stars. They want to know if Petty can outrun Pearson or if Cale can handle Baker. Langley understands this, but it frustrates him nevertheless.

"It's the same with the guys on the radio, the fellows at the newspapers and the fans in the grandstands," says Elmo. "All they want to talk about is the guy up front. I know that you have to play the fellows who are winning, but without the people in the back of the field there wouldn't be enough drivers to stage a race in the first place."

Langley's words are paradoxical. One minute he can tell you how much he loves this disease that holds him and in the next moment he can give you 10 different reasons why he should rid himself of it.

He is quick to admit, however, that the rugged life he lives is of his own choosing.

"I still hold a card in a sheet metal union," he says, "and I could be back in Maryland working at that right now, making around \$250 a week. I tried doing that and racing at the same time for a while.

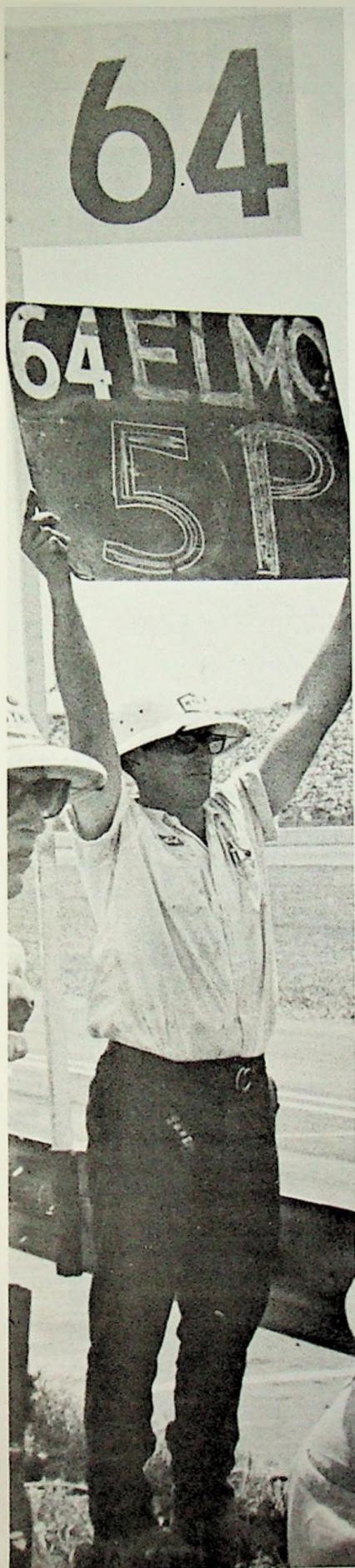
"But three years ago I had to make a decision. I was gone from work quite a bit because of the long Grand National schedule, and my employer told me I'd have to quit racing or quit working for him. I quit working for him."

Since making that decision, Elmo has blended some rare moments of excitement and reward with some long hours of sweat and bitter disappointments. His career has gone from the heights of victories at Spartanburg, S. C., and Manassas, Va., to the depths of seeing one of his two stock cars demolished by another driver in an ARCA race at Daytona Beach.



Elmo Langley

(Continued on Page 80)



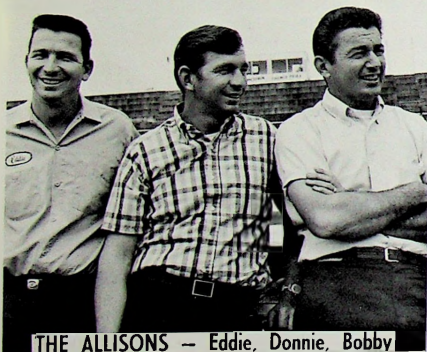
# RACING IS A FAMILY



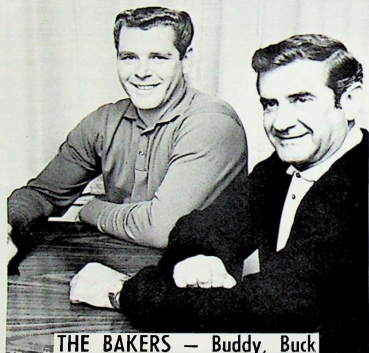
THE PISTONES — Tom, Jr., Tom, Pete



THE PETTYS — Lee, Maurice, Richard



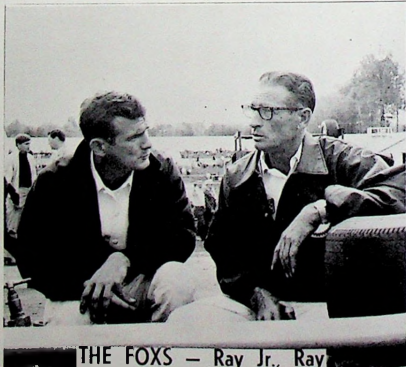
THE ALLISONS — Eddie, Donnie, Bobby



THE BAKERS — Buddy, Buck



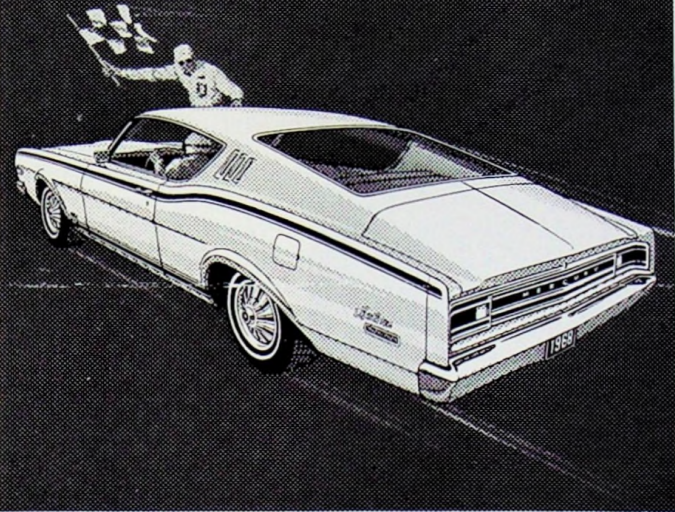
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THE FOXS — Ray Jr., Ray

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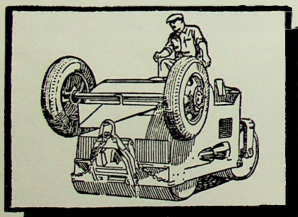
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# '' THE NEWCOMER ''

By H. A. WHEELER

Last February after accepting NASCAR's coveted National Sportsman Championship award a tall wiry 25-year-old New Englander made a decision which someday could greatly benefit stock car racing.

Pete Hamilton decided to pursue a career in stock car racing and forget about Indianapolis. He then packed up his bags, left his hometown of Dedham, Mass., and headed for Charlotte, the hub of NASCAR's Grand National circuit.

After four years of successful battling in the highly competitive "coupe" circuit of the Northeast pressures were put on Pete to start running Indy-type cars on the championship circuit.

The insiders figured he had the polish and sensitive feelings that it takes to be a star in the rear-engined lightweight cars of the Indy circuit.

His experiences with the "coupes" of the Northeast gave him a background to go either way in racing—stock cars or championship. The "coupe" is a jack-rabbit accelerating, lightweight (about 2600 pounds), car which resembles a cross between a sprint car and a full-size stocker.

"I thought a lot about it but decided to give the Grand National circuit a try," the astute Hamilton, who left his studies in mechanical engineering at the University of Maine to become a race driver, said.

"I like stock car racing and really got the bug two years ago when I was in Daytona. I've got a lot to learn about driving this type of car which is much heavier than I'm accustomed to."

But, Pete is learning and learning fast. He landed a ride in a 1968 Ford Torino built by Bill Stroppe of Holman & Moody. The car is owned by an old friend of Pete's—Rocky Hinton, a highly successful speed equipment distributor in Tewksbury, Mass.

They hired Turkey Minton of North Wilkesboro, one of NASCAR's most experienced young mechanics, as chief mechanic.

"We plan on running all the short track races possible. We won't run the super-speedways until June 16 at Rockingham," Pete added. "We hope to gain enough experience to be in the field here at Charlotte for the National 500 in October."

He made his Grand National debut May 5 at Asheville and was running an impressive fourth when, 20 laps from the finish, he lost a wheel bearing.

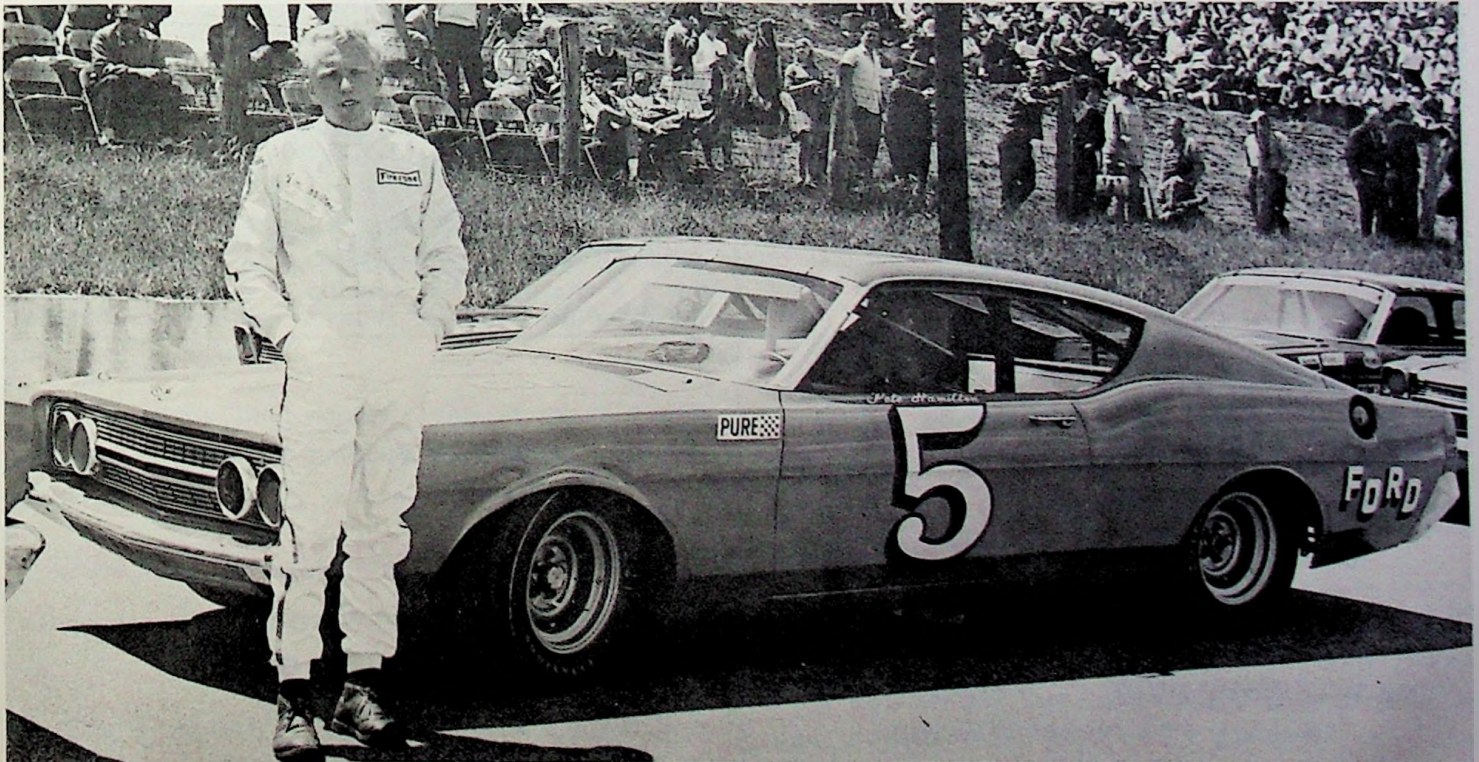
Pete has been a keen observer at every Firestone tire test since February and says these tests have really helped him understand the stock car.

"Firestone invited me to all their tests as an observer and it's really helped me. People underestimate tire tests but that's where the mechanics and drivers really learn what is going on.

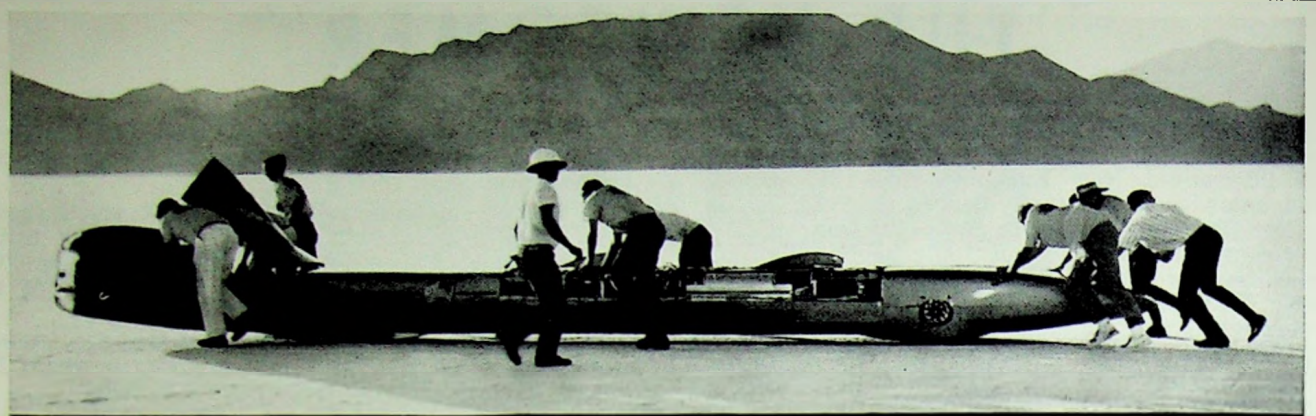
"Stock car racing has become very complex. To me, it's a combination of plain old back-yard mechanics and slide rule engineering. A driver has to know all these things—everything about a car and that takes time and experience which I'm trying to pick up now."

Pete's not just confining his activities to Grand National racing where he will be eligible for "rookie of the year." He's also planning to drive a Camaro on the new GT circuit and make as many sportsman races in the area as possible.

People are already talking about Pete Hamilton. His background closely resembles Fred Lorenzen's when he came to the Southeast in 1960. If Pete succeeds he'll be the first Northerner since Jim Reed to make his mark on the circuit.



Pete Hamilton, 1967 National Sportsman Champion, is shown with Rocky Hinton's new 1968 Ford Torino built by Holman & Moody.



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## HOW TO WATCH A RACE

(Continued from Page 27)

If No. 21 or No. 17 or No. 43, even No. 07 consistently has the fastest times, then he's ahead and the second fastest average time is second. Your system will work on pit stops, too. Just figure the time in the pits as if it was a regular lap.

Nothing complicated about that. All you need is a genius as a mathematician to figure up all the elapsed times after nearly five hours of racing and you have the winner. When one of your cars leaves the race, you can double up on another machine.

(You can also compute the speed each car is turning the track by referring to your speed chart elsewhere in the program. For example, if a car travels the  $1\frac{1}{2}$  miles in 30 seconds flat, that's 150 m.p.h.)

Of course, there may be fans here with a photographic mind capable of following all 44 cars and taking a mental note of each that falls out of the race. For people with photographic minds, this is a less complicated system than using the timepieces—and more accurate.

Because it's likely there's one in every crowd who will fudge a bit in keeping with their personal loyalty to a particular driver or brand of car.

Using the watches is conducive to arguments.

"That car made it in 35 seconds," says one of you.

"That's impossible, he was in traffic," you return. "It was more like 37 seconds." Each of you must respect the integrity of others.

And quite naturally, you must keep in mind that this system runs afoul when one of you leaves to go to the concession stand or to the rest room. Vendors solve the concession problem, but the second is rather difficult to cope with, especially at great lengths.

Each of you should report to the mathematician every 10 laps so as not to leave him with a jumble of figures at the end of the 400 laps.

Most any of you can follow the first few laps by storing the information in your mind, but it is imperative to start the time-keeping system on the first lap.

The initial difficulty in your system will occur during the first pit stop, likely under the caution flag. In this event it is paramount to keep up with who pits, how much time is spent there and who gets out ahead of the other.

Confused?

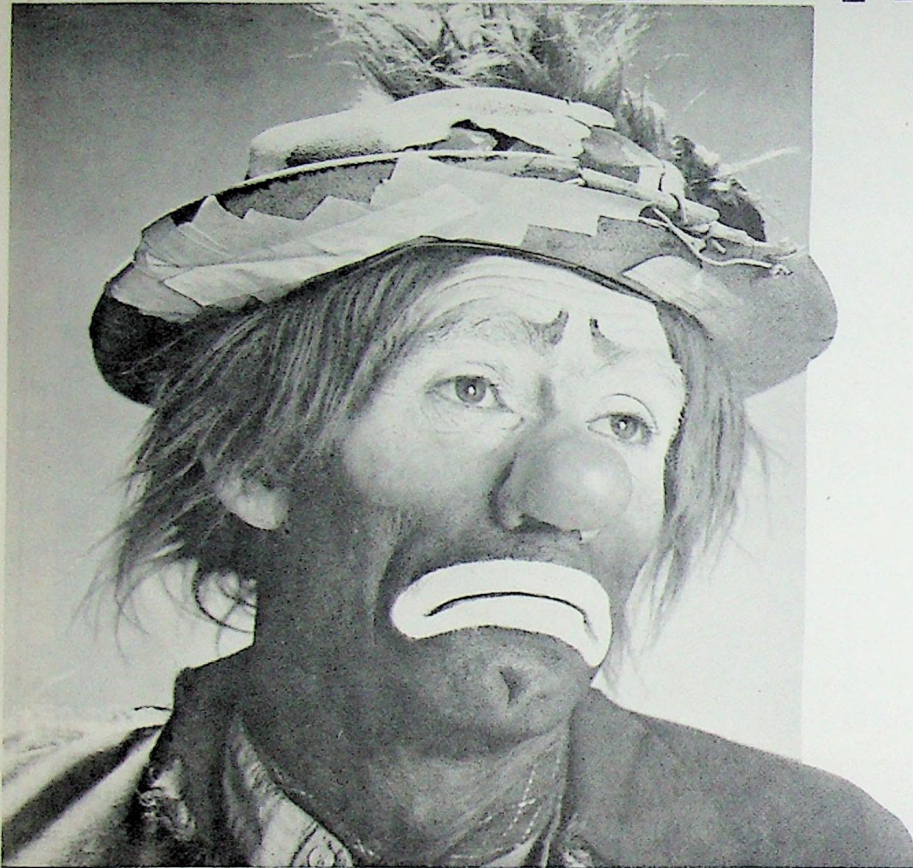
Well, I am, so listen to your radio and to the PA and resort to the scoreboard. And read the official rundown from Joe Epton's crowd in tomorrow's newspapers.

I have a feeling our system has several flaws in it, but if you're still with me this far and you've been in a small way entertained, our purpose is accomplished.

But don't ask me how to watch a race.

# CELEBRITIES VISIT THE

NINTH ANNUAL  
**WORLD  
600**



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**SHARRON MORAN**  
*Golf Professional and Member of the  
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**RAY NITSCHKE**  
*Green Bay Packers  
Pure 600 Club Speaker*



**MARILYN MAYE**  
*Mercury Montego Cougar Driveaway Guest  
"Let a Winner lead the way"*

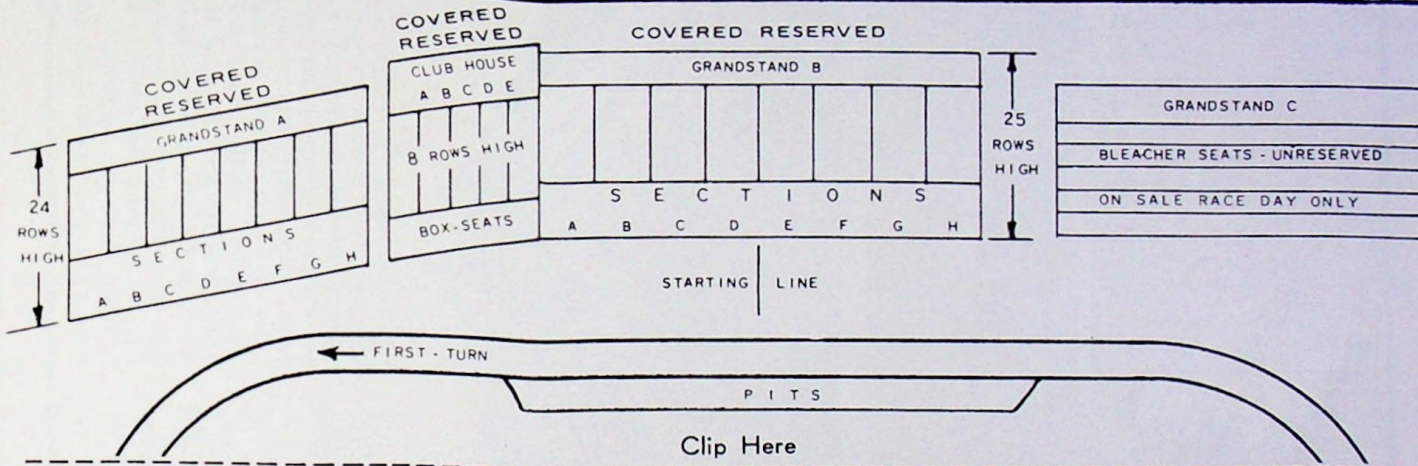
**LONGEST AND RICHEST  
NASCAR RACE IN THE  
NORTH THIS SEASON**



**SANCTIONED**

**HOT SPEED NEWS**  
**THE NORTHERN**  
**300 GRAND NATIONAL RACE**

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"WORLD'S FINEST MILE BANKED PAVED AUTO RACE COURSE"  
**Sunday, July 14 - 2 P. M.**



**RESERVED SEAT — MAIL ORDER BLANK**  
**ORDER YOUR TICKETS NOW!**

Gentlemen: Find enclosed CHECK , or MONEY ORDER , payable to TRENTON SPEEDWAY for the following tickets for the 300-MILE RACE, SUNDAY, JULY 14, 1968 (Rain date - MONDAY, JULY 15, 1968).

- \_\_\_\_\_ Reserved Bleacher Seats GRANDSTAND → C @ \$6.50 each ..... TOTAL \$ \_\_\_\_\_
- \_\_\_\_\_ Chair Seats in GRANDSTAND → A (First Turn) @ \$7.00 each ..... TOTAL \$ \_\_\_\_\_
- \_\_\_\_\_ Chair Seats in GRANDSTAND → B (Starting Line and Pits) @ \$7.50 each ..... TOTAL \$ \_\_\_\_\_
- \_\_\_\_\_ Chair Seats in CLUB HOUSE @ \$8.00 each ..... TOTAL \$ \_\_\_\_\_
- \_\_\_\_\_ Chair Box Seats @ \$9.00 each ..... TOTAL \$ \_\_\_\_\_
- \_\_\_\_\_ Tickets Ready for Mailing After May 2nd.

**ATTENTION:** If the seat tickets you have ordered are already sold upon receipt of your order, we reserve the right to send you the next best available tickets. (NO MONEY REFUNDED)

Name \_\_\_\_\_ Street Address \_\_\_\_\_  
(PLEASE PRINT) (PLEASE PRINT)

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone No. \_\_\_\_\_

**NOTE: Address Ticket Orders to TRENTON SPEEDWAY, P.O. Box 2118, Trenton, N. J. 08607 Telephone 609 - 587-6551**  
**(IMPORTANT: ENCLOSE SELF-ADDRESSED STAMPED ENVELOPE TO EXPEDITE MAILING OF TICKETS)**

Un-Reserved General Admission Seats — Adults (On Sale Race Day Only) — \$6.00  
Un-Reserved General Admission Seats — Children Under 12 (On Sale Race Day Only) — \$1.00

**ATTENTION: NO TICKETS HELD FOR RACE DAY PICK-UP UNLESS PAID FOR IN ADVANCE**

**IMPORTANT:** Tickets will NOT be mailed after July 9th. All PAID Reserved Seat Ticket orders received after this date will be held at the Reservations Window for pick up on race day.

**NEXT TRENTON RACE—200 Mile NASCAR Modified Nat. Championship August 18**

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IMPERIAL**

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**KING SIZE** mattress and two matching  
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The incomparable Perfect Sleeper Imperial is simply the finest mattress you can buy. That magnificent expanse of golden damask covers the world's finest sleeping surface - luxuriously quilted with an extra layer of polyurethane foam. Then there's our patented Sertaliner innerspring construction with the new TwinEdge® support. And a scientifically designed box spring. And there you have it - just the right combination of comfort and support. The new standard of excellence in sleeping comfort - the Perfect Sleeper Imperial, made only by Serta.

CHOOSE FIRM OR EXTRA FIRM, INNERSPRING OR FOAM LATEX, AT NO EXTRA COST.

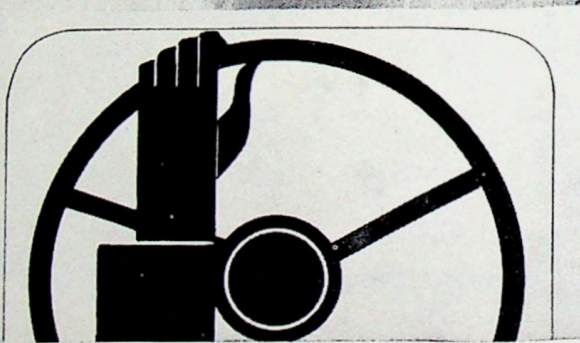
# Charlotte Motor Speedway Track Record

## WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967
1-Lap	F. Roberts	M. Panch	F. Roberts	F. Roberts	J. Johnson	F. Lorenzen	P. Goldsmith	C. Yarborough
1.5 Mi.	60 Pont 134.429	60 Pont 138.710	62 Pont 140.625	63 Ford 141.324	64 Ford 145.474	65 Ford 145.717	66 Plym 150.083	67 Ford 154.816
4-Laps	F. Roberts	D. Pearson	F. Roberts	J. Johnson	J. Johnson	F. Lorenzen	P. Goldsmith	C. Yarborough
6 Mi.	60 Pont 133.904	61 Pont 138.381	62 Pont 140.150	63 Chev 141.148	64 Ford 145.102	65 Ford 145.268	66 Plym 149.491	67 Ford 154.384
10-Laps	F. Roberts	Weatherly	D. Pearson	J. Johnson	J. Pardue	F. Lorenzen	Buddy Baker	C. Yarborough
15 Mi.	60 Pont 86.400	61 Pont 133.995	62 Pont 135.678	63 Chev 140.992	64 Plym 120.805	65 Ford 145.161	65 Dodge 145.495	67 Ford 153.846
20-Laps	F. Roberts	Earnhardt	D. Pearson	J. Johnson	J. Pardue	J. Johnson	Buddy Baker	C. Yarborough
30 Mi.	60 Pont 81.020	61 Pont 133.333	62 Pont 137.404	63 Chev 139.715	64 Plym 76.433	65 Ford 130.277	65 Dodge 145.356	67 Ford 151.260
30-Laps	F. Roberts	Earnhardt	J. Pardue	J. Johnson	J. Pardue	L. Frank	Buddy Baker	D. Dieringer
45 Mi.	60 Pont 89.602	61 Pont 133.663	62 Pont 112.812	63 Chev 116.212	64 Plym 85.759	64 Ford 107.355	65 Dodge 145.291	67 Ford 150.697
34-Laps	F. Roberts	Earnhardt	J. Pardue	J. Johnson	B. Isaac	L. Frank	Buddy Baker	D. Dieringer
51 Mi.	60 Pont 80.632	61 Pont 133.457	62 Pont 114.862	63 Chev 117.712	64 Dodge 89.911	64 Ford 110.535	65 Dodge 145.253	67 Ford 150.368
40-Laps	F. Roberts	Earnhardt	J. Pardue	J. Johnson	B. Isaac	L. Frank	Buddy Baker	J. Paschal
60 Mi.	60 Pont 89.664	61 Pont 133.251	62 Pont 117.455	63 Chev 121.212	64 Dodge 95.112	64 Ford 114.286	65 Dodge 145.356	67 Plym 149.274
50-Laps	F. Roberts	D. Pearson	J. Pardue	J. Johnson	Goldsmith	L. Frank	D. Pearson	P. Goldsmith
75 Mi.	60 Pont 92.434	61 Pont 123.119	62 Pont 120.482	63 Chev 124.481	64 Plym 101.809	64 Ford 118.995	66 Dodge 140.114	67 Plym 147.783
60-Laps	F. Roberts	Earnhardt	J. Pardue	F. Roberts	J. Pardue	F. Lorenzen	D. Pearson	B. Allison
90 Mi.	60 Pont 96.314	61 Pont 124.615	62 Pont 122.542	63 Ford 114.650	64 Plym 97.973	65 Ford 122.218	66 Dodge 141.053	67 Dodge 145.487
67-Laps	T. Pistone	Earnhardt	J. Allen	F. Roberts	J. Pardue	F. Lorenzen	D. Pearson	J. Paschal
100.5 Mi.	60 Chev 97.867	61 Pont 125.015	62 Pont 123.573	63 Ford 116.696	64 Plym 101.344	65 Ford 124.201	66 Dodge 141.493	67 Plym 145.710
70-Laps	T. Pistone	D. Pearson	D. Pearson	F. Roberts	J. Pardue	F. Lorenzen	D. Pearson	J. Paschal
105 Mi.	60 Chev 99.421	61 Pont 125.415	62 Pont 124.016	63 Ford 117.573	64 Plym 102.578	65 Ford 124.839	66 Dodge 141.626	67 Plym 145.777
80-Laps	C. Turner	D. Pearson	B. Johns	J. Johnson	Goldsmith	F. Lorenzen	D. Pearson	J. Paschal
120 Mi.	60 Ford 100.700	61 Pont 126.058	62 Pont 124.855	63 Chev 119.767	64 Plym 106.220	65 Ford 126.241	66 Dodge 142.011	67 Plym 146.291
90-Laps	C. Turner	N. Jarrett	J. Pardue	J. Johnson	Goldsmith	D. Dieringer	D. Pearson	J. Paschal
135 Mi.	60 Ford 102.424	61 Chev 126.299	62 Pont 123.916	63 Chev 121.713	64 Plym 109.360	64 Merc 121.348	66 Dodge 142.355	67 Plym 146.606



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# Charlotte Motor Speedway Track Record

## WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967
100-Laps 150 Mi.	F. Roberts 60 Pont 98.974	N. Jarrett 61 Chev 126.880	J. Pardue 62 Pont 124.942	R. White 63 Chev 122.000	Goldsmith 64 Plym 111.963	D. Dieringer 64 Merc 123.259	E. Balmer 65 Dodge 142.480	P. Goldsmith 67 Plym 145.395
110-Laps 165 Mi.	F. Roberts 60 Pont 100.798	N. Jarrett 61 Chev 127.358	J. Pardue 62 Pont 125.847	J. Johnson 63 Chev 124.397	Goldsmith 64 Plym 114.208	D. Dieringer 64 Merc 124.580	D. Pearson 66 Dodge 141.495	J. Paschal 67 Plym 139.973
120-Laps 180 Mi.	F. Roberts 60 Pont 101.108	Earnhardt 61 Pont 126.291	J. Pardue 62 Pont 126.587	J. Johnson 63 Chev 125.532	Goldsmith 64 Plym 115.838	F. Lorenzen 65 Ford 126.192	D. Pearson 66 Dodge 141.825	J. Paschal 67 Plym 139.956
130-Laps 195 Mi.	F. Roberts 60 Pont 102.572	Earnhardt 61 Pont 126.738	J. Pardue 62 Pont 127.266	Spencer 63 Merc 125.446	Bk. Baker 64 Dodge 112.320	Jr. Johnson 65 Ford 123.700	D. Pearson 66 Dodge 142.134	J. Paschal 67 Plym 140.540
134-Laps 201 Mi.	F. Roberts 60 Pont 103.059	Earnhardt 61 Pont 126.611	J. Pardue 62 Pont 127.165	J. Johnson 63 Chev 125.741	Bk. Baker 64 Dodge 114.857	J. Johnson 65 Ford 121.777	D. Pearson 66 Dodge 141.875	J. Paschal 67 Plym 140.805
140-Laps 210 Mi.	F. Roberts 60 Pont 103.547	Pearson 61 Pont 126.485	J. Johnson 62 Pont 127.123	J. Johnson 63 Chev 126.210	Bk. Baker 64 Dodge 114.113	J. Johnson 65 Ford 122.548	D. Pearson 66 Dodge 141.229	J. Paschal 67 Plym 141.123
150-Laps 225 Mi.	C. Turner 60 Ford 103.806	Pearson 61 Pont 122.172	B. Johns 62 Pont 127.660	J. Johnson 63 Chev 126.979	Goldsmith 64 Plym 115.648	J. Johnson 65 Ford 123.758	D. Pearson 66 Dodge 141.583	J. Paschal 67 Plym 141.558
160-Laps 240 Mi.	J. Smith 60 Pont 104.474	D. Pearson 61 Pont 122.762	R. Petty 62 Plym 127.603	J. Johnson 63 Chev 127.678	Goldsmith 64 Plym 117.041	F. Lorenzen 65 Ford 122.576	D. Pearson 66 Dodge 136.363	P. Goldsmith 67 Plym 141.315
167-Laps 250.5 Mi.	J. Smith 60 Pont 104.881	D. Pearson 61 Pont 123.025	J. Pardue 62 Pont 127.618	J. Johnson 63 Chev 128.120	Goldsmith 64 Plym 117.913	F. Lorenzen 65 Ford 123.045	D. Pearson 66 Dodge 136.540	J. Paschal 67 Plym 141.038
170-Laps 255 Mi.	J. Smith 60 Pont 105.287	D. Pearson 61 Pont 123.288	J. Pardue 62 Pont 127.624	J. Johnson 63 Chev 128.310	Goldsmith 64 Plym 118.268	F. Lorenzen 65 Ford 123.370	D. Pearson 66 Dodge 136.702	J. Paschal 67 Plym 141.187
180-Laps 270 Mi.	J. Smith 60 Pont 106.056	R. Petty 61 Plym 123.054	J. Pardue 62 Pont 128.030	J. Johnson 63 Chev 128.861	Goldsmith 64 Plym 119.410	F. Lorenzen 65 Ford 124.360	P. Goldsmith 66 Plym 135.263	J. Paschal 67 Plym 141.567
190-Laps 285 Mi.	J. Smith 60 Pont 106.387	R. Petty 61 Plym 123.495	F. Roberts 62 Pont 128.233	J. Johnson 63 Chev 129.316	F. Lorenzen 64 Ford 119.705	D. Dieringer 64 Merc 125.596	P. Goldsmith 66 Plym 135.822	J. Paschal 67 Plym 140.663
200-Laps 300 Mi.	J. Smith 60 Pont 106.404	R. Petty 61 Plym 123.555	F. Roberts 62 Pont 120.967	F. Lorenzen 63 Ford 130.010	F. Lorenzen 64 Ford 120.643	J. Johnson 65 Ford 125.840	P. Goldsmith 66 Plym 136.294	J. Paschal 67 Plym 137.913

# Charlotte Motor Speedway Track Record

## WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967
210-Laps 315 Mi.	J. Smith 60 Pont 106.981	D. Pearson 61 Pont 122.291	D. Pearson 62 Pont 120.510	M. Panch 63 Ford 129.392	F. Lorenzen 64 Ford 121.530	E. Balmer 64 Merc 125.944	P. Goldsmith 66 Plym 136.741	J. Paschal 67 Plym 138.410
220-Laps 330 Mi.	J. Smith 60 Pont 106.299	Pearson 61 Pont 122.778	F. Roberts 62 Pont 121.162	J. Johnson 63 Chev 129.708	F. Lorenzen 64 Ford 122.335	D. Dieringer 64 Merc 123.556	P. Goldsmith 66 Plym 131.378	J. Paschal 67 Plym 138.187
230-Laps 345 Mi.	J. Smith 60 Pont 106.848	Pearson 61 Pont 123.178	Pearson 62 Pont 121.005	J. Johnson 63 Chev 130.065	F. Lorenzen 64 Ford 121.908	F. Lorenzen 65 Ford 121.111	P. Goldsmith 66 Plym 136.693	J. Paschal 67 Plym 137.116
234-Laps 351 Mi.	J. Smith 60 Pont 107.098	Pearson 61 Pont 123.168	Pearson 62 Pont 121.169	J. Johnson 63 Chev 130.202	Goldsmith 64 Plym 121.875	F. Lorenzen 65 Ford 121.453	P. Goldsmith 66 Plym 136.857	J. Paschal 67 Plym 137.288
240-Laps 360 Mi.	J. Smith 60 Pont 107.347	Pearson 61 Pont 123.159	Pearson 62 Pont 121.553	J. Johnson 63 Chev 130.408	Goldsmith 64 Plym 122.333	F. Lorenzen 65 Ford 121.919	P. Goldsmith 66 Plym 137.084	J. Paschal 67 Plym 137.550
250-Laps 275 Mi.	J. Smith 60 Pont 107.741	R. Petty 61 Plym 122.061	Pearson 62 Pont 122.128	J. Johnson 63 Chev 130.725	Goldsmith 64 Plym 123.040	F. Lorenzen 65 Ford 122.671	P. Goldsmith 66 Plym 137.404	J. Paschal 67 Plym 137.966
260-Laps 390 Mi.	J. Smith 60 Pont 108.050	R. Petty 61 Plym 122.449	Pearson 62 Pont 122.631	J. Johnson 63 Chev 130.994	F. Lorenzen 64 Ford 123.569	F. Lorenzen 65 Ford 123.363	P. Goldsmith 66 Plym 137.701	J. Paschal 67 Plym 138.352
267-Laps 400.5 Mi.	J. Smith 60 Pont 108.213	R. Petty 61 Plym 122.625	Pearson 62 Pont 122.952	F. Lorenzen 63 Ford 130.537	F. Lorenzen 64 Ford 123.993	F. Lorenzen 65 Ford 120.703	P. Goldsmith 66 Plym 137.878	J. Paschal 67 Plym 138.581
270-Laps 405 Mi.	J. Smith 60 Pont 108.377	R. Petty 61 Plym 122.800	Pearson 62 Pont 123.090	Lorenzen 63 Ford 130.341	Lorenzen 64 Ford 124.159	F. Lorenzen 65 Ford 124.000	P. Goldsmith 66 Plym 137.937	J. Paschal 67 Plym 138.685
280-Laps 420 Mi.	J. Smith 60 Pont 108.031	Pearson 61 Pont 122.677	Pearson 62 Pont 122.648	Lorenzen 63 Ford 130.637	J. Paschal 64 Plym 123.086	F. Lorenzen 65 Ford 122.717	D. Pearson 66 Dodge 137.704	J. Paschal 67 Plym 136.325
290-Laps 435 Mi.	J. Smith 60 Pont 108.306	Pearson 61 Pont 121.170	Pearson 62 Pont 123.075	Lorenzen 63 Ford 130.903	J. Paschal 64 Plym 122.171	F. Lorenzen 65 Ford 122.324	D. Pearson 66 Dodge 137.019	J. Paschal 67 Plym 136.708
300-Laps 450 Mi.	J. Smith 60 Pont 108.550	Pearson 61 Pont 112.649	Pearson 62 Pont 123.485	Lorenzen 63 Ford 131.166	J. Paschal 64 Plym 122.736	F. Lorenzen 65 Ford 121.239	P. Goldsmith 66 Plym 135.587	J. Paschal 67 Plym 137.079



# Colt 45 Malt Liquor... <sup>a</sup> completely unique experience

# Charlotte Motor Speedway Track Record

## WORLD 600 RACE

Distance	1960	1961	1962	1963	1964	1965	1966	1967
310-Laps	J. Smith	Pearson	Pearson	Lorenzen	J. Paschal	F. Lorenzen	M. Panch	J. Paschal
465 Mi.	60 Pont 108.829	61 Pont 109.792	62 Pont 123.853	63 Ford 131.407	64 Plym 123.251	65 Ford 121.798	65 Plym 135.612	67 Plym 137.483
320-Laps	J. Smith	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
480 Mi.	60 Pont 109.112	61 Pont 110.008	62 Pont 124.209	63 Chev 131.607	64 Plym 123.764	65 Ford 122.318	65 Plym 135.753	67 Plym 137.770
330-Laps	J. Smith	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
495 Mi.	60 Pont 109.278	61 Pont 110.525	62 Pont 124.554	63 Chev 131.833	64 Plym 124.233	65 Ford 122.837	65 Plym 134.602	67 Plym 137.436
334-Laps	J. Smith	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
501 Mi.	60 Pont 108.820	61 Pont 110.771	62 Pont 124.681	63 Chev 131.707	64 Plym 124.420	65 Ford 123.020	65 Plym 134.696	67 Plym 137.563
340-Laps	J. Smith	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
510 Mi.	60 Pont 108.363	61 Pont 111.017	62 Pont 124.872	63 Chev 131.518	64 Plym 124.660	65 Ford 122.571	65 Plym 134.821	67 Plym 137.600
350-Laps	J. Smith	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
525 Mi.	60 Pont 107.692	61 Pont 110.371	62 Pont 125.149	63 Chev 131.707	64 Plym 124.670	65 Ford 122.511	65 Plym 134.932	67 Plym 135.241
360-Laps	J. L. Johnson	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
540 Mi.	60 Chev 107.273	61 Pont 110.279	62 Pont 124.855	63 Chev 131.930	64 Plym 125.032	65 Ford 121.880	65 Plym 134.449	67 Plym 135.413
367-Laps	J. L. Johnson	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
550.5 Mi.	60 Chev 107.441	61 Pont 110.517	62 Pont 125.044	63 Chev 132.024	64 Plym 125.279	65 Ford 122.137	65 Plym 134.580	67 Plym 135.479
370-Laps	J. L. Johnson	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
555 Mi.	60 Chev 107.512	61 Pont 110.754	62 Pont 125.125	63 Chev 131.065	64 Plym 125.376	65 Ford 121.732	65 Plym 134.608	67 Plym 135.512
380-Laps	J. L. Johnson	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
570 Mi.	60 Chev 107.609	61 Pont 111.207	62 Pont 125.397	63 Chev 132.207	64 Plym 125.427	65 Ford 121.420	65 Plym 134.769	67 Plym 135.696
390-Laps	J. L. Johnson	Pearson	Pearson	J. Johnson	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
585 Mi.	60 Chev 107.735	61 Pont 111.594	62 Pont 125.664	63 Chev 133.206	64 Plym 125.514	65 Ford 121.327	65 Plym 134.930	67 Plym 135.870
400-Laps	J. L. Johnson	Pearson	N. Stacy	Lorenzen	J. Paschal	F. Lorenzen	Panch/Petty	J. Paschal
600 Mi.	60 Chev 107.752	61 Pont 111.634	62 Ford 125.552	63 Ford 132.418	64 Plym 125.764	65 Ford 121.772	65 Plym 135.042	67 Plym 135.823

# Charlotte — Racing Capitol

(Continued from Page 52)

fice. "It would cut down on expenses if we could move to Charlotte," adds Nichols.

Saving money is also the chief reason why Fox, K&K and Goldsmith moved to the Queen City.

"It costs us too much time and money going back to Daytona after every race," explains Fox, who builds the Dodge Charges Buddy Baker campaigns.

"And by being in the center of everything, we can build a better car for Buddy since we will have more time to spend on it."

What Fox and the rest of them are saying is that more than 90 per cent of the races on the GN calendar are within three or four hours' driving time at the most, from Charlotte.

The No. 1 example of Charlotte's importance to racing is Holman-Moody.

Ford Motor Co. spends between 8 and 10 million dollars a year on stock car racing. More than half goes to Holman-Moody.

The Charlotte firm builds all of the Fords and Mercurys used by Ford teams on the NASCAR and U.S. Auto Club circuits.

H-M manufactures an automobile (stock car) almost the same way the company does, starting from the ground.


Everything that goes into building a safe, first-class racer is installed by H-M.

When the stock car leaves H-M, it's 95 per cent complete.

"The rest of the NASCAR teams (Junior Johnson, Glen Wood, Bondy Long and Banjo Matthews) install what shocks and springs they want and tailor the cars to their driver. Plus they tune the engine in the manner they want," says John Holman, president of the company.



A. J. Foyt 

Richard Petty 

## **SUPER NASCAR CHAMPS RELY ON Sun**

Mario Andretti 

### **Test equipment and Tachometers**



Sun SUPER Tach  
R.P.M.  
THOUSANDS

At the 1967 Daytona "500", 158 out of 160 entries were Sun Tested and Sun Tach equipped, including the first five finishers. In the 1968 NASCAR races you will see a repeat performance and the reason for this is that no other make can qualify with NASCAR's strict engine service requirements.

From coast-to-coast more service departments in garages, speed shops, fleet operators and car dealers use SUN TEST EQUIPMENT and Tachometers than any other make.

**NOW SUN ELECTRIC CERTIFIES Sun Test Equipment to give you  
Accurate, Fast Engine Tune-Up.**

Sun Engineers have developed the latest check-out systems in the New SUN ENGINE PERFORMANCE DIAGNOSIS BAY to make possible the reducing of exhaust emissions and to meet other mandatory government engine service requirements.

No other Test Equipment manufacturer can make this claim. Play it safe, be a smart Engine Service Operator and *Install* the New Sun Tune-Up Equipment, it will put you in front of the race.

And take a TIP from the Champs,  
a SUN SUPER TACH can help you WIN.



Sun 1020  
DIAGNOSTIC DIAGNOSIS ENGINE TESTER

# **Sun** ELECTRIC CORPORATION

HARLEM AND AVONDALE • CHICAGO, ILLINOIS U.S.A. 60631





*Minitman*

Automatic

# Car Wash

The Automatic Car Wash

For A Really Good Wash and Wax

"WE GET THE WHEELS...TOO!"



**\$ 1.00** WASH  
WAX  
complete

**AUTOMATIC  
SPRAY WAX**

Minitman  
in Charlotte

1701 S. Blvd.

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Road

**- FREE -**

## CAR WASH



**WITH PURE OIL FIREBIRD GAS FILL-UP**

(10 GALLONS OR MORE)

# - TRACK TALK -

ARE YOU UP ON YOUR TRACK JARGON?

Try your skill — from the definitions below.

1. \_\_\_\_\_ (5 letters) Low, flat edge of track used in case of emergency
2. \_\_\_\_\_ (7 letters) Brakes
3. \_\_\_\_\_ (7 letters) Sluggish, beat-up car
4. \_\_\_\_\_ (11 letters) Very cautious drive
5. \_\_\_\_\_ (6 letters) That part of track where cars handle best at peak speeds
6. \_\_\_\_\_ (2 words) Point-leading driver
7. \_\_\_\_\_ (8 letters) Driver who runs flat out
8. \_\_\_\_\_ (7 letters) When front end of car has tendency to drift outside
9. \_\_\_\_\_ (5 letters) Tires
10. \_\_\_\_\_ (5 letters) Raise or lower corners of race car to shift weight and improve handling

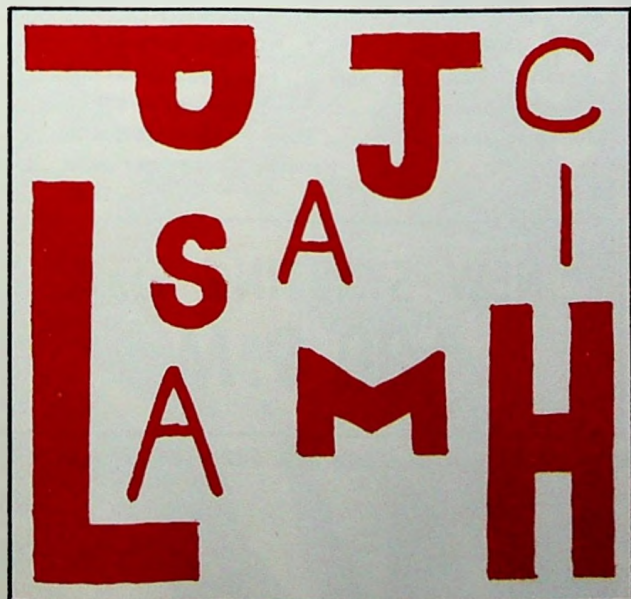
Answers: 1. Apron; 2. Binders; 3. Clunker; 4. Featherfoot; 5. Groove; 6. Hot Dog; 7. Lead Foot; 8. Pushing; 9. Skins; 10. Wedge

DO YOU KNOW YOUR WINNERS DURING THE 1967 SEASON? Below are the dates and races—See if you can match these to the winners.

- |                                |                    |
|--------------------------------|--------------------|
| 1. 2-22-67—Daytona Beach, Fla. | A. Richard Petty   |
| 2. 3-19-67—Bristol, Tenn.      | B. Cale Yarborough |
| 3. 4-2-67—Atlanta, Ga.         | C. Bobby Allison   |
| 4. 5-13-67—Darlington, S. C.   | D. David Pearson   |
| 5. 6-2-67—Asheville, N. C.     | E. Buddy Baker     |
| 6. 2-24-67—Daytona Beach, Fla. | F. Fred Lorenzen   |
| 7. 10-15-67—Charlotte, N. C.   | G. Mario Andretti  |
| 8. 10-29-67—Rockingham, N. C.  | H. Jim Paschal     |

Answers: 1.—F; 2.—D; 3.—B; 4.—A; 5.—H; 6.—A; 7.—E; 8.—C

UNSCRAMBLE THE JUMBLED LETTERS AND LEARN THE WINNER OF A WORLD 600.



Answer: Jim Paschal

ORDER BLANK

JUNE 16

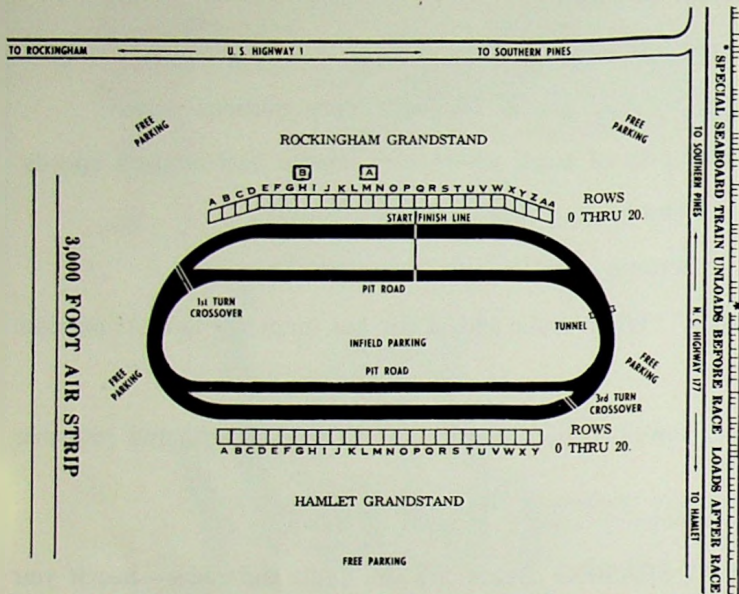
# CAROLINA 500

JUNE 16

North Carolina Motor Speedway

P. O. Box 1338

Rockingham, North Carolina



Dear Sir:

I am enclosing (Check) (Money Order) for \$ \_\_\_\_\_, including 25 cents handling charge, for reserved seat tickets to the CAROLINA 500. I have checked below the number of tickets, grandstand, section and row that I desire.

**Make All Orders Payable to:  
N. C. MOTOR SPEEDWAY, INC.**

Sincerely,

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Street or P. O. Box)

\_\_\_\_\_  
(City) (State) (Zip Code)

\_\_\_\_\_  
(Telephone No.)

- Your order will be filled as closely as possible to the original request. Please give 3 choices in event your initial request has been sold.
- Infield gates open at 5 p.m. on June 15. Infield admission is \$5.00 per person. Infield is only area where children under 12, accompanied by paid adult, will be admitted free.

## World's Fastest, Finest Mile Track

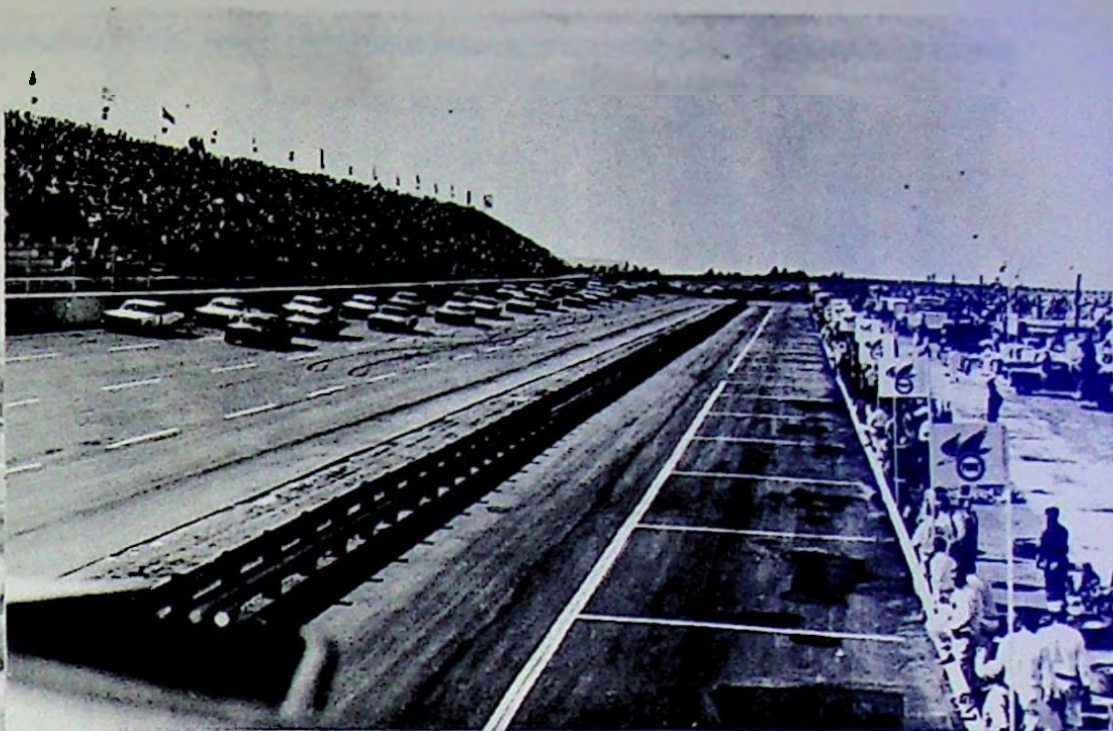
- FACTS ABOUT NORTH CAROLINA MOTOR SPEEDWAY:**
- It's the only one-mile track on the NASCAR circuit and is the fifth member of that organization's superspeedway circuit.
  - It is banked the entire distance, with the asphalt surface reaching a peak elevation of 16 degrees in the second turn and a minimum of 5 degrees along the straightaways. The backstretch is the swiftest part of the track, dropping eight feet from beginning to end and resulting in speeds thus far of 140 m.p.h.
  - Its modern facilities are unmatched anywhere in auto racing. Fans, competitors and newsmen have conveniences that no other track offers. It truly is the showcase of stock car racing.
  - It is the only track in NASCAR that offers fans superspeedway speeds while retaining the easy visibility associated with half-mile tracks.
  - It is the only track that has its own air strip for fans. It is the only track located next to a railroad track where rail fans can walk right from the train to the track and then back to the train after a race.

<b>ROCKINGHAM GRANDSTAND</b>	
Enclosed Air-Conditioned Grandstand A	at \$25.00
(On Top of Section M)	
Covered Grandstand B	at \$20.00
(On Top of Section H)	
(Sections A thru AA, Rows 0 thru 20)	
Reserved Chair Seats, Sec. _____, Row 20	at \$15.00
Reserved Seats, Sec. _____, Rows 12-19	at \$12.00
Reserved Seats, Sec. _____, Rows 6-11	at \$10.00
Reserved Seats, Sec. _____, Rows 0-5	at \$ 8.00
Handling Charge per order .25	
Total _____	
<b>HAMLET GRANDSTAND</b>	
(Sections A thru Y, Rows 0 thru 20)	
Reserved Chair Seats, Sec. _____, Row 20	at \$15.00
Reserved Seats, Sec. _____, Rows 6-19	at \$10.00
Reserved Seats, Sec. _____, Rows 0-5	at \$ 8.00
Handling Charge per order .25	
Total _____	

**NEW STARTING TIME  
1:00 P. M.**

NORTH CAROLINA MOTOR SPEEDWAY, INC. • Telephone Hamlet, N. C. • Area Code 919, 582-2861 or 582-2868.

# NORTH CAROLINA MOTOR SPEEDWAY



Here are some scenes from the American 500 race at North Carolina Motor Speedway, Rockingham, N. C., which was won by Bobby Allison of Hueytown, Ala. The first race of the 1968 season, the Carolina 500, will be held over this mile course Sunday, June 16.

(1)—The terrific crash on the 56th lap of the race that demolished No. 48, a car driven by James Hylton of Inman, S. C. The wreck also eliminated G. C. Spencer (No. 42) and Wayne Smith (No. 38) from the race.

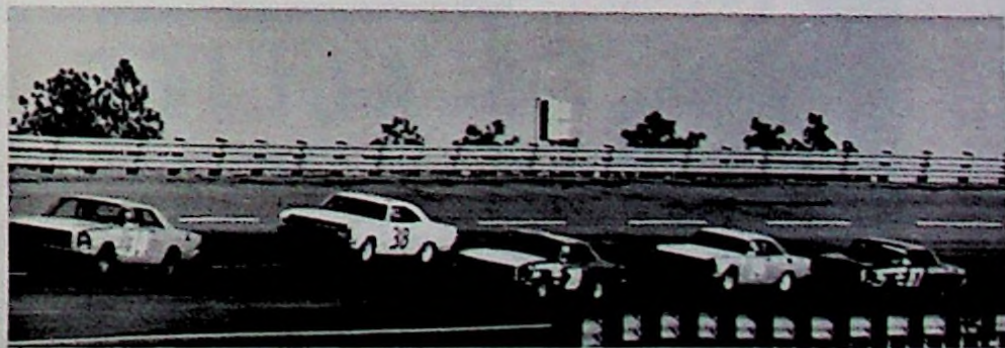
(2)—The start of the 500-lap, 500-mile race with David Pearson (No. 17) pacing the field in a 1967 Ford establishing a new track qualifying record of 117.120 miles per hour, with Jack Bowsher (No. 1) on the outside pole.

(3)—Jim Paschal of High Point, N. C., in pits for tire change and fuel in his 1967 Plymouth.



(4)—Jim Clark of England, Grand Prix star, makes impressive showing in Holman and Moody (No. 66) Ford during early states. Engine trouble forced him out after 144 laps.

(5)—A sample of the heated action throughout the battle that saw Bobby Allison emerge as winner in Fred Lorenzen's No. 11 1967 Ford.



# WORLD '600'

*Special*

Remember:

- If you're thinking of purchasing a mobile home
- If you're getting married
- If you want to save on photographer's expense

\* Come buy from us and we'll have a professional photographer photograph your wedding at no cost to you.

**FREE!**  
**18,000 BTU AIR  
CONDITIONER!...**

WITH THE PURCHASE OF  
EVERY 12' WIDE  
MOBILE HOME DURING  
MAY AND JUNE!



Open Daily  
To 8:30 P.M.

SUNDAY  
2 'til 6 P.M.

**ALLIED MOBILE HOMES**

5208 North Tryon Street — Charlotte, N. C.

TELEPHONE  
**596-2521**





Yeah, that's great. Now let's try changing a tire.  
Jim Paschal



Charlie Glotzbach



Look out Ray, he's gonna shoot that hose again.  
Ray Fox — Junior Johnson

## VISIT YOUR REFRESHMENT STANDS!

Charlotte Motor Speedway officials invite you to visit the various refreshment booths often. The booths are located throughout the grounds for your convenience. We are also proud of our fully-equipped cafeteria and the delicious food served there.

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

### In The Cafeteria

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

### In Refreshment Booths

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

### In The Stands

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

### Others

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



## The Amber House

RESTAURANT  
OPEN 6 A.M. TO 11:30 P.M.  
CLOSED ON SUNDAY

TOMMY and ANDY

Have Fed Thousands of Race Fans Every Year.  
Their GOOD FOOD and Personalized Service  
Is The Same As Always

PHONE 596-6145  
PRIVATE DINING ROOM

5625 N. Tryon Street

Charlotte, N. C.

# RACING IS A DISEASE

(Continued from Page 57)



**Caught In The Middle**

He makes most of the races on the NASCAR schedule, but he lives and travels in moderate fashion.

"We always have to cut corners and spend as little as possible on the road. I always try to stay in as moderate a motel as I can. The financial plight of an independent won't let you do it any other way.

"Last season, for instance, I made \$30,000, including point money, my share of the purses and appearance money. I put \$24,000 of that back into racing, so you can see that that doesn't leave much to live on."

Langley doesn't like the conditions that face the little men in a big sport, and he has never hesitated to speak out about them. He is something of a leader in a search for improvement, though he is not sure how much headway he and others like him are making.

"Things have been bad for a long time, but the situation is getting worse if anything. Take tires, for instance. Last year and the year before I had a tire deal which helped me stay in racing. Then one of the companies announced a budget cutback before this season and it's really been tough.

"The purse distribution is another thing. Charlotte has set an example, paying good money all the way down the line. But at some of the major tracks, the fellow who finished 15th will make no more than the fellow who winds up 44th."

Langley admits that, under those circumstances, it would be economically wise to run a lap or two

and pull out. But he says he'll quit racing before he'll resort to that.

"I have no sympathy for the guys who pull out early and say they had some sort of mechanical trouble. They're making money but they're not racing. I'm in it to race."

Elmo, however, harbors no hopes of racing with the boys up front.

"When I go to a race track I just forget about the factory cars. I want to outrun the other independents. I'd like to outrun the top drivers, too, but to attempt that costs more money than any of us have.

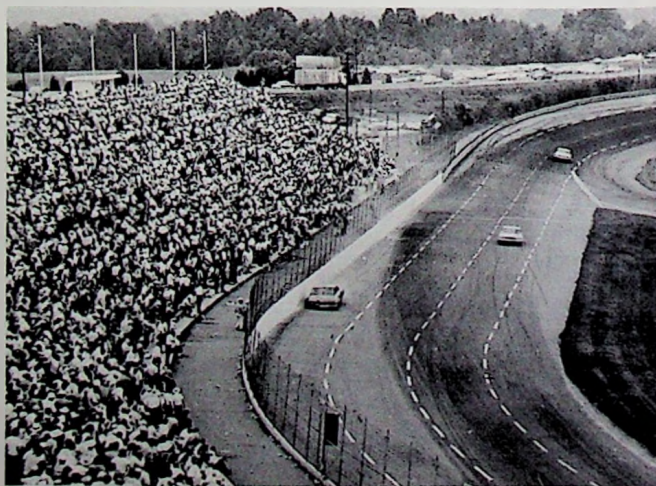
"An independent is in a vicious circle. In order to get factory help you have to charge or lead the race. But in order to do that you have to have a factory car."

It appears to be a hopeless situation. But Langley continues to hope that it will improve.

"I keep hoping for one of two things: to somehow land a first class automobile for at least one race, or to see the factories get out and put us all on an equal basis.

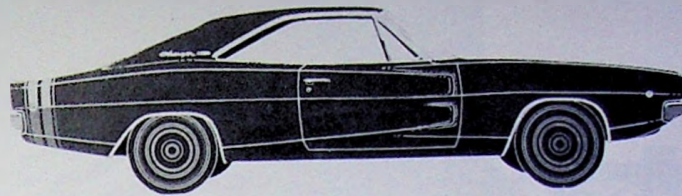
"I think that in an equal car I could compete with any of the factory drivers. A lot of people say my age (39) will hurt me in getting a good ride, but I don't think it should."

Langley cannot say how much of a chance he realistically expects to get in the future. But it will apparently take quite a few more hardships to cure him of his disease.

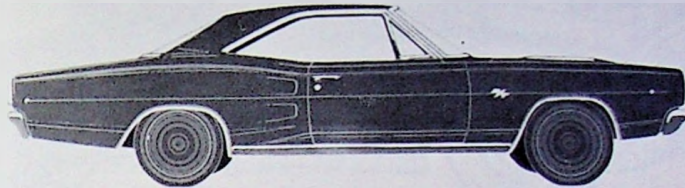


**A Bad Day At The Office**

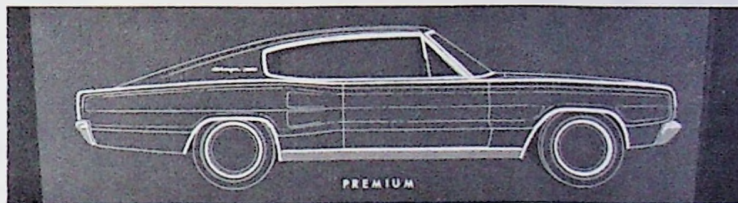
# GRAND NATIONAL RACE CAR GUIDE



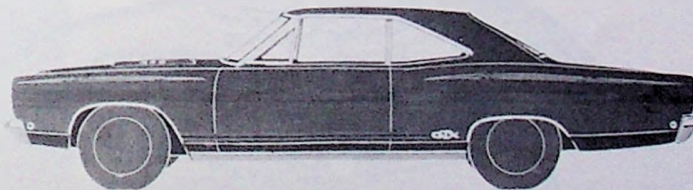
MAKE — DODGE      MODEL — CHARGER R/T      YEAR — 1968  
 Width: 75.6" — Length: 207.9" — Wheelbase: 117"  
 Wheel track: Front 59.5" — Rear 59.2"  
 Overall height: 53.0" — Hood height: 37.3" — Ground clearance 6.5"  
 Weight: 404 c.i.d. engine — 3781.4 lbs. (9.36 lbs. per C.I. of engine displacement)  
 426 c.i.d. engine — 3987.3 lbs.



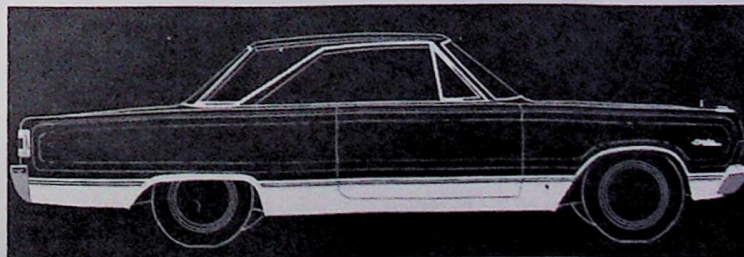
MAKE — DODGE      MODEL — CORONET (Super Bee) R/T      YEAR — 1968  
 Width: 76.7" — Length: 206.6" — Wheelbase: 117"  
 Wheel track: Front 59.5" — Rear 59.2"  
 Overall height: 52.5" — Hood height: 37.2" — Ground clearance 6.5"  
 Weight: 404 c.i.d. engine — 3781.4 lbs. (9.36 lbs. per C.I. of engine displacement)  
 426 c.i.d. engine — 3987.3 lbs.



MAKE — DODGE      MODEL — CHARGER      YEAR — 1966-7  
 Width (overall) 75.3" — Length (overall) 203.6" — Wheelbase 117.0"  
 Wheel track: Front 59.5" — Rear 58.5"  
 Overall height: 53.8" — Hood height: 37.2" — Ground clearance 6.5"  
 Weight: 404 c.i.d. engine — 3781.4 lbs. (9.36 lbs. per C.I. of engine displacement)  
 426 c.i.d. engine — 3987.3 lbs.

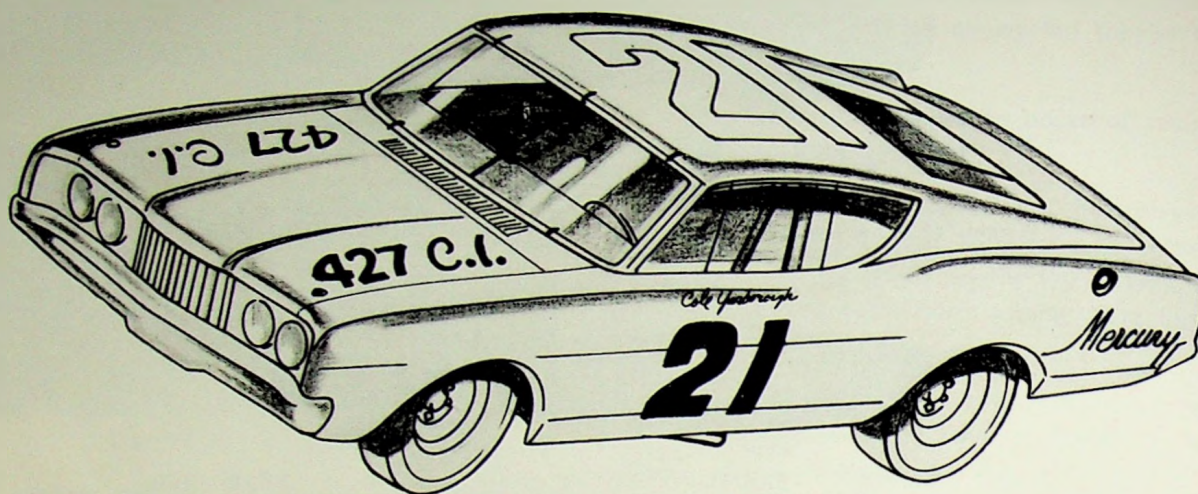


MAKE — PLYMOUTH      MODEL — BELVEDERE GTX      YEAR — 1968  
 Width: 76.4" — Length: 202.7" — Wheelbase: 116"  
 Wheel track: Front 59.5" — Rear 59.2"  
 Overall height: 53.1" — Hood height: 37.2" — Ground clearance 6.5"  
 Weight: 404 c.i.d. engine — 3781.4 lbs. (9.36 lbs. per C.I. of engine displacement)  
 426 c.i.d. engine — 3987.3 lbs.



MAKE — PLYMOUTH      MODEL — BELVEDERE GTX      YEAR — 1968  
 Width (overall) 76.4" — Length (overall) 200.5" — Wheelbase 116.0"  
 Wheel track: Front 59.5" — Rear 58.5"  
 Overall height: 54.0" — Ground clearance 6.5"  
 Weight: 404 c.i.d. engine — 3781.4 lbs. (9.36 lbs. per C.I. of engine displacement)  
 426 c.i.d. engine — 3987.3 lbs.

# GRAND NATIONAL RACE CAR GUIDE (Continued)



MAKE — MERCURY MODEL — MONTEGO CYCLONE YEAR — 1968

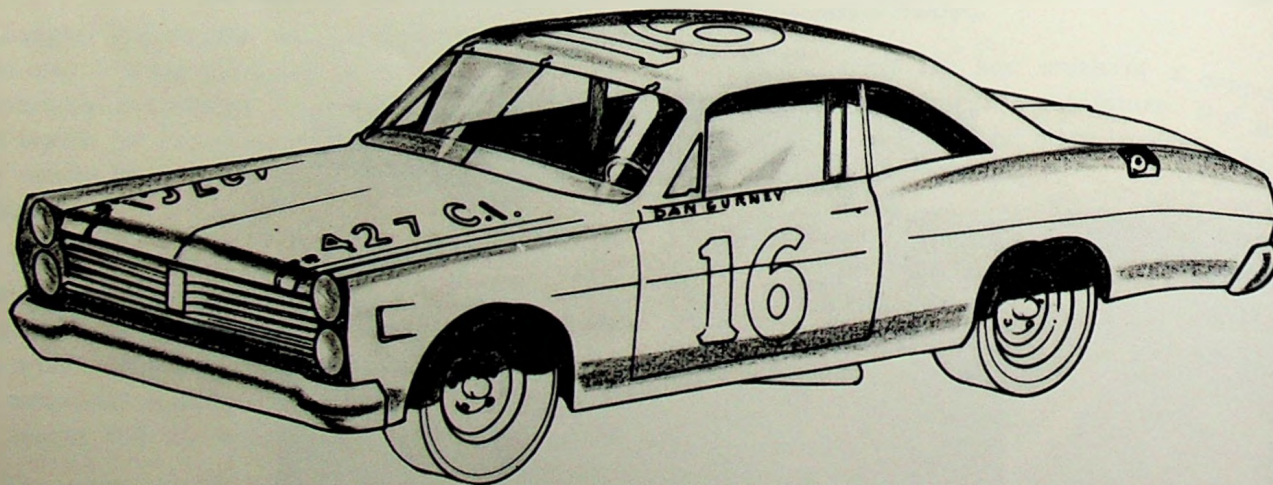
Width (overall) 76.0" — Length (overall) 203.1" — Wheelbase 116.0"

Wheel track: Front 58.83" — Rear 58.53"

Overall height: 53.5" — Hood height: 37.0" — Ground clearance 6.5"

Weight: 396 c.i.d. engine — 3706.5 lbs. (9.36 lbs. per C.I.  
of engine displacement)

427 c.i.d. engine — 3996.7 lbs.



MAKE — MERCURY MODEL — CYCLONE YEAR — 1967

Width (overall) 73.8" — Length (overall) 203.5" — Wheelbase 116.0"

Wheel track: Front 58.0" — Rear 58.0"

Overall height: 54.9" — Ground clearance 6.5"

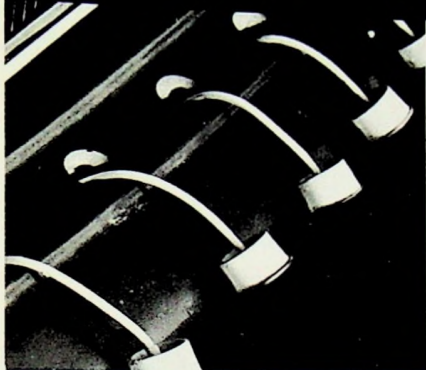
Weight: 396 c.i.d. engine — 3706.5 lbs. (9.36 lbs. per C.I.  
of engine displacement)

427 c.i.d. engine — 3996.7 lbs.



**HEAD-ON COLLISION**

demonstrating Hi-dro Cushion bumper in action.



**Why Worry About Accidient?**

52,000 people were KILLED on our highways in 1966.

2,000,000 people were INJURED.

24,000,000 VEHICLES and DRIVERS were involved in an ACCIDENT — 1 out of 4.

Insurance Company Statistics show:

72% of all auto ACCIDENTS occur BELOW 30 M.P.H.

68% of all ACCIDENTS are REAR-ENDERS

**Endorsed by:**

- Police Departments
- Highway Patrols
- Taxi Cab Companies
- Driver Training Schools
- Commercial Fleet Owners



*For*  
**YOUR**  
**SAFETY**  
*(And OURS Too)*

We Have Installed On THIS VEHICLE  
The Best Available SAFETY Devices  
In The World Today



**soft-cushion**  
**BUMPERS**

LIMITED DEALER INSTALLATION  
CENTERS AVAILABLE IN NORTH  
CAROLINA, SOUTH CAROLINA,  
GEORGIA, VIRGINIA, FLORIDA,  
ALABAMA, call now:

**704 — 334-9069**

**Fleet Inquiries Accepted**

YES Please send me free, and without obligation  
your colorful booklet on the Safety Water and  
Mini Bumpers.

Name \_\_\_\_\_

Address \_\_\_\_\_

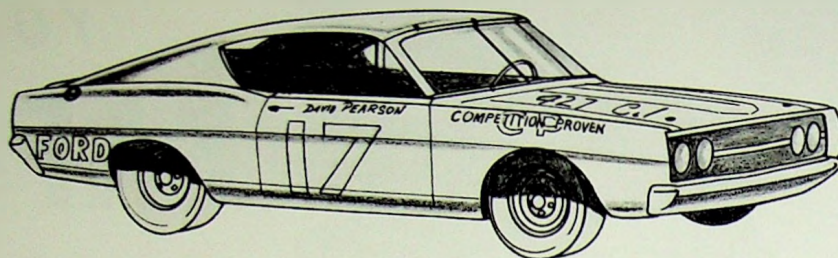
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Make and Model of Car \_\_\_\_\_

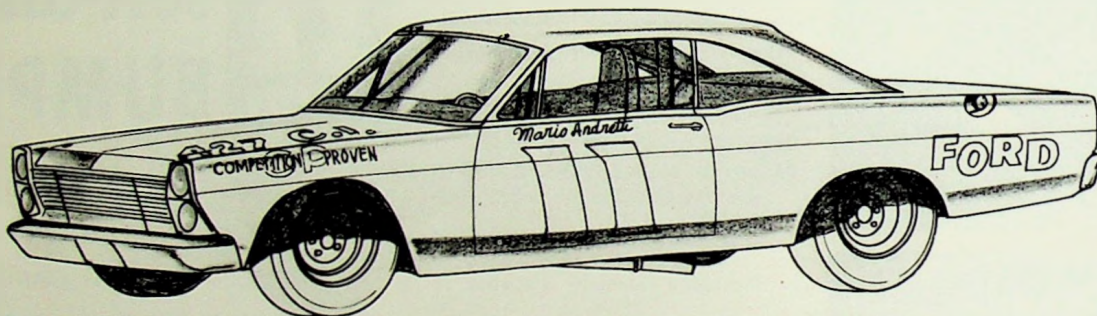
This coupon entitles bearer FREE drawing on 1-set  
Saftey Water Bumpers and 1-set Mini Water Bumpers,  
to be given away Oct. 13th at Charlotte Motor Speed-  
way. To be presented at ninth running of 500 National.  
Mail now to:

**RICH'S — P. O. Box 8227, Charlotte, N. C.**

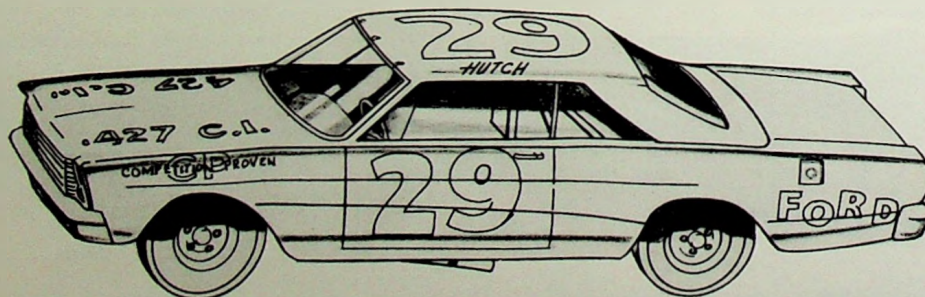
# GRAND NATIONAL RACE CAR GUIDE (Continued)



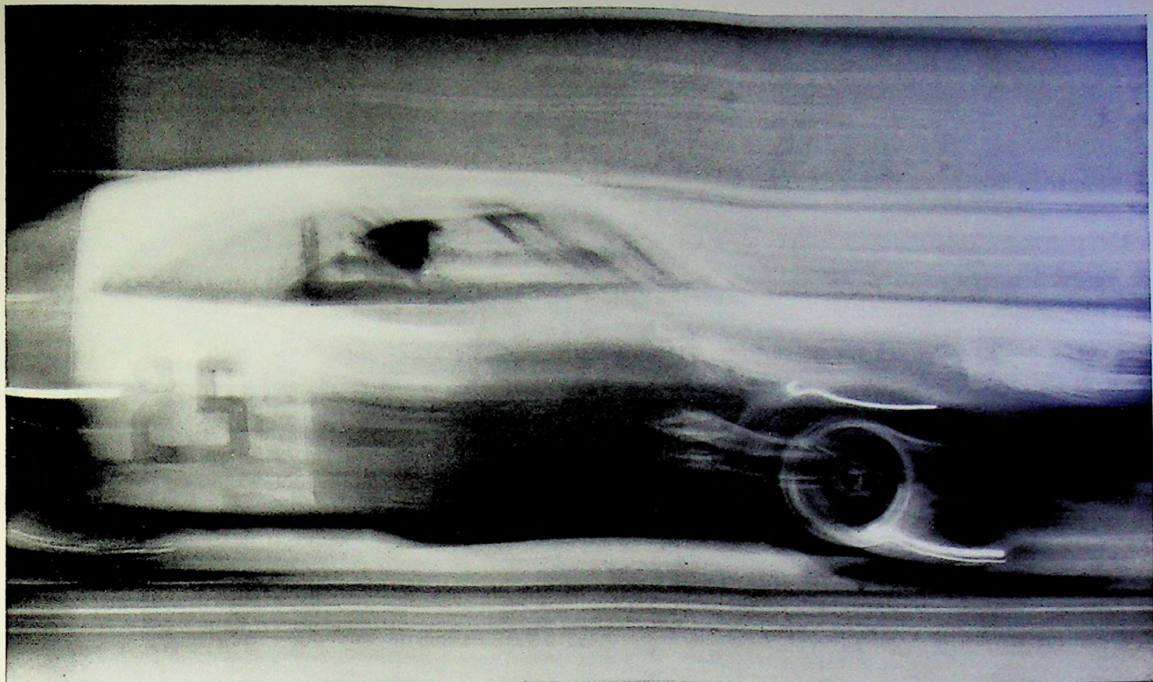
MAKE — FORD      MODEL — TORINO      YEAR — 1968  
 Width (overall) 74.5" — Length (overall) 201.1" — Wheelbase 116.0"  
 Wheel track: Front 58.83" — Rear 58.93"  
 Overall height: 53.5" — Hood height: 37.0" — Ground clearance: 6.5"  
 Weight: 396 c.i.d. engine — 3706.5 lbs. (9.36 lbs. per C.I. of engine displacement)  
 427 c.i.d. engine — 3996.7 lbs.



MAKE — FORD      MODEL — FAIRLANE      YEAR — 1967  
 Width (overall) 74.1" — Length (overall) 197.0" — Wheelbase 116.0"  
 Wheel track: Front 58.4" — Rear 58.1"  
 Overall height: 54.2" — Hood height: 37.4 & 36.4" — Ground clearance: 6.5"  
 Weight: 396 c.i.d. engine — 3706.5 lbs. (9.36 lbs. per C.I. of engine displacement)  
 427 c.i.d. engine — 3996.7 lbs.



MAKE — FORD      MODEL — GALAXIE      YEAR — 1966  
 Width (overall) 79.0" — Length (overall) 210.0" — Wheelbase 119.0"  
 Wheel track: Front 62.0" — Rear 62.0"  
 Overall height: 54.7" — Ground clearance 6.5"  
 Weight: 396 c.i.d. engine — 3706.5 lbs. (9.36 lbs. per C.I. of engine displacement)  
 427 c.i.d. engine — 3996.7 lbs.



# We didn't win at Sebring.

We had never raced the Javelin before.

In fact, we had never raced anything in an event like this before.

Despite this monumental lack of experience, we worked some miracles.

We finished.

Only 36 of the 68 cars that started the 12 hour endurance race accomplished that.

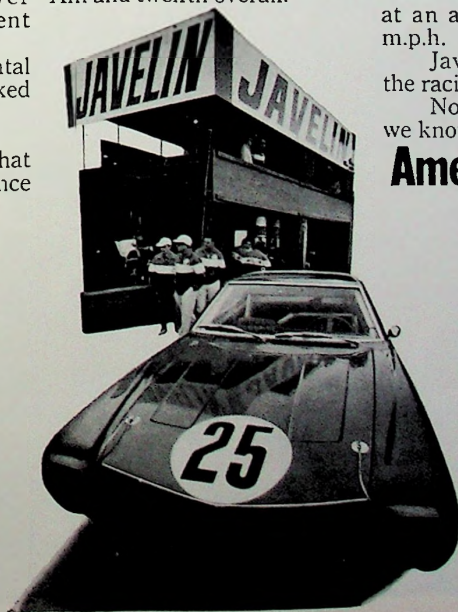
And we did more than finish. We were fifth in the Trans Am and twelfth overall.

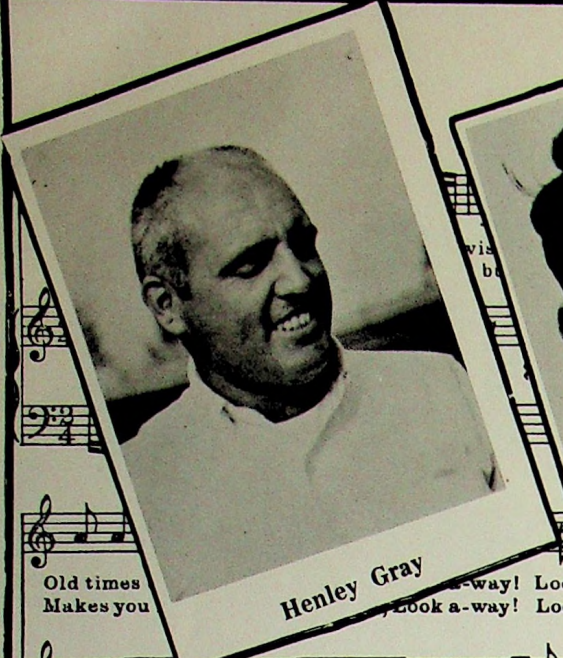
Our number 25 Javelin completed 193 laps (just 2 laps out of 4th place) or 1003.6 miles at an average speed of 83.6 m.p.h.

Javelin is definitely in the racing business.

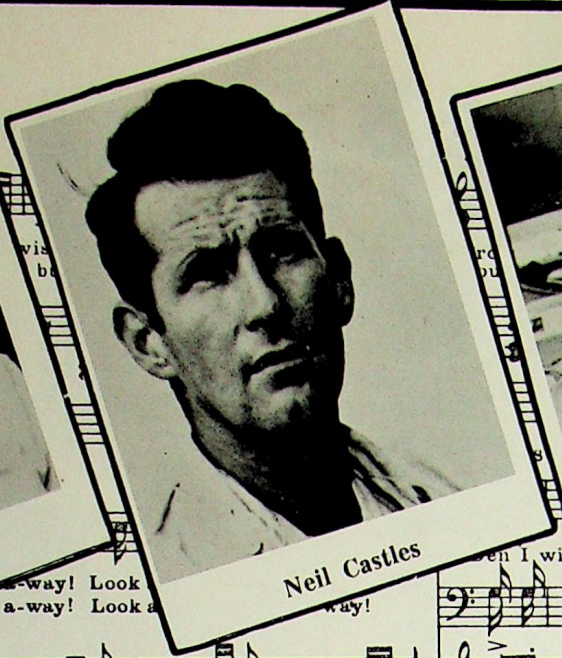
Now that we have a past, we know we have a future.

**American Motors**





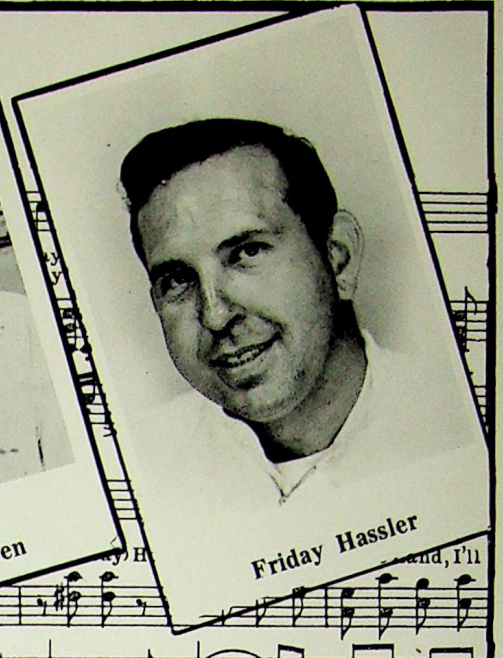
Henley Gray



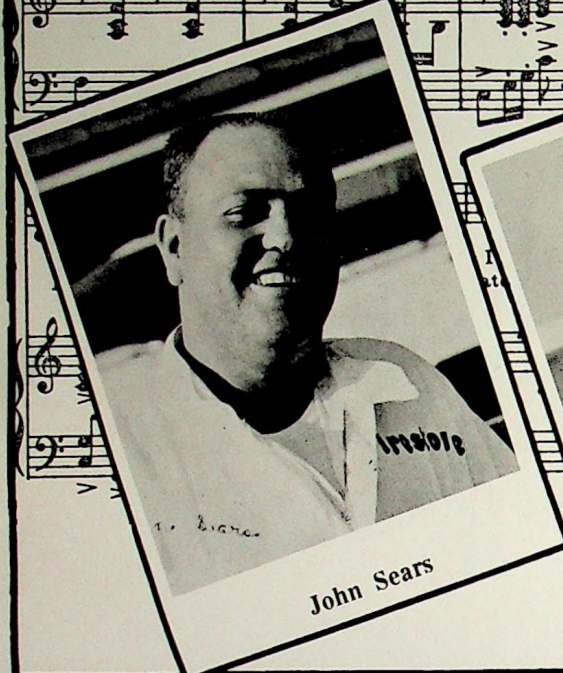
Neil Castles



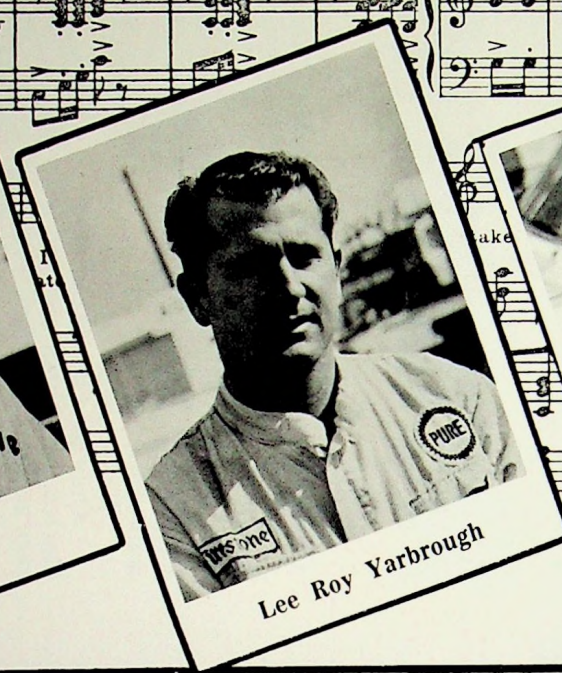
Frank Warren



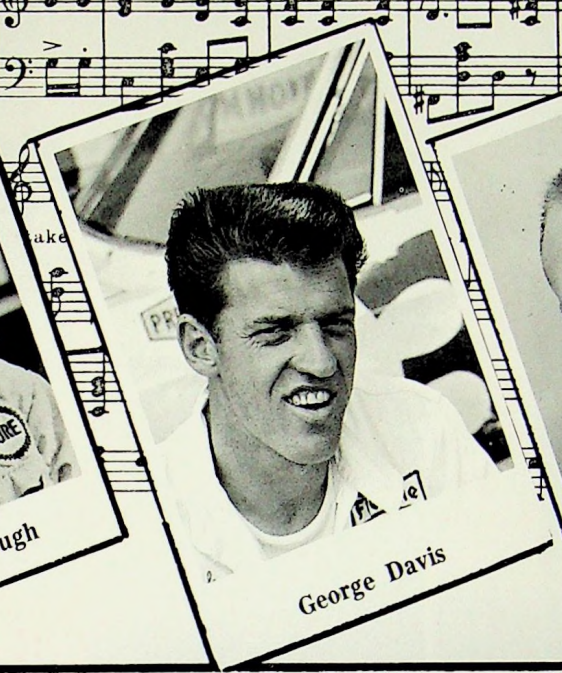
Friday Hassler



John Sears



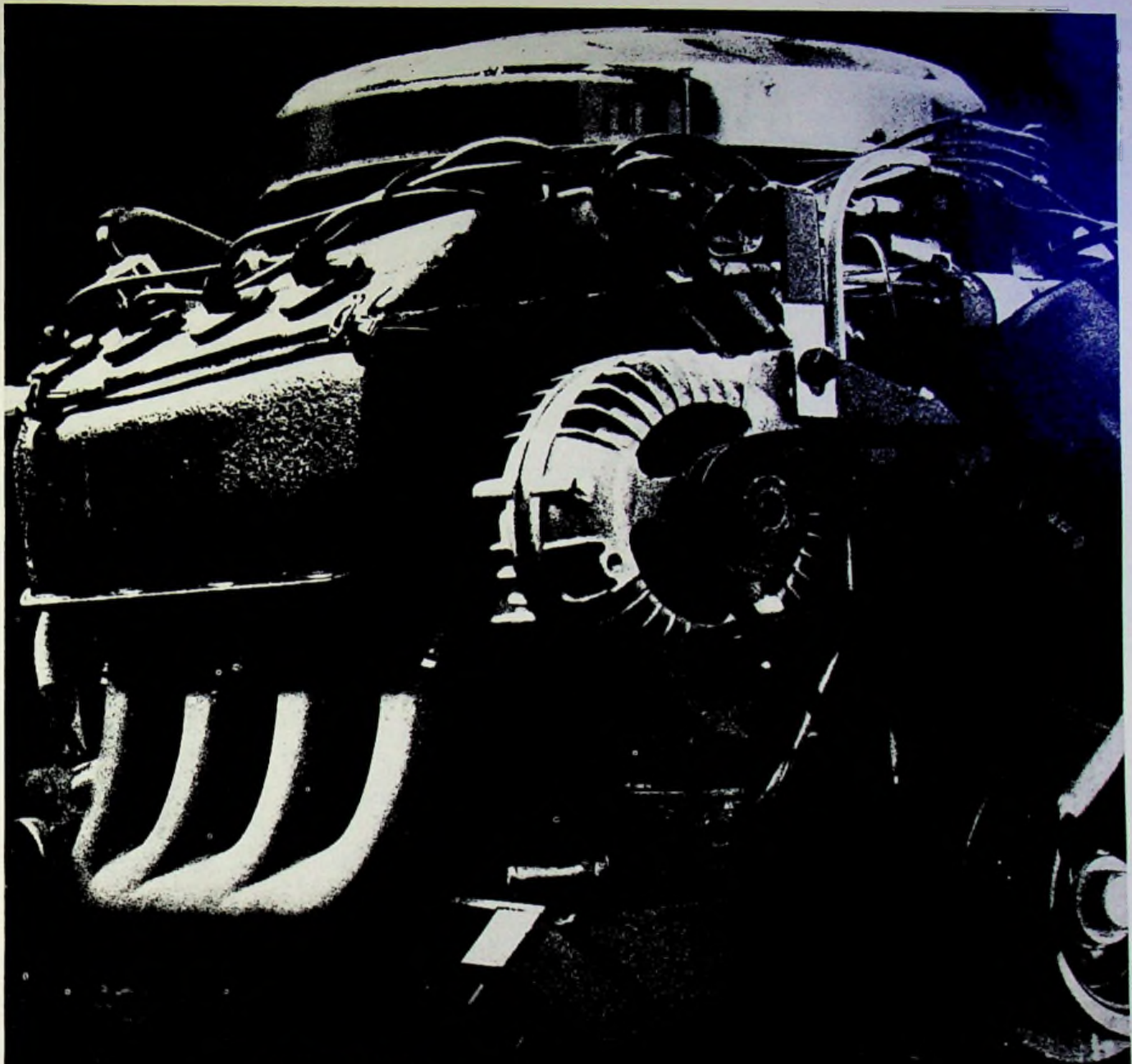
Lee Roy Yarbrough



George Davis



Paul Lewis



## Beat it.

In the case of Plymouth's Hemi, that's a tall order. Our competitors in organized drag, stock car and unlimited hydroplane racing have been finding out the hard way.


Too bad.

Ask our engineers what makes a hemi-powered anything the one to beat, and they'll probably give you a lot of talk about volumetric efficiency, heat dissipation, flame travel, gas flow and that sort of technical stuff.

Don't believe it.

You can't make an engine like the Hemi with figures and formulas alone.

It's gotta be voodoo, baby!

... the Plymouth win-you-over beat goes on 

*Plymouth*



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TWO THRILLING HOLIDAY RACEWAY SPECTACLES!

Make your plans now to spend the July 4th holidays in Daytona Beach, Florida, where you'll have a chance to enjoy two major racing events as well as swimming, hi-li, dog racing, baseball and all other types of sports. The Second Annual Paul Revere 250 will start at Midnight July 3, followed by the 10th annual Daytona Firecracker 400 at 10 a. m. July 4. This time the Paul Revere 250 will be a NASCAR-sanctioned Grand Touring race, featuring Cougars, Porsches, Mustangs, Camaros and other similar cars in the big battle that starts at midnight. Order your reserved seat tickets now for the Firecracker 400.

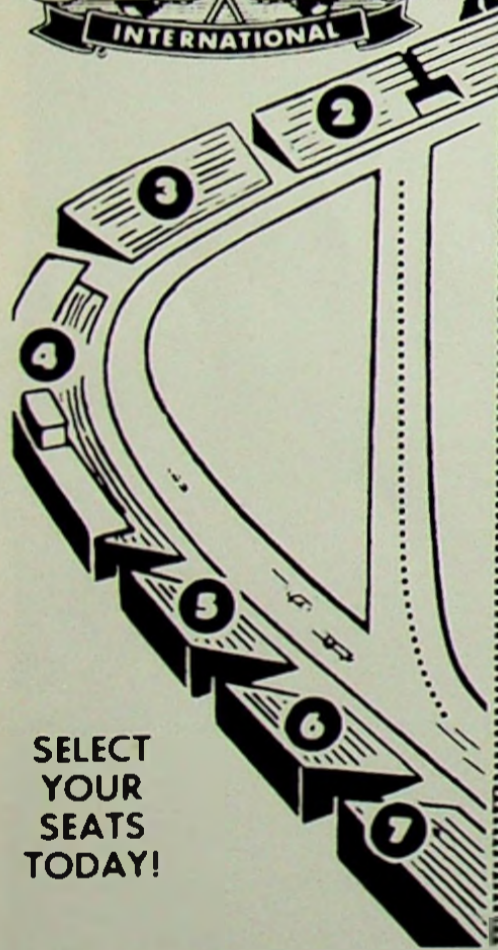
★ MIDNITE JULY 3rd  
2nd ANNUAL  
PAUL REVERE  
250



★ THURS. JULY 4th

10th ANNUAL

FIRE CRACKER  
400  
10 A.M.



SELECT YOUR SEATS TODAY!

ORDER YOUR RESERVED SEAT TICKETS NOW FOR 1968-69 DAYTONA RACES  
DAYTONA INTERNATIONAL SPEEDWAY, DAYTONA BEACH, FLORIDA 32015

I am enclosing (cashier's check) (money order) for \$ \_\_\_\_\_ including 25c service charge, for reserved seat tickets for Daytona International Speedway events as checked below. (Check number of tickets, grandstand, section and row on form.) MAKE CHECKS PAYABLE TO DAYTONA INTERNATIONAL SPEEDWAY CORP. (Orders accompanied by personal or company checks will be held two weeks before mailing.)

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

Grandstand No.	GRANDSTAND	Check Grandstand	FIRECRACKER 400		PERMATEX 300	DAYTONA 500	
			Number	Row		Number	Row
4	CAMPBELL GRANDSTAND	Rows 8 thru 14 Box Chair Seats		\$20.00	\$15.00		\$25.00
4	CAMPBELL GRANDSTAND	Rows 4 thru 7 Chair Seats		\$15.00	\$10.00		\$20.00
4	CAMPBELL GRANDSTAND	Rows 1 thru 3 Chair Seats		\$10.00	\$10.00		\$15.00
3	WEATHERLY GRANDSTAND	Rows 1 thru 11 Box Seats		\$10.00	\$10.00		\$15.00
3	WEATHERLY GRANDSTAND	Rows 12 thru 21 Box Seats		\$12.00	\$15.00		\$20.00
1	OLDFIELD GRANDSTAND	Rows 1 thru 15		\$ 7.00	\$ 6.00		\$ 8.00
1	OLDFIELD GRANDSTAND	Rows 16 thru 25 Box Seats		\$10.00	\$10.00		\$20.00
2	DE PALMA GRANDSTAND	Rows 1 thru 15		\$ 7.00	\$ 6.00		\$10.00
2	DE PALMA GRANDSTAND	Rows 16 thru 25 Box Seats		\$10.00	\$10.00		\$20.00
5	SEGRAVE ANNEX	Rows 1 thru 15		\$ 7.00	\$ 6.00		\$ 8.00
6	SEGRAVE GRANDSTAND	Rows 1 thru 15		\$ 7.00	\$10.00		\$20.00
6	SEGRAVE GRANDSTAND	Rows 16 thru 25 Box Seats		\$10.00	\$ 6.00		\$ 8.00
7	KEECH GRANDSTAND	Rows 1 thru 15		\$ 7.00 (Unreserved)	\$ 6.00 (Unreserved)		\$ 8.00
INFIELD			8:00 P.M. - 3:00 A.M.	\$10.00	3:00 A.M. -	\$ 5.00	\$ 6.00

THUR., FEB. 20 - 1:00 P.M.  
Two 125-Mile Grand Nationals  
FRI., FEB. 21 - 2:00 P.M.  
250-Mile Grand Touring  
ALL GRANDSTANDS (Unreserved) \$8.00

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. \$10.00 TRUCK CHARGE PLUS GENERAL ADMISSION TICKETS. NO TRAILERS OR DUAL WHEEL CAMPERS PERMITTED. REGARDLESS OF AGE, CHILDREN MUST HAVE TICKETS TO ANY RESERVED GRANDSTAND OR BOX SEATS.

NAME \_\_\_\_\_ P.O. BOX or STREET \_\_\_\_\_ TELEPHONE \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_  
TICKET OFFICE TELEPHONE (904) 255-5301

SUN., JUNE 30  
2:00 - 4:30 p. m. Qualifying trials to determine two pole positions for Firecracker 400. Adm. \$2.00

MON., JULY 1  
9:00 a.m. - 12 noon Practice for Firecracker 400 and Paul Revere 250.  
1:00 - 4:30 p. m. Qualifying for Firecracker 400. Adm. \$2.00  
7:00 - 9:00 p. m. Practice for Paul Revere 250. Adm. \$2.00

TUE., JULY 2  
9:00 a.m. - 12 noon Practice Firecracker 400 and Paul Revere 250  
1:00 - 4:30 p. m. Qualifying for Firecracker 400 and Paul Revere 250.  
7:00 - 9:00 p. m. Practice for Paul Revere 250. Adm. \$2.00

WED., JULY 3  
9:00 a.m. - 12 noon Qualifying Paul Revere 250 and practice Firecracker 400.  
1:00 - 4:00 p. m. Qualifying Firecracker 400. Admission \$2.00

8:00 p. m. Gates open to infield. Admission for both Paul Revere 250 and Firecracker 400 \$10.00. Cars \$1.00. Campers \$10.00. Gates open to Grandstands for Paul Revere 250. Admission Grandstands (Unreserved) \$6.00.

12:00 midnight Start of Paul Revere 250.

THUR., JULY 4  
3:00 a.m. - Infield gates open for Firecracker 400. Admission \$5.00. Infield. Cars \$1.00. Campers \$10.00. 6:00 a.m. Grandstand gates open (Refer to ticket prices above).  
10:00 a.m. - Start of 10th Annual Daytona Firecracker 400.



DAYTONA International SPEEDWAY



"WORLD'S FINEST and FASTEST SPEEDWAY"



Here are some scenes from the 1967 Daytona Firecracker 400 and the Paul Revere 250 which will be repeated in July with the Paul Revere 250 for Grand Touring cars starting at 12 midnight July 3, followed by the 10th annual Firecracker 400 starting at 10 a.m. Thursday, July 4.

(1)—Cars streak by packed Campbell Grandstand during early stages of the Daytona Firecracker 400.

(2)—With the Firecracker 400 delayed by one of the hardest rains to ever interrupt a race at Daytona, here are the cars lined up along pit row as drivers await the call back to action.



(3)—Three of the leaders keeping pace in the thrill-packed Firecracker 400 race with David Pearson (17) trailed by Dick Hutcherson (29) and Cale Yarborough (21).

(4)—Cale Yarborough, Timmonsville, S. C., in victory lane after the Firecracker 400 with his wife, Betty Jo, at left, and Winkle Louise, Miss Firebird.

(5)—Drivers get ready along pits for start of the midnight ride of Paul Revere. Out front are Jerry Titus (17) in a Mustang and Parnelli Jones (15) in a Cougar.



PAUL REVERE 250

(6)—Action in the Paul Revere 250 with Fred Opert (72) in a Porsche 911 and Bob Johnson (33) in a Mustang.

(7)—Two class winners—Bert Evarott of Doylestown, Pa., leader of the under 2000cc class, in a Porsche, at left, and Parnelli Jones, overall winner with a Cougar. (Daytona Int. Speedway Staff Pictures)



# MRS. BUD DY BAKER



By: BOB MOORE

Charlotte Observer



**At Rainbow's End**

There are no overnight success stories in stock car racing.

The frustrations, the disappointments and the seemingly long line of setbacks can make a driver miserable.

And no one knows this better than the little woman.

To the outsider, it may look as if the driver is just shrugging off the setbacks and saying tomorrow is going to be different.

But the little woman knows better.

She is the one who listens as her husband relates the heartaches of his profession. It is she, and she alone, who sometimes is the only thing that keeps him going.

When the disappointments seem to overload him and he talks of quitting, it is she who consoles him and tells him, "Don't worry honey, you're going to make it."

And then what happens when he finally gets that big win? The one he's been searching for since the year 1,000.

He can't celebrate with his No. 1 fan, the one who has stood behind him throughout all the heartaches. For he's now a celebrity and the press and the public is demanding his every spare moment.

Coleen Baker recalls the day her husband Buddy swept into the winner's circle in the National 500 at Charlotte Motor Speedway and then was whisked away to relate his feelings to the press and public.

After sharing the victory for a precious few minutes in victory lane, her husband was snatched away to the press box for pictures, interviews and congratulations. They got together again two hours later to drive home to Charlotte, stopping on the way to pick up their two sons at her mother's house.

Buddy took a quick bath and hurried off to a television interview, returning home at midnight. Early the next morning he left for the next race with no chance for even an hour's celebration with his number one fan.

But now that Buddy is gaining some of the elusive fame that had eluded him for so long, no one is happier than Coleen.



**Coleen & #1 Son, Brandon**

"Racing is Buddy's life," says the dark-haired, brown-eyed Mrs. Baker with pride in her voice. "And so naturally, it's my life."

"It took a long time for Buddy to get where he's at today and I know he wants to hang onto each moment as long as he can."

The first years were a struggle. Coleen worked while Buddy tried to hold down a job as a salesman and race weekends. Now that he has gained a firm foothold on the success ladder and the money is coming in steadily, her worries are reduced to one: the inescapable fear of seeing her husband in a fatal pile-up.

She doesn't let herself think about that. Everybody she meets asks her if she is afraid; she breezily insists "I don't really worry," then drops the subject.

"There are a few drivers' wives who take tranquilizers before a race. I think that's stupid," she says. "Buddy says I'm naive. I guess maybe I don't realize the dangers, but if you start thinking about what could happen, you will get nervous."

Success hasn't spoiled the Bakers. Coleen says she doesn't mind the phone calls at home before a race from young fans who want to wish Buddy luck. She helps him answer the fan mail.

Much of Buddy's off-the-track time is taken up with personal appearance tours which supplement his income and helps him build a following.

"But he does anything for kids—school, scouts, anything for free," says Coleen. "He was disappointed he couldn't judge a Cub Scout Pinewood Derby in Kings Mountain recently because he had to be in Atlanta that night.

"He is a good speaker. I expect a lot of Buddy, but I wasn't expecting him to be that spontaneous and funny. When he talks to teen-agers, he explains racing and answers questions, but I think he tries to get across the point of highway safety more than anything."

Normally an easy-going individual, Buddy admits he's miserable to get along with before a race. "Coleen waits on me hand and foot when she comes to the track," says Buddy. "But if everything is ready to go before a race, so am I."

When the race starts, Coleen settles down to her several hours of scoring every lap her husband runs.

Coleen figures she has about reached the halfway point of waiting out races. Buddy's career will probably be over in 10 years.

"As long as he feels he can win, he'll keep racing," she says. "But there is a time to quit anything. Buddy is probably going into some kind of testing when he quits."

Bryan, the oldest of the two boys, tells his mother, "Daddy better not quit!"

His mother's tight-lipped reply is accompanied by a faraway look: "He will when the time comes, sweetheart."

The next minute the mood passes, and her eyes reflect the excitement that is part of her life. She bursts out with "I like racing. I wouldn't trade it for anything."

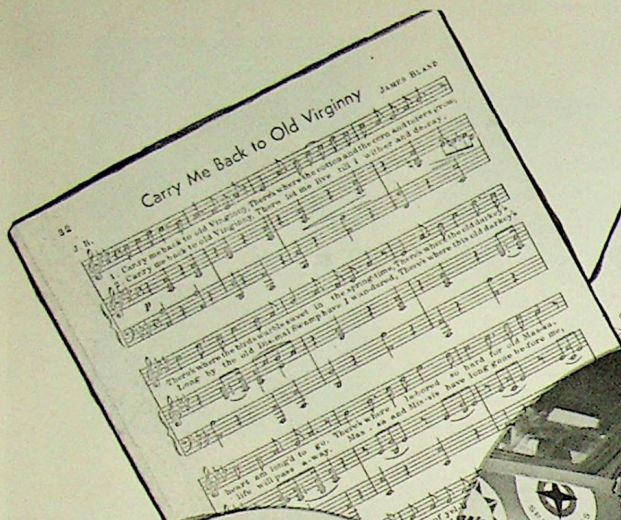


**Mrs. Baker**



**Family Dinner**

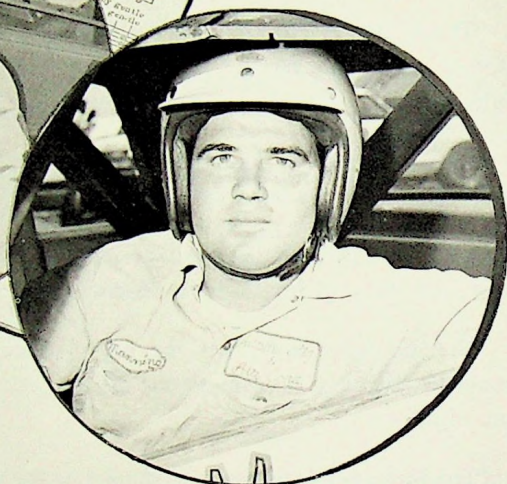
VA.



JABE THOMAS



WENDALL SCOTT



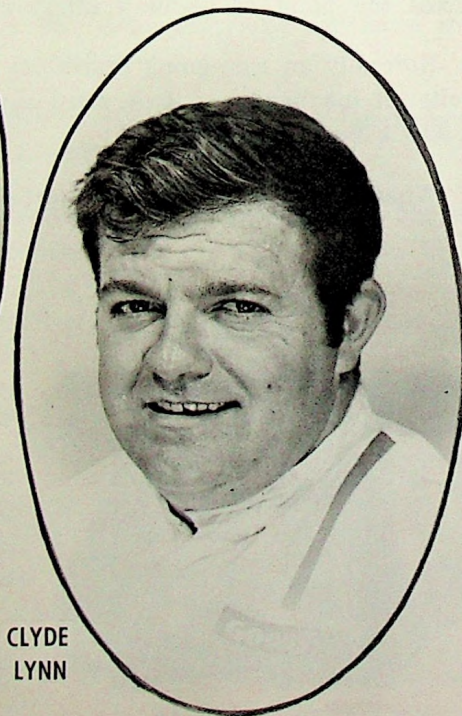
LARRY MANNING



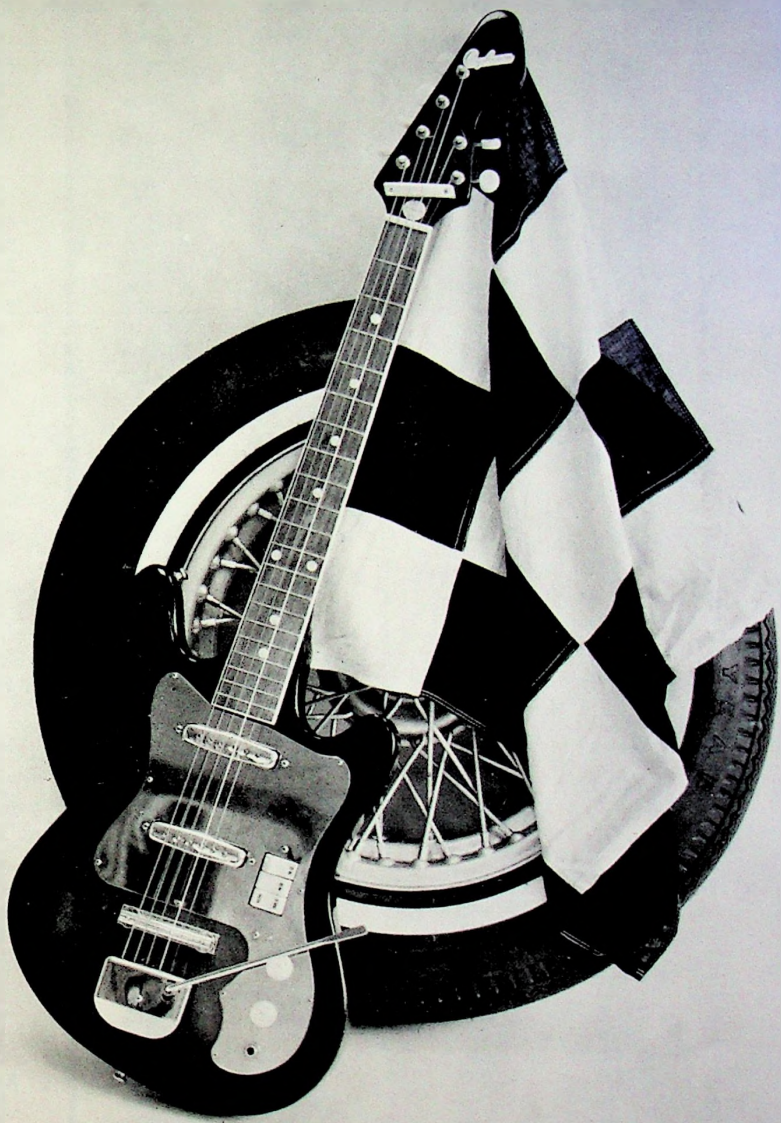
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# Driver Records At Charlotte Motor Speedway

Driver	National 500 Races			World 600 Races			Total Starts	Total Miles	Total Money Won
	Starts	Miles	Money Won	Starts	Miles	Money Won			
Johnny Allen	3	715.5	\$ 1,200	5	1182.0	\$ 3,040	8	1897.5	\$ 4,240
Bobby Allison	1	441.0	1,350	3	684.0	8,500	4	1125.0	9,850
Donnie Allison	2	705.0	1,980	1	457.5	1,300	3	1162.0	3,280
Jack Anderson	1	177.0	400	1	537.0	1,500	2	714.0	1,900
Mario Andretti	1	285.0	1,100	—	—	—	1	285.0	1,100
Buddy Arrington	3	832.5	2,800	2	949.5	2,675	5	1782.0	5,475
Jim Austin	—	—	—	1	36.0	200	1	36.0	200
L. D. Austin	2	708.0	825	1	49.5	200	3	757.5	1,025
H. B. Bailey	2	394.5	1,375	1	105.0	775	3	499.5	2,150
Buck Baker	7	1939.5	4,165	8	2698.5	9,540	15	4638.0	13,705
Buddy Baker	5	1228.0	21,145	8	2631.0	10,630	13	3859.0	31,775
Earl Balmer	3	1270.5	3,930	2	1051.5	12,300	5	2322.0	16,230
Bob Barron	1	279.0	900	1	436.5	200	2	715.5	1,100
Herman Beam	3	1056.0	1,125	3	1573.5	1,025	6	2629.5	2,150
Johnny Beauchamp	1	384.0	400	1	594.0	9,110	2	978.0	9,510
Gene Black	1	352.5	680	1	9.0	635	2	361.5	1,315
Bunkie Blackburn	3	825.0	3,550	5	1809.0	3,350	8	2634.0	6,900
Jack Bowsher	2	754.5	2,125	—	—	—	2	754.5	2,125
Bruce Brantley	1	208.5	275	—	—	—	1	208.5	275
Ronnie Bristow	1	7.5	425	—	—	—	1	7.5	425
Earl Brooks	1	51.0	690	1	138.0	875	2	189.0	1,565
Bob Burdick	—	—	—	1	507.0	200	1	507.0	200
Raymond Carter	—	—	—	1	87.0	600	1	87.0	600
Joe Caspolich	—	—	—	1	469.5	1,025	1	469.5	1,025
Neil Castles	4	1189.5	3,620	5	1623.0	6,895	9	2812.5	10,515
Bill Champion	—	—	—	2	777.0	2,340	2	777.0	2,340
Rene Charland	1	12.0	455	—	—	—	1	12.0	455
Paul Clark	—	—	—	1	144.0	425	1	144.0	425
Paul Connors	—	—	—	1	555.0	2,600	1	555.0	2,600
Jim Cook	—	—	—	1	514.5	400	1	514.5	400
Bob Cooper	2	64.5	1,085	2	565.5	1,625	4	630.0	2,710
Doug Cooper	33	723.0	1,815	2	532.5	2,450	5	1255.5	4,265
Doug Cox	—	—	—	1	9.0	200	1	9.0	200
Tom Cox	1	9.0	450	1	67.5	320	2	76.5	770
Curtis Crider	5	1227.0	1,825	4	1270.5	3,250	9	2497.5	5,075
Joel Davis	—	—	—	1	1.5	625	1	1.5	625
Bob Derrington	1	333.0	500	2	954.0	2,175	3	1287.0	2,675
Darel Dieringer	7	2466.0	14,155	6	2587.5	7,440	13	5053.5	21,595
Johnny Dodd, Jr.	—	—	—	1	102.0	375	1	102.0	375
Bob Duell	—	—	—	1	9.0	200	1	9.0	200
Gerald Duke	—	—	—	2	726.0	3,975	2	726.0	3,975
Ralph Earnhardt	1	387.0	1,225	4	691.5	2,995	5	1078.5	4,220
Gene Elliott	5	841.5	2,295	5	2146.5	4,475	10	2988.0	6,770
George England	1	439.5	745	1	481.5	1,400	2	921.0	2,145
Joe Eubanks	—	—	—	2	645.0	1,550	2	645.0	1,550
Red Farmer	1	156.0	900	—	—	—	1	156.0	900
Tim Flock	—	—	—	1	382.5	200	1	382.5	200
"Red" Foote	1	271.5	300	1	553.5	575	2	825.0	875
Bill Foster	1	190.5	275	—	—	—	1	190.5	275
A. J. Foyt	4	924.0	4,090	—	—	—	4	924.0	4,090
Larry Frank	3	876.0	1,285	6	2295.0	8,485	9	3171.0	9,770
Ernie Gahan	—	—	—	1	525.0	500	1	525.0	500
Arnie Gardner	—	—	—	1	385.5	200	1	385.5	200
Whitey Gerkin	1	3.0	625	—	—	—	1	3.0	625
Charles Glotzbach	2	781.5	4,250	1	73.5	825	3	855.5	5,075
Paul Goldsmith	3	865.5	5,810	3	1231.5	5,555	6	2097.0	11,365
Tubby Gonzales	1	57.0	250	2	513.0	500	3	570.0	750
Sgt. George Green	2	625.5	775	1	540.0	425	3	1165.5	1,200
Henley Gray	3	1248.0	2,885	3	1297.5	3,635	66	245.5	6,520
Charles Griffith	—	—	—	1	547.5	750	1	547.5	750
Jack Hardin	—	—	—	1	516.0	1,375	1	516.5	1,375
Bud Harless	—	—	—	1	4.5	650	1	4.5	650
Rock Harn	1	1.5	445	—	—	—	1	1.5	445
Butch Hartman	1	460.5	875	—	—	—	1	460.5	875

# Driver Records At Charlotte Motor Speedway

## National 500 Races

## World 600 Races

Driver	National 500 Races			World 600 Races			Total		
	Starts	Miles	Money Won	Starts	Miles	Money Won	Starts	Miles	Money Won
Friday Hassler	3	634.5	1,590	2	1005.5	1,625	5	1669.5	3,215
Jeff Hawkins	1	138.0	515	—	—	—	1	138.0	515
Jimmy Helms	2	7.5	800	3	933.0	3,150	5	940.5	3,950
Elmo Henderson	1	183.0	310	1	318.0	275	2	501.0	585
J. C. Hendrix	1	381.0	875	—	—	—	1	381.0	875
Larry Hess	3	513.0	2,150	1	522.0	1,500	4	1035.0	3,650
Armond Holley	—	—	—	1	46.5	775	1	46.5	775
Don Hume	2	288.0	950	1	219.5	950	3	507.0	1,900
T. C. Hunt	2	87.0	475	2	961.5	1,950	4	1048.5	2,425
Mark Hurley	—	—	—	1	16.5	625	1	16.5	625
Jim Hurtubise	1	459.0	905	—	—	—	1	459.0	905
Dick Hutcherson	3	924.0	11,640	2	1188.0	10,020	5	2112.0	21,660
Sonny Hutchins	2	372.0	1,590	3	828.0	3,250	5	1200.0	4,840
James Hylton	2	508.5	1,910	2	1165.5	6,275	4	1674.0	8,185
Tom Ingram	—	—	—	1	66.0	810	1	66.0	810
Tommy Irwin	1	30.0	350	1	541.5	500	2	571.5	850
Bobby Isaac	3	687.0	10,460	3	1396.5	3,880	6	2083.5	14,340
Bob James	1	238.5	400	1	166.5	400	2	405.0	800
Ned Jarrett	7	2091.0	11,410	7	2842.5	13,375	14	4933.5	24,785
Jordan Johncock	2	541.5	3,620	—	—	—	2	541.5	3,620
Bobby Johns	7	1311.0	5,520	5	2058.0	9,460	12	3369.0	14,980
Joe Lee Johnson	2	586.5	1,520	2	660.0	27,380	4	1246.5	28,980
Junior Johnson	6	1731.0	27,390	6	1614.0	21,455	12	3345.0	48,845
Lionel Johnson	1	315.0	620	—	—	—	1	315.0	620
Joe Jones	1	330.0	450	—	—	—	1	330.0	450
"Possum" Jones	2	379.5	750	2	565.5	725	4	945.0	1,475
Reds Kagle	—	—	—	1	415.5	220	1	415.5	220
Iggy Katona	2	805.5	1,565	—	—	—	2	805.5	1,565
Harold Kite	1	1.5	410	—	—	—	1	1.5	410
Elmo Langley	6	1533.0	3,565	5	1423.5	4,300	11	2956.5	7,865
Sonny Lanphear	—	—	—	1	43.5	675	1	43.5	675
Paul Lewis	4	1227.5	2,700	5	1642.5	5,275	9	2870.0	7,975
Ed Livingston	3	888.0	1,360	3	679.5	975	6	1567.5	2,335
Fred Lorenzen	7	2131.5	31,825	6	2976.0	69,170	13	5107.5	100,995
Tiny Lund	4	1158.0	2,070	6	3078.0	10,525	10	4236.0	12,595
Clyde Lynn	2	709.5	1,785	3	1009.5	3,350	5	1719.0	5,135
Bill McMahan	1	67.5	400	1	346.5	625	2	414.0	1,025
Worth McMillion	2	405.0	850	2	1035.0	1,750	4	1440.0	2,600
Sam McQuagg	3	472.5	1,645	3	501.0	2,600	6	973.5	4,245
Larry Manning	2	165.0	1,325	3	1476.0	3,245	5	1641.0	4,570
Ed Marksteller	—	—	—	2	579.0	500	2	579.0	500
Gene Marmour	—	—	—	1	36.0	200	1	36.0	200
Jim Massey	—	—	—	1	499.5	400	1	499.5	400
Banjo Matthews	2	469.5	1,025	4	1627.5	3,750	6	2097.0	4,775
Roy Mayne	4	598.5	2,310	3	829.5	3,050	7	1428.0	5,360
Bud Moore	1	186.0	925	—	—	—	1	186.0	925
Bunk Moore	1	304.5	200	—	—	—	1	304.5	200
Doug Moore	1	55.5	400	—	—	—	1	55.5	400
Bill Morgan	1	166.5	300	—	—	—	1	166.5	300
Wes Morgan	1	358.5	300	1	520.5	250	2	879.0	550
Bill Morton	—	—	—	2	976.5	1,635	2	976.5	1,635
Don O'Dell	1	135.0	200	—	—	—	1	135.0	200
Cotton Owens	1	399.0	2,275	1	9.0	500	2	408.0	2,775
Lennie Page	1	132.0	200	—	—	—	1	132.0	200
Marvin Panch	7	1638.0	7,651	7	2698.5	33,255	14	4336.5	40,906
Jimmy Pardue	4	1180.5	1,700	5	1999.5	4,405	9	3180.0	6,105
Jim Paschal	7	2191.5	10,665	7	2834.0	60,420	14	5025.5	71,085
Dave Pearson	7	2554.5	5,605	7	3921.0	51,405	14	6475.5	57,010
Lee Petty	1	178.5	300	—	—	—	1	178.5	300
Richard Petty	7	2431.5	18,145	6	2772.0	23,170	13	5203.5	41,315
Tom Pistone	2	391.5	1,150	3	598.5	2,665	5	990.0	3,815
Marvin Porter	—	—	—	1	204.0	200	1	204.0	200
J. T. Putney	4	1180.5	3,275	4	1359.0	4,840	8	2535.0	8,115
Wilbur Rakestraw	—	—	—	1	85.5	200	1	85.5	200
Jim Reed	1	133.5	325	3	934.5	1,225	4	1068.0	1,550

# Driver Records At Charlotte Motor Speedway

Driver	National 500 Races			World 600 Races			Total Starts	Total Miles	Total Money Won
	Starts	Miles	Money Won	Starts	Miles	Money Won			
Lee "Doc" Reitzel	1	46.5	250	2	660.0	725	3	706.5	975
Richard Riley	1	214.5	200	1	172.5	200	2	387.0	400
Fireball Roberts	4	1309.5	11,190	5	2070.0	15,730	9	3379.5	26,920
Pedro Rodriguez	—	—	—	1	586.5	3,425	1	586.5	3,425
Jerry Roedell	1	252.0	200	—	—	—	1	252.0	200
Shorty Rollins	—	—	—	1	561.0	1,100	1	561.0	1,100
H. G. Rosier	1	33.0	400	—	—	—	1	33.0	400
Ken Rush	1	24.0	275	1	42.0	625	2	66.0	900
Gary Sain	—	—	—	1	118.5	990	1	118.5	990
Don Schisler	1	54.0	740	—	—	—	1	54.0	740
Wendell Scott	6	1710.0	3,595	6	2829.0	7,125	12	4539.0	10,720
John Sears	2	895.5	2,325	1	235.5	1,075	3	1131.0	3,400
Ned Setzer	—	—	—	1	573.0	2,525	1	573.0	2,525
Dub Simpson	1	133.5	865	—	—	—	1	133.5	865
Buren Skeen	—	—	—	1	169.5	825	1	169.5	825
Harold Smith	—	—	—	1	117.0	825	1	117.0	925
Jack Smith	4	831.0	2,275	4	1689.0	6,465	8	2520.0	8,740
Wayne Smith	3	1184.0	2,710	3	706.5	2,945	6	1890.5	5,655
G. C. Spencer	7	2026.0	7,085	8	3684.0	18,350	15	5710.0	25,435
Junior Spencer	1	139.5	500	1	13.5	625	2	153.0	1,125
Ken Spikes	—	—	—	1	325.5	625	1	325.5	625
Nelson Stacy	3	685.5	1,500	3	1384.5	28,730	6	2070.0	30,230
Pete Stewart	1	352.5	650	1	1.5	600	2	354.0	1,250
Gene Stokes	—	—	—	1	142.5	200	1	142.5	200
Ramo Stott	—	—	—	1	582.0	2,075	1	582.0	2,075
Bub Strickler	—	—	—	1	502.5	1,375	1	502.5	1,375
Johnny Sudderth	1	256.5	325	2	310.5	520	3	567.0	845
George Tet	—	—	—	1	256.5	200	1	256.5	200
Jabe Thomas	—	—	—	2	571.5	1,900	2	571.5	1,900
Larry Thomas	3	864.0	1,475	3	1425.0	2,625	6	2289.0	4,100
Jimmy Thompson	2	616.5	1,175	3	1180.5	975	5	1797.0	2,150
Roscoe Thompson	1	387.0	500	2	123.0	500	3	510.0	1,025
Speedy Thompson	3	1165.5	14,435	2	709.5	775	5	1875.0	15,210
Herb Tillman	2	90.0	475	2	498.0	700	4	588.0	1,175
Sal Tovella	1	46.5	250	—	—	—	1	46.5	250
E. J. Trivette	4	669.0	2,200	5	1084.5	3,625	9	1753.5	5,825
Donald Tucker	—	—	—	1	528.0	1,750	1	528.0	1,750
Curtis Turner	4	901.5	5,080	3	468.0	1,525	7	1369.5	6,605
Roy Tyner	4	717.0	2,175	5	1584.0	3,175	9	2301.0	5,350
Sherman Utsman	1	376.5	600	—	—	—	1	376.5	600
Bobby Waddell	—	—	—	2	544.5	620	2	544.5	620
Billy Wade	2	57.0	850	2	1087.5	4,575	4	1144.5	5,425
Frank Warren	3	610.5	2,300	2	697.5	2,585	5	1308.0	4,885
Blackie Watts	—	—	—	1	526.5	1,535	1	526.5	1,535
Bob Wawak	1	477.0	2,125	1	558.0	1,700	2	1035.0	3,825
Joe Weatherly	4	1216.5	13,560	4	1906.5	18,670	8	3123.0	32,230
Frank Weathers	1	1.5	400	—	—	—	1	1.5	400
Bob Welborn	4	1279.5	4,850	3	1545.0	2,650	7	2824.5	7,500
Don White	2	895.5	3,290	1	591.0	7,045	3	1486.5	10,335
Rex White	4	1444.5	5,125	5	2934.0	26,825	9	4378.5	31,950
Reb Wickersham	2	433.5	1,350	1	390.0	200	3	823.5	1,550
Bill Widenhouse	1	337.5	450	—	—	—	1	337.5	450
Woody Wilson	2	391.5	875	—	—	—	2	391.5	875
Johnny Wolford	—	—	—	1	7.5	200	1	7.5	200
Jack Wynn	—	—	—	1	94.5	730	1	94.5	730
Cale Yarborough	6	1815.0	5,420	4	1099.5	4,780	10	2914.5	10,200
Lee Roy Yarbrough	5	1350.0	21,965	4	1552.5	3,970	9	2902.5	25,935
Doug Yates	3	637.5	950	2	801.0	1,450	5	1438.5	2,400
Shorty York	—	—	—	1	364.5	200	1	364.5	200
Emanuel Zervakis	3	1173.0	3,475	4	2001.0	2,675	7	3174.0	6,150
									MONEY WON
			\$424,461			\$736,195			\$1,160,656



AUTHORIZED HOLMES WRECKER SERVICE

# WHITE STAR

BODY WORKS & WRECKER SERVICE, Inc.

*24 Hour Wrecker Service*

Long Distance Truck Service Covering 19 States

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COLOR TV'S in All Rooms

Swimming Pool

### Staley's Steak House

Charlotte's Finest — located next door

Highway 29 & 74

2403 Wilkinson Blvd.

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**Bobby Isaac**

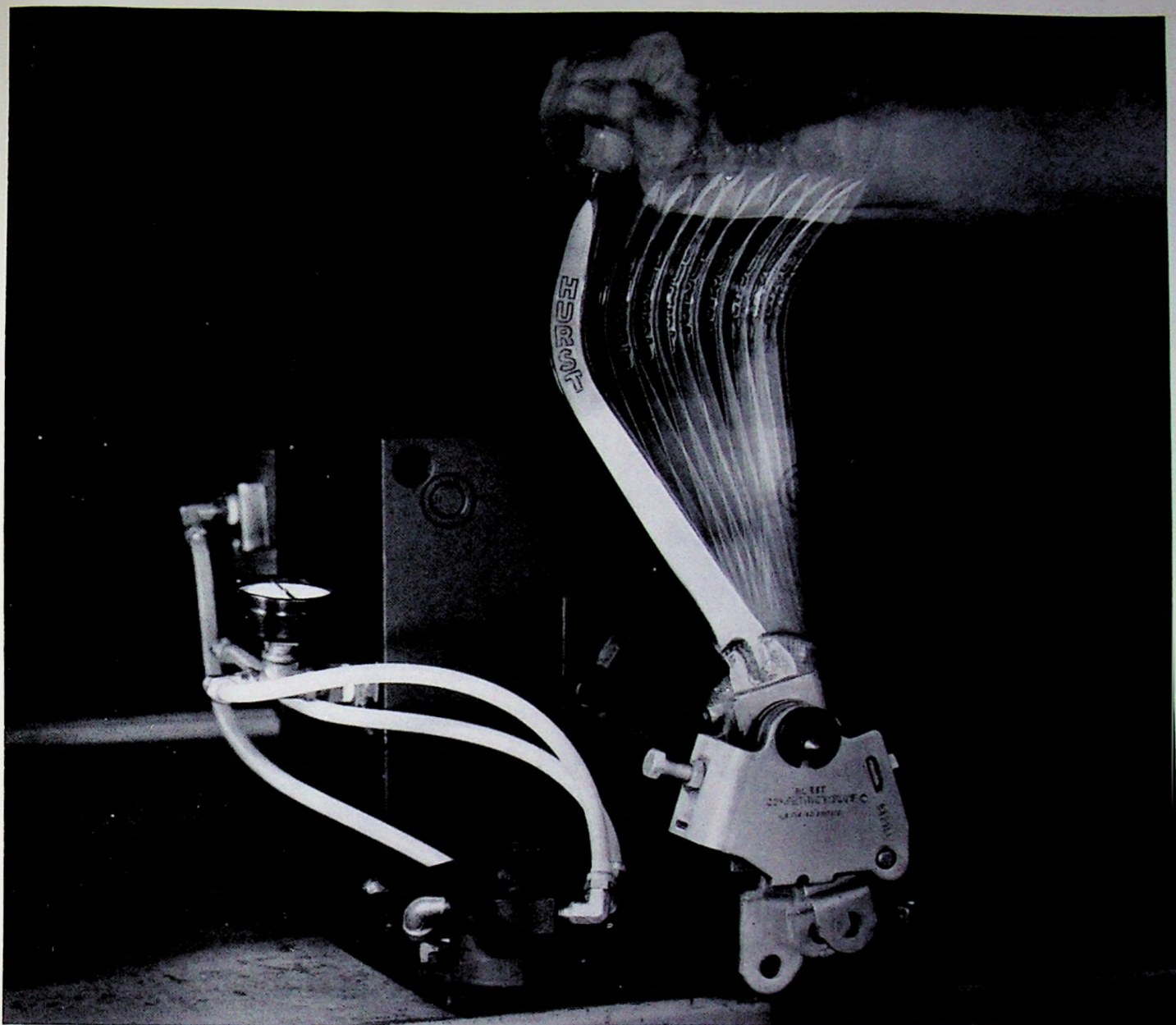
## Know A Race Fan In Our Armed Forces?

If you have a friend, son, brother, cousin or other relative in our armed forces you can help them keep abreast of what is happening in the motor-sports world.

George H. Hurst, president of Hurst Performance Products, has recently formed the Hurst Armed Forces Club designed to keep servicemen around the world informed about things automotive while they are serving us. A monthly newsletter is mailed to each club member. Every issue is loaded with the highlights from the nation's leading automobile events such as the World 600 here at Charlotte Motor Speedway.

Club membership is FREE and can be obtained by relatives and friends of "car nuts" serving with our armed forces by simply sending their name, rank and **complete** military address to:

HURST ARMED FORCES CLUB  
Hurst Performance Products  
50 West Street Road  
Warminster, Penna. 18974



## The best shifter you can buy is a used shifter. Every Hurst is a used shifter.

Which is a backhand way of saying that *every* shifter we make is tested. Not one-out-of-every ten or a sample fished out of the bin every now and then.

We hand-test every shifter we make. Slam it through the full cycle. Check the acceleration ramp for smoothness. Check for tolerance, fit, clearances. And, most important, check for *feel*—for the silky, solid, unbeatable precision that has made Hurst the shortest way down 1320 feet. So it's a used shifter before it ever goes into the box.

That costs us a little extra money. But just think of the factory space we gain by not having to have a rebuild line for the sour ones that slipped by. And the postage we save not having to answer purple-faced customers. Good thinking, no?

"Used" has another meaning, too. Hurst shifters are used by the top competitors, the let's-not-horse-around guys

who don't think runner-up is as good as first. Frankly, they have no other choice; Hurst has been the pick of the pros for years—and it looks like it's going to stay that way.

So if you're tired of playing runner-up, maybe you'd better do what they do; hustle down to your authorized Hurst performance equipment outlet and paw through all of our Good Things—the 3- and 4-speed Shifters, brake-holding Roll/Control (Line/Loc), consistent-shift T-handle, Reverse Loc/Out, Dual Gate "Street 'n Strip" unit for automatics and so on. They're all specifically engineered for your car and all guaranteed for a lifetime—and we do mean "engineered" and we do mean "lifetime." Hurst Performance Products, Warminster, Pa. 18974. (That's the place to send your \$1 for the full 1968 catalog.)





**LAP**

**61**

The Big WAYS Radio  
"Treasure Lap"

**\$100000**

will be awarded to the winner of Lap No. 61 by

**BIG ways**

**RADIO**

**61**

MORE FUN! MUSIC! AND BIG CASH PRIZES! 24 HOURS EVERY DAY!

# IT'S IN THE STARS—

## Personality Traits For Those Born Under The Sun Sign Of . . .

### Happy Birthday To You . . . . .

Listed below are the birthdays of the drivers. For their fans who would like to send them a card. At the bottom of the page are the addresses of NASCAR and USAC where you can send the cards and they will be forwarded.



**CAPRICORN—Dec. 22nd - Jan. 20th**

Strength, physical endurance, determination, steadiness, seriousness, precision, persistence, reliability, hard working, mentally alert, outwardly quiet, calm disposition.



**AQUARIUS—Jan. 21st - Feb. 19th**

Individuality, humanitarian, creative mind, mentally active, inventive, artistic, studious.



**PISCES—Feb. 20th - Mar. 20th**

Unselfish, trusting, talkative, interesting, sense of humor, happy-go-lucky, restless, emotional.



**ARIES—Mar. 21st - Apr. 20th**

Idealistic, entertaining, enthusiastic, aggressive, hasty, impulsive, temperament.



**TAURUS—Apr. 21st - May 21st**

Attractive, domestic, artistic, devoted, stubborn, determined, cool, physically magnetic.



**GEMINI—May 22nd - June 21st**

Clever, gay, ambidextrous, agile mind, restless, versatile, mentally unbiased and alert, sensitive.

#### JANUARY

- 2nd—Henley Gray
- 3rd—Roy Tyner
- 9th—Dick Johnson
- 11th—Reb Wickersham
- 16th—A. J. Foyt
- 25th—Buddy Baker

#### FEBRUARY

- 2nd—Ken Spikes
- 19th—John Bruner, Sr.
- 20th—Don Blederman
- 21st—Gary Sain
- 28th—Mario Andretti

#### MARCH

- 3rd—Clyde Lynn
- 4th—Buck Baker
- 14th—Lee Petty
- 17th—Tom Pistone
- 27th—Bobby Mausgrover
- 27th—Cale Yarborough

#### APRIL

- 6th—Ramo Stolt
- 10th—Larry Manning
- 12th—Wayne Smith
- 12th—Curtis Turner
- 22nd—Bunkle Blackburn

#### MAY

- 3rd—Larry Hess
- 4th—Dr. Don Tarr
- 8th—Don Hume
- 9th—John Sears
- 11th—Butch Hartman
- 11th—Tim Flock
- 12th—Jabe Thomas
- 16th—Roy Mayne
- 17th—Sonny Hutchins
- 22nd—Bobby Johns
- 25th—Tom Ingram
- 26th—Whitey Gerkin
- 28th—Marvin Panch

#### JUNE

- 1st—Darel Dieringer
- 6th—E. J. Trivette
- 11th—Ned Setzer
- 19th—Charlie Glotzbach
- 24th—Don White
- 28th—Junior Johnson
- 29th—Friday Hassler

#### JULY

- 2nd—Richard Petty
- 2nd—Bill Selfert
- 24th—Don White
- 26th—Buddy Arrington
- 30th—Ben Arnold

#### AUGUST

- 1st—Bobby Isaac
- 5th—Gordon Johncock
- 7th—Jimmy Helms
- 11th—Earl Brooks
- 12th—Wendell Scott
- 16th—Iggy Katona
- 22nd—Elmo Langley
- 25th—Dub Simpson
- 26th—James Hylton

#### SEPTEMBER

- 4th—Bobby Wawak
- 7th—Donnie Allison
- 7th—G. C. Spencer
- 8th—Frank Warren
- 9th—Doug Cooper
- 17th—Johnny Allen
- 17th—Lee Roy Yarborough
- 27th—Stick Elliott
- 28th—Paul Lewis

#### OCTOBER

- 1st—Nell Castles
- 2nd—Jack Bowsher
- 2nd—Paul Goldsmith
- 5th—J. T. Putney
- 8th—Worth McMillion
- 12th—Ned Jarrett
- 15th—Red Farmer

#### NOVEMBER

- 10th—George England
- 11th—Sam McQuagg
- 13th—Bob Cooper
- 14th—Tiny Lund
- 15th—H. B. Bailey
- 22nd—Paul Connors
- 30th—Dick Hutcherson

#### DECEMBER

- 3rd—Bobby Allison
- 5th—Jim Paschal
- 5th—Jim Hurtubise
- 7th—Bud Moore
- 13th—Earl Balmer
- 18th—Bub Stickler
- 22nd—Dave Pearson
- 30th—Fred Lorenzen



**CANCER—June 22nd - July 23rd**

Imaginative, emotional, devoted, strength, endurance, subject to moods, sensitive.



**LEO—July 24th - Aug. 23rd**

Frank, outspoken, generous, loves praise, fearless, true helper, kind heart, learns by example.



**VIRGO—Aug. 24th - Sept. 23rd**

Truth, sincerity, devotion, earnestness, fair, practical, soft-voiced, gentle, friendly, physically strong.



**LIBRA—Sept. 24th - Oct. 23rd**

Even disposition, moderate, good natured, calm, intelligent, loving, sensitive to color.



**SCORPIO—Oct. 24th - Nov. 22nd**

Aggressive, courageous, dynamic, energetic, determined, psychic perception, powerful mind, mechanical ability, progressive, methodical, exact, critical, inventive, hard working.



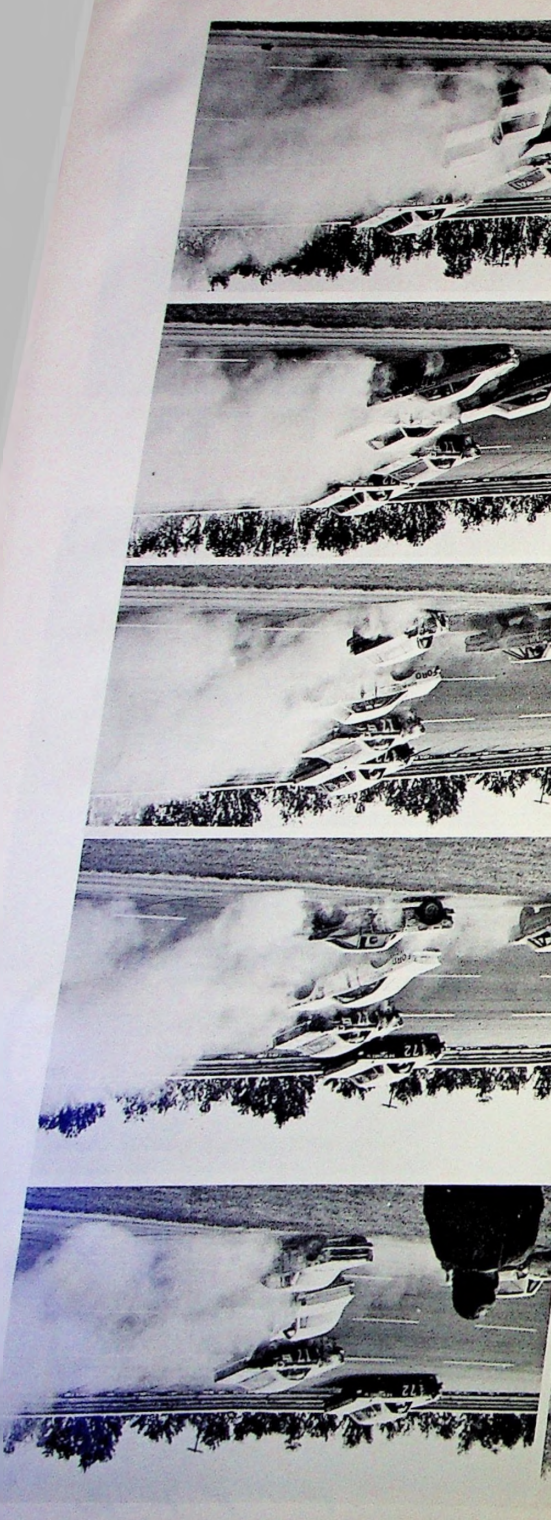
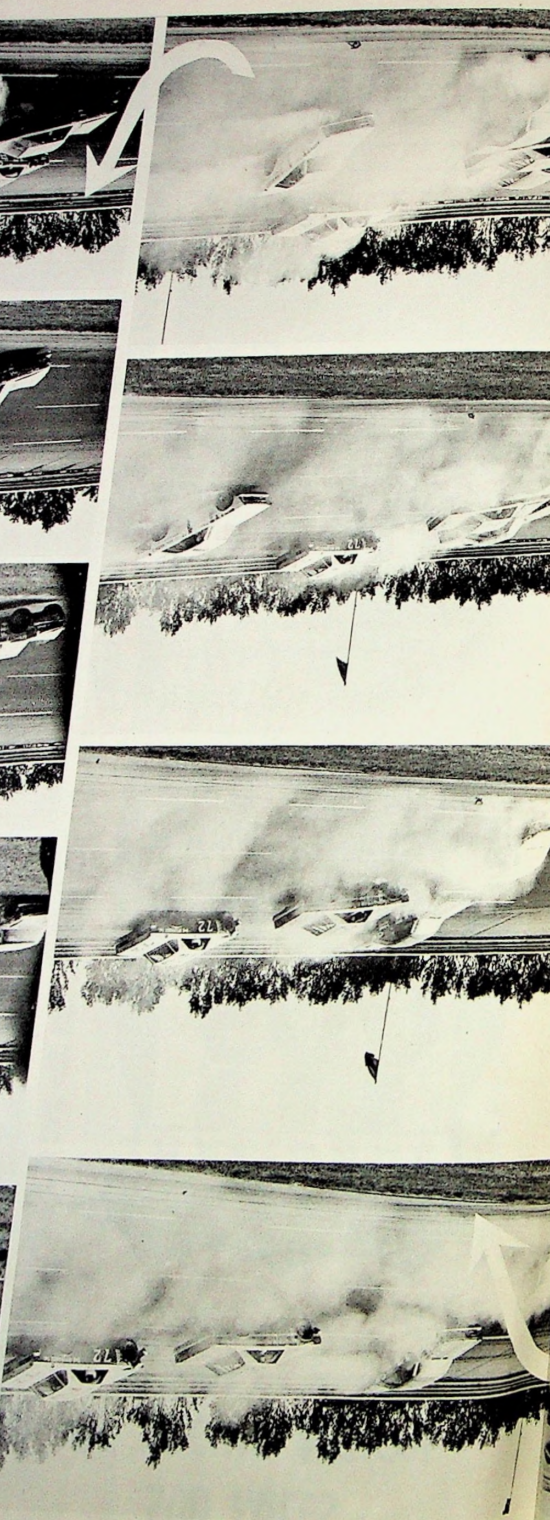
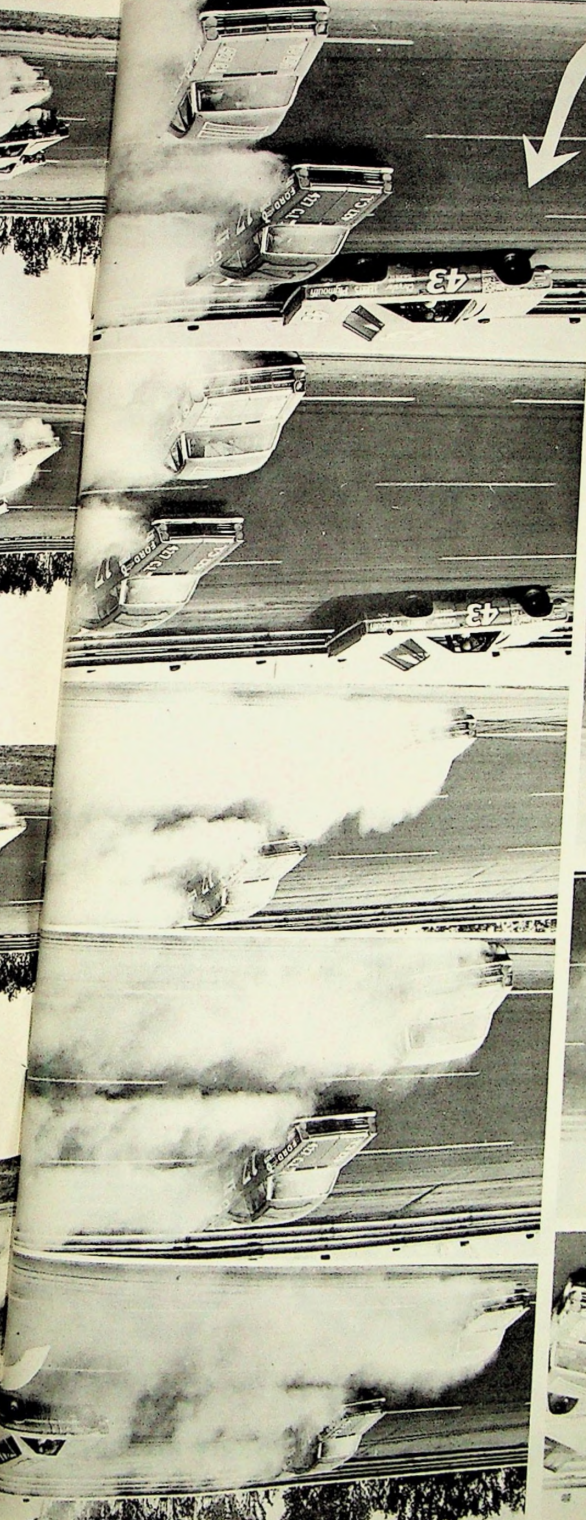
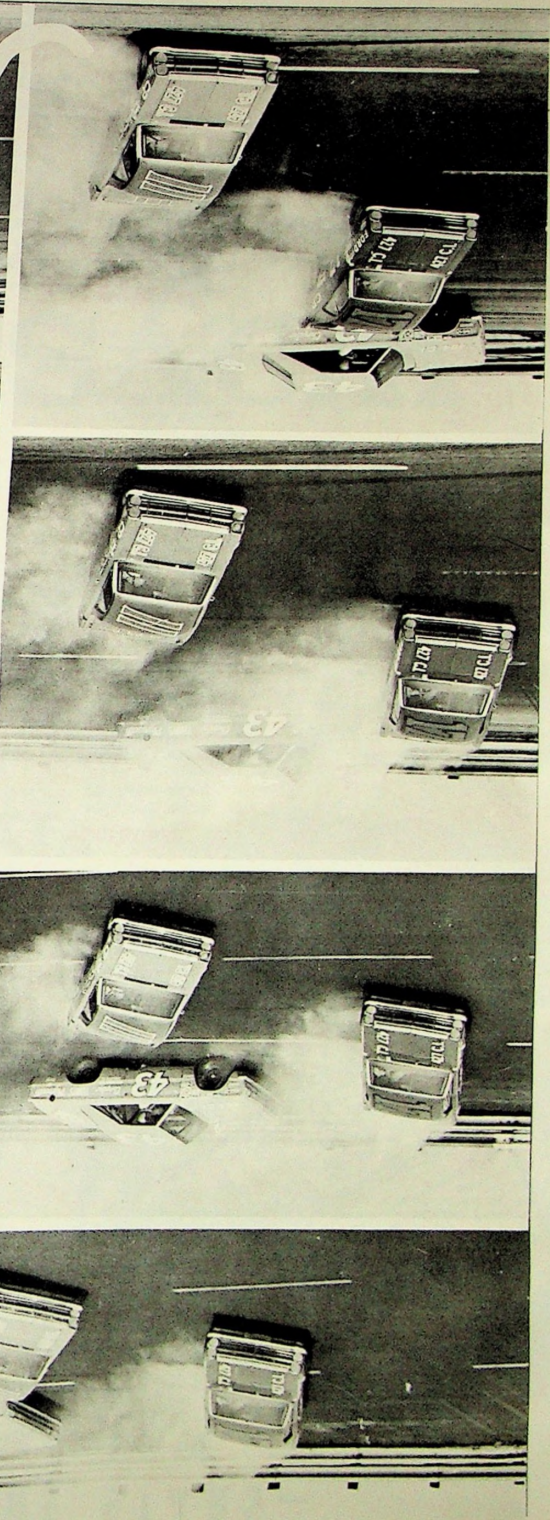
**SAGITTARIUS—Nov. 23rd - Dec. 21st**

High minded, restless, nervous, interested in sports and traveling with speed, takes chances, enjoys luxury and good luck.

#### MAIL BIRTHDAY CARDS TO . . . . .

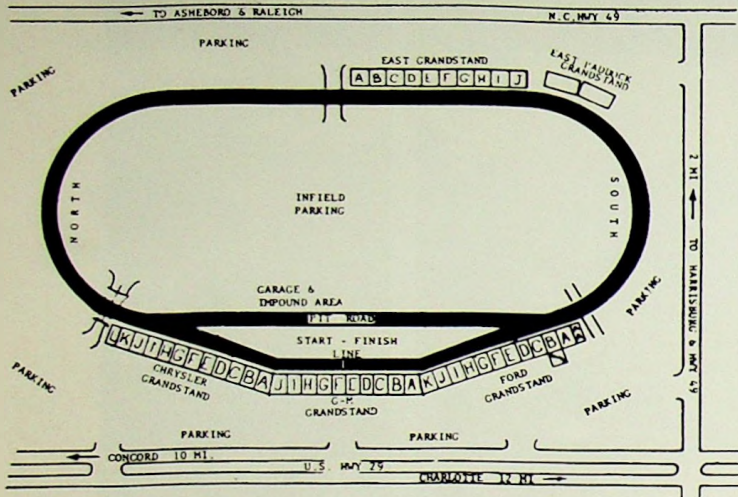
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P. O. Bin K  
Dayton Beach, Fla. 32015

**USAC**  
P. O. Box 24001  
Indianapolis, Ind. 46224



*Ninth Annual*  
**NATIONAL 500 RACE**  
**CHARLOTTE MOTOR SPEEDWAY**  
 CHARLOTTE, NORTH CAROLINA  
**SUN., OCT. 13, 1968 — 12:30 P.M.**

**500 MILES**  
**OF RACING ACTION**  
 FULL NASCAR, F.I.A. SANCTION



**TOP CARS AND STARS OF NASCAR AND USAC COMPETING FOR OVER \$100,000**

**Most Exciting, High Speed 500 Miler Of The NASCAR Grand National Circuit**

**OCT. 13th ORDER CHOICE SEATS NOW OCT. 13th**

**Charlotte Motor Speedway, P. O. Box 600, Harrisburg, N. C. 28075**

**PHONE — AREA CODE: 704 — 782-2166**

I am enclosing (check) (money order) for \$ \_\_\_\_\_, including 25¢ handling charge for the following tickets for the NATIONAL 500 RACE on OCTOBER 13, 1968

**GRANDSTAND CHOICE**

(Please Mark One)

**NO DRINK BOXES MORE THAN 18 INCHES LONG PERMITTED IN GRANDSTAND.**

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

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

\_\_\_\_\_ Ford Tower Grandstand Chair Seats (Rows 27 thru 43).....@ \$15.00 — \$ \_\_\_\_\_  
 \_\_\_\_\_ Reserved Grandstand Seats Rows 11-26 (All Three Stands).....@ \$12.00 — \$ \_\_\_\_\_  
 \_\_\_\_\_ Reserved Grandstand Seats Rows 1-10 (All Three Stands).....@ \$10.00 — \$ \_\_\_\_\_

ALL CHILDREN MUST HAVE TICKETS TO ANY RESERVED GRANDSTAND SEATS. Handling Charge \$ \_\_\_\_\_ .25  
 TOTAL \$ \_\_\_\_\_

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

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

Note: EAST GRANDSTAND (backstretch) and EAST PADDOCK GRANDSTAND Unreserved seats \$8.00 each on sale Race Day Only When Grandstands open at 7 a.m. Infield tickets \$5.00 each on sale at 5 p.m., Saturday, Oct. 12, when Infield Gates open for race fans.  
 INFIELD PARKING: Automobile—\$1.00; Automobile with trailer—\$5.00; Pickup truck camper—\$2.00; Bus—\$10.00.  
 CHILDREN UNDER 12 ADMITTED FREE TO UNRESERVED GRANDSTANDS OR INFIELD WHEN ACCOMPANIED BY A PAID ADULT.

M I S S C H A R L O T T E M O T O R S P E E D W A Y

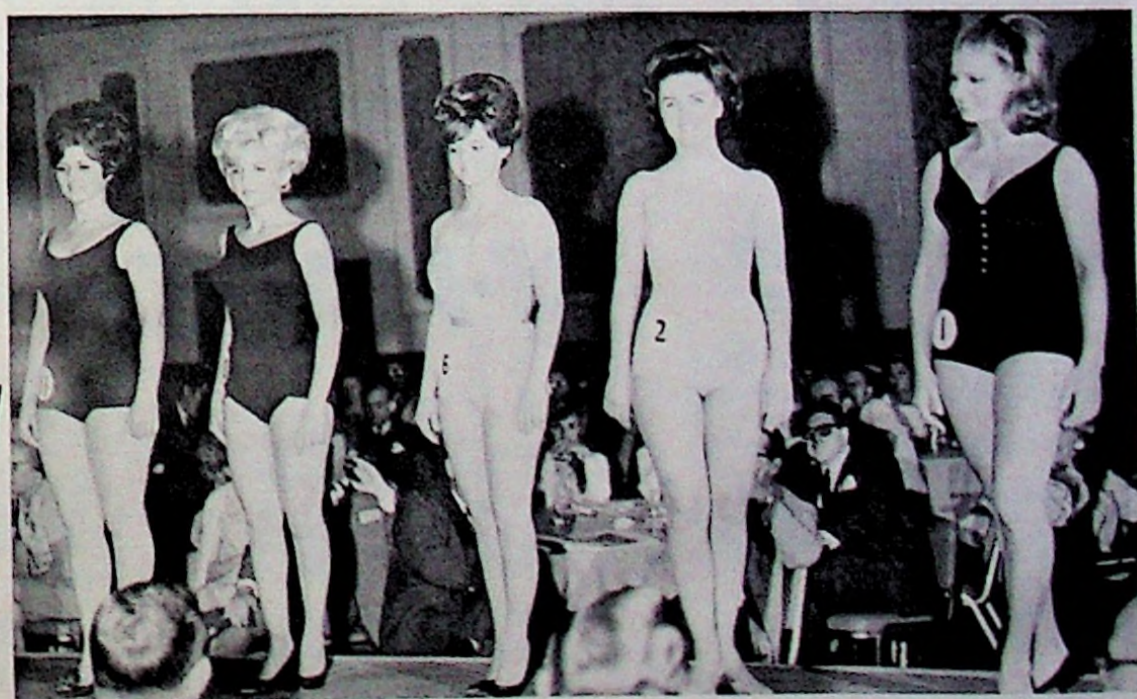


EVENING GOWN COMPETITION

*Below: L-R—Samantha Townsend, St. Pauls (1st Runnerup); Richard Howard, Vice President & General Manager of CMS; Miss CMS, Viveca Wilson, Vale, N.C.; Dr. Fred Wilson, President of CMS; and Linda Beamer, Charlotte (2nd Runnerup).*



*The 5 Finalists: L-R—Gayle Brown, Jean Phipps, Linda Beamer, Samantha Townsend and Viveca Wilson.*





**NASCAR'S NEW TECHNICAL DIRECTOR  
BILL GAZAWAY**

NASCAR headquarters recently announced the appointment of Bill Gazaway of Atlanta, Ga., to succeed the late William "Bill" Taylor as Technical director of the world's largest stock car racing association.



**R. E. McLEAN  
TANK, INC.**

P. O. Box 1062, Gastonia, N. C.

"Erector of Water Tank Here  
At Charlotte Motor Speedway"

**NORTH 29 AT MALLARD CREEK  
PARK DRIVE IN RESTAURANT  
&  
DRIVING RANGE**

Only 3 Miles From Speedway  
GOOD FOOD & FAST SERVICE  
Phone 596-0341 For Pick Up Service

Dining Room Open All Nite May 25th  
For Our Race Fans

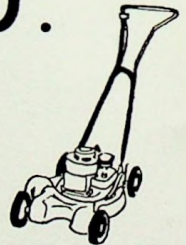
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- LAWNMOWERS
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- TOW BARS
- CAR TOP CARRIERS

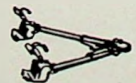


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**FORD 16' VANS**  
hold six rooms of furniture



**3/4-TON PICKUPS**  
with automatic transmission



**ECONOLINE SUPERVANS**  
with automatic transmission



**16' Stake Body Truck**



**ALL SIZE TRAILERS**  
hand trucks, furniture pads

# NASCAR NATIONAL CHAMPIONSHIP STANDINGS FOR 1968 SEASON

THRU DARLINGTON REBEL 400

POS.	DRIVER	POINTS	STARTS	WINS	TIMES IN TOP 5	TIMES IN TOP 10	MONEY WON	WORLD 600 POINTS	NEW TOTAL
1.	Bobby Isaac	1136	15	2	8	11	\$12,130		
2.	Dave Pearson	1097	14	5	9	10	46,002		
3.	Richard Petty	1083	15	3	8	11	26,324		
4.	Clyde Lynn	1060	15	0	1	7	7,835		
5.	Elmo Langley	934	14	0	2	9	6,745		
6.	Lee Roy Yarbrough	922	11	0	6	7	34,185		
7.	John Sears	919	15	0	0	5	6,074		
8.	Henley Gray	909	15	0	0	2	6,425		
9.	Wendell Scott	856	14	0	0	3	5,785		
10.	Jabe Thomas	832	14	0	0	4	4,835		
11.	Buddy Baker	787	11	0	4	5	9,600		
12.	Cale Yarborough	754	7	3	4	4	76,931		
13.	James Hylton	754	11	0	4	6	6,345		
14.	Neil Castles	730	13	0	1	4	4,330		
15.	Bobby Allison	711	9	1	4	4	19,813		
16.	Roy Tyner	700	11	0	4	6	6,345		
17.	Darel Dieringer	611	6	0	4	5	15,845		
18.	Tiny Lund	592	7	0	2	3	6,030		
19.	Bob Cooper	566	11	0	0	1	3,415		
20.	Bill Seifert	558	13	0	0	4	5,055		
21.	Paul Dean	522	11	0	0	1	2,255		
22.	Charlie Glotzbach	500	7	0	4	4	7,355		
23.	Earl Brooks	474	7	0	0	1	3,685		
24.	Bud Moore	420	5	0	0	3	3,425		
25.	Donnie Allison	411	5	0	2	2	8,375		
26.	Friday Hassler	404	7	0	1	3	2,700		
27.	Bill Champion	364	5	0	0	1	3,130		
28.	E. J. Trivette	356	5	0	0	0	2,305		
29.	Don Tarr	351	6	0	0	0	2,715		
30.	G. C. Spencer	350	7	0	0	0	1,635		
31.	Harold Fagan	342	7	0	0	1	1,720		
32.	Stan Meserve	321	7	0	0	1	2,485		
33.	Jerry Grant	319	5	0	0	1	2,935		
34.	Dave Marcis	304	3	0	0	0	3,050		
35.	Buck Baker	303	10	0	1	3	1,870		

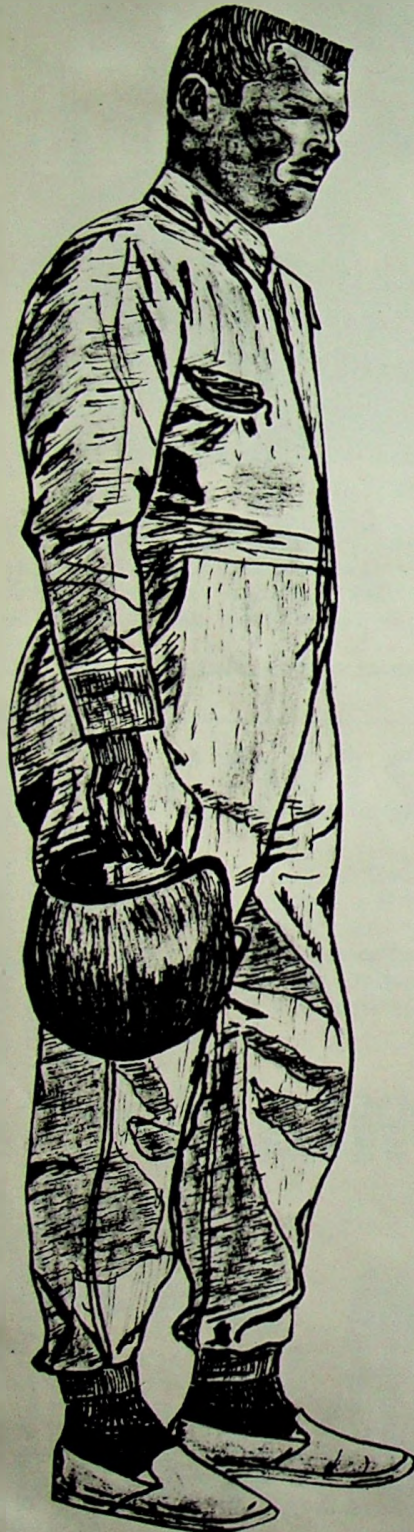
OTHER RACES WON BY: Dan Gurney, 1.

MANUFACTURERS' CAR POINTS: Ford 92, Dodge 62, Plymouth 57, Mercury 31, Oldsmobile 7, Chevrolet 6, Pontiac 3.

NASCAR GRAND NATIONAL CHAMPIONSHIP POINTS AVAILABLE IN WORLD 600 RACE —  
DISTRIBUTION: Winner receives 150 championship points, Second 147, Third 144, etc.

# Racing Is A "Punny" Sport

by Jim Seay  
 publicist at Columbia and Greenville-Pickens,  
 S.C. Speedways, and radio supervisor, Leslie  
 Advertising Agency, Greenville, S. C.



- Money won by Grand National Champion, Richard: "PETTY CASH"
- Mr. Isaac's supporters: "BOBBY LOBBY"
- Reaction of Wendell's fans when he won a Grand National race at Jacksonville, Florida in 1963: "GREAT, SCOTT"
- The name some have given the San Antonio exposition following Lee Roy's successful personal appearance there: "YARBROUGH FAIR"
- Description of Cale's jump over first turn railing at Darlington in 1965: "YARBOROUGH SCARE"
- A relative of Buck or Buddy: "BAKER'S COUSIN"
- Neil's trip in a plane: "CASTLES IN THE AIR"
- Bobby or Donnie in Victory Circle: "ALLISON WONDERLAND"
- Prize money awarded Tiny: "LUND FUND"
- Rear-end of Curtis' car: "THE AFTER-TURNER"
- First line of a song commemorating Henley's eyes being treated with Murine: "GRAY'S EYES ARE GONNA CLEAR UP"
- Transmission of John's Ford: "SEARS GEARS"
- Mr. Lynn after over-exposure to the sun: "FRIED CLYDE"
- The middle joints of Mr. Langley's arms: "ELMO'S ELBOWS"
- Connector in Tom's car: "PISTONE ROD"

## Remaining 1968 NASCAR Schedule

### GRAND NATIONAL

Date	Location	Dist.	FIA List	Posted Awards
May 26	Charlotte, N.C. (1½ Mi Pvd)	600 M	N/O	\$151,715
May 31	Asheville, N. C. (1/3 Mi Pvd)	100 M		5,330
June 2	Macon, Ga. (½ Mi Pvd)	150 M		7,410
June 6	Maryville, Tenn. (½ Mi Pvd)	100 M		5,330
June 8	Birmingham, Ala. (5/8 Mi Pvd)	100 M		5,330
June 16	Rockingham, N.C. (1 Mi Pvd)	500 M	N/O	76,870
June 22	Greenville, S.C. (½ Mi Dirt)	100 M		5,330
June 25	Montgomery, Ala. (½ Mi Pvd)	100 M		5,330
July 4	Daytona Beach, Fla. (2½ Mi Pvd)	400 M	Intl	*66,240
July 7	Islip, N.Y. (1/5 Mi Pvd)	300 L		5,330
July 9	Oxford, Me. (1/3 Mi Pvd)	100 M		5,330
July 11	Fonda, N.Y. (½ Mi Dirt)	100 M		5,330
July 14	Trenton, N.J. (1 Mi Pvd)	300 M		*23,850
July 21	Bristol, Tenn. (½ Mi Pvd)	250 M	N/O	*30,485
July 25	Maryville, Tenn. (½ Mi Pvd)	100 M		5,330
July 27	Nashville, Tenn. (½ Mi Pvd)	200 M		*13,000
Aug. 4	Atlanta, Ga. (1½ Mi Pvd)	500 M	N/O	*74,595
Aug. 10	Winston-Salem, N.C. (1/4 Mi Pvd)	100 M		5,330
Aug. 15	Columbia, S.C. (½ Mi Dirt)	100 M		5,330
Aug. 18	Weaverville, N.C. (½ Mi Pvd)	250 M	N/O	*17,720
Aug. 23	Wilson, N.C. (½ Mi Dirt)	100 M		5,330
Sept. 2	Darlington, S.C. (1¾ Mi Pvd)	500 M		*100,445
Sept. 6	Hickory, N.C. (1/4 Mi Pvd)	100 M		5,330
Sept. 8	Richmond, Va. (½ Mi Dirt)	150 M	N/O	*13,775
Sept. 13	Beltsville, Md. (½ Mi Pvd)	150 M		7,410
Sept. 15	Hillsborough, N.C. (9/10 Mi Dirt)	150 M	N/O	*7,720
Sept. 22	Martinsville, Va. (½ Mi Pvd)	250 M	N/O	*25,390
Sept. 29	North Wilkesboro, N.C. (5/8 Mi Pvd)	250 M	N/O	*20,485
Oct. 13	Charlotte, N.C. (1½ Mi Pvd)	500 M	Intl	*100,800
Oct. 27	Rockingham, N.C. (1 Mi Pvd)	500 M	Intl	*76,175

M-Miles; L-Laps; \*-Estimated Posted Awards; N/O-National Open Event; Intl-Full International Event.

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

# The number one name in racing



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